



ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED MATERIALS
RECOVERY FACILITY
PREMIER BUSINESS PARK,
BALLYCOOLIN ROAD, CAPPOGE, DUBLIN 11

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Volumes I - III

DECEMBER 2007

TOBIN CONSULTING ENGINEERS





ENVIRONMENTAL IMPACT STATEMENT

NON-TECHNICAL SUMMARY

VOLUME I

FOR THE PROPOSED MATERIALS

RECOVERY FACILITY

BLOCK L, PREMIER BUSINESS PARK,

BALLYCOOLIN ROAD, CAPPOGE, DUBLIN 11

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DECEMBER 2007

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NON-TECHNICAL SUMMARY

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1 INTRODUCTION

1.1 GENERAL

MCR Environmental will lease two No. industrial units within Premier Business Park Ballycoolin Road, Cappoge, Dublin 11 (Refer to Figure 1.1 - Regional Site Location) for the phased development of a Materials Recovery Facility. The Business Park is being developed by Harcourt Developments over the next year and has received full planning permission (Ref No. F05A/1363) in May 2006. This Planning Application consists of six No. high-bay industrial units and 71 No. small enterprise units.

This Environmental Impact Statement is required due to the change in use of the building from warehousing to a Materials Recovery Facility.

1.2 SITE BACKGROUND

The site of the proposed Materials Recovery Facility is located approximately 2 kilometres (km) to the northeast of Blanchardstown and approximately 2.5km west of Finglas, in Dublin. The M50 Road forms the southern boundary of the site. The Ballycoolin Road forms the northern boundary to the Premier Business Park development site. The surrounding area is made of up commercial buildings, warehouses and office campuses. The Premier Business Park will be accessed off the roundabout at the entrance to Stadium Industrial Estate along the Ballycoolin Road.

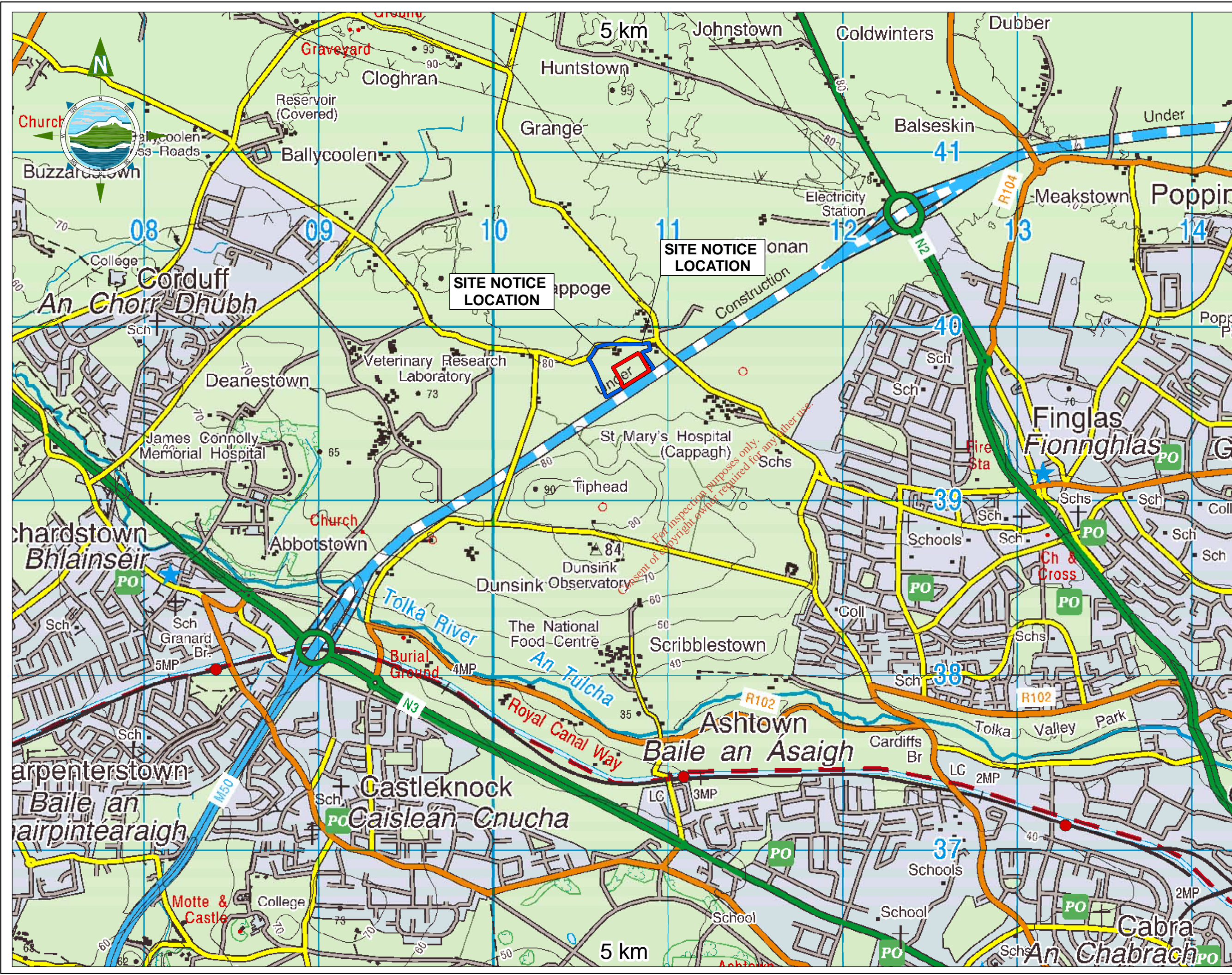
2 DESCRIPTION OF THE EXISTING ENVIRONMENT AND PROPOSED DEVELOPMENT

2.1.1 The Site

The proposed development is located in the townland of Cappoge, Dublin 11. The site will form part of the new Premier Business Park and is surrounded by large industrial estates, business parks and other commercial buildings with attendant road networks.

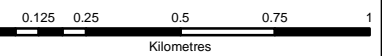
2.1.2 Application area

The planning boundary for the proposed development site comprises an area of approximately 1.16 hectares (ha), within a total landholding for the Premier Business Park of approximately 7.88 ha. Phase 1 and Phase 2 will take place at Block L (Refer to Figure 1.2 - Site Layout Plan) and Phase 3 will take place at Block K.



LEGEND

- Site Activity Boundary
- Premier Business Park



- NOTES**
1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING
 2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE
 3. ENGINEER TO BE INFORMED OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES
 4. ALL LEVELS RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD

Issue	Date	Description	By	Chkd.
A	26-11-07	Issued	A.G.	M.H.

Client: MCR ENVIRONMENTAL

Project: BALLYCOOLIN ROAD MATERIALS RECOVERY FACILITY

Title: REGIONAL SITE LOCATION MAP

Scale @ A3: 1:20,000

Prepared by: A. Gruschka
Checked: M. Hogan
Date: Nov 2007

Project Director: D. Grehan

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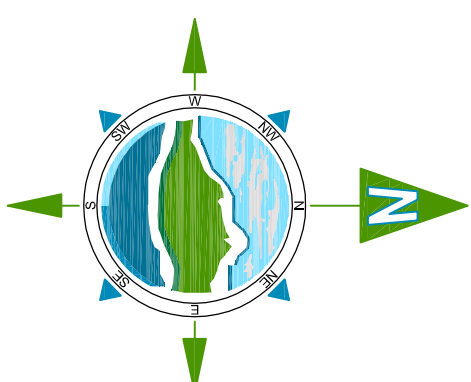
FIGURE 1.1 A



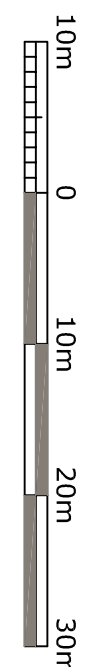
BM 77.23

SITE NOTICE LOCATION

GENERAL LEGEND
 LANDS UNDER CONTROL OF DEVELOPER (MCR Environmental) (Aisicape)
 ACTIVITY BOUNDARY (MCR Environmental)
 SITE NOTICE LOCATION



- NOTES**
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 5. 6" OS SHEET NO: DUBLIN 14



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Client:
MCR ENVIRONMENTAL

Project:
BALLYCOOLIN ROAD
MATERIALS RECOVERY FACILITY
WASTE LICENCE APPLICATION

Title:
SITE LAYOUT PLAN

Scale @ A1: 1:500

Prepared by: M. Nolan
Checked: Mairead Hogan
Date: November 2007

Project Director: Damien Grehan

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Figure 1.2
 A

2.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The development of Premier Business Park is currently under construction including Warehouse Block L. The proposed Materials Recovery Facility will not involve any change to the physical environment i.e. no additional buildings or major infrastructural changes will be required.

Construction activities on site related to the change of use will be restricted to setting up processing equipment and materials handling and storage facilities. Ancillary facilities such as weighbridge infrastructure, loading platform and bunded diesel tanks will be constructed in the yard area to the back of the site.

The construction of this ancillary infrastructure will consist of relatively minor works in the context of the already approved major construction works. No significant impacts are expected from this minor construction activity in the context of the overall construction activity.

2.3 THE OPERATIONAL PHASE

2.3.1 Working Hours

The facility will operate 24 hours per day, seven days per week. Processing will be carried out in two shifts per day with time allowed for cleaning and maintenance. Shifts will include from 5am to 3pm and 3pm to 1am. Office hours will be 8am to 6pm.

2.3.2 Employment

The site will employ approximately 72 staff in Phase 1 and approximately 179 staff by Phase 2.

2.3.3 Waste Types and Volumes

Initially (Phase 1 and Phase 2), the site is expected to handle approximately 95,000 tonnes per annum (TPA) and Phase 3 will involve the intensification to 300,000 TPA. This will consist of approximately 80,000 TPA of construction and demolition (C&D) waste and 15,000 TPA of commercial & industrial (C&I) waste.

Phase 3 will involve intensification to 300,000 TPA. This will consist of approximately 200,000 TPA of C&D waste and approximately 100,000 TPA of C&I waste.

2.3.4 Waste Acceptance Procedures

The waste will be delivered to the site by MCR vehicles and third parties with the appropriate waste collection permits. All vehicles will be enclosed, covered or appropriately netted. Third parties without the appropriate waste collection permits or with uncovered vehicles will be refused entry. MCR drivers that breach procedures will be reprimanded. The weighbridge operator will check the waste using a camera situated above the vehicle where possible. After de-netting or the removal of covers, vehicles will unload inside the Materials Recovery Facility by tipping onto the concrete floor. The waste will be examined at this point by a waste checker. The waste will then be processed in two separate processing lines; one line for C&D waste and a separate line from C&I waste.

2.3.5 Waste Handling

Control room

The control room will be manned at all times during operation of the facility. The controller will have a view of operations directly through windows and through a series of strategically placed cameras. The controller will have appropriate computer software that will give him (or her) direct control of all machinery and all conveyor belts. Emergency stop buttons, strategically placed around the processing lines will be able to over-ride the control room in the event of an emergency.

C&D Waste Processing Line

A Grab machine will be used to remove large items from the waste prior to processing. This is likely to include recyclables such as metal and wood as well as non-recyclable items such as mattresses and carpets. The Grab machine will then feed the material to a hopper which will feed, via an incline conveyor to a pre-sort picking platform. Plasterboard, polystyrene and glass will be hand-picked by personnel that will be issued with appropriate personal protection equipment to ensure their health and safety. The waste material will then pass into the shredder where it will be broken down to fractions that will be less than 100mm in diameter. The material will then pass under an in-line industrial magnet where ferrous metals will be removed to a short conveyor belt where a manual picker will control quality by removing contaminants. The material will then be further processed and separated by density. The resultant processed material will be examined prior to a decision on its suitability for recovery or disposal.

C&I Waste Processing Line

The material will be fed into a Cascade Screener, which will present the material evenly on a conveyor. This screen will allow material less than 75mm through to a lower belt which will pass the material under an industrial magnet where ferrous metals will be removed. Material larger than 75mm will be conveyed to a bay where it will be examined for content prior to a decision on further processing or removal for landfill disposal.

Material larger than 75mm will be conveyed up an incline conveyor belt and pass under an industrial magnet which will removed ferrous metals. The material will then be conveyed to a picking station where it will be manually sorted. Materials with no potential for recycling will be removed for disposal.

Un-picked materials that pass through the picking station will be re-circulated via a series of conveyor belts and will be presented to the pickers a second or third time to ensure maximum recovery levels of all materials.

2.3.6 Health and Safety

The MCR Group's current safety statement does not extend to the operation of a Materials Recovery Facility, so a specific health and safety management system will be devised and operated prior to the commencement of operations at the site. A Health and Safety Officer will be appointed by the Group and will have responsibility for these matters. Some health and safety issues have been incorporated into the design of the facility.

2.3.7 Fuel Storage

Fuel will be stored in diesel tanks in a bunded area in the yard area to the back of the site. Initially only one road diesel tank will be installed and a second will be added as the company's fleet of trucks grows. A smaller steel gas-oil tank will also be present for the mobile plant. Tarpaulin sheeting will be used to minimise rainwater entry to the bunded area.

Fuel will be dispensed to vehicles and plant via fuel pumps located adjacent to the tanks in bunded areas. The nozzles from the pumps will require active hand pressure and will not dispense fuel unless the handle is actively squeezed. In the event of severance or other damage, the pumps will not dispense fuel.

The inlet valves for the tanks will be contained within the bunded area. Run-off from the fuel dispensing area will be directed to a Class 1 full-retention interceptor.

2.3.8 Services

Water will be supplied to the facility via Fingal County Council watermains from the Ballycoolin High Level Water Supply Scheme.

The equipment in the Materials Recovery Facility will require between 600 and 1000 KW of electricity and this will be supplied via a designated 10KVA line, transformer and an on-site substation.

The office canteen, showers and toilets will be connected to the sewerage system that services the industrial estate, which in turn feeds into Fingal County Council's sewerage network. There will be no trade effluent discharged from the site.

2.3.9 Material Recovery Building

Phase 1 will be undertaken in Block L, which will have a ground floor area of 4,765m² and a maximum external height of 16.5m. Minimum internal height will be approximately 13m. The Materials Recovery Facility will be constructed as a two-bay portal steel frame. The bays will each be 39m wide and the columns will be generally 6m apart.

There will be a series of internal walls along the central row of steel columns between the two portal frames. The internal walls will be constructed of mass concrete and their height will be generally 4m but may vary to facilitate the positioning of recycling equipment over them.

The roof will contain 10% clear panels to allow infiltration of natural light. The roof will also contain smoke vents that will be controlled from the control room and other appropriate remote locations. The smoke vents will be used to vent diesel fumes from the building as well as for clearing smoke in the event of a fire.

The front of the Materials Recovery Facility will contain a two-storey office block. Lockers, canteen, medical room, training room, toilets and wash facilities will be provided for the factory floor staff. Offices will be set aside for key facility management staff and a boardroom will be provided for meetings and presentations to regulatory authorities and others.

2.4 EXAMINATION OF ALTERNATIVES TO PROPOSED DEVELOPMENT BY THE OPERATOR

MCR Environmental collects household skips, construction and demolition waste and will shortly be collecting commercial and industrial wastes. These wastes are collected in the Greater Dublin Area incorporating counties Dublin, Meath, Louth, Kildare and Wicklow. The first alternative considered by the company for processing this waste was:

- a) To bring the waste to existing waste processing facilities, or

- b) For the company to develop its own processing facility.

MCR met with all the major waste management companies in the Greater Dublin Area to discuss the possibility of bringing waste materials to their sites for processing. In each case, access to the major Materials Recovery Facilities (MRFs) was denied due to either capacity problems or unwillingness to work with a potential competitor.

In locating the MRF, the following factors were considered by the operator:

- a) The source of the input materials.
- b) The destination of the products.
- c) The transport networks.
- d) The development zoning.
- e) Compliance with waste management plans.
- f) Building Specifications.
- g) Availability of infrastructure and services.

The factors listed above were all considered in the search for a suitable site for the proposed development. Two suitable sites were located but Premier Business Park is the preferred site as the proposed building has an internal clear height of approximately 13 metres whereas the other suitable site has a lower internal clear height of 10 metres.

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3 POLICY, PLANNING AND DEVELOPMENT CONTEXT

A review of national legislation and policy, and local plans and policies including the Dublin Region Waste Management Plan and the Fingal County Council Development Plan 2005-2011 was undertaken to identify the key policies that underpin the need for the proposed facility.

3.1 GOVERNMENT POLICY AND LEGALISATION

The proposed Materials Recovery Facility will provide the necessary infrastructure that is required to reach National recycling targets for 2013.

The National Spatial Strategy (NSS) states that waste management is a particular current priority and that efficient, effective and cost competitive waste management facilities are essential if industrial and enterprise activity is to thrive and develop in a balanced way across Ireland. The proposed Material Recovery Facility will contribute to, and support the requirements of the NSS.

The proposed development site has been given the zoning objective GI in the current Fingal County Development Plan 2005-2011. The objective of this zoning is *'to facilitate opportunities for general industrial employment and related uses in industrial areas'*. This indicates that the development of a Material Recovery Facility at this site is in accordance with the County Development Plan.

The application site is positioned on the routing of a future orbital rail line that is intended to join the Blanchardstown area with the Airport/Swords Metro Line in the vicinity of Ballymun. This route has been included in the recently launched Department of Transport 'Transport 21' programme as a long-term project.

This proposed Material Recovery Facility would provide recycling infrastructure, which will help meet current and future waste management objectives and is required to reach current and future recycling targets. The proposed Materials Recovery Facility also meets the siting guidelines as set out by the Dublin Waste Management Plan 2005-2011 with regard to its location in proximity to the M50 Road, the site zoned as industrial and its proximity to the large population centre of Dublin City.

4 SOCIO ECONOMIC

4.1 INTRODUCTION AND EXISTING ENVIRONMENT

A desk study was carried out in order to examine all relevant information pertaining to planning and socio economic activity in the study area. The Fingal County Development Plan 2005-2010 was examined along with the Dublin Waste Management Plan 2005-2010 and relevant census data from the Central Statistics Office (CSO).

Fáilte Ireland tourist literature for Dublin was examined in relation to tourism amenity in conjunction with websites of relevant tourism sites and amenities in the area. In addition Ordnance Survey maps were used to identify landuse and possible amenity and tourist sites that may be located in proximity to the proposed development site.

The proposed development site is located in an area that is zoned for industry (refer to planning context chapter). A number of business parks and industrial parks are located in close proximity to the proposed development site.

A number of scattered domestic dwellings are located in the area surrounding the subject site. The closest dwelling to the site is located approximately 70 metres (M) to the northeast.

The proposed site of the Materials Recovery Facility is not currently utilised as a tourist or amenity site and is not located in proximity to any such sites. The nearest golf course is Elmgreen golf course and is located approximately 1.5km to the southwest of the development site.

There are no designated walking routes located in proximity to the proposed development site. The nearest walking route is the Royal Canal Way walking route, which is, located approximately 1.5km to the south. There are no protected views within the study area from which the proposed development will be visible.

4.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

The development of the proposed facility would be in keeping with existing and proposed land use patterns as there are a number of waste facilities currently in operation in this area. Predictions for population and dwelling houses in the Fingal area all indicate increases for the period up to 2011, which will also result in an increase in the commercial sector. Therefore there will be increased need for C&D and C&I recycling facilities in the Fingal area. The proposed Material Recovery Facility would provide key recycling infrastructure for the North Dublin and Fingal area.

This project will create or support employment at local and national levels both directly and indirectly. The proposed facility will initially provide approximately 72 jobs during Phase 1 and this will increase to approximately 179 jobs in Phase 2.

The proposed development site is currently not utilised as a tourism amenity and is not located in proximity to any tourist amenity. A cycleway route is proposed in proximity to the site however the proposed Materials Recovery Facility will not impact on this.

The project is being developed in such a manner so that the impact on dwelling houses, landscape and traffic is minimised. No major mitigation measures are required. All activities at the facility will be carried out with regard to strict environmental guidelines.

5 ECOLOGY

5.1 INTRODUCTION AND EXISTING ENVIRONMENT

The ecological assessment comprised both a desktop study and a field survey. The desk study comprised the following elements:

- Identification of all sites designated for nature conservation within 5km of the development site.
- Consultation with the relevant statutory and non-statutory bodies.
- Review of existing databases with information on the distribution of rare or protected species
- Review of Ordnance Survey maps and aerial photography in order to determine broad habitats that occur within the existing site.

A field survey was undertaken to carry out a habitat assessment and a general mammal assessment.

The development site does not lie within or adjacent to any area that has been designated for nature conservation under Irish or European legislation. There are only two designated sites within five kilometres of the proposed development with the nearest being the Royal Canal pNHA, which lies some 2.1 kilometres to the south.

Only one habitat type was identified, Improved Agricultural Grassland (GA1) which was classed as being of low to moderate ecological value due to an increase in species and structural diversity following the abandonment of agricultural management.

No rare or protected species of plant or animal were recorded on site. The hedgerow lying to the east of the site provides good foraging conditions for bats but there are no suitable locations for potential bat roosts on site.

5.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

No site designated for nature conservation will be directly or indirectly impacted by the proposed development.

The proposed development will result in the permanent removal of the Improved Agricultural Grassland (GA1) habitat leading to a minor to moderate negative impact. The assessment of the impact follows NRA guidance (NRA 2006).

Removal of the Improved Agricultural Grassland habitat will lead to a loss of foraging habitat for birds such as pheasant and wren, both of which were observed on the site during the walkover survey. The coarse grassland present on site does not provide ideal nesting sites for birds although small scrub areas containing patches of bramble or tussocks of vegetation would be suitable for breeding birds, such as wren and chiffchaff, however the impact on nesting birds is expected to be minor providing mitigation measures are implemented.

No protected species of mammals were recorded on site. The main impact on the mammalian fauna is likely to be to small rodent populations, however, the nearby hedgerows will continue to provide good habitat for these animals and local populations will be unaffected by the proposed development.

There are no rare or protected species of flora present on site and therefore, this development will not impact on any rare or protected flora.

There are no mitigation measures for the permanent removal of the existing habitat.

Any landscaping or screening proposals that involve planting vegetation should use native species of local provenance that complement the nearby hedgerow.

Any lighting required during the operation of the proposed Materials Recovery Facility should avoid illuminating the hedgerow to the east to avoid any indirect impacts on feeding bats. This can be achieved by fitting hoods to direct light away from this hedgerow.

6 SOILS, GEOLOGY & HYDROGEOLOGY

6.1 INTRODUCTION AND EXISTING ENVIRONMENT

The information contained within this section is concerned with the description of the existing geological character of the site.

According to the EPA, the till which covers the majority of the site, is soil described as a deep well drained mineral soil derived from mainly calcareous parent materials (BminDW). The soils in this category include Grey Brown Podzolics, Brown Earths (medium-high base status). The subsoils in the area comprise primarily of Limestone till (TIs). Site Specific investigations confirm this classification.

The Geological Survey of Ireland 1:100,000 scale bedrock geology map of the area (Sheet 16) indicates that the subject site is underlain entirely by Waulsortian Limestones (WA). An aquifer classification by the GSI describes the Waulsortian Limestone as a “Locally Important Aquifer, which is Moderately Productive only in Local Zones”(LI). A fault is also noted that traverses the underlying bedrock in a north-north-west to south-south-east direction. This fault is minor and inactive with no potential impact on the structural integrity of the site.

6.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

As the building is already under construction, there will be no potential impacts on the soil or geology of the site due to the proposed change of use. The soil and subsoil at the site of the proposed Materials Recovery Facility have been disturbed to create a level platform for the construction of the warehouse.

Potential impacts include contamination of the soil, subsoil and underlying geology as a result of spillages in the surrounding area of the Materials Recovery Facility.

Correct storage of all materials within the proposed Materials Recovery Facility is recommended in order to mitigate against potential spillages which might result in run-off to nearby surface waters and contamination of underlying geology.

7 WATER

7.1 INTRODUCTION AND EXISTING ENVIRONMENT

This chapter addresses the surface water and groundwater aspects of the environment and assesses the impacts of the proposed development on the existing water environments.

The site is located in the Tolka River Catchment, in the Eastern River Basin District. The Tolka River flows to the south of the site, less than 2km away, in an easterly direction towards Dublin bay. Two unnamed tributaries feeding the River Tolka to the south are the nearest primary surface water features to the subject site.

There are no surface water features within or surrounding the development site, with the exception of an area of temporary standing water noted outside the application area. The GSI reports no karst features within a 2km radius of the site.

There are no existing groundwater abstraction points at the subject site, nor are there any proposed. The Premier Business Park is supplied by water from the local Fingal County Council mains water supply.

The bedrock underlying the proposed site is classified by the GSI as the Waulsortian Limestone Formation, and is described by as a “Locally Important Aquifer, which is Moderately Productive only in Local Zones” (LI).

7.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

It is estimated that runoff would be generated from the portion of the site that is covered with impermeable surfaces. All surface water runoff will be treated within Premier Business Park. The generation of additional runoff is a direct, long-term effect but is not considered to be a significant negative impact.

The type of waste to be handled within the Materials Recovery Facility will not generate leachate and will not come into contact with rainfall. The floor of the facility will be cleaned regularly with a roadsweeper and this will not generate effluent. However, the units are designed so that any runoff from incoming material will be captured within the building.

Diesel tanks on site would have the potential to cause groundwater contamination due to accidental leakages. The correct design of bunded areas for the storage of Diesel tanks will be used to prevent groundwater contamination as a result of accidental spillages from the Materials Recovery Facility.

All equipment and machinery will have regular checking for leakages and quality of performance.

In terms of surface water run off, in order to prevent potential contamination of soil/surface water/ groundwater media with water that may be contaminated with oil/ solids, an appropriately sized Class 2 by-pass interceptor will be installed to treat surface water runoff from all yards in the business park.

8 CLIMATE

8.1 INTRODUCTION AND EXISTING ENVIRONMENT

In this section information on rainfall and wind orientation is outlined. This is based on information obtained from the Meteorological Service. Rainfall data from the Phoenix Park, Dublin measuring station is used for the proposed Materials Recovery Facility at Ballycoolin. This measuring station has been in operation since 1829 and is located approximately 4km south of the proposed development site. The nearest meteorological station with evapotranspiration measuring equipment is located at Dublin Airport Synoptic Station, which is approximately 7.5km north east of the proposed development. Local meteorological data shows that the estimated annual precipitation for the Ballycoolin site is in the order of 828mm. Approximately 53% of the total annual rainfall is recorded during the winter period (October - March). The prevailing wind direction is from the southwest.

8.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

On a local, regional and global scale, the climate will not be altered by the proposed development. The proposed development will not create any temperature inversions, alter any current wind circulation patterns nor affect the sunshine or any other climatic factors in the area beyond the site boundary of the proposed development.

As there will be no significant impact on the local or global climate, there are no mitigation measures proposed.

9 ODOUR

9.1 INTRODUCTION AND EXISTING ENVIRONMENT

A baseline ambient air quality survey was carried out in the vicinity of the proposed Materials Recovery Facility development. Currently the air quality is average with levels of criteria pollutants for traffic, industrial and residential derived pollution (BTEX, NO₂, NO, CO, and PM₁₀) below the relevant Irish and European Union limits. The Premier Business Park is bordered to the north by the Ballycoolin Road and to the south by the M50 Road.

9.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

The main source of air pollution in the area is from motor vehicle exhausts, construction and industrial activities, and associated urban emissions. There is the risk that emissions from dust and odours could result in air quality impacts in the vicinity of the proposed site location. Since all activities will be carried out indoors it is anticipated that no associated impacts will occur with the proposed development.

10 NOISE AND VIBRATION

10.1 INTRODUCTION AND EXISTING ENVIRONMENT

This section assesses the existing noise and vibration climate in the existing environment and the potential noise and vibration impacts of the proposed facility. The site is bordered to the south by the M50 Road and the Ballycoolin Road provides the northern boundary for the Premier Business Park. Local roads in the area are relatively busy as feeder routes to the M50 Road. The dominant noise source in the area is road traffic noise and this is expected to remain the case. Private residences around the site are most notably affected by road traffic noise, both in the form of passing traffic, and traffic from the surrounding industrial premises. A baseline noise assessment was carried out during both day and night time periods to quantify and characterise this local ambient noise climate.

10.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

Potential impacts for the local noise climate due to the proposed development will occur in both the construction and operational phases of the development. Noise predictions have been made for both of these periods in the noise and vibration assessment, and neither is expected to have significant impact on the local noise climate. All predicted noise impacts from the proposed development are within the relevant guidance criteria. As such, no additional noise and/or vibration mitigation measures are proposed for the development.

11 TRAFFIC

11.1 INTRODUCTION AND EXISTING ENVIRONMENT

The proposed facility will be accessed from the road network via Ballycoolin Road at an existing roundabout, which also serves as an entrance to Stadium Business Park. The site is located in close proximity to the junction of Ballycoolin Road and Cappagh Road.

In order to establish existing traffic patterns, manual traffic classification counts were carried out at two number locations on the surrounding road network. The counts were carried out over a 6-hour period (7:00am – 10:00am and 4:00pm – 7:00pm) on the 3rd of March 2005 at the following locations:

- Junction of Cappagh Road – Ballycoolin Road Roundabout; and
- Junction of Ballycoolin Road – Stadium Business Park Roundabout.

The current traffic flow on Ballycoolin Road is approximately 14,000 AADT (Annual Average Daily Traffic). Cappagh Road (north of Cappagh Road – Ballycoolin Road Roundabout) has approximately 13,000 AADT. The local road network has approximately 4% heavy goods vehicle (HGV) usage.

There is currently a lack of existing cyclist and pedestrian facilities on the surrounding road network. As a result pedestrian and cyclist numbers are very low on the existing road network.

11.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

Analysis of the junctions with the Premier Business Park in place shows that the road network will have sufficient spare capacity to cater for the future traffic demands of the Business Park. Given that the proposed Materials Recovery Facility will generate fewer trips than that allowed for in the original planning application, analysis of the junctions based on the new figures is unnecessary.

Changing the use of the Warehouse to a Material Recovery Facility would take place over a short time period. The impact of the construction period would be very minor and temporary in nature and would not constitute a significant traffic impact.

It is proposed that shift hours and break times will be organised so that vehicle movements to and from the facility would be kept to a minimum during the peak hours on the surrounding road network. Thus the impact of the proposed development on the road network will be negligible.

12 LANDSCAPE AND VISUAL ASSESSMENT

12.1 INTRODUCTION AND EXISTING ENVIRONMENT

Landscape impact assessment is a combination of two separate but closely related aspects. The first is the visual impact, the extent to which new developments can be seen. The second is the impact on the character of the landscape, including responses that are felt towards the combined effects of the new development.

The Landscape and Visual Impact Assessment report presents an assessment of the likely and significant impacts of the proposed development. The significance of visual impacts may be described as none, imperceptible, slight, moderate, significant and profound.

The development site and its environs

The site for the proposed development is located in the townland of Cappoge approximately 2km northeast of Blanchardstown and located south of Ballycoolin Road, west of Cappagh Road and just north of the M50 Road.

The site can be accessed from Ballycoolin Road, which runs along the northern boundary. The surrounding area is made up of large industrial estates, business parks and other commercial buildings, with attendant road network.

Due to the gently undulating nature of the land surrounding the site, there is no potential for screening provided by topography. However, due to the screening provided by surrounding buildings and vegetation, the application site is visible from very few locations. Also, those views available can only be gained through breaks in hedgerows and from elevated viewpoints.

12.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

General

Overall, the visual impact of the proposed development will be slight to moderate, permanent and neutral in its nature. In the short-term it is likely that activities during the construction period will have moderate and negative visual impact.

It is important that tree/shrub planting is carried out and maintained within the business park and in particular along the northern boundary/Ballycoolin Road.

Impacts on views from Residences

The closest private residences are the single dwelling at the junction of Cappagh Road and Ballycoolin Road, and Cappoge Cottages just north of this junction. There would be no views of the proposed development from these properties and therefore no visual impact.

Impacts on views from roads

Part of the development will be visible from short stretches along Ballycoolin Road, Cappagh Road and the M50 Road. The removal of existing mature hedgerows as part of the improvement works to Ballycoolin Road will result in more open views along a stretch of approximately 400m. The proposed development will have moderate and neutral visual impact on views from short stretches along the three roads surrounding the site. This impact will be reduced as the vegetation along the M50 Road matures. The long term visual impact will also depend on the amount and type of planting to be carried out along the realigned Ballycoolin Road.

There would be short-term moderate to significant and negative visual impacts as a result of construction activities and construction traffic.

Impact on Designated Areas

There are no known views from any designated areas of the application site, apart from the 'site of' a castle which is located within the northern part of Premier Business Park. The proposed development will have moderate visual impact on this site, considering that some of the units of Premier Business Park will be built on this site.

Impact on landscape character

The proposed office/warehouse development is in line with the emerging landscape character of the area. The long-term impact on landscape character will be determined by the amount and type of planting within the Premier Business Park and along the realigned Ballycoolin Road. The increase in traffic and people brought into the area as a result of the development will also impact on landscape character.

The change of land use will have a significant impact on the existing site, changing it from essentially an open ungrazed field, to an industrial warehouse site. However, the general change to landscape character is moderate, considering location of the site within a developing business park.

In the short term, construction traffic will have a negative impact on the landscape character, and all efforts should be made to limit the occurrence of dust and mud on surrounding roads.

Mitigation measures

The proposed Warehouse was granted permission in 2006 as part of the application for all of Premier Business Park. The change of use of the building does not affect its dimensions and design and the location was therefore deemed appropriate.

A landscape plan will be drawn up to address some of the visibility issues outlined in the landscape and visual impact report. This is required under Condition 13 of the existing planning permission for Premier Business Park (Ref: F05A / 1363).

High quality materials in suitable colours will be used for reasons of durability, aesthetic appeal and appropriateness to the setting.

13 CULTURAL AND ARCHAEOLOGICAL HERITAGE

13.1 INTRODUCTION AND EXISTING ENVIRONMENT

This report describes the archaeological importance of the environs of the proposed Materials Recovery Facility at Cappagh Road, County Dublin. The purpose of this assessment is to identify and classify the extent of impact on any archaeological features or deposits, which maybe in the area. The assessment of the archaeological heritage was based on a desktop study of published and unpublished documentary and cartographic sources followed by a field assessment.

There are no archaeological monuments recorded within the footprint of the proposed development (Record of Monuments and Places for County Dublin). There are six recorded monuments located adjacent to the proposed development site. These comprise a ring ditch – DU014 :026, a tower house site – DU014:027, a habitation site – DU014:028 , a ring fort DU014:029, a possible souterrain and a burial site – DU014:033 and a house site – DU014:051.

13.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

As this warehouse is currently under construction this EIS only pertains to the Operational Phase of the Materials Recovery Facility. During the Construction Phase a fully licensed archaeologist monitored all ground works. Therefore there are no potential impacts to any archaeological feature.

As the proposed changes to the facility do not involve any changes to the physical environment at the proposed Material Recovery Facility site, i.e. no additional buildings or infrastructure will be required there will be no impact on the archaeological or cultural heritage.

This development has no significant impacts accordingly no mitigation measures are required.



ENVIRONMENTAL IMPACT STATEMENT

FOR THE PROPOSED MATERIALS

RECOVERY FACILITY

PREMIER BUSINESS PARK,

BALLYCOOLIN ROAD, CAPPOGE, DUBLIN 11

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Volumes II

DECEMBER 2007

TOBIN CONSULTING ENGINEERS



ENVIRONMENTAL IMPACT STATEMENT

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Prepared on behalf of:

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DOCUMENT AMENDMENT RECORD

Client:	MCR Environmental
Project:	Material Recovery Facility, Premier Business Park, Ballycoolin Road, Dublin 11
Title:	Environmental Impact Statement

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