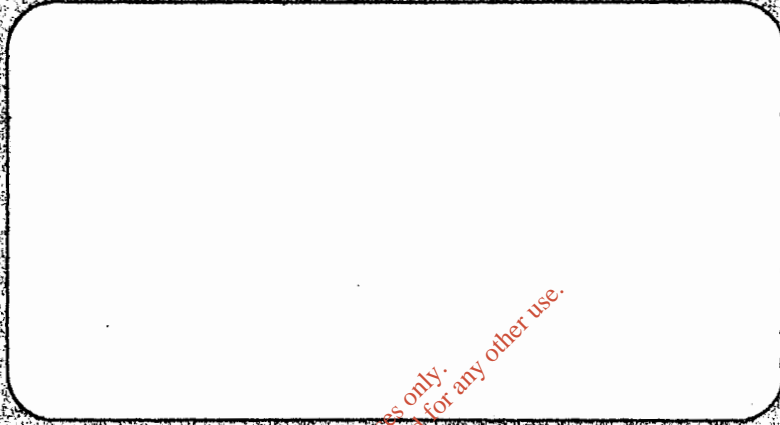


Effective Environmental Consultancy



For information purposes only.  
Copyright © RPS Ireland. All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of RPS Ireland.

# RPS IRELAND



**Authorised for Release by:**

**Shane Herlihy**

**Date: 25<sup>th</sup> January 2003**

**Report Status: FINAL**

**Kylemore Road  
Dublin 12**

**Tel: +353 -1-450 4922**

**Fax: +353 -1-450 4929**

**email: dublin@rpses.ie**

**ENVIRONMENTAL PROTECTION  
AGENCY WASTE LICENSING  
RECEIVED**

**29 JAN 2003**

**INITIALS.....**

**ENVIRONMENTAL IMPACT STATEMENT  
NON TECHNICAL SUMMARY**

**PROPOSED WASTE RECOVERY &  
TRANSFER FACILITY  
EXPANSION AT ATLAS  
ENVIRONMENTAL IRELAND LTD.  
IN PORTLAOISE, Co. LAOIS.**

**PREPARED FOR  
ATLAS ENVIRONMENTAL IRELAND LTD.**

*For inspection purposes only  
Consent of copyright owner required for any other use*

**Our Ref.:**

NE0501 / Final

**Date:**

25<sup>th</sup> January 2003

**Project Manager:**

Tony Doyle

Senior Environmental Consultant

**Project Director:**

Shane Herlihy

Environmental Director.

**ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED WASTE  
RECOVERY AND TRANSFER FACILITY EXPANSION AT ATLAS  
ENVIRONMENTAL IRELAND LTD. PORTLAOISE, Co. LAOIS.**

**NON TECHNICAL SUMMARY**

**PREPARED FOR  
ATLAS ENVIRONMENTAL IRELAND**

<b>1.0</b>	<b>INTRODUCTION</b>	<b>2</b>
<b>2.0</b>	<b>PROJECT DESCRIPTION</b>	<b>3</b>
<b>3.0</b>	<b>SITE CONTEXT</b>	<b>5</b>
<b>4.0</b>	<b>ASSESSMENT OF KEY ENVIRONMENTAL IMPACTS</b>	<b>6</b>
4.1	Waste Management	6
4.2	Ecology	6
4.3	Soils and Geology	6
4.4	Water	7
4.5	Air	7
4.6	Noise	7
4.7	Landscape and Visual	8
4.8	Archaeology and Cultural Heritage	8
4.9	Human	8
4.10	Traffic	9
4.11	Material Assets	9
4.12	Interactions	9
<b>5.0</b>	<b>CONCLUSIONS</b>	<b>9</b>

**LIST OF FIGURES**

<b>Figure Number</b>	<b>Title</b>
2.1	Site Location
2.2	Site layout Showing Proposed Developments
4.1	Land Use in the Vicinity of The Site
6.1	Groundwater Flow in the vicinity of the Atlas Site
9.1	Noise Sensitive Locations in relation to the site
10.1	Photographic Viewpoint Locations
10.2	Photographic Viewpoints

## 1.0 INTRODUCTION

Atlas Environmental Ireland Ltd. are a hazardous waste management and environmental services company, providing a range of services to industry and the public sector in Ireland. The main site activity is currently the refining and reuse of waste oils. The recovery of waste oil filters, treatment of oily solid wastes and bioremediation of contaminated soil is also carried out on site and this proposal makes provision for an expansion in the quantities of these materials processed on site without necessitating any site infrastructural works. As part of an extension in the range of materials recovered and recycled on the site it is proposed to handle the following additional materials, which derive mainly from the automotive services sector: greases, fluorescent light bulbs, waste cooking oil, end of life vehicles ( E.L.V ), windscreen glass, batteries, aerosols, tyres, solvents, brake fluids, antifreeze, mixed fuels, windscreen washer, acids and bases treatment and electronic goods. There is also provision within the proposal for the storage of water treatment additives on site for distribution to client company's

This Environmental Impact Statement (EIS) has been prepared primarily in support of the Waste Licence Application to the Environmental Protection Agency ( E.P.A ). The document has been prepared in accordance with the "Guidelines on the preparation of EIS published by the Environmental Protection Agency (EPA 1995 and 2002)". The EIS is contained in 1 Volume containing a detailed description of the proposed development and the environmental impact assessments under the following headings:

- Waste Management
- Ecology
- Soils, Geology and Hydrogeology
- Water
- Air
- Noise
- Landscape and Visual
- Archaeology and Cultural Heritage
- Human
- Traffic
- Material Assets
- Interactions

At the outset of the project, preliminary consultations were made with the relevant statutory and non-statutory organisations with responsibilities or interests in the proposed development. The aim of this consultation was to determine the environmental and planning aspects of the project that warranted consideration for the development of the project in conjunction with the Environmental Protection Agency's published guidelines on the preparation of Environmental Impact Statements. A meeting was also held, as part of preliminary work, with representatives from the Environmental Protection Agency in order to fully scope the EIS.

## 2.0 PROJECT DESCRIPTION

The proposed site expansion involves the construction and operation of a number of small scale waste recovery and transfer facilities within the confines of and integrated with the existing Atlas Environmental Ireland waste management facility at Clonminam Industrial Estate, Portlaoise, Co. Laois. The proposed development will also facilitate an increase in the throughput of materials currently processed on the site and again these measures will be integrated into the proposed facilities. This section of the EIS aims to outline the proposed development within the current site, from construction to integration with existing facilities and through to operation and eventual decommissioning.

The proposed site is located in the Clonminam Industrial Estate, approximately 1 km south west of Portlaoise Town Centre and north of the N6 National Primary Route as illustrated in Figure 2.1. The site is located in an urban area that is dominated by industrial and commercial activities. The northern and eastern sides are dominated mainly by a short section of the Cork – Dublin rail line and adjacent railway yard. The southern side of the plant is bounded by the EMO fuel storage and office complex while the western side is characterised by commercial and industrial activity with a small halting site further to the north west of the site. The current site occupies a total area of approx. 6 acres, of which the proposed new developments will take in approx. 2 acres.

At the outset of this project a number of alternatives were examined. Firstly alternatives were considered regarding the location of the proposed development. Three sites were considered; the existing Atlas site, the option of a “Greenfield” site and the option of a site in a similar industrial area. The least disruptive and most environmentally favourable option was considered to be the current Atlas site. As part of this process attention was also paid to alternative development designs and alternative processes. In terms of project design the most feasible and environmentally favourable option was found to be the construction of some stand alone facilities within the site and the integration of the other proposed facilities with existing site processes. The other options of complete integration with the existing site or the construction of a separate area within the site were found to be less favourable. Alternative processes were also considered, in particular regarding the types of wastes to be handled, the environmental risks associated with the wastes and indeed market considerations. The sludge drying process was also carefully examined as part of this process and a number of alternative technologies were considered before agreeing on the proposed system which was found to have operability, energy efficiency and emissions control advantages over the other alternatives.

Atlas Ireland currently provide a number of specialist waste management services to the automotive sector, marine sector, industry and the public sector in Ireland from their integrated waste management facility in Portlaoise. These services include the following;

- The manufacture of fuel from waste oils
- The recovery of waste oil filters
- Treatment of oily solid wastes
- Bioremediation of contaminated soil

The proposed development is a mixed one with a moderate increase in the throughput of these activities and the introduction of a number of different processes, many of which are small scale in nature, as follows;

1. The installation of 2 new underground tanks to compliment an existing tank for the storage of waste fuels, petrol and diesel, and waste solvents prior to shipment off site for disposal. The tanks will all have containment compartments in order to hold any potential spillages and also valves which prevent overfilling of the tanks.
2. The construction of a warehouse which will house a sludge drying unit and an electricity generator for powering the unit. The unit will have odour abatement facilities to prevent any potential odours and will reduce the sludge to dry pellets having a minimal water content. There will be two further unrelated installation within this warehouse; an enclosure containing a tyre shredder unit for the recovery of waste tyres which are now banned at landfill sites and a series of four tanks for storing water treatment chemicals for distribution to clients around the country.
3. There are also further developments proposed for the site relating to waste recovery and storage prior to disposal off site;
  - The existing stores building will be extended to include an area housing a fluorescent lightbulb treatment unit, an aerosol can recycling system and an acids and bases treatment facility. These processes will be carried on indoors and within bunded area's in order to protect against spillages. In addition there will be storage area's for batteries, windscreen washwater and drummed oily solid wastes. The area may also be used, on a rotating basis, for other waste recovery and transfer materials associated with the proposed development.
  - It is also proposed to construct a bunded yard at the rear of the proposed new warehouse for the following waste materials awaiting off site disposal or recovery; oily solid wastes, antifreeze, brakefluid and windscreen glass.
  - An additional bay as part of the existing soil treatment area on the site will also be developed in order to provide additional bunded storage for the materials listed above and also for additional soil treatment activities. An existing bunded bay off the main tank farm on the site is also proposed for use as an area for storing ELV's and electronic goods waste as part of this development.
  - Existing site activities will also be moderately increased as a result of this proposed expansion however there are no associated construction works as this will involve optimisation of existing site facilities. It is also proposed to process a relatively small quantity of waste cooking oil using existing waste oil reprocessing facilities at the site in addition to the waste oils currently processed at the site.

### 3.0 SITE CONTEXT

The Atlas site is currently operated and managed in line with a number of regulatory requirements most notably the Environmental Protection Agency's Integrated Pollution Control Licence, Reg. No. 472, for the site. The licence stipulated site management requirements in addition to a range of environmental monitoring and reporting requirements which must be carried out on schedule. Atlas have had this licence in place for almost three years however due to a change in waste management legislation, the company will now be required to apply for a waste licence.

There are also a number of environmental laws which the company must comply with in the areas of waste management, air quality, water, planning and health and safety. The company have devised procedures for remaining in conformance with these requirements and also for monitoring any new legal requirements applying at the site which may come on line.

Atlas also operate an independently accredited Environment Management System which complies with the requirements of an international standard, ISO 14001. This system of management, in particular, ensures that all environmental management functions are carried out in accordance with standard, written procedures and using standard forms. There is also a system of continuous internal checking to ensure that procedures are being complied with and where non compliances are detected then there is a system of corrective action in order to rectify any issues that arise. The system is also independently audited by the National Standards Authority of Ireland on a regular basis thus ensuring independent third party verification. Under the system Atlas have also developed an Environmental Policy which includes a commitment to continuous improvement in environmental performance, complying with all environmental laws and the prevention of pollution. Furthermore any construction works which are undertaken on site will be carried out in accordance with this environmental management system which will ensure that all wastes are properly disposed of and that any incidents are dealt with in a structured manner and that measures are taken to ensure their prevention in future.

## 4.0 ASSESSMENT OF KEY ENVIRONMENTAL IMPACTS

### 4.1 Waste Management

This development is broadly positive in light of waste management considerations particularly current waste management policies coming from the EU and the Department of the Environment and Local Government. In particular the development facilitates the recovery of a number of materials which tend to be landfilled in particular tyres and aerosol cans. The development will also provide an affordable, safe disposal outlet for a number of hazardous or harmful wastes which are produced by smaller producers and are often not properly disposed of, in particular fluorescent lightbulbs, batteries, antifreeze, brakefluid, windscreen washer and cooking oils. The development also contributes to easing the common litter problem associated with ELV's through the provision of a safe, contained compound for this waste. The sludge drying facility contributes the lowering the volume of sludge which is disposed of and could impact positively on sludge management plans. The proposed development also contributes to energy efficiency through heat recirculation within the sludge drying unit and the predominant use of reprocessed waste oils in the fuelling of the associated electricity generators.

### 4.2 Ecology

A desk and field based assessment of the ecology of the site and surrounding area was conducted as part of compiling this E.I.S in order to establish the existing conditions and to assess the potential impacts on ecology from the proposed expansion at the site. Due to the largely industrial setting and existing developed nature of the site no significant impacts arising from the development were identified. Furthermore the site was not found to lie within the boundaries of any designated sites such as candidate Special Area's of Conservation ( cSAC's ), Special Protection Area's ( SPA's) or proposed Natural Heritage Area's ( pNHA's).

### 4.3 Soil, Geology and Hydrogeology

All existing information relating to regional, local and site conditions was assessed, in particular the soil and groundwater investigations carried out at the site, as part of the preparation of this section of the E.I.S. Soil samples taken at the site revealed levels of some chemicals relating to diesel and gasoline however the concentrations of these chemicals were found to be marginally above comparable limits. Notwithstanding, Atlas are investigating this matter further with a view to establishing the source, in particular to determine if the origin is from within the site or indeed outside the site, and taking an appropriate response. Given the level of site surfacing and containment of any potential spills arising from the storage of materials on site coupled with the on going groundwater monitoring and management measures in place by Atlas it was found that there were no significant impacts to soil, geology and hydrogeology arising from this proposed development.



#### 4.4 Water

Existing water testing results and other information regarding surfacewaters and effluent was available from Atlas' current environmental monitoring programme under the company's IPC Licence since early 2000. These data were assessed in order to gain a picture of baseline conditions and in order to put the proposed site expansion measures into context. Impacts during the construction, operation and decommissioning phase were fully considered and due to the level and range of existing measures in place coupled with the proposed alleviation measures it was observed that there were no significant issues arising.

#### 4.5 Air

In the air quality assessment section a comprehensive examination of all existing air emissions from the site and proposed air emissions arising from the development was carried out. This assessment process extended to the construction phase of the project and consideration was also given to local weather conditions. In line with the initial E.I.S scoping requirements, full air dispersion modelling was carried out for the proposed sludge drying facility in order to predict any potential odour emissions from this unit and devise appropriate measures to minimise or treat these emissions, if required. Consideration was also given within this section to any potential traffic derived air pollution during all stages of the development.

Following odour modelling appropriate abatement for the sludge drying facility was identified in order to prevent odorous emission from the unit. The predicted impacts arising from the electricity generator, existing air emissions and traffic were not considered significant and various alleviation measures were included in order to ensure this.

#### 4.6 Noise

Existing noise conditions were assessed from the results of the regular noise monitoring surveys carried out at the Atlas site. In these surveys measurements are taken at both the site boundary and at the nearest noise receptors, which are the nearest residences in this case. All the elements of the proposed development, including the construction and operational stages, were then analysed and potential impacts were identified. Following the identification of potential impacts, attention was focussed on remedial or reductive measures in order to lessen the potential impacts. Broadly speaking, the project design had addressed potential noise impacts through locating all proposed plant within noise reducing enclosures, in particular the electricity generating unit which will come with a customised acoustic enclosure in order to minimise noise emissions. It was concluded that the proposed expansion is not expected to create any noise sources exceeding those already in operation on the site which and should therefore not lead to an increase in existing noise levels as a whole.

#### 4.7 Landscape And Visual

An assessment of the landscape and visual resources of the site and surrounding area was conducted as part of the E.I.S through evaluating the current landscape character of the area and a determination of the visual impact of the proposed development. Reference was also made to any landscape designations under the Laois County Development Plan such as scenic views, area's of special development control or tree preservation orders. Construction phase impacts were also given consideration in addition to operational phase considerations.

The findings of the assessment were that that no change to the existing landscape character was expected to arise from the proposed development particularly given it's urban, industrial setting.

#### 4.8 Archaeology and Cultural Heritage

The archaeology and cultural heritage assessment component of the E.I.S involved surveying and evaluating selected sites of archaeological, architectural and historic potential within, and in the immediate environs of, the proposed development area. This involved both a field study and a documentation review.

During the assessment no features or events of historical interest were revealed, furthermore no protected structures or structures of architectural interest were found to be located within the site. There is a rail depot adjacent to the site which has a history dating back to 1847 however there were no structures of architectural interest or merit located within the depot. In summary the proposed development was found not to impact on any features or events of historical interest nor was it found to impact upon any features of architectural interest.

#### 4.9 Human Environment

In assessing the potential impact of the development on the human environment reference was made to the Laois County Development Plan and the "typical significant impacts likely to affect human beings" in relation to this particular development type as outlined in the EPA *Advice Notes on Current Practice In The Preparation of Environmental Impact Statements, 1995*. All of the likely significant impacts outlined for developments such as this have been fully covered within the entire E.I.S. In this section the policy of the county council as it relates to this development have been fully considered in particular policies regarding industrial development, sustainable development and environmental protection. On review of the policies the proposed development was found to be in tune with the County Council's polices for the town of Portlaoise and indeed the county. Atlas contribution to the local economy including the expected increase in staff of about 9 members were also found to be broadly positive. Consideration of other aspects which may impact on humans is also covered within other sections in the E.I.S such as Noise, Air, Traffic etc.

#### **4.10 Traffic**

A detailed assessment of existing traffic conditions and predicted impacts arising from this development, which also involved traffic modelling was carried out as part of this section. All factors were taken into consideration including Atlas' existing fleet, the location of the facility and traffic in the surrounding area particularly within and leading into the Clonminam Industrial Estate.

The study also included a series of mitigation measures to minimise the potential impacts of the development, these included measures by Atlas and indeed the Local Authority. In summary it was found that the proposed development would lead to an increase in site traffic of approximately 25% however the anticipated disruption to existent traffic patterns was found to be negligible. In terms of car queue lengthening, it was found that a one or two car lengthening at the most would occur.

#### **4.11 Material Assets**

In this section of the E.I.S , attention was focussed on land use, transport infrastructure and natural resources and how these assets related to the development. The assessment revealed that there were no significant issues arising regarding these assist from the development and the more detailed assessments in the remaining sections of the E.I.S in particular were referenced.

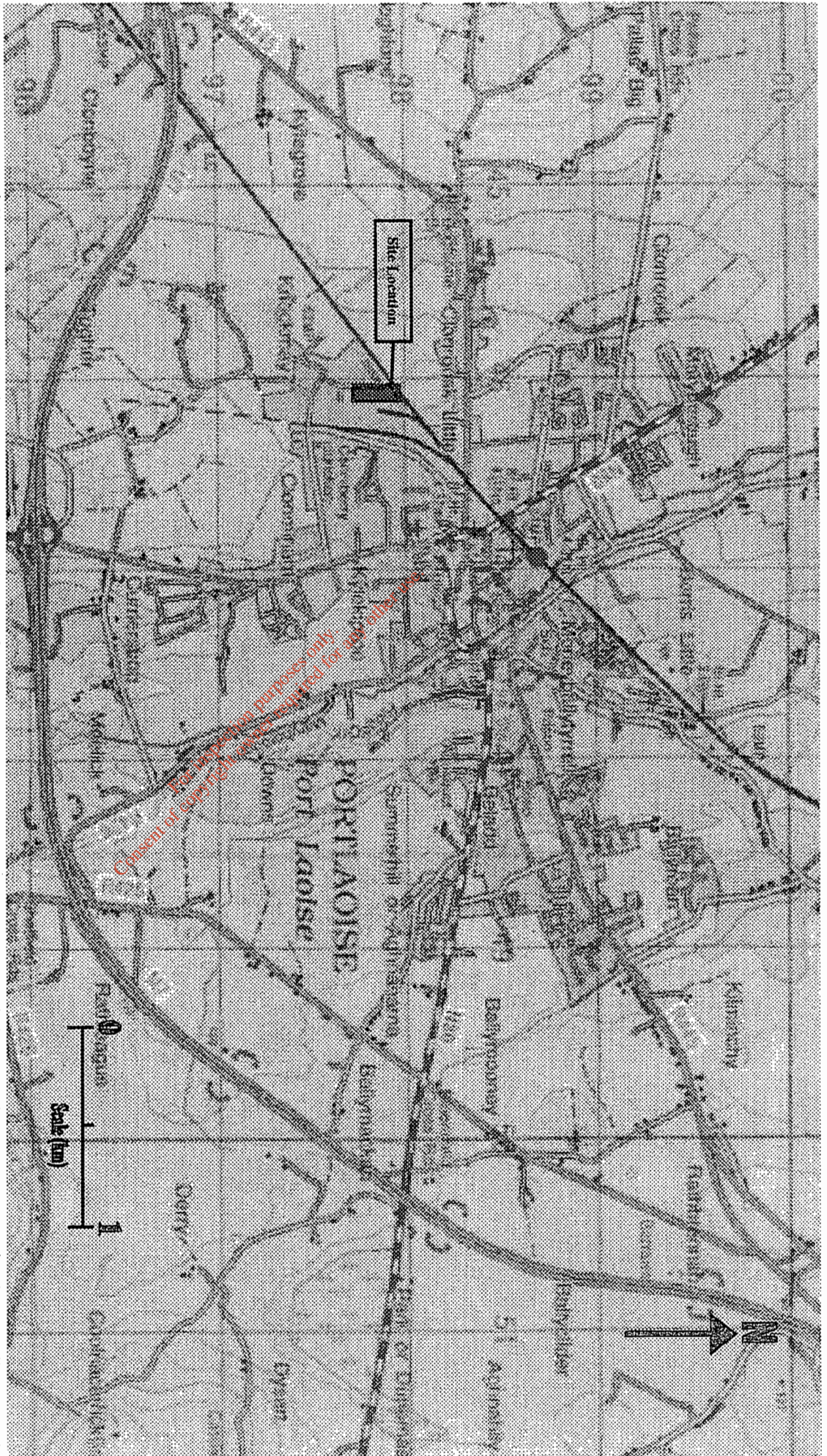
#### **4.12 Interactions**

In this section it was sought to determine how various impacts, which had been considered as single media impacts might , through interaction, give rise to potential additional impacts. All the previously considered impacts were outlined and a matrix created showing how each might interact with each other. Reference was also made to the individual sections which had in many cases considered other impacts eg. the air section considered traffic, human environment and waste,

### **5.0 CONCLUSIONS**

A comprehensive range of environmental impacts have been identified and evaluated as part of this assessment. Each assessment has concluded that there will be no significant environmental impacts resulting from this proposed development. Where necessary, mitigation measures have been recommended to minimise the potential environmental impacts. There are expected to be benefits to waste management on a local and national scale in addition to economic benefits arising from the proposed development.

On the basis that the proposed expansion will be operated and maintained to meet stringent environmental standards established by the regulatory authorities, the development will not cause adverse effects on the environment.



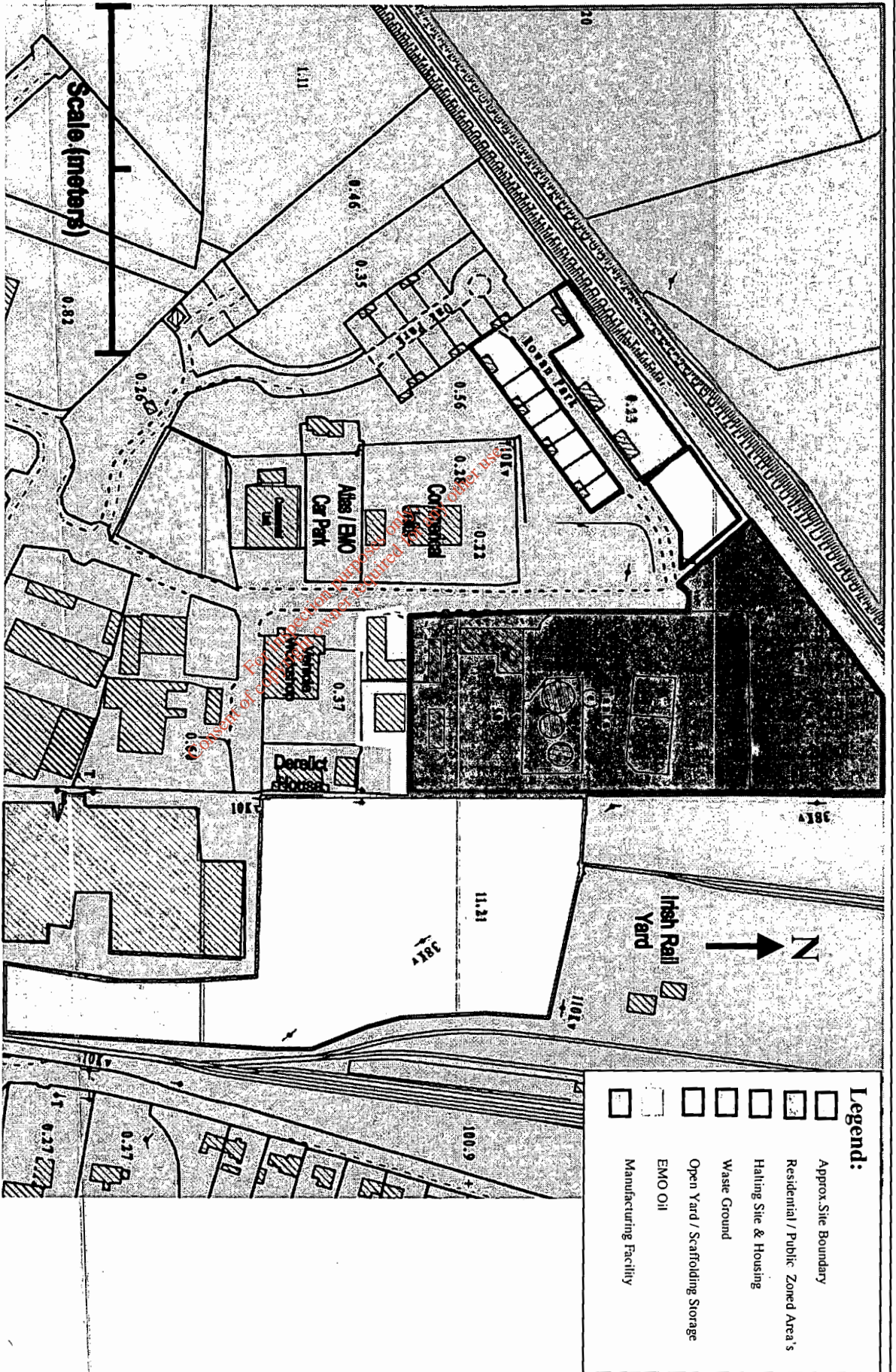
**R P 5 ENVIRONMENTAL SCIENCES**  
 IRELAND LIMITED  
 ASSESSMENT  
 MANAGEMENT  
 ARCHITECTURE  
 PLANNING  
 DESIGN  
 KYEMORE RD  
 DUBLIN 12  
 TEL: +353 1 4504922  
 FAX: +353 1 4504929  
 EMAIL: dublin@rps.ie

**FIGURE 2.1: Atlas Ireland, Site Location Map**  
**Project No:** NE0501  
**Client:** Atlas Ireland  
**Date:** 31<sup>st</sup> July 2002  
**Location:** Portlaoise, Co. Laois



**FIGURE 4.1: LANDUSE**  
 Project No: NE0501  
 Client: Atlas Environmental Ireland

Date: 27 January 2003  
 Location: Co Laois

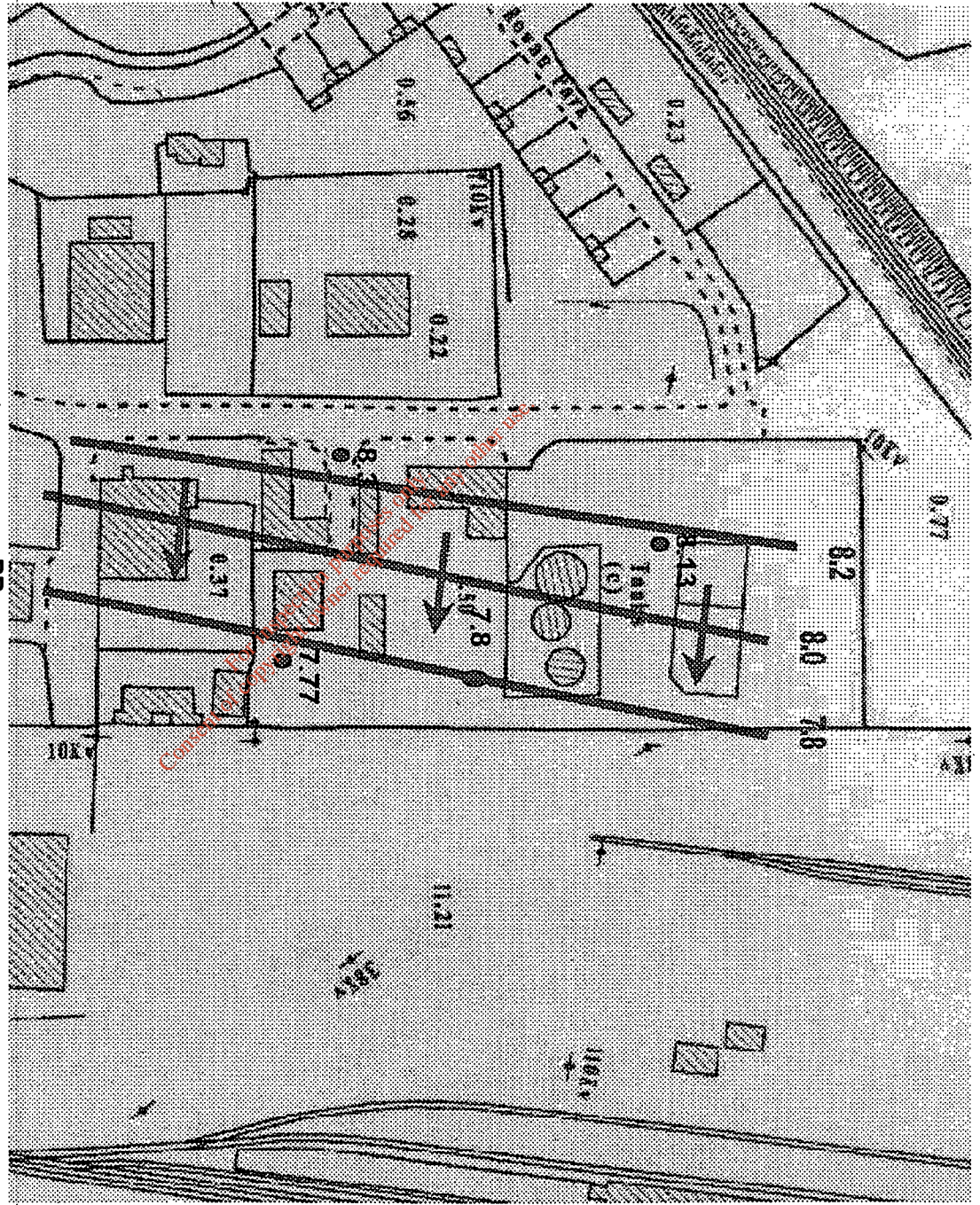
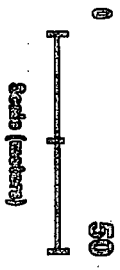


- Legend:**
- Approx. Site Boundary
  - Residential / Public Zoned Area's
  - Halting Site & Housing
  - Waste Ground
  - Open Yard / Scaffolding Storage
  - EMO Oil
  - Manufacturing Facility



**Legend:**

- 7.77 Piezometric Level (metres above site datum)
- Interpreted Piezometric Contour (metres above site datum)
- 1.4 metres



**RPS**  
**ENVIRONMENTAL SERVICES**  
**IRISH LAND LIMITED**

ASSESSMENT  
MANAGEMENT  
MONITORING  
HOUSING

Kylmore Rd  
Dublin 12  
Tel: +353 1  
4504922

DATE PUBLISHED  
PLANNING AND DESIGN

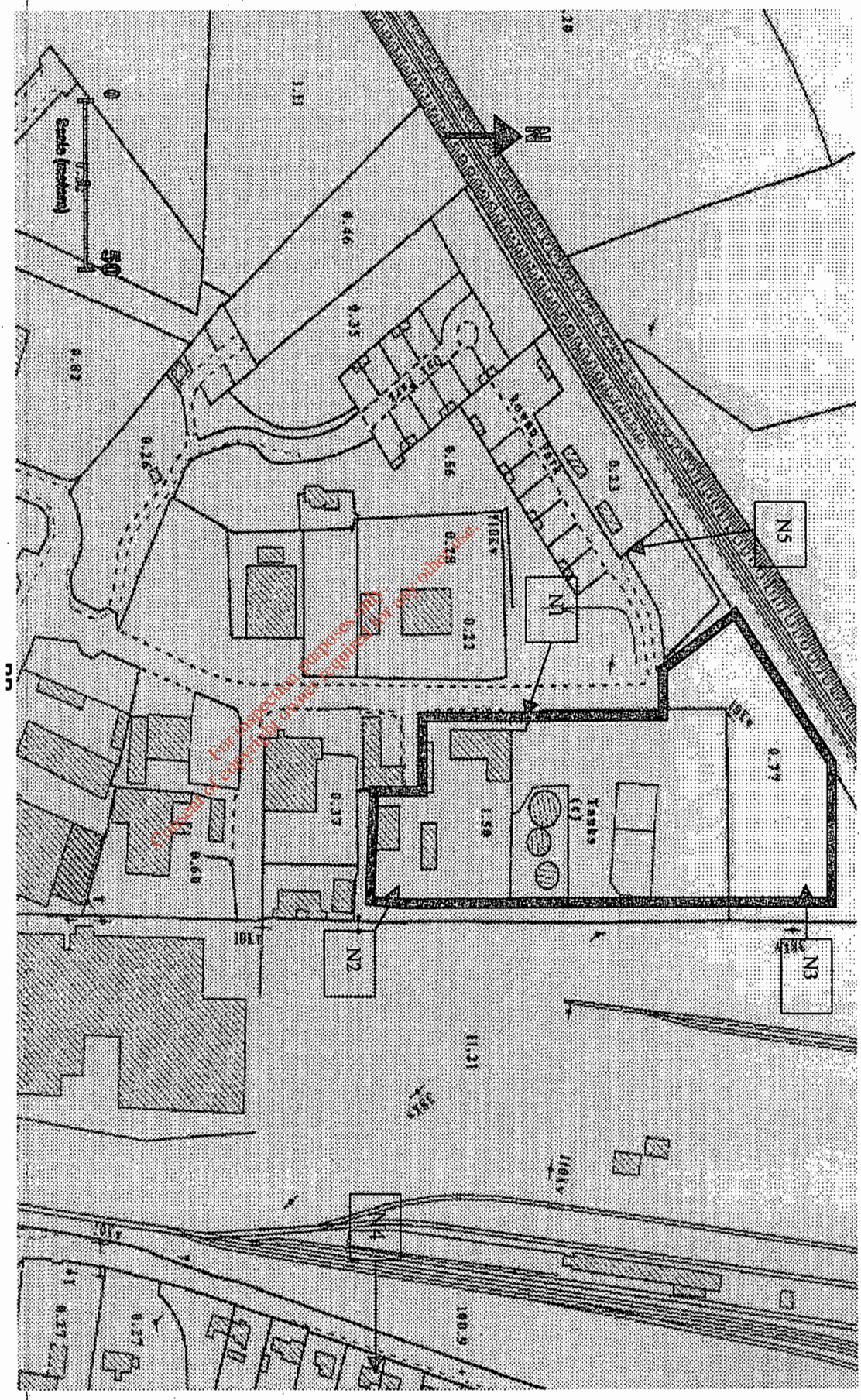
**FIGURE 6.1: Groundwater Flow Direction**

Site: Atlas Ireland, Portlaoise, Co. Laois  
Client: Atlas Ireland

Date: 25 January 2003  
Project No: NE501

**FIGURE 9.1: Noise Monitoring Locations**  
 Atlas Ireland, Portlaoise, Co. Laois  
 Atlas Ireland

Date: 25 January 2003  
 Project No: NES01





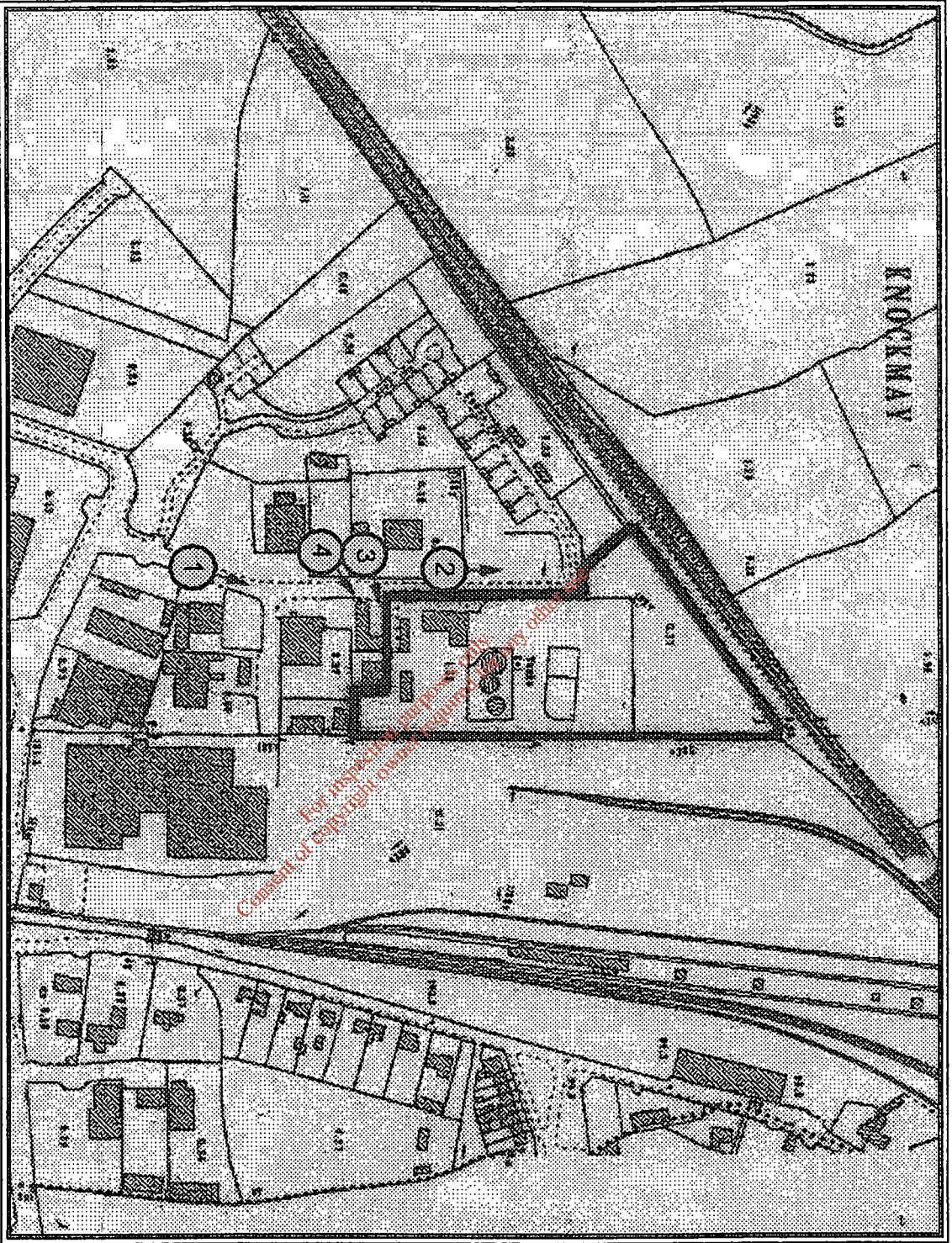
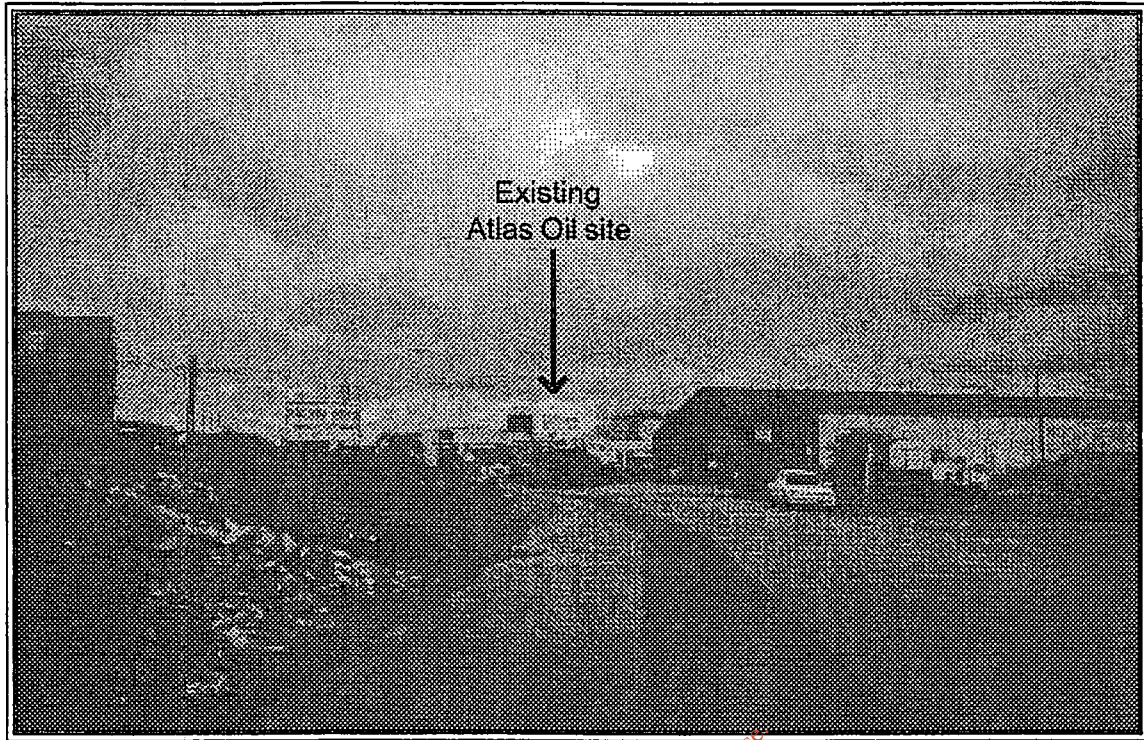
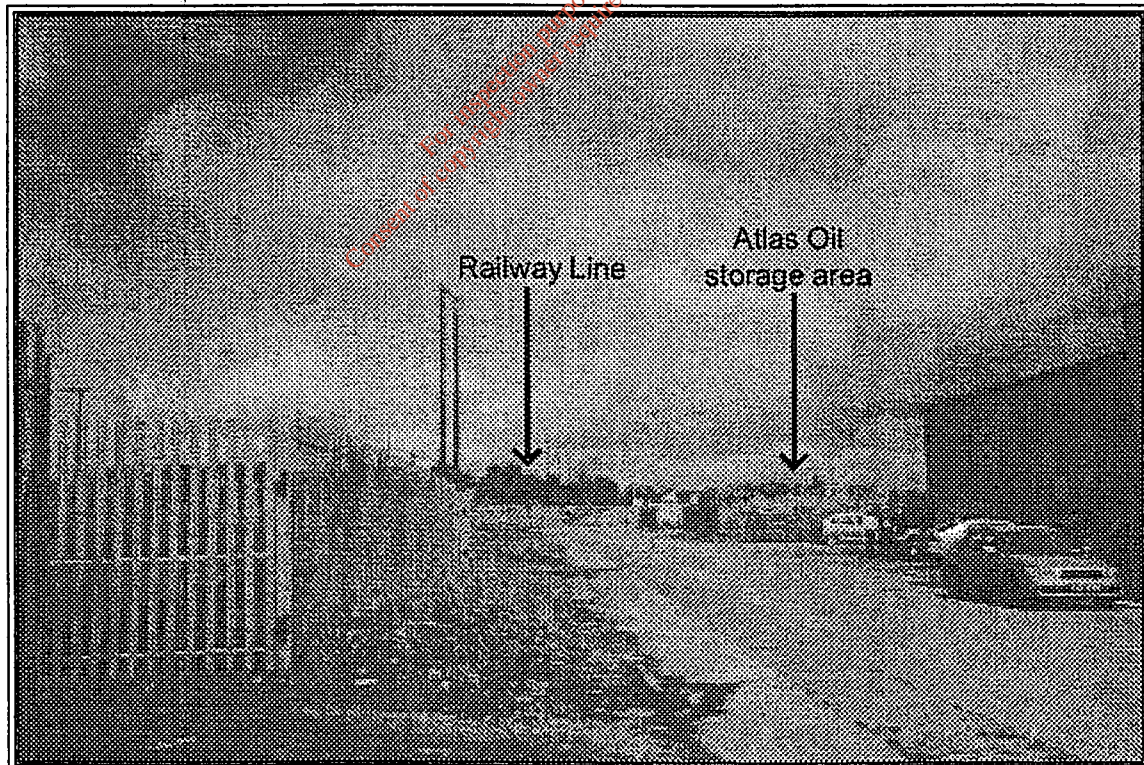


FIGURE 1.1: PHOTOGRAPHIC VIEWPOINTS LOCATIONS

**R P S**  
**ENVIRONMENTAL SCIENCES**  
 1700 KENNEDY AVENUE  
 SUITE 100  
 IRVING, TEXAS 75039  
 TEL: 972.440.8600  
 FAX: 972.440.8601  
 WWW.RPS.COM



PHOTOGRAPHIC VIEWPOINT 1 - VIEW SOUTH TOWARDS EXISTING SITE



PHOTOGRAPHIC VIEWPOINT 2 - VIEW NORTH ALONG WESTERN BOUNDARY OF SITE



**PHOTOGRAPHIC VIEWPOINT 3 - VIEW NORTH ALONG WESTERN BOUNDARY OF SITE SHOWING NEW OFFICE BLOCK**

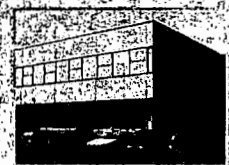


**PHOTOGRAPHIC VIEWPOINT 4 - VIEW EAST TOWARDS SITE ENTRANCE**

For inspection purposes only  
Consent of copyright owner required for any other use

**Dublin  
RPSES**

Kylmore Road  
Dublin 12  
Tel: +353-1-450 4922  
Fax: +353-1-450 4929  
Email: dublin@rps.ie



**Belfast  
RPSES**

157-159 High Street  
Holywood BT18 9HU  
Tel: +44-28-9039 3939  
Fax: +44-28-9039 3960  
Email: rpsbe@rps.ie



**Cork  
RPSES**

Unit 3A University Technology Centre  
Curaheen Road  
Tel: +353-21-434 6005  
Fax: +353-21-434 6016  
Email: cork@rps.ie



**Waterford  
RPSES**

14 O'Connell Street  
Waterford  
Tel: +353-51-841 830  
Fax: +353-51-841 944  
Email: waterford@rps.ie



**Dublin  
RPS IRELAND Marketing  
RPSES, EEL and RPSWS**

Blessington House, Belgard Square  
Tallaght, Dublin 24  
Tel: +353-1-462 0800  
Fax: +353-1-462 0814  
Email: info@eell.ie

