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FIGURES

Figure 12- 1 Surrounding Land Use

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INTRODUCTION

- 12.1 This Environmental Impact Statement (EIS) provides supporting information to accompany a Planning Application to Fingal County Council by Roadstone Limited in respect of a proposed increase in the permitted intake rate for construction and demolition waste at its C&D waste recovery facility at the Huntstown Quarry Complex, North Road, Finglas, Dublin 11, from 24,950 tonnes per annum at the present time to 95,000 tonnes per annum in future years.
- 12.2 No further C&D waste will be imported to the existing waste recovery facility, located on a 1.9 hectare site in the Central Quarry. The planning application provides for processing and off-site dispatch of C&D waste stockpiled at the existing facility in the near-term (2-3 years), following publication of End of Waste criteria for recycled aggregate. It also provides for
- (i) relocation of C&D waste recovery activities to a dedicated new long-term recovery facility on a 5.2 hectare site in the north-eastern corner of the Huntstown Quarry Complex and
 - (ii) construction of a hardstanding area, waste processing shed, surface water management infrastructure and upgraded internal access road at the new waste recovery facility.
- 12.3 The existing construction and demolition waste recovery facility at the Central Quarry was established in 2004 on foot of planning permission Ref. F02A/0602. The principal construction and demolition wastes recovered at the facility comprise concrete (ready-mixed, blocks, slabs, reinforced), bricks and bituminous mixtures (principally hardened returns and road planings). The intake and export of materials from the existing C&D facility is limited to 24,950 tonnes per annum, below the threshold for mandatory Environmental Impact Assessment.
- 12.4 A waste permit in respect of C&D recovery activity at the Central Quarry was issued by Fingal County Council in 2002. The waste permit was subsequently renewed by the Council on two separate occasions in 2006 and 2010. Owing to the establishment of a licenced soil waste recovery facility at an adjacent site within Huntstown Quarry, C&D recycling activity will in future be regulated by way of an EPA waste licence, rather than a local authority waste permit.
- 12.5 The proposed development would take place in the context of the following extant permitted developments:
- the continuation of quarrying until 2034 and the backfilling and restoration of the North, West, South and Central Quarries (Fingal County Council Ref. No FW12A-0022 and An Bord Pleanála Ref. No. 06F.241693);
 - the recovery of soil waste in restoration operations at a rate of 1,500,000 tonnes per annum (Planning Permission Ref. FW16A/0120).
- 12.6 This chapter of the Environmental Impact Statement addresses the impact on surrounding material assets. According to the EPA (EPA (2003) *Advice Notes on Current Practice*),
- “Resources that are valued and that are intrinsic to specific places are called ‘material assets’. They may be of either human or natural origin and the value may arise for either economic or cultural reasons”.*

MATERIAL ASSETS 12

Under Schedule 6 of the Planning and Development Regulations (2001) as amended, material assets also refers to architectural and archaeological heritage and cultural heritage.

- 12.7 In undertaking this study, due regard has been had to aspects such as infrastructure and economic activities in the vicinity of the existing Huntstown Quarry Complex. The study has also had regard to the EPA publication '*Guidelines on the Information to be contained in Environmental Impact Statement*' (EPA, 2002).

METHODOLOGY

- 12.8 This material assets impact assessment comprises the consideration of existing resources pertinent to the proposed development and/or the application site that are not addressed elsewhere in this EIS and the likely development impacts on those resources.
- 12.9 Section 2 of *Advice Notes on Current Practice* (EPA: 2003) sets out some considerations for completion of a material assets impact assessment. It refers to the following topics which may be examined under this heading:
- transportation infrastructure (roads, railways, airports etc);
 - assimilation capacity of the surrounding natural environment;
 - major utilities (water supplies, sewage, power systems etc);
 - cities, towns and nearby settlements;
 - non-renewable resources / natural resources of economic value;
 - ownership and access;
 - architectural and archaeological heritage.
- 12.10 The scope of this material assets assessment takes into account qualitative and quantitative analysis, a review of relevant literature and professional judgement in relation to impact on material assets. Where relevant, this approach is adopted and included in the following stages in the assessment methodology.

Stage 1: The Baseline Assessment

- 12.11 This assessment has been informed by consideration of the characteristics of the surrounding area, which has been prepared by way of a desk-based study using published information from a range of sources that are referenced throughout this chapter and observations made during site visits. The baseline assessment has sought to:
- describe the location and extent of material assets.
 - describe the nature and use of the asset.

Stage 2: Assessment of Impacts

- 12.12 To support the assessment, expected impacts on material assets have been quantified where possible. Through a combination of qualitative and quantitative assessment, this stage describes the activities, areas, infrastructure and resources likely to be affected by the proposed development as well as likely changes in overall land-use.
- 12.13 The magnitude of impacts has been assessed in a qualitative manner, based on the predicted nature of the change, the magnitude of the change and the sensitivity or value of the resource or receptor.

Stage 3: Mitigation Measures

- 12.14 On completion of Stage 2, measures are proposed, if necessary, to avoid and / or reduce any identified impacts on sensitive or scarce material assets.
- 12.15 The impacts of the proposed development on natural resources of economic and amenity value (e.g. soil, minerals, surface water and groundwater, air, noise environment and landscape) are identified and discussed in detail in the following chapters of this EIS:
- Chapter 5 – Soil and Geology
 - Chapter 6 – Surface Water and Groundwater
 - Chapter 8 – Air Quality
 - Chapter 9 – Noise
 - Chapter 10 – Landscape and Visual Impact
- 12.16 Impacts on architectural, archaeological and cultural heritage features are assessed in detail in Chapter 11 of this EIS and impacts in relation to road traffic and transportation infrastructure are assessed in Chapter 13.
- 12.17 This chapter of the EIS addresses other relevant material assets, including:
- infrastructure and utilities;
 - existing and future land uses;
 - settlements and housing.

RECEIVING ENVIRONMENT

Site Context

- 12.18 The quarry complex at Huntstown, which is operated by Roadstone Ltd., straddles several townlands, principally Huntstown, Kilshane and Johnstown in north-west County Dublin. The quarry complex is located 2.5 km northwest of the Dublin suburb of Finglas, 2km north-west of the interchange between the N2 Dual Carriageway and the M50 Motorway and 3.5km north-east of Blanchardstown village, Dublin 15. The quarry complex is currently accessed from the R135 Regional Road, known locally as the North Road (the former N2 National Primary Road), which runs to the east of the quarry complex.
- 12.19 A small number of existing residences are located in the vicinity of the application site. The nearest residential property to the existing C&D waste recovery facility is located approximately 840m east on the R135 North Road. The nearest residential property to the proposed waste recovery facility is located approximately 340m to the north of the proposed site on the R135 North Road. A total of 5 No. residential properties are located along the R135 North Road within 500m of the new (relocated) facility and a further 36 No. residential properties are located between 500m and 1000m from the site. The existing housing pattern in the local area is shown on Figure 12-1.
- 12.20 The Regional Planning Guidelines for the Greater Dublin Area 2010 - 2022 locates the application site within the 'Metropolitan Area'. Given its location in close proximity to transportation corridors identified in the regional planning guidelines (specifically the N2 Dual Carriageway / M2 Motorway, the M50 Motorway and the N3 Dual Carriageway / M3 motorway), the application site lies close to, and within easy reach of, designated 'Consolidation Towns' within the Metropolitan Area and to the 'Large Growth Towns' and 'Moderate Sustainable Growth Towns' within the Hinterland Areas

Infrastructure and Utilities

Roads

- 12.21 Traffic to and from the C&D waste recovery facility travels along the R135 North Road (a designated Regional Road and the former N2 National Primary Road). Traffic coming from Dublin City Centre or the nearby M50 Motorway turns onto the N2 Dual Carriageway and travels a short distance before turning (west) off a dedicated slip road at Coldwinters onto the North Road.
- 12.22 Thereafter, traffic continues south for a short distance along the North Road before turning right (west) via a right-turn junction onto the access road leading into the Huntstown Quarry complex. This access road also serves the Huntstown Power generating plant operated by Energia (formerly Viridian) which is located within the Huntstown Quarry complex.
- 12.23 Traffic travelling south from Ashbourne to the waste recovery facility exits the N2 Dual Carriageway at the Cherryhound Interchange and continues south along the R135 North Road, through Kilshane Cross, to the right-turn junction with the access road into the Huntstown Quarry complex.
- 12.24 Traffic from Blanchardstown and the N3 Dual Carriageway to the west travels along the recently constructed N2 / N3 Link Road to the Cherryhound Interchange and then continues south along the R135 North Road.
- 12.25 The main road arteries around the Huntstown Quarry complex are:
- | | |
|--------------------|--|
| North / North-west | Kilshane Road |
| South-west | Cappagh Road |
| South | M50 Motorway |
| East | R135 Regional Road (North Road) and
N2 Dual Carriageway / M2 Motorway |
- 12.26 The previous iteration of the Transport Strategy for the Greater Dublin Area included Metro West. The proposed route of the Metro West urban light rail transport system ran parallel to the M50 motorway beyond the southern boundary of Roadstone's landholding. The proposed light rail scheme linked the principal towns / suburbs along the western fringes of Dublin (beyond the M50 Motorway) including Tallaght, Lucan and Blanchardstown to the proposed Metro North scheme serving Dublin Airport and Swords.
- 12.27 The Metro West Light Rail scheme is not included in the current Transport Strategy for the Greater Dublin Area. This plan now includes the Finglas Luas which project provides for the northward extension of the Luas Cross City scheme from its planned terminus at Broombridge to a new terminus north of Finglas, located along the N2, close to the M50 interchange.
- 12.28 Neither Metro West nor the Finglas Luas scheme will encroach on Roadstone's landholding at Huntstown. The continued operation of the existing C&D waste recovery facility at the Central Quarry over the near-term, the prospective increase in waste intake thereto and the relocation of the facility in the short-to-medium term will not have any impact on the planned future construction or operation of the Finglas Luas scheme.

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Utilities

- 12.29 A Combined Cycle Gas Turbine (CCGT) power plant, operated by Energia, is located within the Huntstown Quarry complex, immediately east of the application site. The access road from the R135 North Road used by quarry and waste recovery traffic at Huntstown is shared with the power plant.
- 12.30 The combined output of the Huntstown Power Plant is 747 MW which provides up to 20 per cent of the total electricity fed into the national transmission grid system. With the introduction of the Single Electricity Market, all power from the plant is sold into the wholesale electricity market servicing all electricity customers on the island of Ireland.
- 12.31 A gas pipeline serving the Huntstown power plant runs north-east of the quarry complex. This pipeline runs from the western property boundary at Kilshane Road to the south of the existing blockyard and north of existing recycling facility at the Central Quarry. Thereafter it turns north and runs beyond the eastern side of the block yard, into the power station site.
- 12.32 Telecommunication services (fixed line telephone and broadband) are available at Huntstown Quarry and in the surrounding area.
- 12.33 Several high voltage electricity power-lines (110kV and 220kV) traverse close to Roadstone landholding at Huntstown as indicated on Figure 12.1. One high voltage power-line (110kV) crosses the North Quarry in a north-west to south-east direction (and over the internal haul road leading to the relocated recovery facility). Another (220kV) passes further north of this power-line. Three high voltage lines (2 No. 110kV and 1 No. 220kV) traverse to the south of the West Quarry and close to its south-west corner. All powerlines crossing the landholding run to the adjoining ESB 220kV sub-station located at Baleskin, to the south of the Roadstone landholding, immediately north-west of the M50 / N2 Motorway Interchange.
- 12.34 A potable water supply is provided to the existing site office(s) and canteen via a Local Authority water main. Water for production of construction materials is sourced from sumps across the quarry complex, located principally on the quarry floors.
- 12.35 The Kilshane, Huntstown and Johnstown townlands are supplied with potable water from Ballycoolin reservoir, approximately 2km west of the application site. The North Fringe Water Supply Scheme completed in 2007 involved the construction of a Water Tower and ground level reservoir, adjacent to the M50 Motorway at Sillogue, approximately 3.5km east of the application site, together with 36km of watermains. This scheme improved both the water supply and pressure in the North City and South Fingal areas.
- 12.36 Sewage from the existing facilities at Huntstown is treated at a septic tank located in the centre of the Huntstown Quarry complex. Wastewater from aggregate processing and concrete production processes are managed in-situ either by recycling or by passing through the surface water management (which included settlement ponds, silt traps and hydrocarbon interceptors) prior to its discharge off-site to the Ballystrahan Stream in accordance with the existing EPA waste licence (Ref. W0277-01) and existing discharge licence issued by Fingal County Council (Ref. No WPW/F/008-01 issued in November 2011).

Existing and Future Land Use

- 12.37 The area surrounding Roadstone's landholding comprises a mix of rural agricultural lands to the north and east and large-scale industrial development in the form of several business / technology and industrial parks to the west and south-west.
- 12.38 A limited amount of low density residential housing is present along the local road network and some small scale local enterprises are located along the R135 North Road, as indicated on Figure 12-1.
- 12.39 A large proportion of the lands around Roadstone's landholding, which are currently used for agricultural purposes, are zoned for future heavy industry and general employment development by the current Fingal County Development Plan 2011-2017. Under the draft plan for the period 2017 – 2023, Fingal County Council proposes to zone the land to the east, south and west for general employment, the land to the north for heavy industry and to the north-east for green belt and warehousing and distribution. Huntstown Quarry is to be zoned for heavy industry.
- 12.40 Fingal County Council had previously planned to develop a waste recycling park at Kilshane Cross to the north-east of the application site, and although some site infrastructure was put in place, the development ultimately did not ultimately proceed as intended. This site is now for sale and it is understood that Fingal County Council no longer intends to develop a recycling facility at this location.

Settlements and Housing

- 12.41 The nearest large scale settlements to the application site are at Finglas, approximately 2.5km to the south-east, and Blanchardstown, approximately 4km to the west. These settlements are separated from the Huntstown Quarry Complex and application site by major road infrastructure comprising the M50 Motorway and a large area of industrial development to the south-west of the application site.
- 12.42 Residential housing in the area immediate surrounding the application area comprises isolated one-off houses along the local road network. Most housing in the study area has been established for several (>5) years. No lands within the vicinity of the site are zoned for residential purposes on the current Fingal County Development Plan (2011 - 2017).

IMPACT OF PROPOSED DEVELOPMENT

- 12.43 The proposed development under assessment provides for the following waste recovery activity at the Huntstown Quarry Complex, Finglas, Dublin 11 :
- a proposed increase in the permitted intake of construction and demolition waste from 24,950 tonnes per annum, to 95,000 tonnes per annum;
 - continuation and intensification of waste recovery activity at the established C&D waste recovery facility on a 1.9 hectare site within the Central Quarry in the immediate near-term (up to 2-3 years);
 - relocation of the C&D waste recovery facility to a dedicated new long-term recovery facility on a 5.2ha site in the north-eastern corner of Roadstone's landholding;

MATERIAL ASSETS 12

- construction of a hardstanding area, waste processing shed, surface water management infrastructure and upgraded internal access road at the new waste recovery facility.

Short Term Impacts

12.44 As the extant C&D waste recovery facility has operated for many years within the established quarry environment, it is considered that continued operations at the facility, albeit at an increased rate, is generally unlikely to give rise to any additional short-term impacts on material assets, over and above those that are currently extant. It is also considered unlikely that the relocation of the C&D recovery facility would give rise to any additional short-term impacts on infrastructure and utilities, existing and future land use and settlements and housing.

Infrastructure and Utilities

- 12.45 The proposed development provides for an increase in the intake of C&D waste at the recovery facility. Although there may be some scope for backloading, there will be an increase in the volume of traffic accessing the site.
- 12.46 At a rate of 20 tonnes per HGV, the proposed increase in intake would result in an average of 26 additional HGV trips per working day, equivalent to an average of approximately 3 additional trips per hour. As indicated in Chapter 13 of this EIS, the intensification of operations at the C&D waste recovery facility will have no adverse impact on road or junction capacity or on traffic safety along the existing North Road (the former N2 National Primary Road).
- 12.47 The application site does not extend beneath existing high voltage power lines and, as such, these activities will have no adverse impact on the overhead powerlines.
- 12.48 HGVs travelling along the access route to and from the Central Quarry and the proposed C&D waste recovery site will pass beneath existing 110kV power lines. The HGV movements present no risk to existing pylon supports and will have no impact on them or on overhead powerlines supported by them.
- 12.49 Based on the above, it is anticipated that the proposed increase in the rate of waste intake and the relocation of the C&D facility will not result in any significant adverse short-term impact on either existing infrastructure or utilities.

Existing and Future Land Use

- 12.50 In the short term, the current use of the existing C&D waste recovery facility in the Central Quarry will continue, albeit at a higher rate of waste intake. Following the relocation of the C&D waste recovery facility to the replacement facility in the short-to-medium term, the Central Quarry will be developed for aggregate extraction existing site will be used for aggregate extraction. In the long term, the Central Quarry will be restored by backfilling and grassland cover established in accordance with the approved restoration scheme under Planning Ref. FW12A/0022.
- 12.51 It is proposed to relocate the C&D waste recovery facility to a greenfield site in the north-eastern corner of the quarry complex at Huntstown. In the short-to-medium term, the proposed site will be used for C&D waste recovery activity and in the much longer term, it would be restored to agricultural grassland.

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The current Fingal County Development Plan zones this land as RU (to protect and promote agricultural and rural enterprise). The draft Fingal County Development Plan for the period 2017 – 2023 indicates that this land may be zoned for future heavy industrial use.

- 12.52 The proposed short-term, medium-term and long-term uses at the Central Quarry are considered appropriate and consistent with previously permitted development. The proposed short-term, medium-term and long-term uses of the proposed site are also consistent with Fingal County Council's vision for the site as outlined in the draft Fingal County Development Plan.
- 12.53 The proposed increased rate of C&D recovery at the Central Quarry and the proposed site could have potential impacts on surrounding land uses in terms of traffic, noise and dust deposition. As outlined in the relevant chapters of this EIS, the predicted impacts following mitigation will not be significant. It is considered, therefore, that the proposed increase in the rate of recovery and the relocation of the C&D waste recovery facility will not have any significant impacts in the short term to medium term on surrounding land uses.

Housing and Settlements

- 12.54 There is some potential for an increase in the impacts of ambient noise, ambient dust, and traffic on residential properties in the vicinity of the Central Quarry and the proposed site. As outlined in the relevant chapters, it is predicted that these impacts are not likely to be significant.
- 12.55 As previously indicated, the nearest large-scale settlements to the application site are located at Finglas and Blanchardstown. These settlements are separated from the application site and Huntstown quarry complex by major road infrastructure comprising the M50 Motorway and a large area of industrial development to the south-west of the site. Given the distance of these settlements from the site and the intervening land uses, it is not considered that the proposed development will have significant adverse impacts on these settlements.

Long-Term Impacts

Infrastructure and Utilities

- 12.56 Notwithstanding the finding that the increased traffic movements during the operational phase will not have any significant impacts on traffic flows and infrastructure, these movements will ultimately be eliminated entirely following cessation of the waste recovery activities and the restoration of Huntstown Quarry.
- 12.57 It is not considered that the proposed development would have any significant impacts on any other infrastructure or utilities over the long-term.

Existing and Future Land Uses

- 12.58 The relocation of the C&D waste recovery facility will allow the continuation of extraction at, and the ultimate restoration of, the Central Quarry in the long-term. The proposed development of a greenfield site will result in the loss of agricultural land in the short-to-medium term. Following the cessation of C&D recovery operations, the lands would be restored to agricultural grassland. Furthermore, the lands could be made available, subject to a further planning permission, for development in accordance with the zoning of the site under future Fingal County Development Plans.

MATERIAL ASSETS 12

- 12.59 The intensification and relocation of C&D waste recovery will not impact, or interfere with, any established agricultural, industrial or commercial activities or residential uses at surrounding landholdings over the long term.

Settlements and Housing

- 12.60 Notwithstanding that the impact of the proposed development on settlements and housing have been shown to be not significant in respect of noise and air quality. In the long term, activities at the C&D recovery facility will cease and the application site will be restored to agricultural grassland and any residual impacts would cease.
- 12.61 The future development of the application site in accordance with the zoning of the current or future Fingal County Development Plans would be the subject of a further planning application and any relevant assessments.

Interaction with other Environmental Receptors

- 12.62 It is considered that there are no additional interactions, over and above those identified and discussed in the text above and outlined in Chapter 14 of this EIS (Interactions).

Cumulative Impacts

- 12.63 Apart from the recent grant of planning permission for an anaerobic digestion (AD) plant complex and the recent grant of permission to increase the rate of backfilling and restoration at Huntstown Quarry, there is no other planned developments in the vicinity of the application site which have the potential to generate significant adverse cumulative impacts on material assets in the local area.
- 12.64 The only impact associated with the permitted AD plant development which has the potential for significant cumulative impact is that of traffic. This is assessed and discussed in the traffic impact assessment presented in Chapter 13 of this EIS. That assessment concluded that the proposed development in combination with the AD plant would not have any significant adverse cumulative impact on junction capacity and traffic safety along the R135 North Road or across the local road network.
- 12.65 The only impacts associated with the permitted intensification of backfilling and restoration at Huntstown Quarry which have the potential for significant cumulative impact are traffic, noise and dust. The potential for cumulative impacts is assessed and discussed in the relevant chapters of this EIS. These assessments concluded that the proposed development in combination with the backfilling and restoration operations would not have any significant adverse cumulative impact on traffic, noise or dust impacts.
- 12.66 It is considered in light of the available assessments that the proposed intensification and relocation of the C&D recovery facility at Huntstown will not have any significant adverse cumulative impact on material assets.

MITIGATION MEASURES

Short Term Impacts

- 12.67 Based on its experience of high levels of demand over the early months of 2016, Roadstone has contingency measures in place to ensure safe and orderly queuing of HGV traffic along the existing network of internal roads, should it be required if periods of intense or elevated demand occurs.
- 12.68 Any roadside vegetation which could potentially affect visibility splays will be cut back as required to maintain visibility for HGV traffic exiting onto the R135 North Road.
- 12.69 The mitigation of the impacts of the proposed development in respect of noise air quality, ecology and cultural heritage are detailed in the relevant Chapters of this EIS. It is not considered that any additional mitigation measures are required in respect of utilities, existing and future land uses or settlements and housing.

Long Term Impacts

- 12.70 It is not considered that there are any long-term impacts associated with the proposed development that require mitigation in respect of material assets (other than those identified elsewhere in other relevant chapters of this EIS).

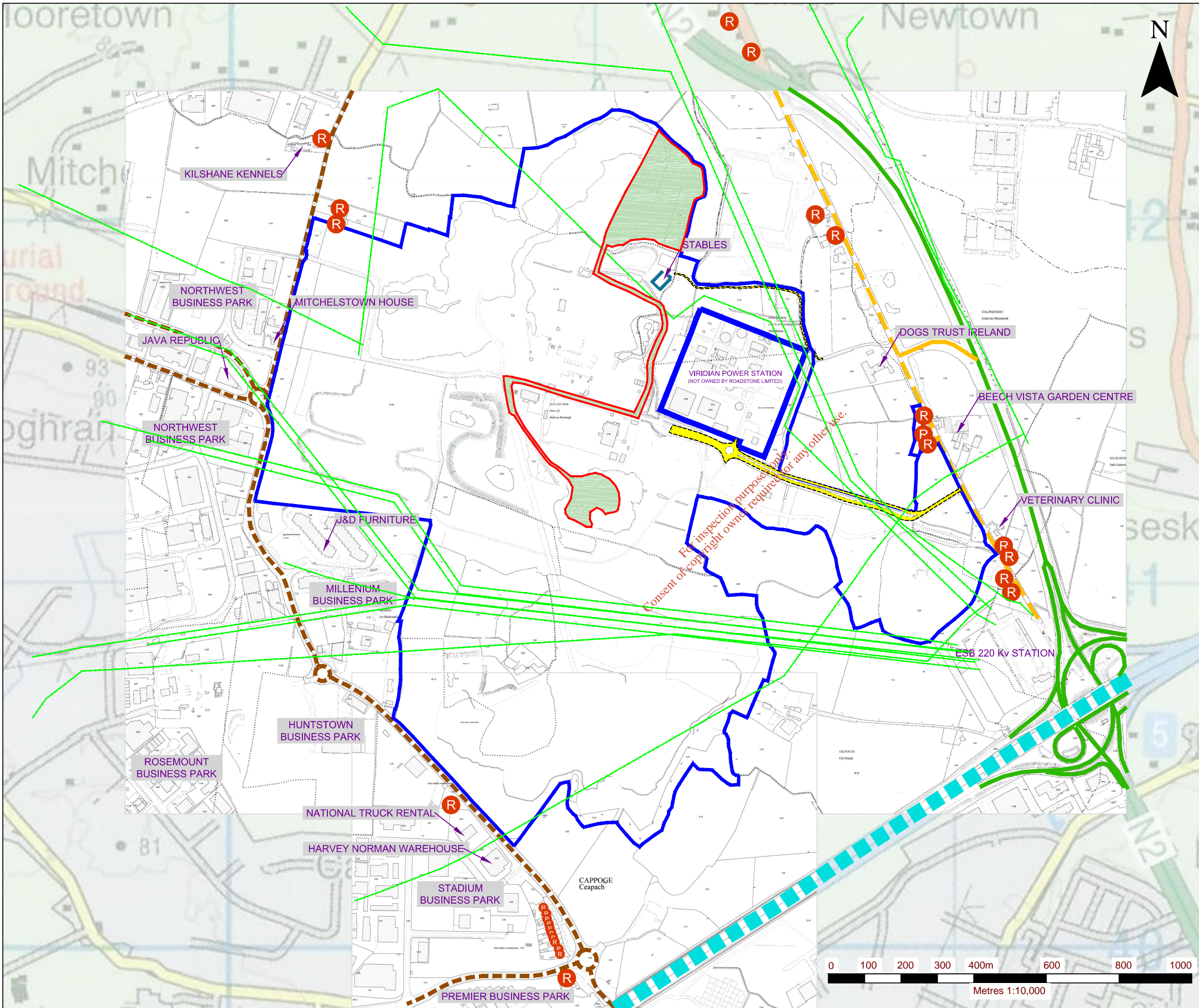
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FIGURES

Figure 12- 1
Surrounding Land Use

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0180.00166.0.FIG_12-1.Surrounding Land Use.dwg



NOTES

- EXTRACT FROM 1:2,500 ORDNANCE SURVEY DIGITAL SHEET NO'S. 3062-A, 3062-B, 3062-C, 3062-D, 3063-A, 3063-C, 3130-A & 3130-B.
- ORDNANCE SURVEY IRELAND LICENCE NO. SU 0000716 (C) ORDNANCE SURVEY & GOVERNMENT OF IRELAND

LEGEND

	ROADSTONE LIMITED LAND INTEREST (c. 200.3 ha)
	APPLICATION AREA (c. 8.27 ha)
	N2 DUAL CARRIAGEWAY
	NORTH ROAD (R135)
	LOCAL ROAD
	M50 MOTORWAY
	RIGHT OF WAY
	LOCATION OF NEAREST RESIDENCES
	POWER LINES

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ROADSTONE LIMITED
 ENVIRONMENTAL IMPACT STATEMENT
C&D WASTE RECOVERY FACILITY
 HUNTSTOWN QUARRY, FINGLAS, DUBLIN 11
SURROUNDING LAND USE

FIGURE 12-1

Scale 1:10,000 @ A3 Date DECEMBER 2016