
NON-TECHNICAL SUMMARY

1.0 Introduction

1.1 The Applicant

Advanced Environmental Solutions (Ireland) Ltd (AES) is one of the largest waste management companies in the country providing household and commercial waste services. It is part of the Bord na Móna group and operates waste management facilities at Lusk, Navan, Tullamore, Portlaoise, Nenagh and Rosslare.

1.2 Facility Overview

The facility is located in the Cappincur Industrial Estate approximately 2 km east of Tullamore Town. It covers 1.16 hectares (ha) and is occupied by a Weighbridge, Process Building, Office, Welfare Building, Wheel Wash and paved open yards.

1.2.1 Site History

The site was initially developed as a waste management facility in 1994. In 2002 AES acquired the site following which improvement works were carried out. In 2004, the first Waste Licence was granted by the Environmental Protection Agency (EPA). In 2009 a revised Waste Licence was granted for changes to the boundary and the upgrade of the drainage and wastewater treatment system, and these works were carried out in 2012.

In 2013 planning permission was granted for an increase in the annual waste acceptance rate to 60,000 tonnes and the current Waste Licence was issued in February 2014. In December 2015, the EPA amended the Licence to bring it into conformity with the requirements of the EU Industrial Emissions Directive.

1.2.2 Waste Activities

The facility accepts residual household (black bin) waste, construction and demolition waste and mixed dry recyclable materials (paper, cardboard, plastic etc). All the wastes are handled inside the Process Building and baled dry recyclables are stored in the open yard before being sent to recycling facilities.

1.3 Proposed Development

The current planning permission and Waste Licence authorise the acceptance of 60,000 tonnes annually. It is proposed to increase the amount of non-hazardous waste accepted annually to 80,000 tonnes.

2.0 Planning and Waste Management Policy

2.1 Planning Policy

The Offaly County Development Plan (2014-2020) sets out the policies and objectives for the sustainable future growth of the county. In relation to waste management, it is policy to comply with the requirements of the European Union (EU) Waste Hierarchy and to meet the county's needs under the current and any subsequent Waste Management Plan.

The Plan recognises there is a continuing need to avoid the production of waste at source and to try and divert as much as possible from landfill through the provision of facilities and services that include a bring-bank network, civic amenity sites, biological treatment plants, kerbside recycling, and the introduction of a separate organic waste collection.

In relation to waste management, it is policy to ensure the provision of quality, cost effective waste infrastructure and services that reflect and meet the needs of the community and to ensure that the 'polluter pays principle' is achieved in all waste management activities.

2.2.1 Tullamore Town and Environs Development Plan 2010-2016 (extended to 2020)

The facility is in the Tullamore Environs Area. In relation to waste management, it is policy to implement the current Waste Management Plan for the Midlands Region (now replaced by the Eastern-Midlands Region Waste Plan), which takes account of both national and EU waste management policy.

2.2 Waste Management Policy

The foundation policy statement on waste management "*Changing Our Ways*" bases national policy on the EU Waste Management Hierarchy, which in descending order is:

- Prevention;
- Preparing for Reuse;
- Recycling;
- Other Recovery (including energy recovery);and
- Disposal

The most recent Policy Statement '*A Resource Opportunity Waste Management Policy In Ireland 2012*' is also based on the EU Waste Management Hierarchy and sets out how the higher tiers can reduce Ireland's reliance on finite resources, virtually eliminate reliance on

landfill, and minimise the impact of waste management on the environment. It is a policy objective that when waste is generated, the maximum value must be extracted from it by ensuring that it is reused, recycled, or recovered.

2.2.1 Waste Management Plan for the Eastern-Midland Region

The underlying strategic approach of the Plan is to improve the quality of waste along the entire treatment supply chain. Pre-treatment capacities are typically the first destination for waste and are vital in extracting and generating high-quality outputs for onward treatment.

2.2.3 Compliance with Policy Objectives

The proposed development is consistent with the current planning objectives and national and regional waste policy objectives, as it will increase the pre-treatment capacity to get the maximum value from the waste and will contribute to the achievement and maintenance of national and regional recycling and recovery targets.

2.3 Need for the Development

The Tullamore facility is the only AES Materials Recovery Facility (MRF) in the Eastern-Midlands Region and the only large scale recovery facility in Tullamore Town. The waste acceptance limits set in the current planning permission and EPA Licence prevent AES from competing for increased market share in its catchment area.

3. Alternatives Examined

The facility is specifically designed and has established use for waste activities and it has the capacity to accommodate the proposed increase in the amount of waste accepted. The only alternative would be to construct a new waste management facility at a different location. This offers no environmental advantage.

3.1 The Do Nothing Alternative

If the development does not proceed the facility will continue to operate in its current configuration and AES will not be able to expand its waste collection service.

4. Site Description

4.1 Site Location

The site is in the west of the Cappincur Industrial Estate. The Tullamore-Daingean Road runs along the northern site boundary and the County Council Dog Pound is directly south. The lands to the north and south are in agricultural use. To the west is the N52 National Secondary Route. The closest private house is approximately 125m to the north-west.

4.2 Waste Activities

The operational hours are 6am to midnight Monday to Saturday and 7am to 11pm on Sundays. All waste processing is carried out inside the Process Building. The black bin waste is bulked up and transferred to other sites for further treatment. The construction and demolition waste is sorted to remove large items and the materials are then sent to other sites for further treatment/recovery. The mixed dry recyclables are manually and mechanically separated, then baled. The bales are stored in the open yard.

4.3 Site Services and Materials Storage

Water is obtained from the local Group Water Scheme and electricity is supplied by a utility company. Diesel for the waste collection trucks and the forklifts used to handle the waste is stored in above ground tanks located at the southern boundary. Diesel for the on-site electricity generator is stored in an internal tank.

Sanitary wastewater is treated in an on-site treatment plant and the treated effluent is stored in an above ground holding tank before being sent for further treatment at the Irish Water sewage treatment plant. Floor wash water in the Process Building is collected in an underground sump inside the building and pumped to the wastewater holding tank, from where it is sent to the Irish Water treatment plant. Firewater is stored in two above ground tanks outside the southern boundary, which service the Industrial Estate.

4.4 Drainage

Rain water run-off from the hardstanding areas and buildings is collected and some is used on-site. Prior to Q3 2107 the surplus passed through a series of oils interceptors before being discharged to a drain at the southern boundary. In Q3 2107 the discharge to the drain ceased and currently all rainwater run-off is collected and tankered off-site for treatment in the Irish Water wastewater treatment plant in Tullamore.

4.5 Environmental Emissions & Monitoring

The EPA Licence specifies emission limit values for the rain water run-off, dust and noise and requires regular surface water, groundwater, dust and noise monitoring to confirm compliance with the emission limit values and if they are exceeded to ensure corrective actions are carried out.

4.6 Environmental Liability Risk Assessment

The EPA Licence requires AES to prepare an Environmental Liability Risk Assessment that identifies all the potential incidents and accidents that might occur at the site; assess the associated environmental liabilities, including impacts on soil, groundwater, surface water, and the local population; detail a risk management plan to prevent or minimise the risk, and quantify the scale and cost of the appropriate incident response and post incident clean-up measures. AES has completed the assessment and this has been approved by the EPA.

4.7 Proposed Changes

It is proposed to increase the amount of waste that can be accepted from 60,000 tonnes per year to 80,000 tonnes. There will be no changes to the types of waste accepted and the proposed increase will not require either the construction of new buildings, or the provision of new equipment.

5 Climate

5.1 Receiving Environment

The climate in the area is mild and wet, with the prevailing wind direction from the south and south-west.

5.2 Impacts

The additional wastes will result in an increase in energy (diesel and electricity) consumption associated with their transport and processing, with a consequent increase in greenhouse gas emissions.

5.3 Do Nothing

If the development does not proceed there will be no increase in greenhouse gas emissions.

5.4 Prevention & Mitigation Measures

The mitigation measures include the use of energy efficient equipment, energy audits and the implementation of an energy management plan.

5.5 Assessment of Impacts

The proposed development will result in increased energy use, with a consequent increase in greenhouse gas emissions. All new greenhouse gas emissions contribute to a cumulative negative environmental effect, unless offset by mitigation or compensatory measures.

5.6 Residual Impacts

The proposed development will, in conjunction with current operations have an on-going, imperceptible, negative impact on climate.

6 Traffic

6.1 Receiving Environment

The site is immediately south of the Tullamore to Daingean Road (L2025). The L2025 intersects the N52 approximately 80 m west of the site entrance at the Cappincur

Roundabout. The designated speed limit on the N52 is 100km/h and it has a two-way single carriageway. The L2025 is a two-way single carriageway and has a designated speed limit of 50 km/h on the Tullamore side of the Roundabout and a 60 km/h designation on the site access side.

Vehicles arrive and depart from the site entrance (Junction 1) from the west via the Cappincur Roundabout and east along the L-2025. Junction 1's minor arm, has a dual access function, servicing the AES facility and the Dog Pound.

The Cappincur Roundabout (Junction 2), is a 4 arm junction. The major arm (N52) links to the M6 to the north and the N80 to the south. The L-2025 east leads towards the site and on to Ballinagar, with the L-2025 west leading to Tullamore Town Centre.

The traffic movements vary for both light vehicles and heavy vehicles. The morning peak hour light vehicle movements at Junction 2 are higher in September than in June. At Junction 1, the heavy vehicle movements are higher in June.

6.2 Impacts

To assess the impacts on the road network in the vicinity of the site, Junctions 1 and 2 were assessed using computer models for traffic associated with the existing operation (60,000 tonnes / annum) and the proposed operation (80,000 tonnes / annum).

The parameters examined were the Ratio of Flow to Capacity (RFC) Value, the maximum queue length on any approach to the junctions, and the average delay for each vehicle passing through the junction. The performance of the junctions in the critical morning and evening peak hours was assessed for the current year, 2017, and the design years (2022 and 2032), which are 5 and 15 years after the expected opening/operation.

At both Junctions, the traffic in the 2022 and 2032 design years will be below the maximum desired RFC value of 0.85 and also below capacity in both the morning and evening peak hours.

A Road Safety Audit at the site access confirmed that the visibility splays are suitable, but that the existing signs on the palisade fencing should be removed. Measures are also required to clarify vehicle priority between the site access and that of the Dog Pound.

6.3 Do Nothing Scenario

If the development does not proceed there will be no change in the volumes of traffic associated with the facility.

6.4 Prevention & Mitigation Measures

The visibility splays at the existing site access will be maintained and kept free of obstacles that could obstruct the view. The existing signs on the palisade fencing will be removed. Stop and Yield signs and associated road markings will be erected to clarify priority access.

6.5 Assessment of Impacts

At Junction 1, the predicted traffic for all design years will be below the maximum desired RFC (0.85) and within capacity for both the morning and evening peaks. The maximum queue length will occur on the minor arm, with traffic exiting the site onto the L-2025 in the design year 2032 in the morning peak.

At Junction 2 the predicted traffic for all design years will be below the maximum desired RFC of 0.85 and within capacity for both the AM and PM peaks. The maximum queue length will occur on the northbound approach to the junction along the N52, in the design year 2032 in the morning peak.

The maximum queue length on the westbound approach to Junction 2, passing the site access, will be 1.4 vehicles, or 8.05m back from the Yield line at the Roundabout. As the distance between the yield line at Junction 2 and the site access is approximately 80m, the queue at the Roundabout will not impact site access traffic movements.

6.6 Residual Impacts

The development will result in extra traffic movements, but the local road network and junctions have the capacity to accommodate the increase. The development will have an on-going, slight, negative impact on the road network.

7. Soils and Geology

7.1 Receiving Environment

The site is entirely covered by buildings and concrete paving. The subsoils in the locality are glacial tills that are more than 9m thick. The underlying bedrock is a dark limestone and shale.

7.2 Impacts

The proposed change does not require either the construction of any new buildings, or any ground disturbance. There are not and will not be any direct or indirect emissions to ground. There is the potential for leaks from the above ground oil and wastewater storage tanks, the underground sump in the Process Building and leaks from the foul sewer. The potential pathways to the soil and bedrock for contaminants released at the ground surface are infiltration in areas where the paving has been damaged, and leaks from the surface water drains.

7.3 Do Nothing Scenario

If the proposed increase in the amounts of waste accepted does not proceed the facility will continue to operate as a waste management facility, with no change to the potential impacts on the soil and geology.

7.4 Prevention & Mitigation Measures

The current mitigation measures include the provision of impermeable paving across the operational areas; the inspection and repair of the paved areas; the provision and maintenance of spill containment for the above ground oil storage and wastewater holding tanks; the routine inspection and survey of the surface water and foul water drains; the adoption of an emergency response procedure, and staff training on appropriate spill response actions.

7.5 Assessment of Impacts

The entire site is and will remain either paved with concrete, or occupied by buildings that prevent infiltration to ground. The proposed development will not involve any ground disturbance.

7.6 Residual Impacts

The proposed development will, in conjunction with the current operations, have no residual impact on the soils and geology.

8. Water

8.1 Receiving Environment

The facility is in the catchment of the Tullamore River, which is a tributary of the River Brosna. Prior to Q3 2017 rain water from the site entered a man-made drain at the southern site boundary that joins the Tullamore River approximately 750 m to the south of the site. The bedrock beneath the site is classified as a Locally Important Aquifer (Lm), being generally moderately productive. The aquifer vulnerability to pollution from sources at the ground surface is Moderate.

The site is entirely covered with buildings and paving, which effectively prevents groundwater recharge. The direction of groundwater flow is expected to be to the south, towards the Tullamore River.

8.2 Impacts

The proposed change does not require any excavations, construction works or alteration to the existing foul and surface water drainage systems, and will not result in any change to the quality or quantity of the rainwater run-off to the drainage ditch and ultimately the Tullamore River. There are no current direct or indirect emissions to ground and the proposed development will not result in any new emissions.

There is the potential for leaks from the above ground oil and wastewater storage tanks, the underground sump in the Process Building and leaks from the foul sewer. The potential pathways to off-site water courses is the surface water drainage system. The pathways to

groundwater for contaminants released at the ground surface are infiltration through damaged paving and leaks from the storm water drains.

8.3 Do Nothing Scenario

If the development does not proceed the facility will continue to operate as a waste management facility, with no change to the potential impacts on water.

8.4 Prevention & Mitigation Measures

The current mitigation measures include the provision of a series of oil interceptors on the surface water drains; the cessation of the rainwater discharge to the man-made drain; the inspection and repair of the paved areas; impermeable paving across the operational areas; the provision and maintenance of spill containment for the above ground oil storage and wastewater holding tanks; the routine inspection and survey of the surface water and foul water drains; the adoption of an emergency response procedure, and staff training on appropriate spill response actions.

8.5 Assessment of Impacts

The routine surface water quality monitoring carried out by AES has established that the quality of the run-off to the drain is good and does not present a risk to the Tullamore River. The groundwater monitoring indicates that the groundwater beneath the site is not being impacted by the site operations.

The proposed development will not result in any changes to the current emissions to the drain and, will not give rise to any new emission to ground and ground water, and will have no discernible impact on surface water and groundwater.

8.6 Residual Impacts

The proposed changes will, in conjunction with the current operation, have no impact on the water quality in Tullamore River and will have no impact on groundwater.

9 Ecology

9.1 Receiving Environment

There are no habitats of ecological importance within the site boundary and the site is not in or close to a Special Area of Conservation (SAC), Special Protected Areas (SPA) or National Heritage Areas (NHA). The closest protected area is the Charleville Wood SAC, which is 3 km south-west of the site. The Tullamore River is a tributary of the River Brosna that flows through Charleville Wood.

9.2 Impacts

The proposed development does not require any construction works and will not result in any loss of habitats either within, or outside the site boundary. It will not result in any new or additional emissions to the drain/Tullamore River and will not require any changes to the current operational hours.

9.3 Do Nothing Scenario

If the development does not proceed the site will continue to operate as a waste management facility, with no change to the potential impacts on habitats, flora and fauna.

9.5 Prevention & Mitigation Measures

The current mitigation measures include the provision of a series of oil interceptors on the storm drains; the cessation of the rainwater discharge to the man-made drain; the provision and maintenance of spill containment for the above ground oil storage and wastewater holding tanks; the routine inspection and survey of the surface water and foul water drains; the adoption of an emergency response procedure and staff training on appropriate spill response actions.

9.6 Assessment of Impacts

The discharge of rainwater run-off to the drain that connects to the Tullamore River ceased in Q3 2017, with the water now tankered off site for treatment. The Tullamore River flows through the Charleville Wood SAC. A Natural Impact Statement has been prepared and this concluded that the development presents no risk to the Charleville Wood SAC.

9.7 Residual Impacts

The increase in the waste acceptance rate will have no impact on the ecosystems within the site boundary and will not give rise to disturbance in the habitats outside the boundary.

10. Air

10.1 Receiving Environment

The facility is in the west of the Cappincur Industrial Estate. The Tullamore-Daingean Road runs along the northern site boundary and the Dog Pound is directly south. The lands to the north and south are in agricultural use. To the west is the N52 National Secondary Route. The closest private house is approximately 125m to the north-west. The EPA ambient air quality databases indicate the air quality in the vicinity of the site is good.

10.2 Impacts

The impacts on air quality associated with the operation of waste management sites that accept and process biodegradable waste in general include odours, particulates (dust) and exhaust gases from vehicles.

10.3 Do Nothing Scenario

If the proposed development does not proceed, the current operation will continue with no change to the potential impacts on air quality.

10.4 Prevention & Mitigation Measures

The mitigation measures currently applied include handling the waste inside the Process Building; regular inspection and cleaning of waste handling areas; provision of a misting system inside the building and dust curtains at the entrances; provision of an active dust extraction system over the picking line; cleaning yards using a road sweeper and damping them down in dry weather, and a 20km/h speed limit on all vehicle movements inside the site boundary.

Furthermore the EPA Licence makes provision for the installation of an odour control system comprising the extraction and treatment of air from the Process Building, if this is considered necessary.

10.6 Assessment of Impacts

The facility accepts black bin waste that contains odorous materials. In the past five years the facility has not received any complaints from neighbours concerning odours and dusts. Compliance inspections conducted by the EPA have never identified any concerns that odours/dusts could give rise to nuisance outside the facility boundary. The EPA has not required AES to install an odour control system. The proposed change does not involve taking in any new potentially odorous waste types or introducing any new processes that would be an additional source of dust emissions.

10.7 Residual Impacts

The proposed development, in conjunction with the current operations, will have an on-going slight, negative impact on air quality associated with increase in vehicle exhaust gases.

11 Noise

11.1 Receiving Environment

The facility is in the west of the Cappincur Industrial Estate. The Tullamore-Daingean Road runs along the northern site boundary and to the west is the N52 National Secondary Route. The closest private house is approximately 125m to the north-west.

11.2 Impacts

The sources of noise are the waste transport vehicles, picking line operation and baling, vehicles moving the bales and loading of the waste transport trucks.

11.3 Do Nothing Scenario

If the development does not proceed the current activities will continue, with no change to the noise emission levels.

11.4 Prevention & Mitigation Measures

All waste processing is carried out inside the Process Building. Site staff are instructed to avoid unnecessary revving of machinery, turn off equipment / plant when not in use, and limit the hours of activities that are likely to give high noise level emissions.

11.5 Assessment of Impacts

The current activities are not a source of either noise nuisance, or impairment of amenity outside the site boundary. There will be no change to either the sources of noise, or the noise emission levels from those associated with current activities.

11.6 Residual Impacts

The proposed development will, in conjunction with the current operations, have an on-going, imperceptible, negative impact.

12 Landscape & Visual Impact

12.1 Receiving Environment

County Offaly predominantly comprises a flat landscape, typified by extensive peatlands. The Slieve Bloom Mountains in the south-west of the county is the only substantial upland area. The Shannon River in the west forms a landscape of local, national and international importance. The Grand Canal forms the 'Grand Canal Corridor' which has the potential to increase tourism in the area and to add to the aesthetic value and recreational appeal of the landscape.

The facility is an area classed as being of Low Sensitivity, which largely encompasses the county's main urban and farming areas. The 'Grand Canal Corridor', which is classed as being of High Sensitivity, is approximately 350m to the north.

The site is a relatively moderately scaled waste management facility and has an industrial appearance. It is visible from the Tullamore-Daingean Road frontage, but the other buildings in the Cappincur Estate screen it from view from further east along the road. It is visible from approaches to the Cappincur Roundabout and from the access road to the Dog Pound.

12.2 Impacts

The proposed development does not involve any construction works or material changes to the existing buildings and external operations.

12.3 Do Nothing Scenario

If the development does not proceed there will be no change to the external appearance of the site.

12.4 Prevention & Mitigation Measures

Existing mitigation measures include the provision of net screens on the palisade fencing that surrounds the site and planning along the eastern boundary.

12.5 Assessment of Impacts

The proposed development will not result in any material change to the appearance of the facility.

12.6 Residual Impacts

The development will, in conjunction with current operations, have a neutral impact on the existing landscape character and visual amenity.

13 Human Beings

13.1 Receiving Environment

The facility is in an area zoned for industrial use. The Tullamore-Daingean Road runs along the northern site boundary, and the Councils' Dog Pound is directly to the south. The lands to the north and south are in agricultural use. To the west of the access road to the Dog Pound is the N52. The closest residential dwellings are approximately 125m to the north-west, a private dwelling 145m to the north-east and a small residential estate ca 300m to the west.

13.2 Impacts

Waste management facilities that handle biodegradable wastes are a source of odours with the potential to extend outside the site boundaries. While odours do not present a direct risk to health, they can be a significant nuisance and cause of discomfort that can indirectly affect human health. Waste management facilities are also potential sources of other nuisance including, dust, noise, vermin and pests. Traffic associated with the facilities can, depending on the size, location and capacity of the local road network, be a cause of congestion that affects local residents.

13.3 Do Nothing Scenario

If the proposed development does not proceed the current operations will continue and there will be no change to the potential for impacts on human beings.

13.4 Prevention & Mitigation Measures

The mitigation measures currently applied include handling the waste inside the Process Building; regular inspection and cleaning of waste handling areas; provision of a misting system inside the building and dust curtains at the entrances; provision of an active dust extraction system over the picking line; cleaning yards using a road sweeper and damping them down in dry weather and a 20km/h speed limit on all vehicle movements inside the site boundary. Furthermore the EPA Licence makes provision for the installation of an odour control system comprising the extraction and treatment of air from the Process Building, if this is considered necessary.

13.5 Assessment of Impact

In the past five years the facility has not received any complaints from neighbours concerning odours and dusts. Compliance inspections conducted by the EPA have never identified any concerns that odours/dusts could give rise to nuisance outside the facility boundaries and the EPA has not required AES to provide an odour control system.

The current activities are not a source of odour/dust nuisance and the proposed change does not involve taking in any new potentially odorous waste types, or any new processes that would be an additional source of dust emissions. The Traffic and Transport Assessment has established that the local road network has the capacity to accommodate the increased traffic movements and they will not give rise to congestion.

13.6 Residual Impacts

The proposed development, will in conjunction with current operations, have an on-going imperceptible, negative impact on human beings associated with noise emissions and traffic movements.

14 Archaeology, Architecture and Cultural Heritage

14.1 Receiving Environment

There is no record of any archaeological feature, protected structure, or cultural heritage feature within the site boundary and it is not in a designated Architectural Conservation Area.

14.2 Impacts

The development does not require any excavation or ground disturbance works and there is no risk of any impacts on any unidentified archaeological features.

14.3 Do Nothing Scenario

If the development does not proceed the facility will continue to operate in its current configuration and the potential for impacts on the archaeology, architecture and cultural heritage will remain unchanged.

14.4 Prevention & Mitigation Measures

As the proposed development will not have any impact on any archaeological, architectural or cultural feature, mitigation measures are not required.

14.5 Assessment of Impact

The development will not have any impact on any archaeological, architectural or cultural feature.

14.6 Residual Impacts

The development will not have any impact on any archaeological, architectural or cultural heritage features.

15 Material Assets & Resource Consumption

15.1 Receiving Environment

The facility is in an area zoned for industrial use. The Tullamore-Daingean Road runs along the northern site boundary, and the Council's Dog Pound is directly south. The lands to the north and south are in agricultural use. To the west of the access road for the Dog Pound is the N52. The nearest listed amenity area is the Grand Canal, which is approximately 320 m to the north of the site.

15.2 Impacts

The development will not result in any loss impairment of amenity value or agricultural use. There will be an increase in fuel and electricity consumption associated with the transport and processing of the additional wastes. The development will increase AES's recycling rate, which will have a socio-economic benefit. It will also contribute to maintaining employment levels, with a consequent economic benefit to the local economy.

15.3 Do Nothing Scenario

If the proposed development does not proceed there will be no socio-economic benefit from the increased collection rate for recyclable materials, but there will be no increase in natural resource consumption.

15.4 Prevention & Mitigation Measures

AES implements the nuisance control measures specified in the EPA Licence and also applies resource consumption control measures to minimise usage.

15.5 Impact Assessment

The current operation is not a source of adverse environmental nuisance and impairment of amenities outside the site boundary and has not adversely affected the existing economic activities in the surrounding area. The local road network has the capacity to deal with the additional traffic associated with the development.

15.6 Residual Impact

The development will not have any adverse impact on amenity values and socio-economic activities in the locality. It will have a slight negative impact in relation to the consumption of fossil fuels. It will have an on-going slight positive socio-economic and economic benefit associated with increasing recycling rates and maintaining local employment levels.

16 Interaction of the Foregoing

There are actual and potential direct, indirect and cumulative effects of the changes due to interaction between relevant receptors, which are Human Beings, Air, Noise, Traffic, Climate, Ecology and Water.

16.2 Human Beings / Air / Noise

The current operation has the potential to impact on human beings as a result of noise, dust, vehicle exhaust emissions and odour. The location, design and method of operation have taken account of these emissions and effective mitigation measures, which comply with the requirements of the EPA Licence, have been identified and applied. The proposed change will result in additional vehicle exhaust gas emissions to air.

16.3 Human Beings/Traffic

The proposed change will result in an increase in traffic; however the facility is located in an industrial estate and the access routes do not pass through residential areas. The local road network and junctions have the capacity to accommodate the additional traffic movement and will not give rise to congestion.

16.4 Climate/Traffic

The development will result in an increase in greenhouse gas emissions associated with the additional traffic movements.

16.6 Cumulative Effects

The assessment of the impacts of the proposed change took into consideration the impacts of the existing operation. The noise, dust, surface water and groundwater monitoring events were conducted during typical operational hours and the predictive assessments include the impacts of both the existing emissions and those associated with the proposed change.

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