

PB /0102 /14

COMHAIRLE CONTAE FHINE GALL

RECORD OF EXECUTIVE BUSINESS AND MANAGER'S ORDER

Reg. Ref.: FW13A/0135

Register Reference: FW13A/0135

Date of Registration: 21 February, 2014

Correspondence: O'Callaghan Moran & Associates Granary House, Rutland Street, Cork

Development: Permission for the construction of a new waste recovery building (2030 m2), an increase in the amount of waste accepted annually from 200,000 tonnes to 250,000 tonnes, and a change of use to allow the acceptance of municipal solid waste including baling station, relocate weighbridge, portacabin offices, canteen and toilets. The development will require a revision of the Waste Licence granted by the Environmental Protection Agency. The application will be accompanied by an Environmental Impact Statement (EIS).

Location: Materials Recovery Facility, Cappagh Road, Cappogue, Finglas, Dublin 11

Applicant: Nurendale Ltd

Application Type: Permission

Zoning: 'GE' – The objective of which is to 'Provide Opportunities for general enterprise and employment'

CONTRIBUTION	
Standard Levy:	€ 120,466.
Open Space:	My
Other:	
SECURITY:	
Bond:	
Cash:	
Other:	

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Planning Officers Report:

LM/BMcC

Report of the Planning Officer dated 13th February 2014.

This is an application for **PERMISSION** for the construction of a new waste recovery building (2030 m2), an increase in the amount of waste accepted annually from 200,000 tonnes to 250,000 tonnes, and a change of use to allow the acceptance of municipal solid waste including baling station, relocate weighbridge, portacabin offices, canteen and toilets. The development will require a revision of the Waste Licence granted by the Environmental Protection Agency. The application will be accompanied by an Environmental Impact Statement (EIS) at the Materials Recovery Facility, Cappagh Road, Cappogue, Finglas, Dublin 11 for Nurendale Ltd.

Site Description:

The application site is located on the western side of the Cappagh Road in Dublin 11. It is 2.53ha in area and is irregular in shape. It has a frontage of approx. 120 metres to the

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Cappagh Road while it is immediately north of the established Stadium Business Park. Huntstown Quarry is located on the opposite (eastern) side of the Cappagh Road with the Millennium Business Park also located further to the north east. An existing materials recycling facility is operating from a c. 2,000sqm building located at the front of the site. The site is enclosed by standard palisade fencing. The foundations have been laid and the floor is constructed for additional buildings granted on the site. The area where the proposed building is to be located currently operates as a skip storage area.

Proposal:

The proposed development is for the following:

Permission for the construction of a new waste recovery building (2030 m²), an increase in the amount of waste accepted annually from 200,000 tonnes to 250,000 tonnes, and a change of use to allow the acceptance of municipal solid waste including baling station, relocate weighbridge, portacabin offices, canteen and toilets. The development will require a revision of the Waste Licence granted by the Environmental Protection Agency. The application will be accompanied by an Environmental Impact Statement (EIS).

Submissions/Observations:

None received within statutory timeframe.

Relevant Planning History:

F07A/0954/E1: Permission was granted to extend the duration of permission until **September 2018** for the extension to the existing Materials Recycling Facility at Cappagh Road, Cappoge Td, Finglas, Dublin 11 comprising: A) The following buildings A2) An extension to the existing A1 building for a Municipal Solid Wastes Recycling unit (area c. 2030 m², height to eaves c. 11m) B1) Dry Recyclables unit (area c. 2800 m², height to eaves c. 11 m) B2) Cardboard and Plastics recycling unit (area c. 4608 m², height to eaves c. 11 m²) C) E.S.B. substation and switchrooms (area c. 56 m², height to eaves c. 5.50m) D) Associated site works.

The following condition was attached:

The Extension of Duration of this Planning Permission shall be for five years only, up to and including 30th September 2018 and shall expire thereafter. All works shall be completed by that date to the satisfaction of the Planning Authority.

REASON: *In the interest of clarity.*

F07A/0954: Permission was applied for the extension to the existing Materials Recycling Facility at Cappagh Road, Cappoge Td, Finglas, Dublin 11 comprising: A) The following buildings A2) An extension to the existing A1 building for a Municipal Solid Wastes Recycling unit (area c. 2030 m², height to eaves c. 11m) B1) Dry Recyclables unit (area c. 2800 m², height to eaves c. 11 m) B2) Cardboard and Plastics recycling unit (area c. 4608 m², height to eaves c. 11 m²) C) E.S.B. substation and switchrooms (area c. 56 m², height to eaves c. 5.50m) D) Associated site works.

Permission was granted with the following condition attached:

That the proposed development shall be amended as follows:

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(a) That the extension to the existing A1 building for a Municipal Solid Waste Unit (Building A2) shall be omitted from the development.

REASON: In the interests of the proper planning and development of the area.

F05A/1156: Permission **granted** for Development of a Materials Recycling Facility at Cappagh Road Cappoge Td Finglas, Dublin 11 comprising A) the following buildings A1) Construction and Demolition, Commercial and Industrial Recycling unit with associated offices (area c.2076m², height to eaves 11.2m), A2) Dry Recyclables unit with associated offices (area c.3062m², height to eaves 11.2m), A3) Municipal Solid Wastes Recycling Unit (area c.5870m², height to eaves 11.2m). A4) ESB substation and switchroom (area c.21.75m², height to eaves 3m). B) Weighbridge and Office (area 3.5m² height to eaves 3.8m) C) 2.5kw Wind Turbine (11m high). D) Associated site works including fencing, acoustic barrier, entrance gates, drainage. A Waste Permit application will accompany this application. PL. 06F215851 - Appeal withdrawn S.140(1)(a)

F04A/1123: Permission **granted** for the erection of an Industrial/Office development of 10,579sq metres consisting of 7 no. 2 storey Industrial/Office Units varying from 523sq.m to 2273sq.m, including ESB substation and switch room, associated parking for 304 cars, boundary fencing, landscaping, berming and site works. The permitted new access to the site was via the existing Stadium Business Park adjoining to the south.

Reports:

Irish Water: Report received, no objection subject to a condition.

Water Services Report: An updated report has been received, there is a discrepancy regarding the capacity of the attenuation tank which needs to be clarified and a number of standard conditions are recommended.

Transportation Report: No objection.

Environment: Report received, no objection subject to conditions.

Heritage Officer: No objection subject to a condition regarding Construction Management Plan.

Parks: No updated report received to date.

HSA: Does not advise against the proposed development at this time.

NRA: No objection.

NTA: No report received to date.

EHO: No objection subject to a number of conditions.

Department of Arts Heritage and Gaeltacht: No report received to date.

Heritage Council: No report received to date.

Regional Fisheries Board: No updated report received to date.

IAA: No observation.

DAA: Mitigation measures (all handling, processing and storage of organic matter to be in an enclosed area, transported in covered sealed containers, these vehicles to stored internally) are required in order to ensure the site does not attract birds.

EPA: Report received, this details the conditions of the existing waste licence, notes the information contained within the EIS, states there is a possible requirement for a new waste licence due to this planning application. When a licence application is received all matters to do the emissions to the environment from the activities proposed will be considered by the EPA.

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Pre-Planning:

A pre planning meeting took place, the principle the proposed development was considered to be acceptable having regard to the Fingal County Council Development Plan 2011-2017.

Fingal Development Plan 2011-2017:

The lands are zoned GE "General Employment" under the 2011-2017 Development Plan.

"GE" General Employment, the objective is to: *Provide opportunities for general enterprise and employment.*

The vision is as follows:

Facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible.

There is a local objective associated with the site:

Local Objective 474:

Facilitate the expansion of the existing waste operation on this site where it can be demonstrated to the satisfaction of the Planning Authority that such expansion will not be incompatible with surrounding lands uses.

The following objectives are relevant

Objective WM01

Prevent and minimise the generation of waste in accordance with the Waste Management Plan for the Dublin Region.

Objective WM04

Divert household waste from landfill and promote the increased re-use and recycling of waste.

2.3 Employment and Enterprise

The Council's policy on enterprise and employment is contained in Chapter 2 of the Fingal Development Plan 2011-2017. The statement of policy is to:-

- Facilitate and support the growth of the economy of Fingal in a sustainable manner whilst maintaining and improving environmental quality*
- Work in partnership with government agencies and the private sector to promote the sustainable economic development of the County and maximise the County's employment potential*
- Facilitate economic growth through the consolidation of existing industrial and commercial areas and by ensuring that adequate and suitably located serviced lands are available at appropriate locations throughout the County*

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- *Promote the regeneration and reuse of land and buildings in a manner which enhances the local economy and encourages a sequential approach to development while protecting the environment*
- *Promote the availability of a range of business accommodation including units suitable for small business*

Tree policy

OS28 *“Protect, preserve and ensure the effective management of trees and groups of trees.”*

OS34 *“Ensure roadside verges have a minimum width of 2.4 metres at locations where large trees are proposed and where necessary provide for constructed tree pits as part of the landscape specification. Road verges shall be a minimum of 1 metre wide at locations where trees are proposed.”*

National Guidance/Legislation

The Dublin Waste Management Plan

The Waste Management Plan for the Dublin Region 2005-2010, was joint initiative by the four Dublin Local Authorities (Dublin City Council, Dún Laoghaire/Rathdown, Fingal and South Dublin County Councils) which was adopted in order to provide a co-ordinated strategy for dealing with waste management in the Dublin area.

The Waste Management Plan for the Dublin Region has been developed jointly by Dublin City Council, South Dublin County Council, Fingal County Council and Dun Laoghaire-Rathdown County Council. The Dublin Region adopted a Regional Waste Management Strategy in 1997, which set out to replace a system that over-relied on landfill disposal with a new approach based on integrated waste management over a 20 year period. The first Regional Waste Management Plan became effective in 2001 and the first formal Review of the Plan has recently taken place during 2004-2005, culminating in this replacement Plan.

With the growth in population, employment and economic activity in the Region – and the increase in consumer spending power – the amount of waste generated is on the increase. There is 1.1 million tonnes of household, commercial and industrial waste produced each year. Each household now generates 1.2 tonnes of waste on average each year, approximately 24 Kg/week. Waste from business and industry has grown dramatically since 1998 – partly due to the economic boom of this period, and partly due to better control of the waste stream and reporting by the waste management industry. Waste from demolition work and new developments generates 4,000,000 tonnes per annum – three times more than estimated in 1997. Other significant waste streams include litter and street sweepings, sludge, and agricultural waste.

The Annual progress report outlines the following quantities of waste generated within each local Authority. The following figures are extrapolated for the Fingal area.

Growth in Household Waste Arising 2010 in Fingal was 97,946 tonnes

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Black Bin Collection Service 2007- 2010 (includes Public & Private) in Fingal County Council was 2007-2010: 47,136 tonnes

Green Bin Recyclables Collected 2010 (includes Public & Private) in Fingal County Council was 2010: 20,319 tonnes

Brown Bin Collection Service 2010 (includes Public & Private) in Fingal County Council was 2010: 17,268 tonnes

Commercial Waste in 2010 in Fingal was 135,138 tonnes.

Having regard to the figures of black bin waste and commercial waste produced in just the Fingal area, the proposed development of processing and baling residual and food waste from the Fingal area in a Material Waste Recovery facility in Fingal is considered to accord with the Waste Management Plan.

Appropriate Assessment:

A Natura Impact Assessment Stage 1 Screening has been carried out and dated December 2012, this has been submitted as part of the application information. The Natura 2000 sites in the area are Baldoyle Bay SAC, South Dublin Bay SAC, North Dublin Bty Sac, South Dublin Bay and Tolka River Estuary SPA, North Bull Island SPA and Baldoyle SPA, all of these are over 10km from the subject site. The potential impacts are listed as run off from open yard areas, spills and leaks of oil and firewater run off. Mitigation measures are proposed both during the construction stage (storage of diesel, lubricating and hydraulic oil, details of its storage will be outlined within the Construction Management Plan such as bunding of all oil storage tanks and drums and the provision of spill containment and absorption kits.) and operational stage. A number of the mitigation measures outlined for the operational stage are already applied at the facility such as collection of water run off, silt traps, storm water attenuation tank, shut off device on the outfall from the attenuation tank, testing of spill containment infrastructure, routine inspection of surface water and foul water drainage systems, emptying of wastewater tanks, regular cleaning of yards and emptying of silt trap and interceptors and the monitoring of the quality of the surface water emissions.

It is concluded that the proposed development will not result in any new or additional emission/disturbance that could present a significant risk to the conservation objectives of any Natura 2000 site within 12km of the site. It is considered that Stage 2 Appropriate Assessment is not required.

A report from the Heritage Officer has been received which states the following:

"I have reviewed the above mentioned planning application, including the EIS and the Screening for Appropriate Assessment document in respect of the construction of a waste management facility at Cappagh Road, Cappogue, Finglas, Co. Dublin. I am of the view that a condition be attached to any grant of permission requiring that a construction management plan (CMP) be submitted, for the written agreement of the planning authority, prior to commencement of development. Details of the construction management measures to be put in place which will ensure that there will be no possible adverse impacts to the River Tolka and therefore to downstream Natura 2000 sites should form part of the CMP." This is noted.

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Environmental Impact Statement:

A short outline of each relevant chapter is given below. Chapters 1-5 give a background the project, the proposed development, the site, the planning context and the rationale for choosing the subject site after considering alternatives. Chapters 6-15 cover the environmental issues. Chapter 16 deals with cumulative impacts and interactions.

Introduction Chapter 1:

This chapter gives an outline of the approach of the Environmental Impact Statement (EIS).

Planning Policy and Context Chapter 2:

This chapter outlines the planning history associated with the subject site, indicates the GE zoning objective "Provide opportunities for general enterprise and employment" and local objective 474 "Facilitate the expansion of the existing waste operation on this site where it can be demonstrated to the satisfaction of the Planning Authority that such expansion will not be incompatible with surrounding lands uses." The Waste Management objective WM04 is stated, "Divert household waste from landfill and promote the increased re-use and recycling of waste." Fingal policy in relation to the minimisation of Climate Change is outlined specifically referencing sustainable transportation. The National Waste Management Policy "Changing our Ways" is referred to which is based around the EU Waste Hierarchy of:

- Prevention
- Preparing for reuse
- Recycling
- Other recovery
- Disposal

EU landfill Directive 99/31/EC set out the following reduction targets (based on 1995 figures)

- Minimum 25% reduction by 2010
- Minimum 50% reduction by 2013
- Minimum 65% reduction by 2016.

In 2002 "Preventing and Recycling Waste-Delivering Change) issued by the Government outlined initiatives to achieve progress from the top of the Waste Hierarchy. In 2004 "Waste Management-Taking Stock and Moving Forward" recognised the improvement in recycling rates but emphasised the need for further expansion and remained grounded in the concept of integrated waste management as set out within "Changing our Ways" and its ambitious targets.

The Dublin Waste Management Plan identifies the deficiencies in the infrastructure to manage waste generated in Dublin. The plan maintains the emphasis on recycling and reuse for all waste streams. Section 18.10 states Dublin's aim to become self reliant in terms of waste management infrastructure and that waste generated in Dublin should be managed in Dublin in so far as is possible.

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It was intended that the facility be developed on a staged basis, Stage 1 C & D and C & I processing with annual capacity of 50,000 tonnes, Stage 2 Dry recyclables annual capacity of 200,000 and stage 3 MSW processing. Stage 1 and Stage 2 have been granted. PANDA expanded its source segregated commercial waste service and in 2008 and 2009 began roll out of household waste collection service in Fingal. In 2011 PANDA won the tender from Fingal County Council to collect household waste. This is a 3 bin system for dry recyclables, mixed residual waste and food waste to over 70,000 households in Fingal. The breakdown annually in Fingal is

- Dry recyclables: 16,200 tonnes
- Food waste: 18,900 tonnes
- Residual waste: 28,000 tonnes

The household residual waste cannot be taken in Cappagh and must be transported to Ballymount. This generates an annual total distance of 427,744 km. This equates to a 449,551kgs of CO2 emissions.

There is a strong need to develop this site to cater for residual waste.

Alternatives Context Chapter 3:

One potentially suitable site was assessed at Kilshane Cross which was owned by Fingal County Council, approximately 3km to the northeast of Cappagh Road MRF and has planning permission and a waste licence to operate as an Integrate Waste Management Facility including acceptance and processing of household residual waste. PANDA engaged in public tendering process for this site but were unsuccessful. The only alternative was to keep transporting waste to the Ballymount site.

The residual waste and food waste could be handled in Building A2, as it will have the capacity to accept the quantities involved. However A2 is located close to the southern site boundary and c.30m from a private residence. As a precautionary measure it was decided that this location was not suitable given the adjacent residential site.

Therefore it was considered that there were no practically viable alternatives than the subject site.

Facility Description Chapter 4:

The site has a single access off the Cappagh Road. This is 2.53 hectares. The site development works included construction of perimeter security fencing, internal access roads, paved yards in the northern and central parts of the site, foul and surface water drainage system, weighbridge(s), Building A and an electrical substation. And a 3m high acoustic wall was constructed at the southeast boundary. Portakabin type offices, canteen and staff welfare facilities have been temporarily located adjacent to the weighbridge. Stage two involves the construction of Building B1 and B2 the completion of the paving of the open areas, and the extension of the surface water drainage system.

The surrounding land uses are predominantly industrial, commercial and quarrying. There is 1 no. private house which is located 30m from the south-eastern boundary and c.10 no. dwellings c.450m to the south east of the site.

The facility operates from 8am-8pm Monday to Friday and 8am to 4pm on Saturdays.

The waste inputs at present are:

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- C&D 75,000
- Dry recyclables 35,000
- Paper & Cardboard 90,000

The total being 200,000.

The C & D and C & I waste is subject to documented waste acceptance procedures from only contracted waste contractors. C&D and C&I waste is delivered in open top trailers or skips and dry recyclables are delivered in enclosed rear end loaders, curtain sided trailers and compactors with multi lift bins. All deliveries have to enter via the weighbridge, they are weighed and documentation is checked and an inspection from CCTV takes place, then they are directed to relevant off-loading area. Unsuitable wastes are not accepted.

Currently the C & D waste is manually and mechanically sorted (due to lower volumes), it used to be sorted via a hopper. The segregated baled cardboard and plastic are stored temporarily in an open space areas along the southern boundary of the site pending delivery to other authorised waste recovery facilities. These activities will be moved to Building B1 when it is constructed.

The mixed waste loads are off loaded inside the building and are inspected. Any unauthorised waste is removed and stored in the dedicated quarantine area.

WEEE materials are removed manually from incoming waste. Ferrous and non ferrous metals, bulky waste, timber and green waste are segregated from the incoming waste by a mechanical grab and stored internally in the building. The remaining waste is bulked up and sent to PANDA's Beauparc MRF for processing. Green waste is temporarily stored in open bays, WEEE materials are stored externally in cages. All waste will be stored internally within Building B1 when constructed.

Dry recyclables include pre segregated and mixed C&I and household waste. All waste is screened and unauthorised waste removed to the quarantine area. Pre-segregated waste will be baled and compacted before being loaded onto curtain side trailers to other recycling plants. The mixed material will be segregated using pick station, conveyors screens, magnets, ballistic separators and air separators into different waste streams. All clean materials will be baled and loaded to off site recycling plants.

Paper and Cardboard high value, low quantity materials and boxed or caged material will be sorted manually. Mechanical sorting takes place with bulk materials such as magazines and newspapers. Any non paper residues will be separated and baled. All paper will be sent to off site paper mills.

Approximately 75 people are employed at the facility. At present the staff park their cars to the west of Building A1, in the area that will be partially occupied by Building B1, as construction has stated there is little room for skip trucks and household waste collection trucks to park. The skip trucks will be based at another facility and a reduction in staff levels by c.30. The empty trucks will be parks on the adjoining site owned by PANDA waste.

The facility equipment ranges from balers, air compressors shredders, grabbers, forklifts for Buildings A1,B1 and B2.

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The hazardous materials on the site (diesel, gas oil, adblu (diesel additive)) are stored in above ground bunded steel tanks in an open paved area in the south east corner of Building A1. The dispensing pump sits in a drip collection tray.

The surface water from the roofs and paved areas is collected in surface water drainage system and stored in an attenuation tank. The tank has capacity for 1,400 cubic metres and allows for discharge at a steady rate to the storm water sewer system, regulated by a hydrobrake. This passes through an oil interceptor before discharging into the Stadium storm water sewer.

The waste processing does not generate wastewater. The floor of Building A1 is cleaned with a road sweeper. Sanitary and sink wastewater is discharged to the facilities foul drainage system. The site generates a small quantity of office waste which is segregated and recyclables where possible. The mobile plant is subject to on site maintenance. Waste oils, batteries and the waste from cleaning the oil interceptors are removed off site for specialist recycling.

The waste accepted is not odorous or attractive to birds, vermin or flies, however a pest control contractor implements vermin control measures on the site.

The site is secured by a wall and security fencing, there is only one access/egress and when the site is not operating this access is closed. There is CCTV in place on site.

An accident Prevention Policy and Emergency Response Procedures are in place on the site. Environmental monitoring takes place and is required under the Waste licence, this includes dust deposition monitoring at two locations annually, weekly surface water quality monitoring, quarterly wastewater quality monitoring and annual noise monitoring. The licence sets emission limit values for noise and dust level that cannot be exceeded. The monitoring results are reported to the EPA indicates that the site is generally in compliance with these levels. There have been no complaints in 2013 to the facility management or the EPA concerning site activities.

Proposed Development Chapter 5:

The proposed development will consist of:

- Construction of building A2, (2030sqm) to the southeast of Building A1.
- Relocating the weighbridge, office and canteen,
- Provision of 30 car parking spaces along the eastern side of Building A1 and A2 and the northern site boundary.
- Provision of odour control abatement system to Building A1
- Moving existing C&D and C&I processing from Building A1 into Building A2.
- Handling household residual waste and food waste in Building A1
- Waste acceptance between 6am and 11pm and waste operations between 7am and 8pm.

Construction Phase

- Excavation work for foundations of the new buildings and extension to surface water drainage.

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- Construction of Building A2
- Installation of the new odour abatement system in Building A1 (internal ducting and an odour control unit outside.)

The construction phase will be 2 months and up to 10 people will be employed. The construction hours will be 7am-7pm Monday-Friday and 7am-5pm Saturdays. A construction management plan will be prepared prior to construction, this will define working hours, traffic management, parking arrangements and environmental protection measures which will include:

- Appropriate storage areas
- Spill containment and clean-up equipment
- Acoustic barriers and limitation on the site of heavy plant.
- Generated waste will be segregated stored and removed from the site.
- Clean soil will be reused on site in the development works.
- Measures to keep the public roads free from debris/mud from the site.
- Construction compound area will be returned to a reasonable condition.

Operation Phase:

Working Hours:

The proposed operational hours are 6am to 11pm for waste acceptance and operations between 7am and 9pm Monday to Saturday. Sunday operation would be subject to prior approval of the EPA.

The anticipated waste types and quantities are as follows:

Waste Type	Tonnes
C&D	40,000
Dry Recyclables	60,000
Paper & Cardboard	100,000
Residual Waste	30,000
Food Waste	20,000
Total	250,000

Waste Acceptance Procedure:

There will be no change to the C&D and C&I, Dry Recyclables and Paper and Cardboard delivery process.

All residual and food waste will be delivered in a covered end loader. This will enter via the weight bridge and the documentation will be checked. The delivery will be directed to the relevant off-loading area inside building A1. The waste will be inspected and unsuitable waste will be removed and placed in the indoor quarantine area for removal to an appropriate facility.

The food waste will be bulked up (shredding the bin bags and removal of food containers, the waste is then compacted into bales and wrapped in plastic to prevent liquid seepage and odours) into larger transport vehicles for transfer to an approved biological treatment plant.

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The food waste will be baled generally not later than 48 hours after arrival this allows for bank holidays. The baled waste will be transported to an appropriate facility on average within 1 week.

Services:

It is not proposed to connect the new building to the main water supply as the canteen and toilets will not be provided. The new building will create an additional 5 no. employees therefore marginally increasing the foul sewer and water supply loading. The principles of SuDS will be applied within the new building. The surface water drainage will not be altered with the exception of connection of the roof water from Building A2 to gullies of the exiting surface water drains.

Nuisance:

Birds: The waste will be delivered in covered vehicles will be unloaded and sorted internally within a building. The baled materials will exit the site in covered vehicles. The DAA previously have raised no objection to the previous development on the site.

Vermin: The segregated waste will be removed from the site generally within 48 hours. Any waste that contains putrescible matter to be retained on site overnight will be stored internally. The floor of the building will be cleaned on a regular basis. A pest control contractor works on the site. Building A1 will be installed with an odour control system to deal with any potential odours from putrescible waste.

Climate Chapter 6:

The meteorological data is based on information from the Dublin airport. The average annual rainfall is 732.7mm. The winds are predominantly from the south west. The annual total travel distance is 427,744 kms with an estimate fuel consumption of 2.55km per litre. The annual GHG emissions are 449,551kgs of CO₂. The proposed development will result in an increase in energy (oil and electricity). The predicted energy usage from the MRF is as follows:

Resource	Quantity	Estimated CO ₂ tonnes/annum
Electricity	3,400 MWh	5862
Diesel	1,000,000 litres	2680

Ireland's GHG emissions have decreased since 2008 levels due to the economic downturn.

The proposing lines within the facility have been designed to be as energy efficient as possible. The additional traffic in and out of the site will result in increased GHG emissions, this will be offset by a significant degree the reduction in the GHG emission from the kerbside election vehicles which will no longer have to travel to the Ballymount Transfer Station. This will result in the reduction of 181,264km which is c.199tonnes/annually in CO₂. The proposed impact is considered to be an imperceptible negative impact.

Mitigation measures:

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Energy efficient equipment is used which is audited regularly.

Traffic Chapter 7:

The 2005 TIA was based on the existing planning permission for the site at the time. It was based on the assumption that the total amount of waste acceptable when the facility was operating at maximum capacity (250,000 tonnes 120,000 tonnes of C&D & C&I waste, 30,000 tonnes of C&I of Dry recyclables and 100,000 tonnes of MSW). While the quantity of each waste type has changes the TIA still remains valid. The traffic levels in 2005 are likely to be lower given the economic downturn. The local road network has significantly improved since the economic downturn (the N2 Improvement Scheme, the Cappagh Road Alignment, The Ballycoolin/Cappagh Improvement Scheme and the N2-N3 link road. There is a right turning lane on the carriageway at the entrance.

The peak hours on the Cappagh road are from 7.30am-8.30am and 5pm-6pm.

The typical load of the Skip Lorries is 6.3 tonnes, based on the acceptance of 40,000 tonnes this will generate in the region of 6349 vehicle movements importing waste.

The typical load for rear end loader, skip and compactors delivering dry recyclables is 6.5 tonnes. Based on acceptable of 60,000 tonnes this will generate c.93230 vehicle movements importing waste.

Cardboard and paper are delivered in loads ranging from 6.5-20 tonnes. Based on the acceptance of 100,000 tonnes at a weigh of 8 tonnes per load, it will generate 12,500 vehicle import movements.

The processed waste is consigned in articulated trailers at c.20 tonnes. Based on the current approved capacity of 200,000 tonnes this will generate 10,000 vehicle movements per annum.

At maximum approved capacity the facility has the potential to generate in the region of 28,079 smaller rigid body HGV's importing waste and 10,000 exporting processed waste. There are c.272 working days per year.

The total vehicle movements in an average day is c.278.

Impacts:

The proposed increase will result in additional traffic movements to and from the site. The local road network has been upgraded. There will be no change in the types of vehicles accessing the site. There will be an increase in the dry recyclables.

The residual waste and food waste will result in loads of 8 tonnes per vehicle. The acceptance of 50,000 tonnes per annum will result in 6,250 vehicle movements importing waste. The total vehicle movements in an average day is c.325, which is an increase of 47 movements per day.

Mitigation measures:

The existing access and local road network has capacity to handle the estimated increase in the traffic movements. The skip truck drivers will be moved to a new depot. The household waste collection trucks will be parked overnight on the lot adjoining the northern site boundary. A total of 32 no. parking spaces will be provided inside the site boundaries.

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The Transportation Department in Fingal County Council in March 2007 confirmed that once the road upgrade works took place there would be no compelling reason not to permit stage 2 and 3 (250,000 tonnes per annum) A copy of the correspondence is included.

Soils and Geology Chapter 8:

The subsoil in the area comprises of sandy gravelly boulder clays which ranges in thickness between less than 1.3m to more than 8m. The site investigation works in 2005 revealed c.25cm of top soil overlying a boulder clay which ranges in thickness from 0.8m to 1.35m across the site. The bedrock belongs to Boston Hill formation and comprises of nodular and muddy limestone's and shale.

Impacts:

The proposed development will result, in the excavation of the soil, subsoil and potentially some bedrock for foundations for Building A2. The excavation of bedrock will be done by using rock breakers and not blasting. There is no existing or proposed direct or indirect emission to ground. Sanitary wastewater is collected and stored in an underground tank pending off-site treatment. There is potential for spill/leaks to occur when refuelling vehicles and mobile plant in the construction phase and operation phases.

Mitigation measures:

Construction phase:

Excavated soil will be stockpiled on site in a way not to undermine the soil structure. These measures are detailed within the CMP. The CMP also outlines how substances which have the potential to impact the soil quality will be stored and handled in a way to minimise risk of accidental spills or leaks such as tanks and drums and the provision of spill containment and absorption kits.

Operational phase:

The residual and food wastes will be handled in building A1 with an impermeable concrete floor, result in no infiltration of inappropriate substances. The existing waste water storage tanks and oil storage areas will be utilised. These are also subject to routine inspection and integrity testing specified in the Waste Licence to confirm they are fit for purpose. All run-off from paved yards will continue to be directed to the attenuation tank and oil interceptor.

Assessment of Impacts:

Given the relatively small amounts of potentially polluting material and the mitigation measures proposed for both construction and operation phases the impacts will be negligible on the soils and bedrock with no long term effects.

Water Chapter 9:

The subject site is located within the Tolka River Catchment, the main channel is c.2.5km to the south, the closest significant water feature is a tributary of the Tolka which is 1km to the

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west of the site. The Lower Tolka Water Body Status Report states the overall status is "Bad" and is considered "At Risk" of not achieving its restoration objective of at least "Good" status by 2027. The surface water discharge from the site is routinely monitored in accordance with conditions of the waste licence, the results of this are within the limit values specified in the Licence.

Aquifer classification:

The subsoil's are not significantly water bearing. The type of aquifer has a limited and relatively poorly connected network of fractures, fissures and joints giving a low fissure permeability which decreases with depth, resulting in a poor storage capacity, therefore the aquifer has a low recharge acceptance.

Aquifer vulnerability:

The GSI map and the site investigation works reveal the aquifer has an extreme vulnerability to pollution from source at the ground surface.

Groundwater:

The ground water flow is south towards the Tolka River, the local groundwater flow is likely to be influenced by the quarrying activity to the east and north of the site. There is one well on site but there is no water quality data for this well. There is no record of any groundwater abstraction wells within 2km of the site.

The buildings are paved areas and when completed will occupy 52.5hectares. The drainage system has been designed to accommodate the run-off from 1:100 return storm within the site and control flow from the site to the Stadium Business Park Storm sewer at 6 litres/second. There is no history of fluvial flood risk at the site. The OPW flood zone maps show no flooding within the site or the site vicinity. The site is not within an area that is potentially at risk of pluvial flooding.

Impacts:

- Run off from yards that may be contaminated with silt and small amounts of oil from leaks
- Spills and leaks of oil
- Firewater run-off

Mitigation measures:

- Surface water drainage system that collects run off
- Storm water attenuation tank that can accommodate a 1:100 year storm event.
- A shut of device on the outfall from the attenuation tank that can be closed in the event of an accident/incident.
- The provision, maintenance and integrity testing of spill containment infrastructure (bunds)
- Routine inspection of surface water and foul water drainage systems and emptying the waste waster storage tank.
- Regular cleaning of paved area and emptying oil interceptor.

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Assessment of impacts:

The proposed development does not result in the provision of any additional impermeable surfaces that would increase the volume of rainfall run-off and therefore does not increase the flood risk. The proposed re-use of rainwater as "grey water" will reduce the volume of run-off to the storm sewer. The proposed development will have a perceptible positive impact on the surface water.

The proposed development will not result in additional hard surfaces that would reduce groundwater recharge and no new emission to groundwater. The rainwater harvesting will reduce the demand on the groundwater. There will be no impact on either the quantitative or qualitative status of the bedrock aquifer.

Ecology Chapter 10:

The site is almost completely covered by buildings, paving and hard standing. Therefore an ecological survey of the site was not required. A Natura Impact Statement accompanies this planning application. The habitat type can be described as built land and artificial surfaces. The lands to the south of the site are occupied by Stadium Business Park, to the east is Huntstown Quarry, to the north is Millennium Business Park and the west is undeveloped lands. There is no significant aquatic habitat within 500m of the site boundary. There are no Natura 2000 sites within the vicinity of the site. The only potential connection is the surface run-off to the storm sewer that serves Stadium Business Park that outfalls to the River Tolka whose estuary is part of South Dublin Bay and River Tolka Estuary SPA.

The proposed building will not directly impact on the habitats within the site or the site surrounds. The changes in the operational hours will not extend the noise emissions. The yard lighting remains on during the hours of darkness, the proposed change in the operation hours will not change the lighting regime.

Mitigation measures:

- All rainfall run off is collected and passed through an oil interceptor before it leaves the site.
- A shut off valve on the storm water attenuation tank can be closed in the event of an incident within the site.
- Maintenance and integrity testing of spill containment infrastructure.
- Routine inspections of the surface and foul water drainage.
- Regular cleaning of paved open yards and emptying oil interceptors.

Direct impacts:

There are none as the site is not located within a Natura 2000 site.

Indirect Impacts:

The proposed development will not result in any changes to the quality of the surface water run off facility. The proposed development will not result in any impact from a noise or lighting perspective on any Natura 2000 sites given the location of the subject site.

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Air Chapter 11:

An odour impact assessment has been carried out and is attached within the documentation.

Impacts:

Emission to air from waste activities such as dust, exhaust gases and odours.

Mitigation measures:

- Daily cleaning of yards with a road sweeper.
- Damp down of yards during dry periods.
- Waste processing will happen internally within a building.
- Dust suppression sprayers inside building A1.
- Diesel fuelled HGV's on site are fitted within selective catalytic reduction systems.
- Diesel fuel additive is used to reduce the nitrous oxide levels in the exhaust gases.
- The acceptance of household waste would reduce the travel distances of the kerbside collection fleet, therefore lowering the vehicle exhaust emissions associated within the facility.
- An odour control system will be installed in Building A1 (detail design will be agreed with the EPA)
- 25mm thick foam spray will be applied to all cladding joints and other parts of the building fabric that could be susceptible to air leaks, in order to achieve an air leakage rate of <2 cubic meters/sqm/hour.
- Building A1 will have an air extraction system, capable of achieving 2 air changes/hour and comprising of 225kw fans.
- The air will pass through a Dust filter and scrubber
- An Odour Management Plan will be prepared, it will outline all potential odour sources and location of sensitive receptors, management of OCU operation and maintenance, staff training, record keeping and emergency breakdown response.

Assessment of Impacts:

Whilst the increased traffic proposed to the site will potentially result in the creation of more dust, the mitigation measures will control the level of dust within the site. The additional truck movements will increase the exhaust emission in the area however this will be offset by the overall reduction in total emission from the household waste collection fleet no longer having to travel to Ballymount Waste Transfer Station. Air dispersion modelling was carried out, the modelling confirms that the ground level odour concentration will be less than 1.05 odour units and that there will be no impact on the closest sensitive receptor (dwelling 30m to the southeast). The proposed development will have neutral impact.

Noise Chapter 12:

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The only noise sensitive location within the vicinity of the site is a residential unit 30m to the south/southeast of the site. The facility involves the use of plant, equipment and machinery. The current waste licence sets daytime noise emission limits of 55dB(A) LAeq (30 minutes) and night-time 45dB(A) LAeq (30 minutes) and requires quarterly surveys at 4 locations two of which are within the site boundary.

Noise survey results for 2012 and November 2013 are noted. The results are typical of an existing industrial area, with road traffic and industrial noise dominating the location environment.

Impacts:

The construction and operation stages will be sources of new noise emissions. The noise from the current operation at 2m equates to 91.2dBA equivalent and is inaudible at ANSL1 and ANSL2 (both dwellings) being less than 42dBA. The noise from the additional plant items at 2m equates to 95.1dBA equivalent with all plant operating together

Mitigation Measures:

Construction phase

- All works will be required to comply with BS 5228: Part 1: 2009 Noise and Vibration Control on Construction and Open Sites BS 5228- Part 1: 2009 Code of Practice for Basic Information and Procedures for Noise Control.
- Construction works will only occur during daylight hours.
- Construction traffic will have effective well maintained silencers.
- Avoidance of unnecessary revving of machinery.
- Limit hours of site activities

Operational phase:

- Site layout is designed to achieve a courtyard effect with all opening facing inwards.
- A 3m high concrete wall is constructed along the south-eastern boundary nearest the near NSL.
- Avoidance of unnecessary revving of machinery.
- All extractor fans and vents will be acoustically treated.
- The building will have a concrete all of 3m with a min thickness of 225mm, this will give result in an average transmission loss of 54dB2.
- All doors to be kept shut during operation hours.
- Acoustic louvers or similar will be fitted to all cooling/forced ventilation.
- OCU fans will be located within an acoustic enclosure and will be located away from residences.
- No openings on the side wall of Building A2 (closest building to the nearest residence.)

Assessment of Impacts:

Predicted noise levels

<u>Receptor</u>	<u>Day time</u> <u>30min dB(A)</u>	<u>Night time</u> <u>30min dB(A)</u>
ANSL1	49.1	<45

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AN1	52.5	<45
AN2	36.1	<45
ANSL (derelict)	37.0	<45

The maximum noise levels will be during the construction phase, in the operational stage the noise emissions from the facility and associated traffic will have a negligible impact by day and none at night.

Landscape & Visual Impact Chapter 13:

The site has a single access off the Cappagh Road. This is 2.53 hectares. The site development works included construction of perimeter security fencing, internal access roads, paved yards in the northern and central parts of the site, foul and surface water drainage system, weighbridge(s), Building A and an electrical substation. And a 3m high acoustic wall was constructed at the southeast boundary. Portakabin type offices, canteen and staff welfare facilities have been temporarily located adjacent to the weighbridge.

The surrounding lands uses are predominantly industrial, commercial and quarrying. There is 1 no. private house which is located 30m from the south-eastern boundary and c.10 no. dwellings c.450m to the south east of the site.

Landscape Character:

The site is located within a Low Lying Agricultural Landscape Character Type. The site is not in any highly sensitive landscape designation and is not overlooked by any designated views and prospect areas. The landscape sensitivity of the site is Low Sensitivity. This landscape can absorb certain levels of development. The site and environs have been extensively developed for commercial and industrial development.

Impacts:

- The height mass and exterior appearance of the proposed structures
- Alteration to the existing vegetation.

Mitigation Measures:

- The building will adjoin the existing.
- The design is the same height and material.
- No opening on the road frontage.
- Tree planting will be carried out along the frontage (17 no. trees) and 15 no. semi mature trees will be planted along the northern boundary.

Assessment of Impacts:

There will be temporary short term impact during the construction phase.

Photomontages of the new structure visible from the Cappagh Road illustrate that the visual impact will be not result in any loss of hedgerow and will be negligible.

The impact to the residential units on the southern boundary will have a slight adverse to negligible.

The overall impact will have a slight adverse to negligible impact on the existing landscape character and visual amenity.

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Human Beings Chapter 14:

The population in Fingal in 2011 was 274,000, making it the second most densely populated county after Dublin City. Over 70% of Fingals population is under the age of 44.

Socio Economic Activity:

At present there are 75 employees working the facility. The number will drop as the skip truck drivers who are currently based at the MRF will be relocated to another depot due to space restrictions caused by the construction of Buildings B1 and B2. This will have little or no effect on the local economy as the drivers will continue to work in Fingal. Full time staff will be taken on, which will help the economy.

Human Health:

The residual waste and food waste is a potential source of odours, attraction to pest and vermin and waste activities are also a source of noise and dust emissions and exhaust gases. All waste will be offloaded and processed internally within a building with an odour control system. An odour impact assessment has concluded that odours from the facility will not be cause a nuisance outside the site boundary.

The noise impact assessment has demonstrated that existing noise emissions comply with the emission limits in the waste licence. The proposed development will not give rise to noise nuisance at the nearest noise sensitive location.

Impacts:

There are a number of positive impacts:

- The increase in the amount of waste accepted and processed is in line with national and local waste management policies.
- Increased employment levels.
- Reduction in GHG emissions due to kerbside household waste collection.

Mitigation measures:

The mitigation measures incorporated into the design and methods of operation have been outlined in previous chapters.

Impact Assessment:

The proposed development will have an imperceptible negative impact on the air quality, a slight positive impact on the socio economic activities and will have neutral impact on human health.

Material Assets Chapter 15:

Local Infrastructure & Utilities

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The increase in waste will result in an increase in traffic movement in the area. The existing road infrastructure has capacity to cater for increased traffic movements. The overall impact is negligible.

Resource Consumption

There would be additional electricity consumption from equipment, lighting and operation of the odour control unit. The proposed development will result in the increase volume of diesel being consumed (this will be offset by the kerbside collection vehicles not having to travel to Ballymount). Increased use of the rainwater and dust suppression system and the grey water system will be required.

Archaeological & Cultural Heritage

There are no recorded monuments or archaeological features in the site. There are two sites of interest c.500m from the site Cappogue Tower House to the southeast and a Fulacht Fia to the northwest. There are no protected within the site, the nearest protected structure is c.500m away and is a protected earthwork to the northwest.

Impacts:

There will be no impacts on land use, archaeology or ownership or land settlement pattern. The local infrastructure has capacity to cater for the proposed development. There will be an increase in the energy consumption due to the increased processing and the additional 5 no. staff members.

Mitigation:

PANDA carry out quarterly reviews of the energy and resource usage to monitor consumption rate and minimise the amounts consumed and associated costs. There will be a reduction in diesel consumption due to kerbside collection vehicles. The rainwater harvesting will result in the less demand on the groundwater supply.

Assessment of Impact:

The proposal will have no impact on local amenity value and will have a negligible impact on the local road network. Overall the impacts on resource consumption will be imperceptible negative.

Interaction of the Foregoing Chapter 16:

Human Beings/Air

The residual waste and food waste is a potential source of odours and dust emissions and exhaust gases. The mitigation measures to control odours reduce the potential of odours being a source of nuisance. The increase of exhaust gases will have an imperceptible impact on human beings.

Human Beings/Traffic

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The proposed development will increase the traffic movements to and from the facility. The existing road has capacity for the proposed increase in the volume of traffic. There will be a negligible impact on the members of the public.

Human Beings/Landscape

The new building will be visible from Cappagh Road and the private residence to the south. The building will be screened from views from the north by existing building and from the west by Building B2. Overall the proposed development will have a negative to slight negative impact.

Cumulative Impacts

The proposed development of a new building and an increase in the site accessing 50,000 of residential and food waste, the only cumulative impact is the increased traffic movements and vehicle exhaust gases. The reduction in the level of travel associated with the kerbside collection will off set this negative impact.

Adequacy of EIS:

The information to be contained in an EIS is set out in Schedule 6 of the Planning and Development Regulations 2001. The impact of the proposed development was assessed under all the relevant headings with respect to climate, traffic, soils & geology, water, ecology, air, noise, landscape & visual impact, human beings, material assets and interactions and cumulative impacts. The content and scope of the EIS is generally considered to be acceptable and in compliance with Planning Regulations.

Assessment:

Having visited the subject site, assessed the EIS, the drawings and particulars submitted and having regard to the Development Plan objectives I am of the opinion that the main issues to be assessed are as follows:

Principle

The principle of a new building for the processing of residual and food waste and an increased capacity of the facility to 250,000 tonnes per annum is considered to be acceptable given the General Employment "GE" zoning objective. The proposed development is considered to be a Waste Recovery Facility (Low-Medium Impact given the nature of the material to be processed, residual and household waste and the mitigation measures proposed) which is a permitted use under the GE zoning.

The proposed development accords with objective WM01 and WM04 which seek to prevent and minimize waste generation and divert household waste from landfill and promote reuse and recycling.

The Waste Management Plan for the Dublin regional creates a regional approach to dealing with all types of waste in a strategic manner. The proposed development will result in this

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site being suitable for processing 50,000 tonnes of residual and food waste on the site. This will result in another facility having the capability of dealing with residual and food waste which is in line with the Dublin Waste Strategy.

The proposed development is also considered to be acceptable given the significant upgrade works to the transportation infrastructure in the area.

Having regard to the mitigation measures proposed within the EIS and the existing and proposed mitigation measures on the site, the proposed will not have a negative impact on the adjoining lands uses and therefore is acceptable and compliant with local objective 474 of the Fingal Development Plan 2011-2017.

Layout and Design

The proposed warehouse is to be located adjoining the existing building (A1). This proposed building is 2030sqm in floor area, c.55m in length and will match the height (13.88m), scale and design of the existing structure. The proposed warehouse will result in the overall building being c.110m in length. The roller shutter openings are located on the south-western elevation. The roof will have a shallow pitch and 14no. rooflights are proposed. It is proposed to relocate the existing weighbridge and office/canteen building in a north-westerly direction. Overall the proposed development is considered to be acceptable having regard to the planning history of the site and the permitted and existing buildings on the site.

However it must be noted that landscaping was permitted as part of the previous permission on the site, this has not been carried out to date. This landscaping is considered to be extremely important particularly along the Cappagh Road in order to soften the overall development. Furthermore the area where the proposed building is to be located is currently being used as an external skip storage area, this creates a significant visual impact along the Cappagh road. It is considered reasonable that in the event of a favourable decision that the landscaping along the Cappagh Road and the removal of these skips is conditioned as part of the planning permission with timeframe to ensure these works are carried out within a timely manner.

Traffic and Transportation

A report from the transportation engineers has been received with the following comment made:

“The level of intensification is not significant. There are direct links from the adjoining distributor roads to the M50. The Transportation Planning Section has no objection to the proposed development.”

Residential

There is a dwelling located c.25m from the proposed building. The mitigation measures in relation to noise, dust, odours and the hours of operation are included in the EIS which are considered to be relevant in relation to residential amenity. These mitigation measures will be conditioned in the event of a favourable decision. Having regard to the existing “GE” zoning of the subject site, local objective 474, the permitted use and existing use on the site and the mitigation measures, the proposed development is considered to be acceptable.

Visual & Landscaping

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A landscape map has been submitted as part of this planning application. It indicates tree planting along the eastern boundary of the site along the Cappagh road and tree planting along the northern boundary of the site within the car parking area. A report from the Parks division states that the landscape map is acceptable. It also states that the applicant must adhere to objectives OS28 *"Protect, preserve and ensure the effective management of trees and groups of trees."* and OS34 *"Ensure roadside verges have a minimum width of 2.4 metres at locations where large trees are proposed and where necessary provide for constructed tree pits as part of the landscape specification. Road verges shall be a minimum of 1 metre wide at locations where trees are proposed."* of the Fingal Development Plan 2011-2017, large tree in the grass verge must be planted in tree pits and details of same to be submitted as part of an agreed landscape master plan. Some of this planting formed part of the current permission on the site, it is therefore considered reasonable that a condition regarding the timely delivery of this planting is attached in the event of a favourable decision. The proposed structure is considered to be acceptable from a visual perspective given the location of the site within lands that are zoned GE. The proposed visual impact of the new structure will be reduced by the landscaping. However given the nature of the facility, it is considered that storage of the proposed waste shall be internal. The current skip storage causes a significant visual impact along the Cappagh Road. In the event of a favourable decision a condition will be attached to removes this skips in a timely manner.

Water Services

A report from water services has been received which states that insufficient information has been submitted relating to foul sewer, surface water and water supply. Further details in this regard are required.

Furthermore the following report was received from Fisheries Ireland.

"This development is within the catchment of the Scribblestown Stream/Tolka River, a salmonid system under significant ecological pressure from urbanisation. The Tolka supports Atlantic salmon (Salmo salar) (listed in Annex II and V of the Habitats Directive) Sea trout (Salmo trutta) Eels, River Lamprey (Annex II) and Brown trout throughout.

As with any developments, all measures necessary should be taken to ensure comprehensive protection of local aquatic ecology, in the first place by complete impact avoidance and only as a secondary approach through mitigation by reduction and remedy.

In the absence of a public foul sewer wash down generated from the existing and proposed process and sanitary effluent will continue to discharge to the underground concrete storage tank for ultimate disposal to Ringsend WWTP, tank capacity must be sufficient to accommodate any additional loading.

Rainwater is channelled to an underground tank and after Class 1 Full Retention Oil Interceptor discharges ultimately to the Scribblestown Stream and the River Tolka. We have concerns regarding the discharge of wash down water from the paved open yards to this storm water system. It is highly probable that this discharge has polluting potential and could be posing a serious threat to water quality in the Tolka catchment, all wash water from the yard area should be considered trade effluent and be discharge to the underground concrete tank for disposal off site..

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Firewater will also enter the storm water drainage system. To ensure that the outfall from the attenuation tank is closed immediately in the event of an incident, we suggest the installation of an automated shut-off valve which is activated by a fire alarm rather than the current manual device." These points are noted and it is considered important that these issues are fully addressed by way of additional information.

Environment:

Reports have been received from the Environmental Section and the Environmental Health Officer which have no objection to the proposed development subject to a number of conditions.

Signage

No details have been submitted regarding signage, signage has not been indicated within the public notices, therefore it will not form part of this planning application.

LM/YT

Subsequent Report of the Planning Officer dated 08/04/2014.

There were a number of outstanding issues which needed to be addressed by way of further information. The following Additional Information was sought by the Planning Authority on 13/02/2014 and the response received from the applicant on 21/02/2014 is as follows:

1. Foul Sewer:

i) The applicant is requested to submit details of the existing and proposed foul drainage for the development, including a methodology for draining of the underground foul holding tank.

Surface Water:

ii) The applicant is proposing to build over the existing private surface water sewer. Please submit proposal outlining protection of all existing pipelines on site. For details refer to the "Regional Code of Practice for Drainage Works Version 6 (FCC 2006)" - Section 11.8 Bedding, Haunching and Surround.

iii) The applicant is requested to submit details of the proposed bunding arrangement on the site. Please note the bunds must be capable of retaining 110% of the largest single tank within the enclosed area and are to be impermeable and retain any spillages from the intake or outlet pipe.

iv) Attenuation tanks do not address the water quality amenity or habitat enhancement requirements of the Greater Dublin Strategic Drainage Study "GDSDS". Therefore in order to ensure that this development is sustainable, a more suitable means of drainage is required. The applicant is requested to submit details of an alternative drainage proposal with associated drawings and calculations in compliance with the requirements of the "GDSDS (Greater Dublin Strategic Drainage Study) Regional Drainage Policies Volume 2 New Development, August 2005". The proposed stormwater management system should follow a treatment train approach.

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Water Supply:

- v) The applicant is requested to indicate both the existing and the proposed water layout, including the position of the on-site fresh water well.
- vi) The applicant is requested to submit details, including calculations, of the fire mains. The Building Regulations 2006 – Technical Guidance Document B – Fire Safety refers.

Applicant's response: Details regarding foul sewer surface water and water supply have been submitted.

Planner's appraisal: A report has been received from Irish Water with no objections to the proposed development subject to conditions.

A report has been received from the water services section of Fingal County Council which outlines a discrepancy in the stated capacity of the attenuation tank, it is considered this can be addressed by way of a condition. A number of standard conditions are also recommended.

2. There is a concern that discharge regarding the wash down water from the paved open yards to this storm water system has polluting potential and could pose a serious threat to water quality in the Tolka catchment. You are requested to explore additional options of discharging all wash water from the yard area in line with point 1 (iv) above.

Applicant's response: The open yards are not washed down and there is no proposal to wash them down. All run-off from the paved yards is directed to the attenuation tank, which acts as a silt trap and then into the Class 1 oil interceptor. The provision of an interceptor is a requirement of the current planning permissions. The current waste licence specifies emission limit values for the discharge to the storm water and requires that this is routinely monitored. The objective is to ensure that the storm water run-off from the site does not adversely impact on the River Tolka. A detailed assessment is included within Chapter 9 of the EIS. The assessment concluded that the proposed development would not result in any change in the quality of the stormwater run-off and will have a positive impact due to the reduction in the volume of run-off as a result of rainwater harvesting.

Planner's appraisal: This detailed submitted were noted.

3. You are requested to submit details of the tree pits design for the tree planting.

Applicant's response: A sketch of the tree pit design has been submitted.

Planner's appraisal: This detailed submitted were noted.

Conclusion:

The applicants have sufficiently addressed the additional information request. The proposed development will not have an undue negative impact on the subject site or the adjoining sites

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in the area. The proposed development is acceptable under the "GE" zoning objective and local objective 474 under the 2011-2017 Development Plan.

RECOMMENDATION

I recommend that a decision to **GRANT PERMISSION** be made under the Planning and Development Acts 2000-2010, subject to the following **(18)** condition(s):-

Conditions and Reasons

1. The development shall be carried out in its entirety in accordance with the plans, particulars, specifications, and information lodged with the application on the 12/12/13 and by further information received on the 21/02/14 save as may be required by the other conditions attached hereto.

REASON: To ensure that the development shall be in accordance with the permission and that effective control be maintained.

2. This permission authorises the construction of a new waste recovery building (2030 m²), an increase in the amount of waste accepted annually from 200,000 tonnes to 250,000 tonnes, and allow the acceptance of municipal solid waste, a baling station, and the relocation of weighbridge, portacabin offices, canteen and toilets.

REASON: in the interest of clarity.

3. The finishes of the proposed structure shall match that of the existing structure on site.

REASON: In the interest of visual amenity.

4. All residual and food waste shall be offloaded, processed, balled and stored internally within a building and no processing or storage of residual or food waste shall take place outside.

REASON: In the interest of amenity of the site and the site surrounds.

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5. i) The hours of construction shall be from 8am-7pm Monday to Friday and 8am-1pm Saturdays.
- ii) No construction activities shall take place on the Sunday
- iii) In the event where works are necessary to be carried outside the permitted hours of construction Fingal County Council, local residences and business in the area which are likely to be affected by noise shall be notified in advance e.g. in letter or leaflet or advertisement of:
- Name, address and telephone number of company carrying out works
 - Nature of an reason for works
 - Likely duration and times of work.
- iv) No outdoor burning shall occur on site.
- v) During the construction phase all necessary steps shall be taken to contain dust and airborne pollutants arising from the site and to prevent nuisance to persons in the locality. This shall include
- Covering skips
 - Covering slack heaps
 - Use of water spray to suppress dust
 - Proper paved or hardstand access for trucks and vehicles to and from the site

REASON: In order to prevent air pollution and noise nuisance.

6. The hours of acceptance of waste and operation shall be 6am to 11pm for waste acceptance and operations between 7am and 9pm Monday to Saturday only.

REASON: In the interest of clarity.

7. That the proposed facility shall be not available for use directly by members of the general public.

REASON: In the interests of the proper planning and development of the area.

8. Prior to the commencement of development details of the Odour Control Abatement System in Building A1 shall be submitted for the written agreement of the Planning Authority.

REASON: In the interest of proper planning and sustainable envelopment.

9. i) The landscaping/tree planting indicated on drawing no. 6420 (A1) received on the 12/12/13 shall be completed in full no later than the first planting season after the final grant of planning permission.
- ii) The tree pit design shall be as per the design indicated on the Sketch A submitted on the 21/02/14.

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REASON: To the interest of visual amenity and ensure the landscaping is carried out within a reasonable timeframe.

10. i) Prior to the commencement of development the applicants shall submit for the written agreement of the Planning Authority a location and height of an outdoor skip storage area (if any).
- ii) This skip storage area (if any) and waste storage area shall not be visible from the Cappagh Road.
- iii) Any skips currently stored externally on site shall be relocated internally within the existing building or off site until such time as the location and height of the skip storage area has been agreed in writing with the Planning Authority.

REASON: In the interest of visual amenity.

11. No advertising sign or structures shall be erected on the site without prior approval of the Planning Authority.

REASON: In the interests of visual amenity.

12. That all public services to the proposed structure, including electrical, telephone cables and equipment be located underground throughout the entire site.

REASON: In the interest of amenity.

13. No materials to which the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2000, S.I. No.476 of 2000 (Seveso II) applies shall be stored in the proposed premises without the prior grant of planning permission by the Planning Authority or An Bord Pleanala. This shall form a clause in any leasing or sale agreement for the development.

REASON: In the interests of the proper planning and development of the area.

14. That all necessary measures including the provision of wheel wash facilities be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works.

REASON: To protect the amenities of the area.

15. i) The applicant shall submit a Construction and Demolition Waste Management Plan to the Environment Department for the written agreement prior to the commencement of development at this site. The plan shall be prepared with reference to "Best Practice

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Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects” – Department of the Environment, Heritage & Local Government (2006) and provide information on the management of all construction and demolition waste arising on-site and provide details on the provision for re-use of said material and/or recovery/disposal of this waste using authorised facilities and authorised collectors.

ii) The applicant shall ensure that all hauliers of waste hold a valid Waste Collection Permit for the waste material collected from the site and that the waste material is delivered to authorised waste recovery/disposal facilities.

iii) The applicant comply with the requirements of the Waste Management Act 1996 as amended in relation to waste generated as a result of any activity at this site.

iv) The acceptance and processing of Municipal Solid Waste shall not commence in advance of the applicant holding a valid Waste Licence/revised Waste Licence (W0261-01) for the operation of this activity and the applicant shall comply with all conditions attached to that licence or revised licence.

REASON: In the interest of proper planning and sustainable development

16. Prior to commencement of development the developer shall apply for and sign a connection agreement with Irish Water, where it is proposed to connect to a public water/wastewater network operated by Irish Water. The developer shall adhere to the standards and conditions set out in said agreement.

REASON: In the interests of public health and in order to ensure adequate drainage provision.

17. i) Prior to commencement of development the applicant shall submit for the written agreement of the Planning Authority the exact capacity of the attenuation tank.
ii) No surface water/rainwater shall discharge into the foul sewer system under any circumstances.
iii) The surface water drainage shall be in compliance with the “Greater Dublin Regional Code of Practice for Drainage Works Version 6.0” FCC April 2006.

REASON: In the interests of public health and in order to ensure adequate drainage provision.

18. The developer shall pay the sum of €120,466 to the Planning Authority as a contribution towards expenditure that was and/or that is proposed to be incurred by the planning authority in respect of public infrastructure and facilities benefiting development in the area of the Authority, as provided for in the Contribution Scheme for Fingal County made by the Council. The phasing of payments and the provision of security to ensure payment shall be agreed in writing with the planning authority prior to the commencement of development.

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REASON: It is considered reasonable that the payment of a contribution be required in respect of the public infrastructure and facilities benefiting development in the area of the Planning Authority and which is provided, or which is intended to be provided by, or on behalf of the Local Authority.

Note on above Condition:

Please note that with effect from 1st January 2014, Irish Water are now the Statutory Body responsible for both water and waste water services (excluding surface water). Accordingly, the contribution payable has been reduced by the amount of the contribution associated with these services. A separate charge will be levied by Irish Water in relation to the provision of water and/or wastewater treatment infrastructure and connections to same. Further details are available on the Irish Water website www.water.ie, Tel. (01) 6021000.

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