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INTRODUCTION

Background

- 1.1 This Environmental Impact Assessment Report (EIAR) provides supporting information to accompany a Waste Licence Review Application (WLRA), to the Environmental Protection Agency (EPA), by Roadstone Limited, to facilitate the importation and recovery of naturally occurring soil and stone waste at a rate of 750,000 tonnes per annum to backfill and restore the South Quarry within the Huntstown Quarry Complex in North Dublin.
- 1.2 The existing parent permission for the Huntstown Quarry Complex (Planning Ref. FW12A/0022 and An Bord Pleanála Ref. No. 06F.241693) was granted in August 2014 and provides for continuation of quarrying activity for 20 years up to 2034. That permission includes provision for the restoration of all quarry voids within the Huntstown Quarry complex, including the South Quarry, by backfilling them to their former (original) ground level through the recovery of naturally occurring soil and stone waste generated by construction and development activity across the Greater Dublin Area.
- 1.3 The 2014 planning permission provided for a maximum soil importation and recovery rate at Huntstown of 750,000 tonnes per annum. In August 2016, in response to a significant increase in demand for soil waste recovery capacity, Roadstone applied for planning permission to increase the rate of soil importation and recovery to 1,500,000 tonnes per annum to expedite ongoing restoration and soil recovery activities at both the North Quarry and West Quarry. This planning permission was granted by Fingal County Council in November 2016 (Planning Ref. No. FW16A/0120).
- 1.4 The restoration works at the West Quarry at Huntstown were substantially completed in September 2020 and at the current time, restoration at the North Quarry is continuing to progress rapidly. The current rate of soil and stone intake at the North Quarry is at, or close to, the maximum permitted rate of 1,500,000 tonnes per annum and it is now expected that the North Quarry will be substantially backfilled by the end of 2022 and that final restoration works (levelling, contouring and seeding) will commence shortly thereafter.
- 1.5 In view of the ongoing demand for soil waste recovery capacity at Huntstown and the imminent cessation of rock extraction activities at the South Quarry, Roadstone is currently planning to commence restoration / backfilling and soil recovery activities at the South Quarry early in 2023, on completion and cessation of these activities at the North Quarry.
- 1.6 The proposed development already has the benefit of planning permission and no new infrastructure is required to facilitate the re-location / transfer of backfilling and soil waste recovery activities to the South Quarry or the extension of the licensed site boundary to incorporate this area. It is expected that all pre-existing site infrastructure (including weighbridges, wheelwash facility, site offices, welfare facilities, quarantine shed and workshop / maintenance shed) will continue in service for the duration of restoration / backfilling and soil recovery activities at the South Quarry.

Existing Approved Development

- 1.7 As previously indicated, Roadstone secured planning permission in August 2014 for continuation of quarrying at Huntstown for 20 years, up to September 2034 (Fingal County Council Planning Ref. No. FW12A-0022 and An Bord Pleanála Ref. No. 06F.241693). This planning permission included provision for the restoration of the existing North, West and South Quarries (and the future Central Quarry) at Huntstown by backfilling them above the groundwater table, to their original, pre-development, pre-extraction ground levels.
- 1.8 The entire quarry development at Huntstown was subject to an Environmental Impact Assessment (EIA) and a maximum projected soil waste intake and recovery rate of 750,000 tonnes per annum

was assumed in respect of quarry backfilling activities for impact assessment purposes at the time. This is the *de facto* maximum rate of soil intake and recovery at Huntstown permitted by the 2014 parent permission.

- 1.9 At Huntstown, the restoration of existing (and future) quarry voids within the complex by backfilling is necessary to prevent formation of large open water bodies once rock extraction and associated groundwater pumping and dewatering ceases. Were such water bodies ever to develop on cessation of quarry activities, it is likely that they would attract birdlife and give rise to a significant increase in the bird population in the local area. As the quarries at Huntstown all lie directly beneath the main flight path in and out of Dublin Airport, this could in turn create a potentially significant bird strike hazard for any low flying aircraft overhead.
- 1.10 In pre-planning consultations held with the Dublin Airport Authority (DAA) in 2011, the DAA formally advised that the potential build-up of large bird populations at open water bodies (or any other on-site habitats) on cessation of quarrying activities at Huntstown was completely unacceptable to it. As a consequence, the restoration plan which was ultimately submitted by Roadstone, and subsequently approved by Fingal County Council, makes provision for all quarries to be backfilled to original ground level and initially restored to agricultural use thereafter.
- 1.11 As well as facilitating future beneficial land-use, the backfilling of the quarries at Huntstown improves the long-term protection afforded to the surrounding groundwater resource and bedrock aquifer, which is classified as
- ‘locally important’ given its potential groundwater well yields, and
 - ‘extremely vulnerable’ to impact from human activity, given the current absence of any protective soil cover.
- 1.12 In August 2016, in response to significant demand for recovery capacity for soil and stone waste generated by construction and development activity from developers, construction companies and hauliers importing soil and stone to Huntstown, Roadstone submitted a planning application (Planning Ref. No. FW16A/0120) to Fingal County Council, accompanied by an Environmental Impact Statement and Appropriate Assessment (AA) Screening Report, which provided for an increase in the permitted maximum rate of soil and stone intake and recovery, from 750,000 tonnes per annum, to 1,500,000 tonnes per annum.
- 1.13 The application site boundary for the purposes of the 2016 planning application only included the North Quarry and West Quarry, as backfilling and soil recovery activities were focussed at those two locations at the time. As rock extraction activities were still ongoing at the South Quarry at that time, the application site did not extend to include the South Quarry area. The final grant of planning permission for the increased rate of soil and stone waste intake at the North and West quarry was issued on 8 November 2016.
- 1.14 The soil, stone and rock being imported to and recovered at Huntstown is inert and typically sourced from construction and development sites where prior studies, field inspections and investigations and/or laboratory testing has indicated that there is no contamination present in any of the excess soils which have to be removed off-site. All soil, stone and rock is brought to the facility by waste contractors holding valid waste collection permits and using authorised vehicles.
- 1.15 At the present time, in addition to the imported waste, minor quantities of virgin aggregate are used for quarry backfilling, principally in the construction of temporary haul roads across backfilled soils, as and when required. It is expected that in time, if ‘End of Waste’ criteria for recycled aggregates are published and adopted by the EPA, that the virgin aggregates could eventually be replaced by recycled (or secondary) aggregates (principally crushed concrete, blocks, etc) which satisfy prescribed ‘End of Waste’ criteria.

- 1.16 It is envisaged that the existing parent planning permission will be renewed or extended (possibly with updated or amended conditions) at some point before September 2034, possibly to facilitate continuation of quarry activities (subject to verification of sufficient resources) and at the very least to provide for completion of quarry backfilling activities, in line with the provisions of the existing planning permission.

Existing Waste Licence

- 1.17 The restoration of quarry voids by backfilling using imported soil and stone waste is technically classed by national and European waste management legislation as a waste activity, specifically *'recovery through deposition on land'*. For the purposes of this EIA, the areas being backfilled at Huntstown, together with associated site infrastructure, will be collectively described as a *'soil recovery facility'*.
- 1.18 Some initial quarry restoration works were undertaken through backfilling and recovery of soil and stone waste at the North Quarry between 2002 and 2008. These activities were regulated at that time by a series of waste permits issued by Fingal Council under the Waste Management (Permit) Regulations 1998 (Ref No. WPT 21, issued in June 2002 and WPT 96, issued in January 2006).
- 1.19 Following the enactment of the Waste Management (Facility Permit and Registration) Regulations of 2007 (S.I. No. 821 of 2007, as amended), the size and scale of the quarry backfilling activities at the North Quarry were such that they required a waste licence from the Environmental Protection Agency (EPA) in order for them to continue using imported soil and stone waste.
- 1.20 The initial waste licence application, submitted to the EPA in February 2011, provided for backfilling and recovery of soil and stone waste at the North Quarry at a maximum rate of 750,000 tonnes per annum. A waste licence in respect of these activities was ultimately issued by the EPA in February 2015 (Ref. No. W0277-01), following the grant of planning permission for continued quarry development and restoration in 2014.
- 1.21 A number of pre-commencement submissions in respect of the soil recovery facility, including a Closure, Restoration and Aftercare Management Plan (CRAMP) and Environmental Liabilities Risk Assessment (ELRA) were submitted to the Agency following the award of the waste licence. These submissions were approved by the EPA and the necessary Financial Provisions were put in place by Roadstone during September 2015. Soil importation and recovery subsequently re-commenced under licence at the North Quarry in October 2015.
- 1.22 In November 2016, in light of the significant demand for additional soil waste recovery capacity which transpired in the months immediately following the opening of the soil recovery facility at Huntstown (and on foot of the grant of planning permission for increased soil and stone waste intake), a waste licence review application was submitted to the EPA to provide for:
- (i) an increase in the permit maximum rate of intake to the soil waste recovery facility from 750,000 tonnes per annum to 1,500,000 tonnes per annum (in line with planning permission);
 - (ii) an extension of the original waste licence area to also allow for backfilling of the West Quarry;
 - (iii) backfilling of additional areas around the North Quarry which had not been provided for in the original waste licence application (increase in overall volume of waste intake); and
 - (iv) some minor modifications to the licensed area to take account of changes in land ownership and re-alignment of internal haul roads around the quarry complex.
- 1.23 The amended waste licence (Ref. W0277-02) was issued by the EPA on 8 September 2017. Since that time, the rate of soil and stone waste importation and recovery at the North Quarry (and West Quarry) has been consistently at, or close to, the permitted maximum importation rate of 1,500,000 tonnes per annum.

- 1.24 A further waste licence review application submitted to the EPA in September 2017 provided for establishment and operation of a separate construction and demolition (C&D) waste recovery facility (as yet uncommenced) in the north-eastern corner of the Huntstown complex. An amended waste licence (Ref. No W0277-03) was issued by the EPA in October 2018 and remains in force.
- 1.25 This EIAR is prepared in support of a further waste licence review application to the EPA to amend the existing waste licence and extend the existing waste licence boundary to facilitate future restoration / backfilling and soil waste recovery activities at the South Quarry at a rate of 750,000 tonnes per annum (in line with the existing planning permission).

THE APPLICANT

- 1.26 The Applicant, Roadstone Limited, is an operating company within CRH plc and is Ireland's leading supplier of aggregates, construction and road building materials. The company currently employs several hundred people at 47 operating locations throughout the country.
- 1.27 Roadstone Limited originally developed from aggregate supply companies founded by the Roche Brothers in the 1930s. After steady growth through the 1930s and 1940s, it was floated on the Irish Stock Exchange in 1949. After further significant growth through the 1960s, Roadstone merged with Cement Ltd. in 1970 to become Cement Roadstone Holdings (CRH) plc. Today, CRH plc is one of the world's leading suppliers of construction materials, operating in 29 countries and employing over 76,600 people worldwide.
- 1.28 The excavation and blasting of limestone has been undertaken at the Huntstown Quarry Complex for the past four decades, following grant of an outline permission in or around 1969. It is understood that quarrying at the North Quarry was commenced at some time in the early-to-mid 1970's, on foot of a planning permission granted in 1973. Planning permission for the South Quarry was subsequently awarded in 1994.
- 1.29 Although Roadstone's principal business interest in Ireland is aggregate extraction and manufacture of building materials and products, it is also currently restoring a number of its former pits and quarries under EPA waste licence by backfilling using imported soil and stone waste. At the present time, the company also operates licensed soil recovery facilities at:
- Fassaroe Pit, near Bray, Co. Wicklow (Waste Licence Ref. No. W0269-01);
 - Milverton Quarry, near Skerries, Co. Dublin (Waste Licence Ref. No. W0272-01);
 - Brownswood Quarry, near Enniscorthy, Co. Wexford (Waste Licence Ref. No. W0280-01); and
 - Garryhesta Pit, west of Ballincollig, Co. Cork (Waste Licence Ref. No. W0299-01).
- 1.30 Roadstone secured planning permission in respect of another soil recovery facility at Calary Quarry, near Kilmacanogue, Co. Wicklow in 2018 and was granted an EPA waste licence in November 2019 (Waste Licence Ref. No. W0293-01). It is expected that this recovery facility will commence operations at some time over the course of 2022, to provide supplementary soil waste recovery capacity within the Greater Dublin Areas and Eastern Midlands Waste Management Region, following scaling back of soil waste intake and recovery operations at Huntstown once the North Quarry has been backfilled.
- 1.31 The company also recently secured planning permission, and was awarded an EPA waste licence, for an additional soil recovery facility in Cork, at Middleton Quarry (Waste Licence Ref. No. W0307-01).
- 1.32 In addition to these facilities, Roadstone also operates construction and demolition (C&D) waste recycling facilities at several of its locations across the State. These recovery facilities are principally engaged in the recycling / re-use of concrete and bituminous wastes and are regulated by way of Local Authority waste facility permits.

- 1.33 Operations at all Roadstone’s locations adhere to the environmental guidelines of the Irish Concrete Federation (ICF) and current best practice for the quarrying industry, as set out in the publication *Guidelines on Environmental Management in the Extractive Industries* published by the Environmental Protection Agency (EPA, 2006).
- 1.34 Roadstone is committed to achieving and maintaining industry leading environmental standards. To this end, the company has established, and actively implements, an in-house Environmental Management System (EMS) at all of its operating locations. The EMS for the established extractive and waste operations at Huntstown is accredited to ISO 14001 standard and is subject to regular audit.

THE SITE

Site Location

- 1.35 The site to which the waste licence review application relates straddles the townlands of Kilshane, Huntstown, Johnstown, Cappogue and Grange, Co. Dublin. It is located approximately 2.5km north-west of the Dublin suburb of Finglas and 1km west of the interchange between the N2 Dual Carriageway and the M50 Motorway. The site location is shown on an extract from the 1:50,000 scale Ordnance Survey Discovery Series map of the area in Figure 1-1.

Land Ownership

- 1.36 Roadstone Ltd is the holder of the freehold title to all lands within the Huntstown Quarry Complex, excluding the sites of the existing electrical power generation plant and anaerobic digestion plant, both of which are operated by Energia. The company’s total landholding extends to approximately 171.8 hectares (424.5 acres). The plan extent of the lands owned by Roadstone are outlined in blue on a 1:10,000 scale Ordnance Survey map in Figure 1-2. The plan extent of the existing waste licence area and the proposed extension thereto are also indicated on the same figure.

Site Description

- 1.37 Extending the waste licence area to incorporate permitted backfilling activities at the South Quarry using imported soil and stone waste will increase the licenced area from 55 hectares (135.9 acres) at present to 77.5 hectares (191.5 acres). The extension to the existing licenced site area comprises:
- The western side of the existing deep limestone quarry identified as Huntstown South Quarry, together with perimeter screening and overburden mounds;
 - The existing network of surface water settlement lagoons at the north-western corner of the quarry; and
 - the existing network of access roads leading from the existing recovery site infrastructure area to the South Quarry.
- 1.38 The existing EPA waste licence area at Huntstown comprises the North Quarry, West Quarry, the original C&D recovery area at the Central Quarry and the proposed future C&D recovery area at the north-eastern corner of the landholding as well as some shared site infrastructure in the centre of the quarry complex. Backfilling at the North Quarry is ongoing and extends across an area of approximately 11.2 hectares (27.0 acres). Backfilling of the West Quarry, across an area of 12.2 hectares (30.1 acres), was completed in September 2020.
- 1.39 As might be expected, the ground levels in and around the South Quarry have been significantly disturbed by historic quarrying activity which although still ongoing, is expected to be largely complete by 2024. Original ground levels around the South Quarry vary between approximately 80mOD and 85mOD (Malin) along the western face and between 75mOD and 80mOD along the

eastern face. Existing ground levels immediately behind the quarry faces are locally 5m to 10m higher than surrounding ground due to the presence of perimeter screening mounds.

- 1.40 At the present time, the existing floor level in the South Quarry varies across a number of benches which are currently being worked, from approximately 5mOD on the western side to -10mOD on the eastern side. The corresponding depth of the quarry from the original (surrounding) ground level varies from 75m to 80m around the western side and from 85m to 90m around the eastern side.
- 1.41 Rock extraction on the eastern side of the South Quarry is almost complete and close to the final excavation level which extends only very locally down to -17mOD in this area of the quarry, in line with the 2014 grant of planning permission. The bulk of the remaining extractable rock reserves at the quarry are located on the western side of the quarry and in this area too, the final floor level will be -17mOD. It is envisaged that remaining limestone reserves in this area will be excavated over the next 2 years.

Site Access

- 1.42 Traffic access to the Huntstown Quarry Complex is primarily obtained via the existing North Road (the former N2 National Primary Road). Traffic coming from Dublin City Centre or the M50 Motorway turns onto the N2 Dual Carriageway and travels a short distance north, before turning (west) off a dedicated slip road onto the R135 Regional Road (known as the 'North Road') at Coldwinters. Thereafter traffic continues south for a short distance along the North Road before turning right (west) via a dedicated right-turn junction onto the access road leading into the Huntstown Quarry Complex.
- 1.43 As well as serving Roadstone's quarries and related businesses, the access road also serves the electrical power generation plant and anaerobic digestion plant, both of which are operated by Energia. Subject to grant of planning permission, it may also provide future access to development lands owned by Rathdrainagh Land Ltd.
- 1.44 Traffic travelling south from Ashbourne exits the N2 Dual Carriageway at Junction 2 (the Cherryhound Interchange near The Ward) and continues south along the North Road, through Kilshane Cross, to the right-turn junction with the access road leading into the Huntstown Quarry Complex.
- 1.45 There is no road access to the Huntstown Quarry complex or to the application site from Kilshane Road (also known as Cappagh Road) to the west of Roadstone's land holding. Traffic from Blanchardstown and the N3 to the west travels along the N2 / N3 Link Road to the Cherryhound Interchange and then continues south along the North Road.
- 1.46 With a weight restriction applying to HGV movements along Kilshane Road, traffic from the Ballycoolin and Finglas suburbs of north-west Dublin travels via Kilshane Way to the N2-N3 Link Road, and from there to the quarry complex and application site.
- 1.47 Within Roadstone's landholding, HGV traffic to and from the South Quarry runs across a network of internal roads which lead either to the main quarry descent at the northern face of the aforementioned quarry or around to its eastern side.
- 1.48 In the short-to-medium term, the existing access road to the South Quarry will be severed and closed as the Central Quarry is developed further (in line with planning permission) and the quarry workings on either side of the road are merged to form a single quarry. After that time, traffic to and from the South Quarry will be diverted onto an alternative (pre-existing) access route which runs immediately beyond, and parallel to, the permitted eastern extraction limit for the Central Quarry.

- 1.49 At the present time, it is envisaged that the South Quarry will be restored by backfilling with waste soils on its western side and non-waste ('by-product') soils on its eastern side. The proposed routing of waste and by-product traffic to and from the South Quarry, as described below, takes account of changes to the internal road network within the Huntstown Quarry Complex which will be necessitated by the future development of the Central Quarry.
- 1.50 After travelling past the security hut along the main access road into the Huntstown complex, it is envisaged that any HGV traffic heading for the backfill / waste recovery area on the western side of the South Quarry will turn right and travel 200m north to be weighed in at the existing weighbridges before then proceeding a short distance northwards to turn back south at a (painted) mini-roundabout.
- 1.51 Thereafter, at the junction with the central spine road through the quarry complex, HGV traffic will turn left and travel a short distance east before then turning right, on to the existing road along the eastern side of the Central Quarry. HGVs will travel along this road for approximately 600m to a T-junction and turn left (and south) to re-join the main access road leading to the northern side of the South Quarry.
- 1.52 Approximately mid-way along the access road on the eastern side of the Central Quarry, there is a T-junction at which HGVs importing soil and stone classified as by-product turn left (and continue south-eastwards) to the eastern side of the quarry where it will be unloaded, placed and used for quarry backfilling purposes. It is envisaged that activities on the eastern side of the South Quarry will only proceed on an intermittent / campaign basis using soils which have been excavated from a small number of relatively large developments and confirmed as a by-product by the EPA. The haul routes leading to and from future backfill areas at the South Quarry are shown in Figure 2-2 in Chapter 2.

Surrounding Land-Use

- 1.53 The South Quarry is located entirely within the existing quarry complex at Huntstown. The lands immediately to the north of the quarry comprise a wide corridor which is traversed by several overhead electricity transmission lines running to / from the Huntstown sub-station at the M50 / N2 interchange. The lands beneath them are set as grassland and also hold the settlement ponds for surface water and groundwater water discharged from the quarry. These lands are also traversed by a tributary / drainage channel which flows east off-site to the Finglas Stream.
- 1.54 The undeveloped lands which occur immediately south and east of the quarry are currently in use as agricultural grassland, while those to the west and north-west of it comprise neighbouring light industry and science and technology parks along the Cappagh Road (including Stadium Business Park, Huntstown Business Park and Millennium Business Park).
- 1.55 At a greater distance, the electrical power generation plant station and anaerobic digestion plant (both operated by Energia), R135 North Road and N2 Dual Carriageway are all located to the north-east. The lands north of, and beyond, the transmission lines comprise the remainder of the Huntstown Quarry complex, including the Central Quarry and central processing and concrete / asphalt production areas, as well as the recently restored West Quarry and the existing soil backfill and recovery operation at the North Quarry. The M50 motorway and the proposed alignment for the Metro West light rail line both lie to the south of the quarry.
- 1.56 Existing land-use in the vicinity of the application site, including residential and industrial development, is shown on a land-use map in Figure 1-3.
- 1.57 The whole of the Huntstown Quarry Complex is currently zoned for 'Heavy Industry (HI)' whose development objective is to "*facilitate opportunities for industrial uses, activities and processes which may give rise to land use conflict if located within other zonings. Such uses, activities and processes*

would be likely to produce adverse impacts, for example by way of noise, dust or visual impacts. HI areas provide suitable and accessible locations specifically for heavy industry and shall be reserved solely for such uses". The lands at Huntstown are the only lands zoned for this purpose across the entire administrative area of Fingal County Council. Current land zoning at Huntstown and on surrounding lands is shown in Figure 1-4.

ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)

- 1.58 An EIAR is "a statement of the effects, if any, which proposed development, if carried out, would have on the environment". It is a systematic evaluation of the positive and negative impacts of a planned project or development on both the natural and human environment. The principal objectives of an EIAR are:
- to identify and/or predict the likely significant impacts of the project / development;
 - to identify what mitigation measures should be incorporated into the project / development to eliminate or minimise the likely impacts; and
 - to interpret and communicate the assessment of the impact of the project / development, in both technical and non-technical terms.

EIA Screening

- 1.59 This EIAR accompanies an application by Roadstone Ltd to the EPA for a review of its existing waste licence (Ref. W0277-03) to facilitate soil waste recovery activities on the western side of Huntstown South Quarry and to also extend the existing licence boundary to incorporate this area.
- 1.60 The review of the licence will facilitate the restoration of the South Quarry by backfilling and the recovery of imported soil and stone waste from construction and development projects across the Greater Dublin Area, in accordance with the existing planning permission for extraction and long-term restoration of quarries across the Huntstown Complex (Fingal County Council Planning Ref. FW12A/0022 and An Bord Pleanála Ref. No. 06F.241693).
- 1.61 The approved development was previously subject to EIA at planning stage between 2012 and 2014, as the nature and scale of the quarry development and restoration works at Huntstown were in excess of the mandatory thresholds set by Part 1 of Schedule 5 of the Planning and Development Regulations 2001 (as amended). A copy of the statutory Environmental Impact Statement (EIS) which accompanied the planning application at that time is provided in support of the waste licence review application.
- 1.62 Although the waste licence review application relates to an existing authorised activity (to restore the South Quarry by backfilling it to original ground level using imported soil and stone waste) and also provides for importation / recovery rates as the maximum approved rate of 750,000 tonnes per annum, the Applicant recognises that there are likely to be some concerns around the implications these activities may hold for the surrounding natural and human environment. Accordingly, the company decided to undertake a formal and systematic evaluation of the potential impacts of these activities using up-to-date, established EIA methodology so as to address and allay any concerns that may arise in the course of the waste licence review process.
- 1.63 Following consultations with the Environmental Protection Agency, the Applicant has decided to submit this EIAR in support of its waste licence review application on discretionary grounds to:
- (i) ensure that there is a robust evaluation of all likely implications of the proposed restoration / backfilling activities at the South Quarry on both the natural and human environment; and
 - (ii) provide additional supplementary and updated information to the Agency to assist it in its determination of the licence review application.

EIA Scoping / Consultations

- 1.64 In preparing this EIAR, informal consultations were held with officials in State bodies and agencies by individual EIA contributors when undertaking an EIA in their specialist discipline.
- 1.65 Relevant details / outcomes of those consultations are detailed in the specialist environmental chapters of this EIAR, together with details of any relevant data or information provided. In many instances, there was also significant consultation with other specialist EIA contributors.

Difficulties Encountered with EIAR Compilation

- 1.66 This EIAR was compiled on the basis of published regional and local data and site-specific field surveys. No difficulties were encountered in compiling the required information.

Format of the EIAR

- 1.67 To facilitate clarity, this EIAR has been prepared in accordance with the Environmental Protection Agency (EPA) Guidelines (Draft – May 2017). The EIAR is sub-divided into fourteen parts. As an overview, they comprise of:

Chapter 1: Introduction / Screening / Scoping

- 1.68 An introduction to the development and a brief explanation of the aims and format of the EIAR. It also identifies the various professional consultants who have contributed to this EIAR and the screening / scoping process carried out.

Chapter 2: Project Description

- 1.69 Chapter 2 provides:
- details of the physical characteristics of the proposed development project and the land-use requirements during the operational phase, as well as other works that are integral to the project;
 - the main characteristics of the operational phase of the project (e.g. nature and quantity of materials and natural resources); and
 - an estimate, by type and quantity, of the expected residues and emissions produced during the operational and restoration phases of the proposed development.

Chapter 3: Reasonable Alternatives

- 1.70 Chapter 3 provides a description of the reasonable alternatives studied by the Applicant, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

Chapters 4 – 14 : Specialist Environmental Topics

- 1.71 The EIA specialist topic chapters provide detailed information on all aspects of prescribed environmental receptors, grouped under the following chapter headings:
- Chapter 4: Population and Human Health
 - Chapter 5: Biodiversity
 - Chapter 6: Land, Soils and Geology
 - Chapter 7: Water
 - Chapter 8: Air Quality
 - Chapter 9: Climate
 - Chapter 10: Noise and Vibration

- Chapter 11: Material Assets
- Chapter 12: Cultural Heritage
- Chapter 13: Landscape
- Chapter 14: Interactions

1.72 The EIA Chapter for each specialist topic follows the same general format, as follows:

- An **Introduction** describing the purpose of the Chapter;
- A description of the **Methodology** adopted in undertaking the assessment;
- A description of the **Existing (Baseline) Environment** relevant to the environmental topic under assessment;
- An **Impact Assessment** resulting from the proposed development activities at the application site which identifies and describes the likely significant impacts on the relevant environmental receptor(s);
- Recommendation of **Mitigation Measures** to avoid, reduce, and where possible remedy any significant negative impacts identified;
- An assessment of the **Residual / Likely Significant Effects** which will remain assuming that the recommended mitigation measures are successfully implemented in full; and
- An assessment of **Cumulative Effects** arising from any known planned future development in the vicinity of the application site.

1.73 The associated references, plates, figures and appendices are provided at the end of each chapter (for Chapters 1 through 14).

1.74 A “*Non-Technical Summary of the Environmental Impact Assessment Report*”, presenting the key details and findings of each of the above listed EIAR Chapters is provided as a separate, stand-alone document.

EIA CONTRIBUTORS

1.75 Roadstone Limited appointed SLR Consulting Ireland to prepare this EIAR in support of its waste licence review application to the EPA to amend its existing waste licence to facilitate quarry backfilling and soil recovery activities on the western side of Huntstown South Quarry, in line with existing quarry planning permission.

1.76 SLR Consulting is a leading independent global environmental and advisory services consultancy. SLR provides a full range of planning, EIA and environmental advisory services across 30 in-house specialist technical disciplines and operates a network of offices in Ireland, UK, Asia-Pacific, Africa and North America. SLR Consulting Ireland (formerly John Barnett and Associates) has been carrying out Environmental Impact Assessments relating to extractive and waste development in Ireland since the EIA Directive was first transposed into national legislation in 1990.

**Table 1-1
List of Contributors**

Topic	Contributor	Company
Introduction	Derek Luby BE(Civil) MSc DIC MIEI	SLR Consulting Ireland
Description of Development	Derek Luby BE(Civil) MSc DIC MIEI	SLR Consulting Ireland
Alternatives	Derek Luby BE(Civil) MSc DIC MIEI	SLR Consulting Ireland
Population and Human Health	Aislinn O'Brien MSc MCD MIPI MRTPI	SLR Consulting Ireland
Biodiversity	Owen Twomey BSc (Hons) MCIEEM Michael Bailey BSc (Hons) MSc MCIEEM	SLR Consulting Ireland
Land, Soils and Geology	Paul Gordon EurGeol BSc MSc PGeo	SLR Consulting Ireland
Water	Peter Glanville BA PhD. PGeo EurGeol Dominica Baird EurGeol BSc MSc. MIAH, CGeol	SLR Consulting Ireland
Air Quality	Aldona Binchy MSc (Eng), PIEMA, MIAH	SLR Consulting Ireland
Climate	Aldona Binchy MSc. (Eng), PIEMA, MIAH	SLR Consulting Ireland
Noise and Vibration	Aldona Binchy MSc. (Eng), PIEMA, MIAH	SLR Consulting Ireland
Material Assets	Aislinn O'Brien MSc MCD MIPI MRTPI	SLR Consulting Ireland
Cultural Heritage	Dr Charles Mount MA	Consultant
Landscape	Anne Merkle Dipl. Ing (FH) MILI	SLR Consulting Ireland
Interactions	Derek Luby BE(Civil) MSc DIC MIEI	SLR Consulting Ireland
Co-ordination of EIAR	Derek Luby BE(Civil) MSc DIC MIEI	SLR Consulting Ireland

- 1.77 Each contributor has been fully briefed about the proposed development and the background to it. They have also visited the site and have familiarised themselves with the surrounding local environment. Each expert is fully qualified and competent in their respective field and is considered to have the necessary experience, expertise and knowledge for the preparation of their respective specialist EIA Chapter.

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FIGURES

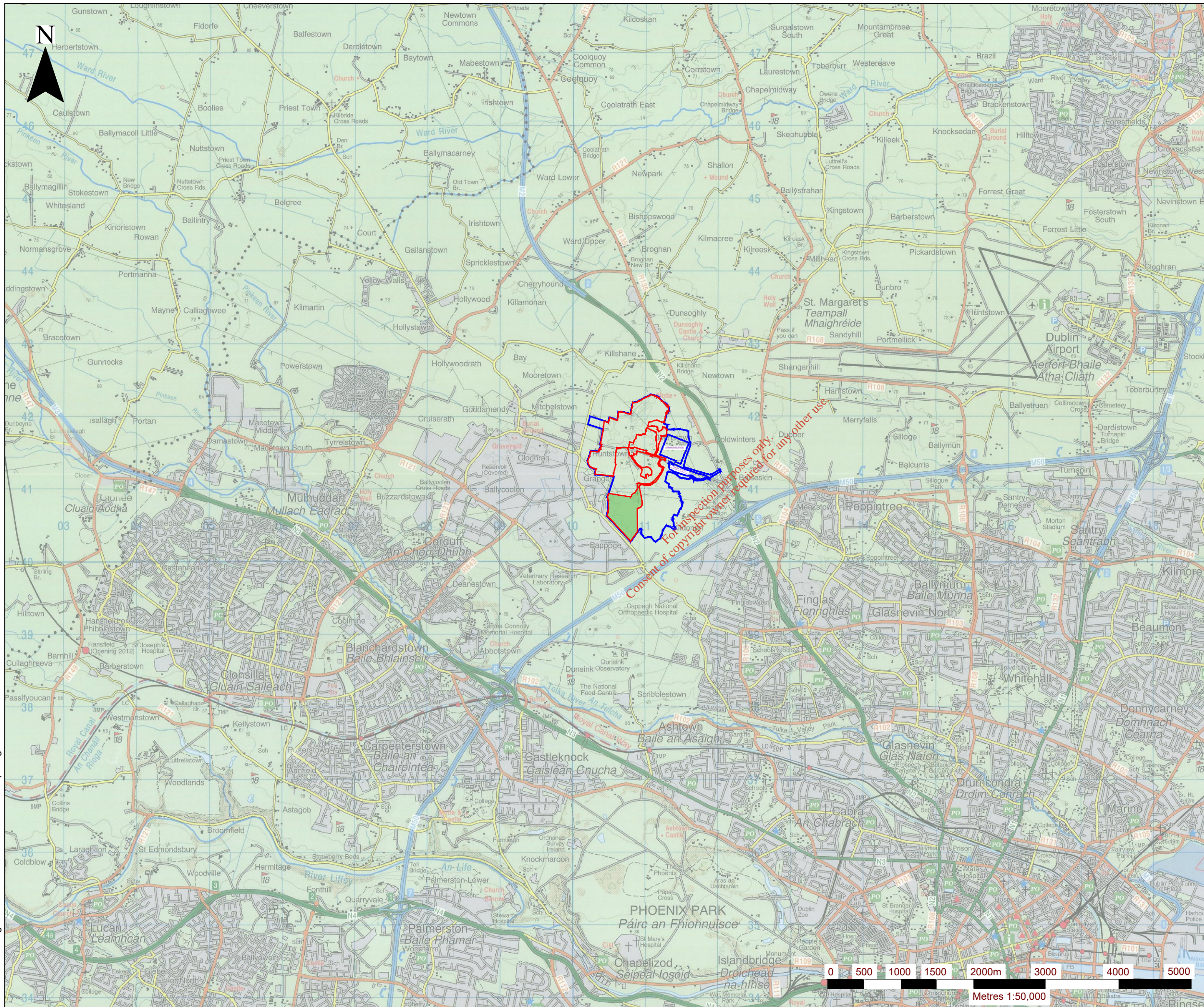
**Figure 1-1
Site Location Map**

**Figure 1-2
Site Location and Site Notice Map**

**Figure 1-3
Surrounding Landuse Map**

**Figure 1-4
Extract from Land Zoning Map**

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- NOTES**
1. EXTRACT FROM 1:50,000 O.S DISCOVERY MAP NO. 50
 2. CYAL50167032 (C) ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND

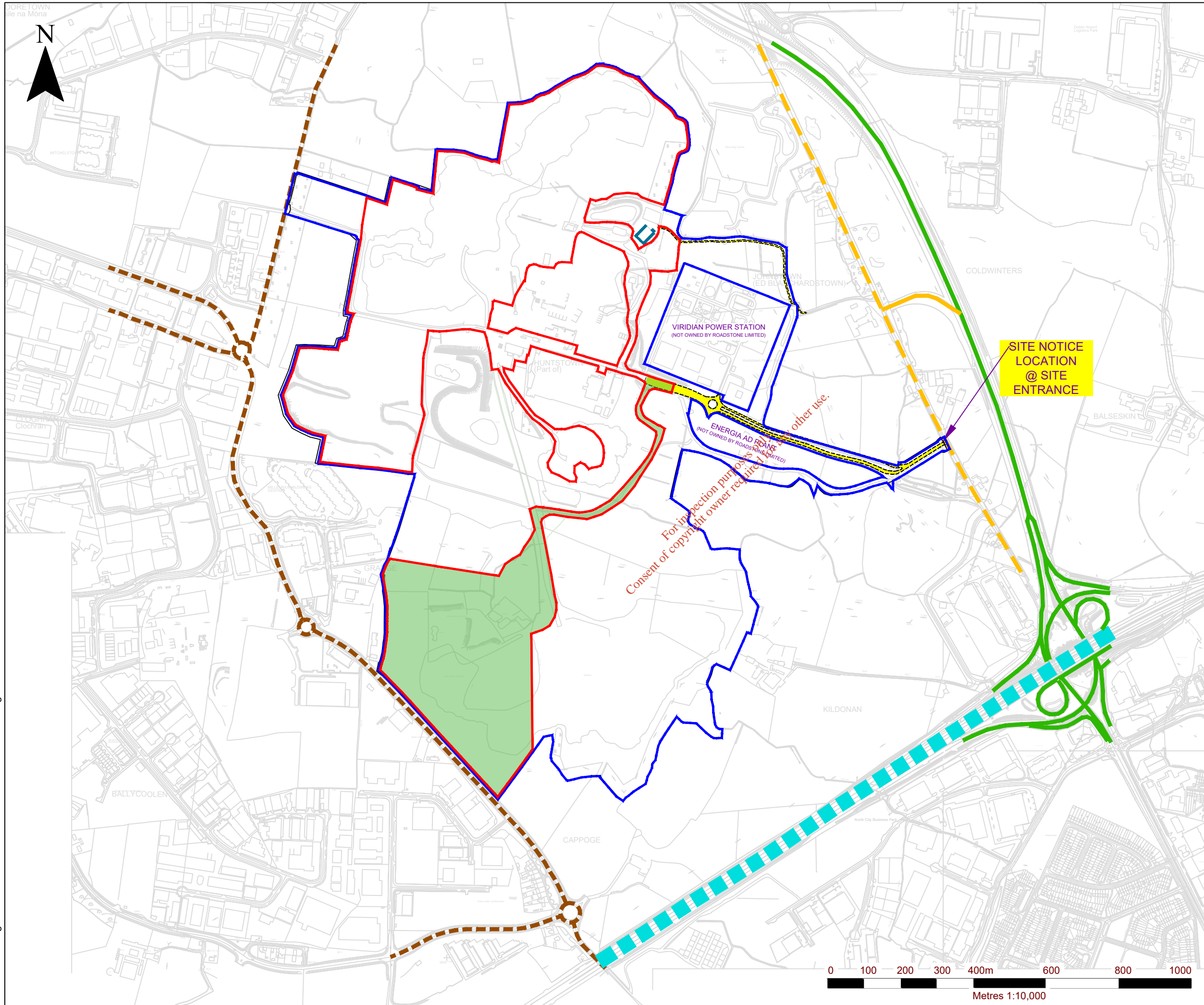
- LEGEND**
- ROADSTONE LIMITED LAND INTEREST (C. 171.8 HA)
 - AMENDED WASTE LICENCE AREA (COMPRISING EXISTING LICENCE AREA AND PROPOSED EXTENSION) (C. 77.5 HA)
 - PROPOSED EXTENSION TO CURRENT WASTE LICENCE AREA

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ROADSTONE LTD.
 ENVIRONMENTAL IMPACT ASSESSMENT REPORT
 WASTE LICENCE REVIEW APPLICATION
 NORTH ROAD, FINGLAS, DUBLIN 11
SITE LOCATION MAP
FIGURE 1-1

Scale: 1:50,000 @ A3 Date: NOVEMBER 2021



NOTES

1. EXTRACT FROM 1:2,500 ORDNANCE SURVEY DIGITAL SHEET NO'S. 3062-A, 3062-B, 3062-C, 3062-D, 3063-A, 3063-C, 3130-A & 3130-B.
2. CYAL50167032 (C) ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND

LEGEND

	ROADSTONE LIMITED LAND INTEREST (C. 171.8 HA)
	AMENDED WASTE LICENCE AREA (COMPRISING EXISTING LICENCE AREA AND PROPOSED EXTENSION) (C. 77.5 HA)
	PROPOSED EXTENSION TO CURRENT WASTE LICENCE AREA
	N2 DUAL CARRIAGEWAY
	R135 REGIONAL ROAD (NORTH ROAD)
	LOCAL ROAD
	M50 MOTORWAY
	RIGHT OF WAY

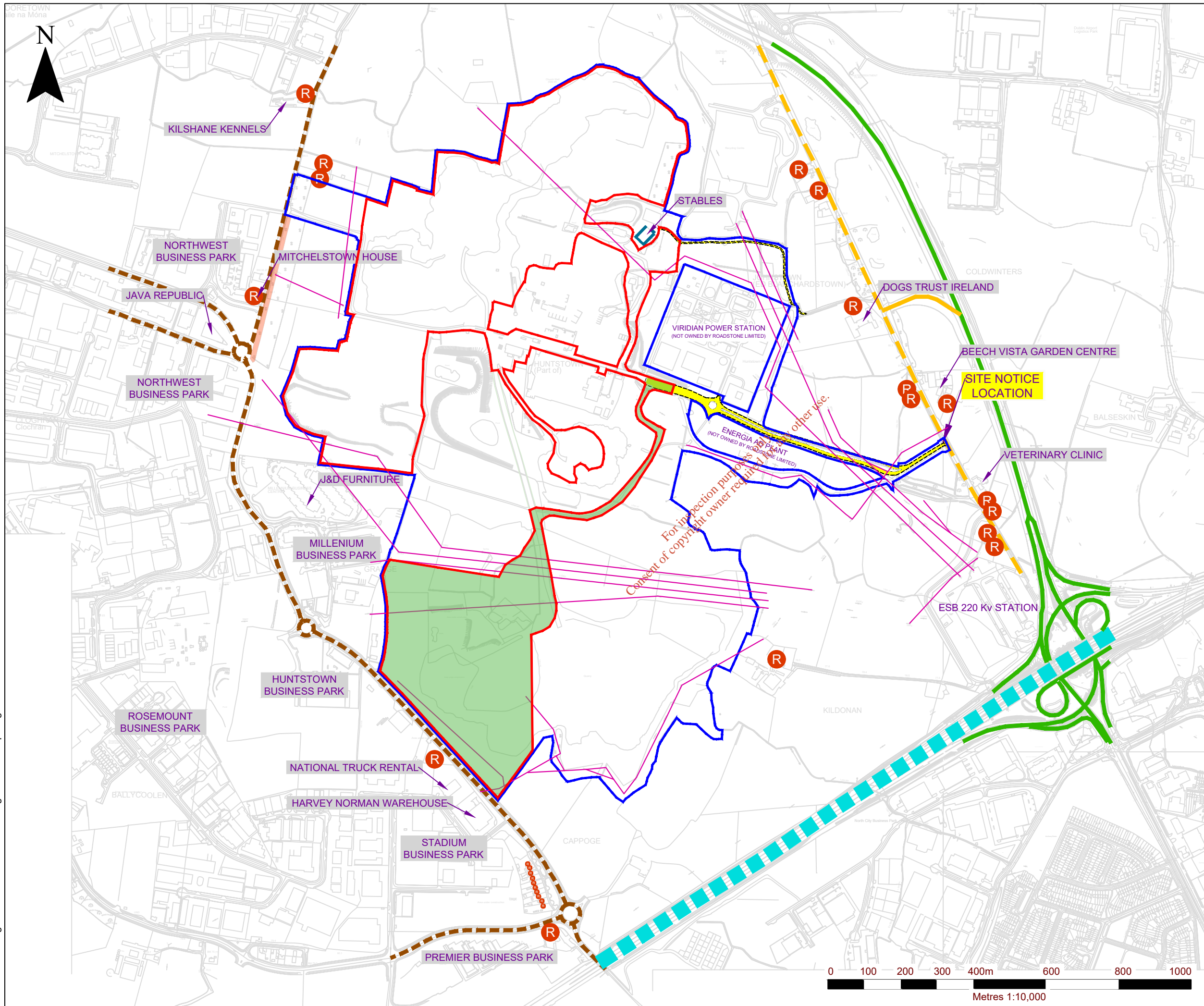
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 NORTH ROAD, FINGLAS, DUBLIN 11
**SITE PLAN /
 SITE NOTICE LOCATION**

FIGURE 1-2

Scale: 1:10,000 @ A3 Date: NOVEMBER 2021

0180.00313.0:Fig 1-3.WLR RevA.Surrounding Landuse Map.dwg



NOTES

- EXTRACT FROM 1:2,500 ORDNANCE SURVEY DIGITAL SHEET NO'S. 3062-A, 3062-B, 3062-C, 3062-D, 3063-A, 3063-C, 3130-A & 3130-B.
- CYAL50167032 (C) ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND

LEGEND

	ROADSTONE LIMITED LAND INTEREST (C. 171.8 HA)
	AMENDED WASTE LICENCE AREA (COMPRISING EXISTING LICENCE AREA AND PROPOSED EXTENSION) (C. 77.5 HA)
	PROPOSED EXTENSION TO CURRENT WASTE LICENCE AREA
	N2 DUAL CARRIAGEWAY
	R135 REGIONAL ROAD (NORTH ROAD)
	LOCAL ROAD
	M50 MOTORWAY
	RIGHT OF WAY
	OVERHEAD POWER LINES
	LOCATION OF NEAREST RESIDENCES

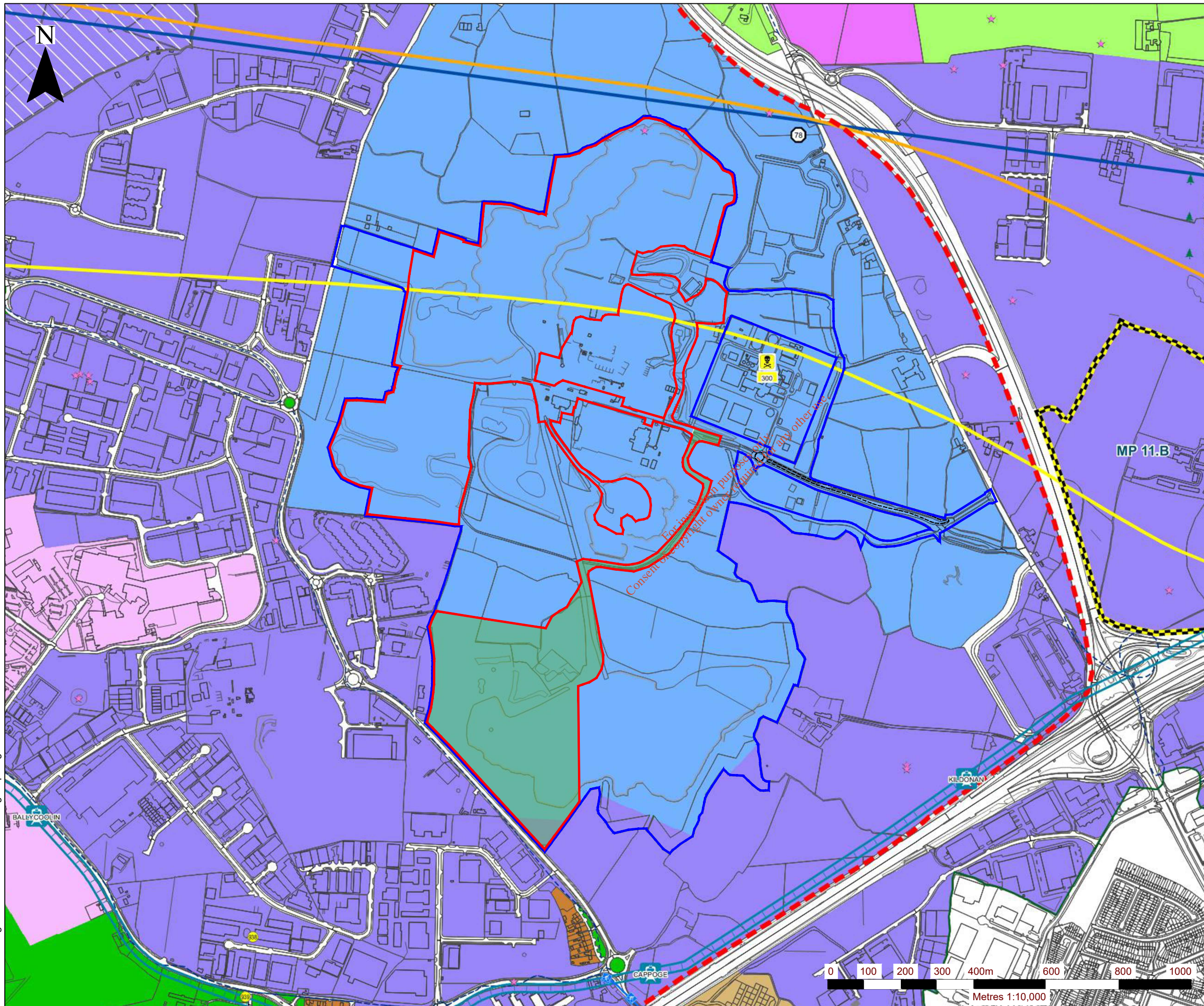


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NORTH ROAD, FINGLAS, DUBLIN 11
SURROUNDING LANDUSE MAP

FIGURE 1-3

Scale: 1:10,000 @ A3 Date: NOVEMBER 2021



NOTES

1. EXTRACT TAKEN FROM FINGAL DEVELOPMENT PLAN 2017 - 2023
2. CYAL50167032 (C) ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND

LEGEND

	ROADSTONE LIMITED LAND INTEREST (C. 171.8 HA)
	AMENDED WASTE LICENCE AREA (COMPRISING EXISTING LICENCE AREA AND PROPOSED EXTENSION) (C. 77.5 HA)
	PROPOSED EXTENSION TO CURRENT WASTE LICENCE AREA

Zoning Objectives

	CI - Community Infrastructure	Provide for and protect civic, religious, community, education, health care and social infrastructure
	GB - Greenbelt	Protect and provide for a Greenbelt
	GE - General Employment	Provide opportunities for general enterprise and employment
	HA - High Amenity	Protect and enhance high amenity areas
	HI - Heavy Industry	Provide for heavy industry
	HT - High Technology	Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment
	LC - Local Centre	Protect, provide for and/or improve local centre facilities
	OS - Open Space	Preserve and provide for open space and recreational amenities
	RA - Residential Area	Provide for new residential communities subject to the provision of the necessary social and physical infrastructure
	RS - Residential	Provide for residential development and protect and improve residential amenity
	RU - Rural	Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage
	WD - Warehousing and Distribution	Provide for distribution, warehouse, storage and logistics facilities which require good access to a major road network within a good quality environment

Specific Objectives

	County Boundary
	Burial Site
	Development Boundary
	Subject to Local Area Plan
	Masterplan Area
	Study Area
	Site Specific Objective Boundary
	Inner Airport Noise Zone
	Outer Airport Noise Zone
	Inner Public Safety Zone
	Outer Public Safety Zone
	Indicative Cycle/Pedestrian Route

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 EXTRACT FROM LAND ZONING MAP

FIGURE 1-4

Scale: 1:10,000 @ A3
 Date: NOVEMBER 2021