

PRE-PLANNING CONSULTATION REPORT

**Inert Waste Landfill and Construction and Demolition
(C&D) Waste Recovery Facility**

Ballinclare Quarry, Kilbride, Co. Wicklow

Prepared for: Kilsaran Concrete Unlimited Company

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1.0 INTRODUCTION

1.1 Purpose of this Report

The Consultation Report has been prepared to accompany a planning application for Strategic Infrastructure Development (SID) submitted by Kilsaran Concrete Unlimited Company (hereinafter 'Kilsaran') to An Bord Pleanála (hereinafter 'the Board') in respect of a proposed integrated inert waste management facility comprising an inert landfill and separate construction and demolition (C&D) waste recovery facilities, located at its quarry in the townlands of Ballinclare and Carrigmore, Kilbride, Co. Wicklow.

The purpose of this report is to document the nature and extent of public consultation and engagement that has taken place with respect to the application to the Board.

The report is divided into 6 Chapters as follows,

- (i) Chapter One: (this chapter) describes the project and the consultation process.
- (ii) Chapter Two: describes the Prescribed Body Consultation
- (iii) Chapter Three: outlines the feedback received as part of the prescribed body consultation.
- (iv) Chapter Four: describes the engagement channels used to facilitate and promote the public consultation.
- (v) Chapter Five: outlines the feedback and submissions received as part of the public consultation; and
- (vi) Chapter Six: outlines the approach adopted to ensure appropriate response to the submissions made.

1.2 Project Background

The existing quarry at Ballinclare was in operation for many decades. The most recent planning permission for quarrying of rock at the quarry was granted to Kilsaran by Wicklow County Council under Planning Ref. 14/2118. The quarry was operated by it up to June 2016, at which time quarry activity was suspended following the discovery of small quantities of naturally occurring asbestos (NOA) in the diorite bedrock.

Following a review of options for the site, Kilsaran has decided to seek approval to backfill the void created by the previous extraction of rock at the quarry by importing and landfilling inert waste and to restore the backfilled lands thereafter to long-term grassland / scrub habitat, similar to that which existed prior to quarrying. The company also proposes to establish and operate complementary construction and demolition (C&D) waste recovery facilities at the site which will operate for the duration of the landfilling activities.

The application site and Kilsaran property holding at Ballinclare Quarry straddle two townlands, Ballinclare and Carrigmore. The site lies approximately 2.5km to the north-west of a small settlement at Kilbride, Co. Wicklow and approximately 2.5km south of the village of Glenealy.

As a waste facility with a projected annual waste intake in excess of 100,000 tonnes per annum, the proposed development falls within the scope of one or more of the development classes of potential strategic infrastructure identified in the 7th Schedule of the Planning and Development Act 2000 (as amended).

A pre-application consultation process was undertaken with the Board in accordance with Section 37B of the Planning and Development Acts to establish whether or not the proposed waste facility should be classified as SID. Having reviewed the matter, the Board concluded that the proposed development met the criteria for strategic infrastructure and, as such, issued a direction that a planning application should be submitted directly to it (the Board) for consideration.

The planning application of which the Consultation Report forms a part, is hereby submitted and accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS).

1.3 Strategic Infrastructure Development: Pre-Consultation Process

On 21st June 2019, a request was made to the An Bord Pleanála (ABP, or ‘the Board’) under Section 37B of the Planning and Development Act 2000, as amended, to enter into pre-application discussions with respect to the proposed development at Ballinclare Quarry, to establish whether or not the proposed waste facility should be classified as SID.

The Board’s representatives met with the Kilsaran on 13th November 2019, and a formal request was made to close the pre-application consultation process by letter on 20th December 2019.

Having reviewed the matter, the Board concluded that the proposed development met the criteria for strategic infrastructure and, as such, issued a direction to Kilsaran under Section 37B(4)(a) of the Planning and Development Acts that a planning application should be submitted directly to it (the Board) for consideration.

In arriving at its decision to classify the proposed development at Ballinclare Quarry as strategic infrastructure, the Board had regard to

- (i) the size and scale of the proposed inert landfill and C&D waste recovery facility.
- (ii) the fact that it would meet a previously identified need for additional waste management capacity for management of inert soil and stone waste within the Eastern / Midland waste region; and
- (iii) support the attainment of national and regional planning objectives to increase the recycling of construction and demolition waste and in so doing, build a circular economy and promote the long-term sustainable use of resources.

A list of prescribed bodies to be notified of the application for the proposed development was attached to the Board’s decision.

A copy of the Board’s determination on designation of the proposed development as Strategic Infrastructure Development (SID) is provided in Appendix 1 of this report. Details of consultations undertaken in advance of submitting the application to the Board are outlined in Chapter 2.0 of this report.

1.4 Consultation Period and Purpose

The non-statutory consultation in respect of the proposed Strategic Infrastructure Development commenced on 13th October 2020 and ended on 14th December 2020. The purpose of this consultation was,

- (i) To provide the public with information on the proposed development and to it with an opportunity to raise queries and discuss the proposed development and raise issues with Kilsaran representatives and their Project Team; and
- (ii) To engage with, and seek the assistance of, the public and prescribed bodies in considering the environmental issues to be assessed in the EIAR and NIS, to be prepared and submitted with the project’s application for development consent.

Early consultation can greatly help in the identification of significant issues so that these issues can be considered at the earliest possible opportunity. This then provides the best opportunity for considering design alternatives (where available) and for implementing measures to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the surrounding environment (including a Natura 2000 site).

2.0 PRESCRIBED BODY CONSULTATION

As part of the consultation process, the prescribed bodies as listed by the Board were contacted on 14th October 2020 by email and each received the following materials:

1. **Cover Letter:** notifying each prescribed body of the proposed development and the opportunity to provide feedback to the Project Team by a suggested date of 13th November 2020.
2. **Ballinclare Landfill C&D WRF Briefing Document:** which described the proposed development, the landfill design aspects, and the post closure restoration and aftercare. The document also included 11 figures which provided further context regarding the development proposal.

A copy of the above-mentioned consultation materials is provided in Appendix 2.

Each prescribed body received a follow up call on the 30th October to ensure that the documents had reached the correct department and person(s), and to remind them of the opportunity to comment.

It was decided that the prescribed body consultation period should be further extended up to 30th November, due to an initial lack of responses. This extension of time was communicated through reminder emails issued on the 20th November and follow up phone calls. A consultation register was also kept recording same.

Eventually, most of the Prescribed Bodies contacted issued comments / feedback in respect of the planned development with the exception of the Development Applications Unit (DAU), a division of the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media and An Taisce.

Copies of responses are provided in Appendix 3

The Prescribed Bodies contacted are listed in the table below.

Table 1: Prescribed Bodies Listed by the Board

Prescribed Bodies	
Wicklow County Council	Minister of Culture, Heritage and the Gaeltacht
Minister for Communications, Marine and Natural Resources	Geological Survey of Ireland
Inland Fisheries Ireland	Environmental Protection Agency
Bord Fáilte	An Taisce
Health Service Executive	Transport Infrastructure Ireland
Health and Safety Authority	Eastern-Midlands Waste Regional Authority
Irish Water	

3.0 FEEDBACK FROM PRESCRIBED BODY CONSULTATION

The following sections present an overview of the key points raised in response to the consultation process undertaken with prescribed bodies from 14th October 2020 to 30th November 2020. **Where provided, the Applicant's response to prescribed body feedback is noted in bold.**

3.1 Wicklow County Council

1. Principle of development accords with local policy objectives. **Noted**
2. Considered that the backfilling of this quarry would be a more appropriate approach to meet current local and regional need, rather than increased smaller inert landfill sites which is evident as present. **Noted**
3. EIAR should consider: **Noted**
 - Adjoining road network
 - Impacts on existing Tourism Infrastructure and amenity of residents.
 - Landscape
 - Impact on the Potters River / Buckronev - Brittas Dunes and Fen cSAC
4. Scale of traffic impacts at a worst-case scenario and clearly identify improvements necessary to the road network to accommodate the development. **Refer to plans and particulars and to details provided Chapter 14 of the EIAR.**
5. Impact of noise, dust and traffic on adjoining receptors, and in particular the operation of the existing Kilmacurragh Arboretum, and adjoining residents should be reviewed, and all amelioration measures fully identified. **Refer to Chapter 8 of the EIAR.**
6. Final details regarding landscape and visual impact and assessment of vantage points should be undertaken and submitted. **Noted**
7. A key concern is the impact on drainage of quarry on Potters River, which is identified as a Salmonid River. The discharge of large volumes of water into this stream has potential negative impacts. **Refer to Chapters 5 and 8 of the EIAR.**
8. In addition, this stream discharges to Buckronev-Brittas Dunes and Fen cSAC (Site Code 000729), and an examination of impact of discharges on this Natura 2000 site will be required both as part of the EIAR, and separately as part of a Screening document for Appropriate Assessment or where necessary a Natura Impact Statement. **Refer to accompanying Natura Impact Assessment Report**

3.2 Minister of Culture Heritage Gaeltacht – Development Applications Unit (DAU)

1. No submission received.
2. The prescribed body was initially contacted by telephone prior to the consultation period to ascertain the contact details of the relevant department and person responsible. A follow-up phone call was made during the consultation period on 30th October 2020, in an attempt to explain the context of the proposed development through the SID application process and to notify the DAU that the Board had listed it as a prescribed body for consultation, as part of the planning application process. SLR Consulting Ireland was unable to connect with the DAU by telephone on this occasion. A follow up email was issued the same day explaining same, with the consultation material (as described in Chapter 2.0 and included in Appendix 1) attached. Since no response was received, a reminder email was issued on 20th November 2020. No response has been forthcoming to that email either.

3.3 Dept. Environment, Climate and Communications - Waste Policy Division

1. In respect of waste, it was recommended to consult the Regional Waste Management Planning Office. **Noted. As detailed below, a virtual meeting was held with officials from the Eastern Midland Regional Waste Office (EMRWO).**

3.4 Dept. Environment, Climate and Communications - Geological Survey Ireland

1. Geoheritage:
 - An audit for Co. Wicklow was carried out in 2014. The full report details can be found at The Geological Heritage of Wicklow. Our records show that there is a CGS adjacent to the proposed development. Kilmacurra Quarry, Co. Wicklow (GR 324758, 188435), under IGH theme: IGH 11 Igneous Intrusions. **Noted**
 - With the current plan, there are no envisaged impacts on the integrity of current CGS by the proposed development. **Noted**
 - GSI request that the operator might assist their geological heritage goals with the following (and ideally this would be written into the closure, restoration, aftercare management plan, CRAMP) and be included as a condition of planning as deemed appropriate by the planning authority:
*Allowing access to existing quarry faces by appropriate scientists (upon request and with due regards to Health and Safety requirements) prior to or during landfilling to check for interesting new stratigraphies / relationships before they are buried. Natural exposures are few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface. **There will be no new excavations / exposures as a result of the proposed development. Kilsaran has a good relationship with GSI and provides access to all its facilities as required. The company is happy to accommodate site visits and quarry face inspections by GSI by prior arrangement.***
 - Formal notification given in a timely manner, prior to commencement, to Geological Survey Ireland of proposed start of landfilling works to allow inspection of the geology as it is currently exposed. **Kilsaran is agreeable to this proposal.**
2. Groundwater:
 - The Groundwater Vulnerability map indicates the area covered is variable. GSI would therefore recommend use of the Groundwater Viewer to identify areas of High to Extreme Vulnerability and 'Rock at or near surface' which can be used to inform appropriate mitigation measures. **Noted**
 - Recommend using our GWFlood tools found under our programme activities (in conjunction with OPW data) to this end. **Noted**
3. Geohazards:
 - Landslide susceptibility in the area of the development is variable and is classed from Moderately Low to Moderately High. It is recommended that geohazards be taken into consideration, especially when developing areas where these risks are prevalent, and we encourage the use of our data when doing so. **At operational stage, it is expected that the EPA waste licence will include a requirement for an annual geotechnical assessment of the slope stability at landfill facility. This can be extended to also address rock face stability issues.**

4. Guidelines:

Suggest to review: **Noted**

- Geological Survey of Ireland - Irish Concrete Federation, 2008. Geological Heritage Guidelines for the Extractive Industry.
- Institute of Geologists of Ireland, 2013. Guidelines for the Preparation of the Soils, Geology and Hydrogeology Chapters of Geology in Environmental Impact Statements.

Other Comments:

- Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. Should any significant bedrock cuttings be created prior to or in preparation for landfilling, they ask to be notified as in areas where natural exposures are few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface. Alternatively, it is asked that a digital photographic record of significant new excavations could be provided. Potential visits from Geological Survey Ireland to personally document exposures could also be arranged. **There will be no additional investigations and no new excavations / rock face exposures required in respect of the proposed development.**
- The data would be added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector.

3.5 Inland Fisheries Ireland

1. The Potters River and catchment is a very important salmonid system supporting Atlantic salmon (*Salmo salar* listed under Annex II and V of the EU Habitats Directive), lamprey (Annex II) Sea trout (*Salmo trutta*) in addition to resident Brown trout. **Noted. Refer to Chapter 7 of the EIAR.**
2. The 2018 EPA biological monitoring recorded Q3-4 at EPA Site 0300 at Kilbooy Bridge downstream of the proposed landfill location and also commented "the macroinvertebrate fauna continues to indicate unsatisfactory ecological conditions at Kilbooy Bridge." Excessive siltation and some compaction of the riverbed was also observed at Kilbooy. The Potters is currently at "moderate" status; however, the objective of Water Framework Directive is to restore its status to at least "good" by 2027. **Noted – Kilsaran has incorporated proposals for surface water treatment, including a wetland area to achieve low suspended solids within any off-site discharge, similar to those levels set by the existing WCC discharge licence.**
3. Proposed Development:
 - Liner to protect groundwater, must be as specified in the EPA Guidance for inert landfill sites, also confirm the checks that will be in place to confirm its quality and compliance in line with the EPA Guidance. **Noted**
 - Stockpiling of uncontaminated topsoil, measures that will be put in place to contain, treat and dispose of surface water. **Noted**
 - What are the drainage facilities for this C&D area? **Refer to Chapter 2 and Chapter 7 of the EIAR. Any surface water run-off from the C&D recovery area will be collected and treated at the proposed wetland area.**
 - Infrastructure such as wheel wash and wastewater treatment facilities, detail should be provided on their ability to deal with the new proposed development. **The in-service performance of existing infrastructure is already proven – the level of traffic to be**

generated by the proposed development is the same as that previously permitted for quarrying operations.

- Wetland treatment facility details on how it will ensure no negative impact on ground and surface water. **Details of the already approved water treatment measures, the proposed new passive wetland treatment area and of other (active) treatment options (if required) are provided in Chapter 2 of the EIAR.**
- Drainage from the “existing storage shed” which will now be used as a waste inspection and quarantine facility, in the event of potentially polluting drainage how will this be contained, stored and disposed? **There will be no polluting drainage from this shed as rainfall will not be in contact with any suspect soil / C&D waste stored therein - roof run-off will not be impacted.**
- What are the drainage arrangements from all internal haul roads? **Surface water run-off will fall to low points around the application site and will be collected and drained / pumped to water treatment infrastructure thereafter.**
- What are the drainage arrangements for stockpiling areas? **Surface water run-off will fall to sumps at low points, settle out and be pumped for treatment at the wetland area.**

4. Site Preparation Works

- Details on the Bunded Fuel Storage area, the hydrocarbon interceptor and the soakaway area **Fuel tanks and existing hydrocarbon interceptor are extant at the application site. No new fuel tanks / storage infrastructure is required to be installed.**
- Detail on the wastewater Treatment Plant in line with requirements under EPA Wastewater Treatment and Disposal Systems for single houses 2009/ Small Communities depending on anticipated loading. **Details of approved wastewater treatment system are provided in Appendix 2A of the EIAR. These are permitted by the 2014 quarry permission and will be used for the purposes of the proposed development.** Detail required on characteristics, volume, management / treatment / disposal of water from the quarry void. **Refer to Chapter 2 and Chapter 7 of the EIAR.**

5. Waste Intake

- Wastes including Tailings, Dredge spoil, Sludge’s from water clarification are included in the list of materials to be deposited on land and landfilled at the site. What is meant by deposited on land and consequently what are the possible implications for groundwater and surface water by this deposition on land. **All soil and stone / inert waste to be placed on land (ie. in the ground). Protection will be provided to surrounding ground by the low permeability clay liner on base and sides of landfill. Refer to Project Description in Chapter 2 of the EIAR.**
- In the case of Tailings, Dredge spoil, Sludge’s from water clarification etc. is there a liquid fraction associated with these wastes, characteristics and possible implications for groundwater and surface water must be discussed. **Refer to detail on surface water and leachate treatment provided in Chapter 2 and Chapter 7 of the EIAR.**
- Glass waste, while glass is inert our experience has been that glass containers hold liquid residues how will this be addressed and what are the implications for ground and surface water. **Any approval for glass waste intake will be subject to EPA review and approval when making its determination of any waste licence application in respect of this development.**

6. Phasing of the Landfilling Works

- Phasing will depend on among other factors the availability of low permeability soil material for construction of the lining system. The installation of the low permeability basal liner is essential so must be secured and installed in advance of any waste deposit. **Refer to Chapter 2 of the EIAR.**
7. Rate of Importation
- It is estimated there will be on average 28 to 30 HGV truck movements per hour generated at the site, this will result in considerable dust deposition along the road and in particular in the immediate vicinity of the site, this silt/dust will settle in roadside drains which discharge ultimately to the Ballinclare / Potter's catchment, this is unacceptable. **The impact of road traffic will be comparable to that already / previously permitted in respect of quarry activity at the application site.**
 - Processing and Recovery of C&D Waste. **Refer to Chapter 2 of the EIAR.**
 - Drainage arrangements from all stockpiles should be detailed. **All stockpiles will be placed on paved / hardstand areas and run-off collected and drained / pumped to water treatment infrastructure.**
8. Conceptual Design-Landfill Phasing
- It states that the liner would not have to cover the whole basal area of any given development phase, if this was to be the case how would this provide protection to ground and surface water? **Any surface water run-off within active lined landfill areas (cells) will collect in sumps at low points behind low rise impermeable clay berms and will be pumped (with surface water run-off) for treatment at proposed water treatment infrastructure prior to off-site discharge.**
9. Conceptual Design –Water Management
- Discharge Licence WPL 116 is based on the installation and commissioning of a wastewater treatment facility however this is not discussed. **Existing treatment arrangements under the discharge licence, including the installation of a Silbuster to remove sediment and treat metals (to also remain in place for duration of landfilling / waste recovery activities) have been added to the Project Description in Chapter 2 of the EIAR and considered in the assessment of water impacts in Chapter 7.** Installation of a groundwater control system beneath the clay liner which will discharge to a groundwater sump, what monitoring will take place at this sump? What are the implications for flows in particular summer flows in the associated watercourses as a result of the groundwater pumping? **There are very low groundwater inflows from the quarry. Most water collecting across the quarry footprint is surface water run-off. Details of assimilative capacity assessment for off-site discharge (which takes account of summer low flows in the Potter's River) is provided in Chapter 7 of the EIAR.**
 - In the event of pump malfunction what measures will be in place to alert the landfill operator of the malfunction and what safeguards will be in place to protect ground/surface water? **A rise in water levels in sumps will be visually observed on site. A pump alarm system can also be fitted to warn of water level rise above a pre-set level. Pump failure can be addressed by way of site contingency planning, likely a requirement of any waste licence issued by the EPA.**
10. Conceptual Design - Water Treatment
- IFI would have serious concerns regarding the long-term viability of a wetland system (3.8Ha) to treat landfill leachate with final discharge to the Potters system, a salmonid river currently at

moderate status and which should be restored to good status by 2027. **The wetland system is one part of the proposed water treatment system. The Siltbuster will also remove metals and sediment and provision is made for more active treatment (if required), refer to Chapter 2 of the EIAR. It is expected that discharge limits under the EPA licencing regime will be similar to those permitted by the current discharge licence. Ultimately the bulk of the material to be deposited at the landfill will be inert soil and stone generated by construction activity, much of which has been placed at unlined soil recovery facilities up to relatively recently.**

3.6 Environmental Protection Agency

1. The development will require a Waste licence under the Waste Management Act 1996 as amended, or an Industrial Emissions licence under the EPA Act 1992 as amended. It is noted that the Strategic Infrastructure Development (SID) application to be submitted to An Bord Pleanála will be accompanied by an Environmental Impact Assessment Report (EIAR). Should the Agency receive a licence application for the development, the Applicant will be required to submit the associated EIAR as part of the licence application. **Noted**
2. In addition, consultation on the licence application and EIAR will be carried out with An Bord Pleanála and observations from An Bord Pleanála will be taken into account as part of the Agency's assessment and before making a decision in relation to the licence application. **Noted**
3. The Agency notes the following for consideration:
 - for waste activities that take place outdoors, specify the measures to be taken to prevent contamination of rainwater and to ensure contaminated stormwater is not discharged into the environment; **All run-off from landfill / waste recovery areas will be drained / pumped to water treatment facilities. Refer to Chapter 2 of the EIAR.**
 - the extent of groundwater or soil contamination beneath the facility, if any, should be identified and characterised as should historic and past activities at the site of the facility; **There is no pre-existing contamination of groundwater at the application site. Refer to Chapter 7 of the EIAR.**
 - identify the waste streams proposed to be accepted, the process to be used in their processing, and capacity calculations that demonstrate the proposed facility and its equipment is of a sufficient size to handle the proposed volume of waste; **Refer to Chapter 2 of the EIAR**
 - identify the nature of the licence that will be sought from the EPA, namely a Waste or Industrial Emissions Licence; **Refer to Chapter 2 of the EIAR.**
 - have regard to the EPA's draft Guidelines on the information to be contained in Environmental Impact Assessment Reports, 2017; **Noted**
 - have regard to the EPA's Advice Notes on Current Practice (in the preparation of Environmental Impact Statements), 2003. **Noted**
4. Where the Agency is of the opinion that the activities, as proposed, cannot be carried on, or cannot be effectively regulated under a licence then the Agency cannot grant a licence for such an activity. **Noted**

3.7 Fáilte Ireland - Product Development-Environment and Planning Support

1. No specific comments made. Issued Guidelines for the Treatment of Tourism in an EIA for consideration. **Noted**

3.8 An Taisce

1. No submission received.
2. The prescribed body was initially contacted by telephone prior to the consultation period to ascertain the contact details of the person responsible. A follow up phone call was made during the consultation period on 30th October 2020, in an attempt to explain the context of the proposed development through the SID application process and to notify An Taisce that the Board had listed it as a prescribed body for consultation, as part of the planning application process. SLR Consulting Ireland was unable to connect with An Taisce by telephone on this occasion. A follow up email was issued the same day explaining same, with the consultation material (as described in Chapter 2.0 and included in Appendix 1) attached. Since no response was received, a subsequent phone call was made on 20th November 2020, which was not answered, and a reminder email was issued on that same day also. However, no response has been forthcoming following the latter attempt.

3.9 Health Service Executive

1. In the experience of the Environmental Health Service (EHS) impacts on human health are generally inadequately assessed in EIA in Ireland. It is recommended that the wider determinants of health and wellbeing are considered in a proportionate manner when considering the EIA. Guidance on wider determinants of health can be found at www.publichealth.ie. **Noted**
2. It should be noted that the positive likely significant impacts should be identified and assessed, not just any likely significant negative impacts from the proposed development. **Noted**
3. The population and human health chapter of the EIAR should be specifically relevant to the proposed development and include opportunities for health gain from the proposal. The HSE will consider the final EIAR accompanying the planning application and will in particular make comments on the methodology used for assessing the likely significant impacts and the evaluation criteria used in assessing the significance of the impacts. **Noted**
4. Clarification should be provided in the EIAR as to whether the C & D waste recovery facility is an independent undertaking which will continue to operate after landfilling on site is complete. **The C&D waste recovery activities will be tied to the landfilling operation and, for the purposes of this application, will cease on completion of landfilling and final restoration activities.**
5. The EIAR should identify the nearest sensitive receptors and consider the impact of the proposed development on them. Sensitive receptors include, but are not limited to: **Noted**
 - Homes - A planning search should be undertaken to identify any properties in the vicinity which are currently vacant or derelict and are due to be renovated and any proposed new build homes.
 - Farms
 - The Kilmacurragh Botanic Gardens
 - Schools
 - Childcare Facilities
 - Medical Facilities and nursing homes
 - Golf courses, sports and community gardens
 - Food premises.
6. Other areas for consideration in the EIA include:
 - Staff welfare facilities

- Public consultation in addition to consultation with statutory and non-statutory agencies
 - Potential for future health gain from the restoration of the former quarry site. **Conditions attaching to any EPA Waste Licence will likely include a requirement for an extended post closure period at the waste facility for continued environmental monitoring. Kilsaran has misgivings about the potential for any post closure, long term community / amenity use as it raises concerns about security of long-term environmental monitoring assets, health and safety liabilities and insurance cover.**
 - Cumulative impacts of developments including quarries and sand and gravel extraction facilities in the locality. It is noted in the documentation submitted that there is another disused quarry in Kilmacurragh West. Any proposals to re-activate this quarry or to restore it should be referenced in the EIAR. **Noted**
 - Maintenance of access roads. **Noted**
7. It is recommended that an Environmental Management System (EMS) is put in place with training of all site staff. There should be on-going review of the effectiveness of the EMS. The EMS should be devised in accordance with international standards such as ISO 14001 2015 and EU EMAS (1993).
Noted
8. When assessing the above potential impacts, the existing environment, the assessment methodology and evaluation criteria should be clearly reported in the EIAR. Existing baseline assessments (noise, dust, ground and surface water quality) should be included. Any mitigation proposed should be identified and the predicted residual impact clearly stated. Assessment should be carried out for both the operation phase and the remedial phase of the proposed development. **Noted**
9. Emissions to water:
- If a discharge licence is required, it is recommended that the developer undertake a surface water quality baseline study to assess the existing water quality and its assimilative capacity. **Additional surface water monitoring will be undertaken over 2021 when Covid-19 movement restrictions are lifted. These results will be used to support any subsequent application to the EPA for a waste licence.**
 - Hard standing areas used for refuelling vehicles should drain to Class 1 Hydrocarbon Interceptors prior to discharge. **This infrastructure was already in place for the quarry development.**
 - Details of the fuels and chemicals used and stored on site and the method proposed for the bunding of fuel and chemical storage tanks should be provided in the EIA. Provision should be made for the inspection and monitoring of bunding structures. As it is intended to undertake minor repairs and upgrading works to the existing bunded fuel storage area and concrete slab, details of this work and measures to check the integrity of the upgraded structure should be included. **Refer to Chapter 2 of the EIAR. Existing fuel / chemical storage infrastructure in place for quarry operations. Any waste licence issued by the EPA licence is likely to apply controls in respect of storage and handling of fuels, chemicals and potentially hazardous substances.**
 - In order to minimise the wastage of water, surface water should be used for activities such as wheel washing and dust suppression. **Refer to proposed water management measures in Chapter 2 of the EIAR.**
10. Emissions to groundwater:
- It is recommended that detailed information is gathered on the location of private wells serving properties within a 2km radius of the quarry. The EIA should include proposals for

sampling private wells (if planning permission is granted) prior to landfilling works commencing; at least biannually during landfilling works and twice within the first year following restoration of the site. **Provision is made for a well survey / water testing in downgradient wells prior to commencement of site activities. Refer to Chapter 7 of the EIAR.**

- Measures to prevent the contamination of groundwater with Naturally Occurring Asbestos should be detailed in the EIAR. This should include mitigation measures proposed during the emptying of the flooded pit and the discharging of the pit water via the Ballinclare Stream to the Potters River. **There is no contamination of groundwater or surface water by asbestos. The naturally occurring fibrous asbestos is bound in the rock and is not mobile. Refer to Chapter 7 of the EIAR.**

11. Emissions to air, including noise, vibration and dust:

- The EHS recommends that the developer notes the limit values specified in the Air Quality Standards Regulations 2011 (S.I. No. 180 of 2011) which apply to ambient air quality in the vicinity of developments such as quarries. **Noted**
- The EIA should establish baseline air quality at the nearest sensitive receptors by means of background air quality monitoring. Air quality monitoring should be undertaken prior to the commencement of backfilling operations at the quarry and throughout the operation of the site using the Bergerhoff Method as specified in the German TA Luft Air Quality Standards (TA Luft 1986). **Noted**
- Sensitive receptors located within the vicinity of the proposed development and along proposed haul routes in the locality should be included in both background air quality monitoring and in routine air quality monitoring for the duration of the proposed development. **Noted**
- Total dust deposition should not exceed 350mg/m²/day when averaged over a thirty-day period. This is a maximum limit, and the EMS should be such that dust depositions seldom reach this level. **Noted**
- The Environmental Management System should include dust minimisation and suppressions measures to be employed to minimise the impact of dust emissions from both the quarry backfilling activities and the Construction and Demolition Waste Recovery Facility. **Noted**
- Methods can include: **Noted**
 - ▲ Covering every load on vehicles delivering waste materials to the site.
 - ▲ Protect and replace vegetation on site.
 - ▲ Cover stockpiles to prevent windblown dust.
 - ▲ Spray and wash access and haul roads frequently to suppress dust.
 - ▲ Undertake regular plant and vehicle maintenance.
 - ▲ Undertake regular monitoring and inspection of access and haul roads to identify and attend to accidental spillages and structural defects to roads (i.e. potholes). Proposals for an agreement between the local Roads Authority and the applicant for the on-going maintenance of haul roads during the operation of the proposed development should be outlined.
 - ▲ considering meteorological conditions (wind speed and wind direction) when siting stockpiles.
- Consideration should be given to adopting noise reduction measures recommended in the EPA's 'Environmental Management Guidelines on the Environmental Management in the

Extractive Industry (Non-Scheduled Minerals) 2006' in particular those relating to adequate screening of the site, maintenance of plant and machinery and reducing truck movements within the site. Details of the proposed noise mitigation measures to be employed should be included in the EIA. **Noted**

- The EHS recommends that reference is made by the developer to the EPA's 'Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities NG4' (January 2016). The existing background noise level should be considered when assessing the impact of noise from the proposed development on local receptors and when setting ELVs. **Noted**
- Details of the industrial shed (portal frame structure) to be constructed to house crushing and screening equipment and to process and recycle waste should be provided. This should include noise insulation and dust extraction features. The Environmental Health Service recommends that this is an enclosed structure in order to reduce the impact of noise and dust on the surrounding sensitive receptors. **Details are provided in Chapter 2 of the EIAR. The proposed structure is open ended to allow safe access and egress for heavy machinery feeding the crushers and managing the C&D feedstock to be recycled. The recovery shed will keep the processing area dry and help to suppress noise and dust emissions.**
- Details of the location and frequency of noise monitoring should be included in the EIA to be submitted as part of the Planning Application. **Noted**

12. Staff welfare facilities:

- If it is proposed to provide staff welfare facilities details in the EIAR as to how it is proposed to dispose of any waste and effluent generated from such facilities. **The staff welfare facilities are pre-existing and permitted under earlier quarry permissions.**

13. Public consultation:

- There should be on-going engagement with these receptors during the EIA process and the EIAR should detail proposals for keeping sensitive receptors informed and any measures to be employed during the operational phase for dealing with enquiries and/or complaints from members of the public. **Noted – the process is described herein.**
- It is acknowledged that current restrictions on public gatherings as a result of Covid 19 prevention measures will impact on opportunities for public consultation events. However, it is expected that meaningful public consultation will be undertaken and that members of the public will be given sufficient information and opportunities to express their views on the proposed development. **Noted – the process is described herein.**
- To assist with the consultation and planning process it is recommended that the applicant develops a dedicated website for the proposed landfill and waste recovery facility. All correspondence, maps, project updates and documentation, including the EIAR, should be uploaded to this site. **Noted – the process is described herein.**
- The future use of the restored site should be included in the public consultation process. **Noted**
- Site operation times should be considered as part of the consultation process with local residents. **Noted**

14. Potential for future health gain from the restoration of the proposed development:

- The potential to provide a facility on site which will provide an opportunity for health gain for the wider community should be considered, for example, walkways, cycle paths, woodland paths, pitch and putt course or an amenity park including a number of these

options. **Conditions attaching to any EPA Waste Licence will likely include a requirement for an extended post closure period at the waste facility for continued environmental monitoring. Kilsaran has misgivings about the potential for any post closure, long term community / amenity use as it raises concerns about security of long-term environmental monitoring assets, health and safety liabilities and insurance cover. Any such arrangement would also require a properly constituted body to take ownership and allow for the long-term care and maintenance of the lands. This is likely to be difficult to achieve.**

- Due to the potential risks associated with swimming in decommissioned quarries, all water features on site should be filled in as part of this proposal. **The quarry void is to be backfilled. Refer to Chapter 2 of the EIAR.**

15. Cumulative impacts of developments in the locality:

- Other extraction and quarrying facilities within a 5km radius of the proposed facility should be identified and assessed when considering the potentially significant cumulative impacts from the proposed development. The EIA should include cumulative traffic, noise, dust and hydrological impacts. **Noted**

3.10 Transport Infrastructure Ireland

1. As set down in the Spatial Planning and National Roads Guidelines (2012), it is in the public interest that, that the national road network continues to serve its intended strategic purpose. The EIAR should identify the methods/techniques proposed for any works traversing / in proximity to the national road network in order to demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of that network. **The proposed development will replace an existing permitted development for which planning expires in 2040. The permitted and proposed developments generate the same volume of traffic. The proposed development includes for local revision to the haul route but ultimately the same volume of development traffic will use the motorway and associated interchanges. Accordingly, there will be no change to the volume of traffic using the national road network and thus no direct impact.**
2. Consultations should be had with the relevant Local Authority / National Roads Design Office with regard to locations of existing and future national road schemes. **Based on discussions with Wicklow County Council there are no future national road schemes within the study scope of the transport assessment. The closest national road to the site is the M11 Motorway. EIAR Chapter 14 shows that the proposed development will have no direct impact on the operation of the national road network.**
3. Clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals / permits, and other licences may be required in connection with the proposed haul route and all structures on the haul route should be checked by the Applicant / developer to confirm their capacity to accommodate any abnormal load proposed. **All HGV traffic importing waste to the application site will be routed along a revised haul route which includes L1157 and the R772 former N11. Development generated HGV traffic from the north will leave the M11 Motorway at Junction 18, beside the Beehive Inn, travel south along Regional Road R772 as far as the former Tap Café / Restaurant at Kilbride. Traffic from the south will use M11 Junction 19 at Jack Whites Inn to access R772. From the Tap Café all HGV will travel northwest along L1157 to Ballinclare Quarry. The load bearing capacity of any bridges or structures along the haul route has not been measured since the proposed development will not require any abnormal loads, any bridges on the identified haul route and the main connecting regional and national transport network should be capable of carrying the vehicles transporting materials to and from the**

proposed development. As there will be no abnormal roads, the consultation point regarding the protection of bridges, culverts and other structures will not apply.

4. Assessments and design and construction and maintenance standards and guidance are available at TII Publications that replaced the NRA Design Manual for Roads and Bridges (DMRB) and the NRA Manual of Contract Documents for Road Works (MCDRW). **Noted**
5. The developer, in conducting Environmental Impact Assessment, should have regard to TII Environment Guidelines that deal with assessment and mitigation measures for varied environmental factors and occurrences. In particular;
 - TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006),
 - The EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004)). **Noted**
6. The Environmental Assessment should have regard to previous Environmental Assessment Statements / Reports and conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. **Noted**
7. Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practice. **Noted**

3.11 Health and Safety Authority – Inspectors CCPS Unit

1. Confirmed no submissions/observations to make in relation to the proposed strategic infrastructure development. **Noted**

3.12 Eastern Midlands Regional Waste Office

1. No written submission was received from the Eastern Midland Regional Waste Office (EMRWO).
2. An informal virtual consultation meeting was however undertaken via Microsoft Teams on 13 November 2020. The project team presented an overview of the project and discussed relevant waste planning and operational issues thereafter with the Regional Co-ordinator and technical manager. While the EMRWO officers indicated that would reserve comment on specific details of the proposal and would not be submitting a formal written response to the consultation, they did make the follow general observations:
 - The application documents should address the need for the development and how it aligns with specific policy provisions and objectives for waste infrastructure development in the statutory waste plan. **Refer to Planning Statement.**
 - The application should have regard to latest data on current / predicted waste levels. **Noted**
 - The application should recognise the requirement to agree End of Waste criteria for recycled aggregates from crushed C&D with the EPA. Some work is being undertaken by the Regional Waste Offices on agreeing End of Waste criteria for bituminous road planings with the EPA. **Noted**
 - The project team should consider what waste acceptance criteria may be appropriate for soil and stone intake to the lined landfill facility when applying for a waste licence to the EPA.

Noted. Waste intake to be subject to inert waste criteria set by Council Decision 2003/33/EC. Refer to Chapter 2 of EIAR.

- The project team should also consider the scope to potentially also manage non-hazardous soils / fines intake at the proposed facility as there are currently limited outlets to disposal of such wastes in the region. **Noted**

3.13 Irish Water – Connections and Development Services

1. Irish Water currently does not have the capacity to advise on scoping of individual projects. However, in general it would like the following aspects of Water Services to be considered in the scope of an EIAR where relevant.
 - Impacts of the development on the capacity of water services (do existing water services have the capacity to cater for the new development if required). This is confirmed by IW in the form of a Confirmation of Feasibility (COF). If a development will require a connection to either a public water supply or sewage collection system, the developer is advised to submit a Pre-Connection Enquiry (PCE) enquiry to IW to determine the feasibility of connection to the Irish Water network. All pre-connection enquiry forms are available from <https://www.water.ie/connections/get-connected/>. **Noted. Not significant issue as there is existing water supply at the application site.**
 - Any up grading of water services infrastructure that would be required to accommodate the development.
 - In relation to a development that would discharge trade effluent – any upstream treatment or attenuation of discharges required prior to discharging to an IW collection network.
 - In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to minimise / stop surface waters from combined sewers.
 - Any physical impact on IW assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets.
 - It is best practice to contact IW in advance of to determine the location of public water services assets.
 - Any potential impacts on the assimilative capacity of receiving waters in relation to IW discharge outfalls including changes in dispersion /circulation characterises.
 - Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (and resultant potential impact on the capacity of the source) or the potential of the development to influence / present a risk to the quality of the water abstracted by IW for public supply.
 - Where a development proposes to connect to an IW network and that network area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised.
 - Mitigation measures in relation to any of the above.
 - This is not an exhaustive list. Please note:
 - ▲ The Confirmation of Feasibility from IW, to the applicant, should be issued prior to applying for planning permission.

Irish Water will not accept new surface water discharges to combined sewer networks.

4.0 FACILITATING PUBLIC CONSULTATION

A number of channels were used during the consultation period to provide information to the public. The objectives of the consultation were to provide information and keep people informed and to also obtain feedback and submissions regarding the proposed development.

It should be noted that due to the situation regarding the COVID-19 pandemic and related national measures put in place by Government, it was not possible to facilitate the in person public consultation activities foreseen. In response, this chapter outlines alternative measures implemented for carrying out such activities.

The information and communication channels used are outlined in the table below and described further in the following sections.

Table 2: Information and Communication Channels Used

Information and Communication Channels
Project Website
Dedicate Email and Postal Address
Letters to Residents

4.1 Project Website

A dedicated project website, <https://www.ballinclarequarryrestoration.ie/>, went live on 13th October 2020, and provided the following information.

1. **Project Introduction:** It introduces the proposed development and describes the SID application route directly to the Board.
2. **Panning Application:** Provides further detail regarding the subject site, its location, and the contents of the intended planning application, making clear that there is provision for public participation in the Strategic Infrastructure Application process.
3. **Waste Licence Application:** Detail regarding the quantity of and type of waste involved, and the requirements regarding a Waste Licence from the Environmental Protection Agency (EPA), in accordance with the requirements of the Waste Management Acts 1996-2020. It also emphasises the provision for public participation in the waste licensing process.
4. **Proposed Development:** Further detail regarding the proposed development at construction, operational, and post-operational stage.
5. **Public Consultation:** Information regarding the public consultation approach, the means of which one could issue feedback regarding the development proposal, including contact details, and the period for which there was opportunity to issue feedback.
6. **Documents:** Five informative consultation drawings were also provided which included, Site Location Map, Surrounding Land-Use/Development, Existing Site Layout – Aerial Photograph, Proposed Final Landform, Cross Sections Through Landfill.

See Appendix 4 for reproduction of pages from the project website.

4.2 Dedicated Email and Postal Address

A dedicated email address was created to enable members of the public to issue their feedback regarding the development proposal. The email address was : info@ballinclarequarryrestoration.ie.

Kilsaran also provided details of its postal address so that interested members of public could provide feedback or submit queries in respect of the proposed development:

Ballinclare Quarry Restoration Project,
Kilsaran Concrete,
Piercetown,
Dunboyne
County Meath.

4.3 Letters to Residents

On 8 October 2020, having regard to restrictions on movement and social contact imposed in light of the Covid pandemic, information letters were sent by post to 46 No. homes, residential properties, farms and commercial properties within a 500m radius of the application site and to residential homes and other properties along the L1157 local road leading to it from the R772 Regional Road.

These letters informed local residents / recipients about the proposed development at Ballinclare Quarry and directed them to the dedicated project website for more information and invited them to submit any queries or feedback they may have had about the project via the website. Contact e-mail and postal addresses were also provided in the letter for those that preferred to respond via e-mail or post.

It should be noted that the initial effort to post letters directly to local residents / properties identified principally by their townland name and Eircode was only partially successful, and a number of letters were returned to Kilsaran's offices by An Post as its field personnel could not identify the local resident / property on the basis of their unique Eircode reference. The outstanding letters were hand delivered to the remaining homes on dates between 16 November 2020 and 17 November, and the date for receipt of replies extended to Monday 14th December 2020.

See Appendix 5 for a copy of the Letter to Residents.

4.4 Consultation Period and Opportunities to Issue Feedback

The public consultation period began with issue of letters on 8th October 2020, as described above. The consultation period was extended on two occasions, with the initial deadline of 6th November 2020, extended to 20th November 2020, and then extended again to Monday 14th December 2020. This was due to a request for such an extension being made by a number of local residents and the unforeseen failure to deliver letter notifications, as described in the previous section.

As can be seen all the mediums of communication referred the recipients to the project website, as this was the focal point of communication regarding the proposed project. Members of the public who wished to make their views known, did so by emailing the dedicated email address or posting a submission to the postal address provided.

There were 15 submissions received from the public, which are reproduced in Appendix 6 and recorded and tabulated in an Excel sheet in Appendix 7. Note, that one submission was signed by 13 other co. signatories. For the purposes of confidentiality all personal identifiers have been removed from the tabulated responses.

5.0 FEEDBACK FROM PUBLIC CONSULTATION

This Chapter of the report presents details of public participation in terms of feedback received during the public consultation period. Each submission has been reviewed and taken into consideration in the finalisation of the design proposals. As described previously, there were 15 written submissions received from the public, with one submission signed by 13 co-signatories.

As described, personal identifiers of the individual members of the public who made submissions is not documented in this report. Instead, anonymised responses were tabulated and assigned a reference number, as detailed in Appendix 6.

For the purposes of consistency, the issues raised, as will be described in the following sections, were categorised as per their relating environmental issue and in most cases the relevant EIAR chapter. These categories are outlined in Table 3 below.

Table 3: Consultation Issues Raised as per Category Assigned

Issued Raised per Category	
General Comments	31
Waste	2
Biodiversity	19
Lands and Soils	7
Water	6
Air and Climate	9
Noise	2
Access, Road Infrastructure and Traffic	28
Operating Hours / Period of Works / Site Restoration and Contributions	12
Population and Human Health	3
Quantity, management and type of material	5
EPA Licence Application	4
Cumulative Impacts, Indirect Impacts and Interaction of Effects	2

The following sections provide an overview of the key points received as part of the consultation process undertaken with the public between 8th October 2020 and 14th December 2020. Submission points are presented as per the relevant category assigned.

5.1 General Comments

1. Consultees requested Kilsaran erect a security type fence along parts of the site boundary that borders other landowners prior to commencement of the works. It was suggested that trespassers have used neighbours land to access the site in the past. **Kilsaran has provided an undertaking to survey and upgrade / secure boundary fencing prior to commencement of development. Refer to Chapter 2 of EIAR.**
2. One local resident stated that they had lived near an operational quarry for the better part of their life (43 years), as have many of the other residents. The Ballinagran Landfill and many other smaller inert waste facilities and other quarries in the area, were referenced, and it was stated that the area feels more like a dumping ground for Dublin and surrounding counties. Reference was also made to the regular 'explosions', the noise and dust from rock crushers grinding and the speeding trucks moving material on 'woefully substandard' local roads. It was asked why the local residents should now have to face potentially a further 20 years of traffic of up to a truck every four minutes, noise from those trucks and bulldozers spreading and compressing an imported material and the grading and crushing of builder's material. **Having regard to the conclusions presented in the EIAR accompanying the planning application and the permitted, pre-existing land use at the application site, Kilsaran considers that the environmental impact of the proposed development is broadly acceptable.**
3. It was stated that while the restoration of the quarry site back to a natural state in keeping with obligations to biodiversity under the EU 2020 biodiversity policy, restoration will only be complete after use ends (up to 20 years as per the plans) and in the meanwhile, the development and operation will have a considerable negative impact on the local and natural environments (e.g. destruction of existing habitats, via road widening on the L1157 - a 'country lane') and on the lives of the local people (through increased traffic, noise, pollution, all contributing to an increasingly changed character of the rural environment to a more industrial one). **Many of the impacts associated with the proposed development are similar in nature to those generated by long-established extractive land use at the application site. The L1157 local road widening proposals merely provide for localised pavement widening and verge strengthening and will not require any tree felling or hedgerow removal.**
4. It was stated that the local area is already 'saturated' with quarrying, landfill, infill, and contouring operations that combined, have had an adverse impact on the local community and the natural environment, altering the character of this rural location, of which National Botanic Gardens Kilmacurra forms an integral part. It was felt that this area of Wicklow has increasingly become a 'dumping ground' for the wider Leinster region and, as such, is bearing a burden far beyond what is acceptable. It was asserted that the proposed development and its impact cannot be considered alone but must be aggregated with those existing in the vicinity (not represented on the map of the surrounding land use / development), to give a true picture of the impact on the neighbourhood and on the natural environment. **The application site is considered to be optimal for the proposed management of inert construction wastes arising with in the region, refer to Chapter 3 of the EIAR (alternatives). The cumulative impact of the proposed development and any pre-existing or planned future development is addressed under various topic headings in the EIAR.**
5. It was submitted that further consideration must address both existing haulage routes approved for HGV use and articulated lorries and those routes which were actually used, allegedly in breach of permissions. It was further stated that the lack of capacity of the local authority to enforce conditions related to haulage routes is also a major concern. It was asked how it was proposed to stop HGVs accessing the site using the L1113 as an access route to and from the M11. **Kilsaran considers that development proposals can only be considered on objective merits and should not be prejudiced on the basis of actions by third parties or non-actions by regulatory / enforcement authorities.**

6. It was observed that the proposal includes road widening, strengthening and provision of an overlay along the section of the L1157 from the proposed site to the Tap. It was asked whether the EIAR and an AA / NIS extend to this road along which there are many mature trees, and which is a corridor for wildlife. It was further queried what provisions would be put in place to stop mud (in wet weather) and dust (in dry weather) accumulating on the road and entering the watercourses. It was stated that a site on this road had been used in recent years for filming and coordination of activity for various films. It was queried what impact will the increase in traffic and change to the existing road character have on future potential use for filming, which provides welcome local employment. **The works proposed along the L1157 Local Road (to be undertaken by or at the behest of the Local Authority) are of limited scale and essentially constitute maintenance and road safety improvement works including road strengthening, localised pavement widening and verge strengthening. They will not impact any existing trees or hedgerows. Measures to address dust and mud carry long the local road are detailed in Chapter 8 of the EIAR. The site used for occasional filming is located at Kilmacurra Quarry, approximately 500m to the west of the application site. As it is more likely to be accessed via the L1113 Local Road, there is unlikely to be any conflict between traffic moving to this location and that moving to and from the application site.**
7. It was stated that it is normal practice to notify people and businesses in a locality of such developments, either directly as part of local consultation, through correspondence, or notification in local newspapers. It was further stated that the Applicant failed to do this, thus excluding views of people in the area. **This report presents details of the pre-planning notification and consultation exercise undertaken by the Applicant. It is the first stage in a process which provides multiple opportunities for stakeholders and interested parties to engage in the project planning and statutory decision-making process.**
8. One submission recognised the need to develop the site in view of the history of Kilsaran's business at the Ballinclare quarry and that the east coast is 'crying out' for a landfill of this nature. However, the respondent admitted that as a local business owner with a certified organic horticultural business based close to the quarry, there were concerned about the development. **Concerns around potential impacts associated with environmental emissions are addressed in the EIAR Chapters on Water, Noise and Air Quality.**
9. One submission highlighted a number of general concerns regarding noise, air and water pollution. It was asserted that nobody wants to have to listen to the constant noise of machinery and trucks (especially reverse warnings) all day. It was further emphasised that it is a very peaceful area. Further emphasis was placed regarding the Kilmacurragh botanical gardens and Deputies Pass nature reserve. **As above, concerns around potential impacts associated with environmental emissions and at surrounding amenities are addressed in the EIAR Chapters on Water, Noise and Air Quality.**
10. A general query was asked as to how concerns of residents in the area concerns are to be addressed. **Concerns expressed by local residents through this consultation process will be addressed insofar as possible in the EIAR accompanying the planning application and through the statutory public consultation process at the planning stage.**
11. It was submitted that if there are any plans to name or rename any aspects of area, that Irish language names (Baile an Chláir - <https://www.logainm.ie/ga/55404>) be given thought and priority. **Kilsaran is not aware of any policies or plans in this regard.**
12. It was requested that should the application proceed, the Applicant outline all of the steps within the process, from pre-application to final determination, any target dates for reports, submissions or public engagements. **Outline dates for the finalisation and submission of the planning application were identified on the project website at consultation stage. Undertakings were provided to a number of local residents who requested it, that Kilsaran would notify them once its application**

- had been submitted to An Bord Pleanála. Kilsaran has declined to provide any guidance on timelines for the planning decision making process as this is entirely out of its hands.
13. It was stated that the current information available on the website given is limited and whereas it may fulfil an initial public relations role, it is 'obviously just top line' and insufficient in relation to assessing the impact of the proposed development on the locality and community. **Kilsaran considers that it provided sufficient detail at consultation stage to enable members of the public to identify and articulate any concerns they may have had in respect of any development impacts. As detailed development proposals and impact assessments had not been finalised, it was not appropriate to put these into the public domain at consultation stage.**
 14. It was requested that details be provided of the steps and measures undertaken to engage with all the close neighbours of the site thus far, and the plans and timelines (if any yet) in relation to the extent of full public consultation to be undertaken in future. **This report presents details of the pre-planning notification and consultation exercise undertaken by the Applicant. It is the first stage in a process which provides multiple opportunities for stakeholders and interested parties to engage in the project planning and statutory decision-making.**
 15. It was queried if an EIA had been carried out, and if so, by which authority. If such an assessment had been carried out to please supply the EIAR. If it had yet to be carried out, Kilsaran was requested to supply all relevant information in relation to the scope of the assessment to ensure that it includes not only the site itself but also all areas that will be affected by the access route and subsequent traffic during both development and operation. It was also asked to advise the intended timeline in relation to conducting the EIA. **A detailed EIAR has been prepared in respect of the proposed development. As detailed development proposals and impact assessments had not been finalised, it was not appropriate to put these into the public domain at consultation stage.**
 16. One submission queried if there were any proposals in relation to any pre works surveys on neighbours surrounding the site? **No pre-development survey works are envisaged as part of this development proposal. Kilsaran recognises its responsibilities to local communities and employs a 'good neighbour' policy at all of its operational locations. The company actively engages with local residents, property owners and rural based enterprise owners in addressing and resolving (insofar as practicable) any issues of concern to them.**
 17. It was asked what proposals are envisaged for building and maintaining good public relations between Kilsaran and the neighbours of the site that will be directly impacted by its development and operation. **As previously noted, Kilsaran recognises its responsibilities to local communities and employs a good neighbour policy. At Ballinclare, the company will continue to develop and maintain good working relationships with surrounding residents and businesses. Key management personnel will be readily contactable and approachable and will engage constructively with local residents in addressing and resolving (insofar as practicable) any issues of concern to them.**
 18. One submission stated that the final details of the proposal are awaited including the various required reports. It was stated that Kilsaran had explained that these could not be shared prior to the planning application due for lodgement, after which a full and detailed assessment of the proposal could be made. **Noted. When final details of the development are furnished to An Bord Pleanala, there will be a further opportunity for interested parties to share their views and concerns in submissions to the Board.**
 19. One submission acknowledged a commitment to ensure direct contact notification the day that the planning application is submitted to the Board for consideration. **Noted. Kilsaran provided a verbal undertaking to several consultees who sought such notification.**
 20. It was stated that based on the information supplied, that Kilsaran's proposed development plans and planned operation of the Ballinclare Quarry Landfill will most likely have a detrimental effect on the area and on the quality of life on those living therein, not to mention the potential damage that

could be done to the livelihoods of those trying to operate any form of local trade. **Having regard to the conclusions presented in the EIAR accompanying the planning application and the permitted, pre-existing land use at the application site, Kilsaran considers that the environmental impact of the proposed development is broadly acceptable.**

21. One submission stated that given that the opportunity to comment is primarily a consultation stage, prior to any application being made, it was appreciated that Kilsaran are unlikely to cease plans on the basis of local objections, though that is the wish. It is felt that there are a number of mitigating measures that could be included in the application that would go some of the way towards allaying the serious concerns surrounding the re-opening and subsequent operation of the Ballinclare site. Seeing some of these concerns reflected in the planning submission would potentially demonstrate to the local community that Kilsaran are wholly intent on taking the whole community welfare into serious consideration as opposed to only prioritising the fiscal needs and wants of Kilsaran without any regard to the locality and the locals. **Kilsaran recognises the concerns of the local community and has provided undertakings in the EIAR to implement a range of mitigation measures to control and minimise environmental emissions and potential nuisance and to ensure that they are within socially acceptable and/or environmentally sustainable limits.**
22. A commitment to full and proper engagement with locals on environmental concerns plus a financial commitment for the drawing up and implementation of effective plans to mitigate any potential effects identified, is sought. **Noted. Kilsaran considers that it has demonstrated its *bona fides* in this regard through its engagement in the pre-planning consultation exercise and in the commitments and undertakings it has made in the EIAR.**
23. A commitment to local property owners was sought that any damage caused to their property, to include, but not limited to, boundaries, grass verges, walls, etc. shall be repaired 'post haste' at the Applicant's expense. **As previously noted, Kilsaran will actively engage with local residents to resolve (insofar as practicable) any adverse impacts, issues or concerns associated with its site activities.**
24. One submission observed that Kilsaran are unwilling to furnish reports required for planning prior to your application date. It was asked that Kilsaran at least furnish the local community with a list of all the reports being prepared and the names and companies of those preparing said reports. Likewise, it would be appreciated if the applicant could supply A1 printed copies of the proposed development plans for Breagura Road. **Kilsaran considers that it provided sufficient detail at consultation stage to enable members of the public to identify and articulate any concerns they may have had in respect of any development impacts. As detailed development proposals and impact assessments had not been finalised, it was not appropriate to put these into the public domain at consultation stage. These will be available for inspection and review when the planning application is submitted to An Bord Pleanála.**
25. One submission stated that over the last 20 years the community had been affected by the imposition of the Greenstar municipal landfill, issues relating to the blasting from Ballinclare Quarry in its previous incarnations, and the Compulsory Purchas Orders of land and subsequent related works for the building of the M11. **Kilsaran considers that development proposals can only be considered on their objective merits and should not be prejudiced by the actions of third parties.**
26. One submission highlighted the existence of a woodland management and wood craft business located on a property located adjacent to the quarry site. **Noted. Concerns around potential impacts associated with environmental emissions and surrounding properties are addressed in the EIAR Chapters on Water, Noise and Air Quality**
27. One submission recognised that the quarry is an asset to Kilsaran and that in business terms it makes sense to utilise it. However, it was further stated that there cannot be any justification for its use as a landfill site on environmental or ecological grounds as the importing of waste using HGVs to site

would completely contradict any proposed benefit. **The need for the proposed development is addressed in the EIAR. Construction and demolition waste (largely soil and stone) arising from conduction activity has to be transferred to a well-managed waste facility, which will invariably entail haulage by road by HGV. It is Kilsaran's view that the proposed development at Ballinclare Quarry is a well located and appropriate receptor site for such waste.**

28. One submission advised of 'total disagreement' with commercial development at the subject site, emphasising concern regarding the scale of the operation, in particular. It was stated that Kilsaran was very unlucky to have their quarrying operations halted by the discovery of the naturally occurring asbestos and the need to make a commercial decision about the site. However, many of the locals need to protect their own interests and that of the environment by insisting on enforcement of restrictions. **Noted. Kilsaran considers that the proposed development provides an optimal solution in addressing a development need while also providing for long-term restoration of the former quarry and recognising concerns about the long-term safety and security of the site.**
29. It was submitted that the original time scale for this public consultation was far too short, especially in during a time of lockdown due to the coronavirus pandemic. However, thanks were also expressed for the extension requested. It was stated that if this was a meaningful consultation, they would anticipate hearing back from Kilsaran soon, before the application is made, to discuss concerns and plan for a mutually beneficial outcome. Disappointment was also expressed regarding the 'democratic process' that this is going straight to the Board and not via Wicklow County Council, although, it was understood that this was not the decision of the local authority or Kilsaran. **Kilsaran considers that it accommodated concerns in respect of the duration of the consultation period by twice extending it (as described in Chapter 4 of this report) and provided ample opportunity for local residents to provide feedback on their concerns. The Board will recognise that concerns about the planning consenting process are dictated by legislation.**
30. One submission asserted that the proposed development would greatly affect themselves, their family and their business of farming. **Concerns around potential impacts associated with environmental emissions and surrounding properties are addressed in the EIAR Chapters on Water, Noise and Air Quality.**
31. One submission acknowledged a good working relationship with Kilsaran and stated that it was very much hoped this would continue into the future, with full disclosure between both parties at all times. **Kilsaran notes the above. It trusts that it testifies to, and provides ABP with some reassurance around, its commitment to good working relationships with its neighbours.**

5.2 Waste

1. Clarity was sought regarding a definition of 'inert' and whether domestic waste would be deposited in the landfill. **Refer to Chapter 2 of the EIAR.**
2. Clarity was sought regarding how the waste be graded / examined in order to filter out non-inert materials. **Refer to Chapter 2 of the EIAR.**

5.3 Biodiversity

1. It was suggested that impact must be considered, not on the site alone but all along the access and egress routes. It was highlighted that the L1157 has many mature trees and provides a habitat for much flora and fauna. It was further suggested that the disturbance of this activity will be 'devastating' for the wildlife currently occupying this site, particularly the Peregrine Falcons and Kestrels nesting on the cliffs. **Many of the impacts associated with the proposed development are similar in nature to those generated by long-established extractive land use at the application site, including road haulage along the L1157 local road. The local road widening proposals merely**

- provide for localised pavement widening and verge strengthening and will not require any tree felling or hedgerow removal.**
2. It was queried a number of times whether the full ecological and environmental assessments have been carried out. One submission queried why this was not included on the project website. **Details of the ecological assessment undertaken for this project are provided in Chapter 5 of the EIAR accompanying the planning application.**
 3. It was further stated that the site needs to be surveyed for and provisions made for the following species, all of which exist on or around the quarry site currently. Peregrine Falcon, Kestrel, Sand Martin, Yellowhammer, Frog, Lizard, Newt, Greater Broomrape, Badger and the fish and invertebrates of the Potters River and tributaries. Most of these named species have a high protection level owing to their scarcity or reduction in numbers / distribution nationally. **Details of the findings of ecological field surveys are presented in Chapter 5 of the EIAR.**
 4. It was noted that upon review of the Consultant's report, it is believed that all photos included are mid-winter views, when vegetation is at maximum senescence and deciduous trees are completely defoliated. It was further suggested that mid-summer would show an entirely different perspective as drivers of rural roads would be aware. **Details of a springtime inspection are presented in Chapter 5 of the EIAR.**
 5. The terms of the Wildlife Act 1976 with regard to hedge cutting (Section 40) are highlighted and it is suggested that any expectations by Kilsaran to seek exemptions in order to increase visibility on this high hedged minor rural road would not be countenanced. **Hedge cutting along the public road is the responsibility of local landowners. Kilsaran has no reason to believe that local landowners would undertake such work during the nesting season (between 1 March and 30 September).**
 6. Concern was raised regarding the existing nature and wildlife at the quarry site. It is queried what kind of surveys have been carried out. The existing wildlife that are found in the subject site are emphasised. **Details of the ecological assessment undertaken for this project are provided in Chapter 5 of the EIAR accompanying the planning application.**
 7. It is queried whether it is necessary to fill the quarry to the top and whether some of the cliff could be left for the nesting birds. The protected bird species that are found living in the wider area are emphasised. **Kilsaran considers that it is appropriate to restore the landform at Ballinclare Quarry to better merge it back into the local landscape, cover bare exposed rock and eliminate the potential for long-term erosion / weathering and potential rockfall.**
 8. It is requested that if tree planting is planned on the site, that Sitka is not used and instead native Irish trees, as would naturally occur in the area, are used to restore the habitat. **This restoration proposal provides for establishment of only local / native Irish plants, shrubs and trees. No provision is made for establishment / planting of Sitka in this application.**
 9. It is requested that the heavy tree-lined aspect and beauty of Breagura Road (L1157) needs to be protected and that assurances regarding same are put in place. **The local road widening proposals merely provide for localised pavement widening and verge strengthening and will not require any tree felling or hedgerow removal.**
 10. It is highlighted that in previous experience trees have been wrongly cut down, in the early hours of the morning, during the development of the N11 motorway a few years ago. **Kilsaran considers that development proposals can only be considered on their objective merits and should not be prejudiced by the actions of third parties in the past.**

11. Concerns regarding the impact on Deputy's Pass SAC / Glenealy woods, a neighbouring private forestry, Kilmacurragh Gardens and the wildlife found in same are raised. **Refer to Chapter5 of the EIAR.**
12. One submission stated that they had plans to use the woodlands as an educational resource, and this is now thrown into disarray due to the unknown factors surrounding the operations of the landfill. **Concerns around potential impacts associated with environmental emissions and surrounding properties, including the surrounding woodlands to the north are addressed in the EIAR Chapters on Water, Noise and Air Quality.**
13. It was stated that the term 'restoration' is disingenuous in relation to this project and that the current landscape of cliffs, lake, wetland, rough grassland and young woodland have a beauty and richness of their own. Comparison is made to the Dalkey quarry site in south east Dublin and it is suggested that, although, this and every other quarry stem from an industrial extraction operation, they are sometimes as beautiful and rich as many a natural landscape. **Kilsaran considers that this quarry, were it not backfilled / landfilled, would differ from Dalkey Quarry in that that the presence of a large unattended groundwater body will give rise to a number of risks which would essentially require public access to the site to be restricted and prevented indefinitely.**
14. It was stated that the sub-soil finish should be suitable for wildflower meadows and heathland and native woodland planting around the edge. It was further stated that there is a disagreement with the cutting and mulching of existing scrub and vegetation at the start of operations as this is already rich in flora and fauna and should be kept as part of the restoration. **As indicated in the restoration plan, it is proposed to establish grassland cover over the final landform at the application site and to allow it to be colonised naturally thereafter by native plants. Some site clearance works will need to be undertaken at the outset of the project to facilitate the proposed development and are unavoidable. Further detail is provided in the Biodiversity Chapter of the EIAR.**
15. It was requested to install deer fencing around the site to stop them entering the woodlands at Carrigmore and Ballinclare which are managed under continuous cover methods. The same submission and landowner highlighted that their trees are heavily damaged by deer entering from the quarry site now. **Kilsaran has provided an undertaking to survey and upgrade / secure boundary fencing prior to commencement of development. Refer to Chapter 2 of EIAR.**
16. Proximity of the site to working agricultural land, and in particular, the National Botanical Gardens Kilmacurragh, was highlighted. It was asked what precautions are being put in place to deal with the prevention of the spread of noxious weeds in this area, either on site or during transport to site. It was further queried that should there be a subsequent outbreak of noxious weeds, what contingency plans and financial supports are being proposed to deal with both ongoing containment and / or eradication. **An invasive species management plan will be prepared and implemented at the proposed waste facility. As with similar licensed facilities, an EPA waste licence for the proposed facility will likely include a condition that such a plan be prepared and submitted to it for approval prior to commencement of site activities.**
17. It was requested that a plan for dealing with invasive species brought to site intentionally or accidentally should be put in place. It should consider Japanese Knotweed, Himalayan Balsam and Giant Hogweed, which if introduced could spread over the site and into neighbouring lands and river courses. **Refer to response to Point 16 above.**
18. It was further suggested that with Kilmacurragh Gardens and Deputy's Pass nature reserve being pushed as tourist destinations, the proposed landfill is not in keeping with this. **Concerns around impact of environmental emissions at Kilmacurragh Gardens are addressed in the EIAR Chapters on Water, Noise and Air Quality.**

19. Assurance was sought that no trees or hedgerows or their root structures be affected by any road strengthening or widening and that any culverts shores or drains not be disturbed as they are part of a structure that facilitates the drainage of a resident's lands. It was further stated that any road widening beyond the metalled surface should only be done with the landowners' consent. **Road widening proposals to accommodate the proposed development merely provide for localised pavement widening and verge strengthening within the existing public road curtilage and will not require removal or otherwise impact any roadside drainage or incursion onto any private land.**

5.4 Land and Soils

1. Reference to the closure of Ballinclare Quarry due to a seam of asbestos being uncovered, is made. It was requested that the specifics of this site, which has remained closed since, that makes it a suitable site for landfill be explained. It is also requested to outline the current status of the asbestos that was discovered on the site and whether any further works on the site could expose any more asbestos or whether any of the wastewater run offs or any other activities on the site could be cause for any additional asbestos contamination. **There is no risk to public health posed by naturally occurring asbestos, as it tightly bound within the host rock formations at Ballinclare. The proposed development will provide for the placement of landfill clay liners across the exposed rock faces at the quarry. This should provide further reassurance to the general public and remove any cause for concern in respect of the long-term health risk associated with the naturally occurring asbestos within existing rock exposures.**
2. It was asked, what are the proposals for preparation of the site by way of lining the base to guarantee prevention of any contamination seeping into the bedrock. **Refer to Section 2 of the EIAR.**
3. One submission queried whether the filter beds will be filled in and will the ditch created from the soil and rocks of the filter beds bounding their forestry site be removed. **Existing surface water settlement / treatment ponds will be replaced by an integrated constructed wetland to treat and remove any sediment, metals and organics associated with proposed inert C&D waste facility.**
4. Due to the fact that there is naturally occurring asbestos in the quarry and possibly across much of the exposed rocky surfaces, it was suggested that there needs to be a detailed technical plan for dealing with this, both initially while preparing the site and over the life span of the project. **There is no risk to public health posed by naturally occurring asbestos, as it tightly bound within the host rock formations at Ballinclare and will not be excavated or blasted as part of the proposed development. In the long-term, the placement of a clay liner and backfilled soil / inert waste against any exposed rock faces will remove any cause for concern in respect of the long-term health impact associated with the naturally occurring asbestos.**
5. There was a question raised over the material (subsoil and building waste) brought to the north western corner of the site (next to the council yard), shortly after the closure of the quarry. The material was brought in through the council yard and filled in a wetland. **No waste materials have been imported to the application site. Any materials handled or transferred across the site have been excavated or generated within the existing quarry footprint, in accordance with pre-existing planning permission. Any remaining residual waste from past permitted activities remaining on site will be either recovered at the proposed development at the outset or removed off-site and directed to an authorised waste recovery or disposal facility.**
6. The Nature Matters Forest school raised concerns regarding possible resulting contaminants and asbestos that will be in the environment and the river where the children spend time exploring and learning. **As noted in Points 1 and 4 above, naturally occurring asbestos in host rock formations at Ballinclare Quarry presents no risk to human health. The placement of landfill clay liners across**

the exposed rock faces and the backfilling of the quarry will remove any cause for concern in respect of the long-term health risk.

7. It was submitted that given that the site was closed because of the discovery of naturally occurring asbestos, assurance should be provided that the preparation and operation of this site will not result in the release of such materials into the surrounding watercourses and/or the air surrounding the site. What monitoring will prevent such occurrence? **No rock will be excavated or blasted as part of the proposed development. Refer to Points 1, 4 and 6 above. As the naturally occurring asbestos is bound tightly within host rock formations, it will not escape or become airborne.**

5.5 Water

1. Guarantee was sought that that the materials deposited in the landfill will not affect the watercourse and general concerns were raised regarding the risk of contamination of and/or disruption to the groundwater supply and to Potters River. One submission outlined that a business is dependent on a network of wells and emphasised the point of good water quality. **The impact of the proposed development on the local surface water and groundwater environment is assessed in Chapter 7 of the EIAR.**
2. Certainty was requested regarding the monitoring of surface water as well as, noise, dust, and ground water. **Preliminary proposals in respect of surface water and groundwater monitoring are presented in the Water Chapter of the EIAR but will ultimately be agreed with the EPA under the terms of any waste licence issued in respect of the facility.**
3. It was queried whether there was a water management plan in place for wastewater and preventing any contamination of either the water table below, the streams and waterways surrounding the site or any of the lands in the adjacent area. **All surface water and groundwater in contact with the infilled soil and stone / C&D waste and any run-off across the site will be diverted to the proposed integrated wetland facility and treated prior to off-site discharge to the Potters River. Impacts on groundwater in the surrounding poor aquifer will be minimised by the low permeability clay liner constructed around the base and side of the proposed inert landfill.**
4. A query concerned the dewatering of the quarry prior to landfill activities, and if this would be discharged into the Potters River. The potential for significant environmental effects were raised in this regard. **The quarry was previously dewatered on a continual, ongoing basis, in accordance with the terms of a discharge licence issued by Wicklow County Council. The current discharge licence provides for the on-site treatment of any surface water / groundwater ponded in the quarry void prior to its discharge off-site to the Potters River. Dewatering can proceed under existing consents, irrespective of whether or not the proposed waste project is consented or not. Further details are provided in the Water Chapter of the EIAR.**
5. A point was made that owing to the depth of the quarry, the lining that is intended to prevent unwanted toxins seeping into the many local wells including the five at Carrigmore, is not trusted. **It is emphasised that the proposed landfill will provide for the disposal of inert C&D waste only, principally excess soil and stone from construction sites. The clay liner to be constructed on the base and sides of the proposed inert landfill will comply with existing waste manage design standards and will provide the required level of protection to the surrounding poor aquifer.**
6. One landowner expressed their dissatisfaction regarding the proposal to discharge water from the site via the dyke in their field to Kilmacurragh Stream. The submission further stated that this should only be done with prior consent as this has not been its passage in the past. **The long-term restoration plan for the proposed development seeks to re-establish similar drainage flows for the restored landform to those that existed prior to the quarry development and as such provides for**

off-site discharge of stormwater run-off from the south-eastern corner through existing drains / streams nearby which lead to the Kilmacurragh Stream.

5.6 Air and Climate

1. Possible dust arising from landfill or C&D activities was noted as a major concern. **The dust related impacts of the proposed development at all surrounding sensitive receptor locations are assessed in Chapter 8 of the EIAR. It should also be noted that dust control measures and dust emission limits will be subject to regulation, oversight and audit by way of any waste licence issued by the EPA in respect of the proposed facility. A formal complaints receipt and response procedure will be established and implemented in line with licence requirements and will also be subject to oversight and audit by the EPA.**
2. Reference was made to the expected high levels of dust arising from the processing plant, the landfill and the truck traffic, as well as the quantity of diesel smoke that a development of this scale will emit. **Proposals to minimise dust emissions and mud carry onto the local road network are presented in the Chapter 8 of the EIAR and include dust suppression, use of existing wheelwash and deployment of a road sweeper to clean the public road (if and when required). Dust emissions will be subject to control and oversight by the EPA under the terms of any waste licence issued in respect of the proposed facility.**
3. It was requested that monitoring stations be put in place to record noise, dust and water quality. **Preliminary proposals in respect of environmental monitoring are presented in the EIAR but will ultimately be agreed with the EPA under the terms of any waste licence issued in respect of the facility.**
4. One submission described an experience, that during the M11 development, there was a significant increase in both noise and dust pollution from the trucks going to and from the Ballinclare Quarry site. In this regard it was queried what were the proposals for dealing with this situation and the plans to keep the roads clean and dust free and the compensations for residents who will have to “constantly clean their properties”. **As previously noted, Kilsaran considers that development proposals can only be considered on their objective merits and should not be prejudiced by past actions of third parties. As noted in Point 2 above, proposals to minimise dust emissions and mud carry onto the local road network are presented in the Chapter 8 of the EIAR.**
5. Submissions received also sought commitment to ongoing investment in measures or services required to keep the surrounding roads and properties clean from any dust or debris caused by operations or trucks travelling to and from the site. **Refer to Points 2 and 4 above.**
6. One submission noted that a decision to work from a local landowner’s property / land was partly due to its location as well as the quality of the local landscape. It was described as a great concern that the quarry could now become a busy, noisy and potentially dusty environment, thereby spoiling the current atmosphere with imported waste materials from other counties. **Many of the environmental impacts arising from the proposed development are similar in nature and scale to those generated by permitted land use and previous activities at Ballinclare Quarry. Concerns around the impact of environmental emissions are addressed in the EIAR Chapters on Water, Noise and Air Quality.**
7. Concerns were raised regarding carbon emissions generated by haulage and on-site machinery. **Construction and demolition waste (largely soil and stone) arising from construction and development activity has to be transferred to a well-managed waste facility, which will invariably entail haulage by road by HGV. It is Kilsaran’s view that the proposed development at Ballinclare Quarry is a well located and appropriate receptor site for such waste. The impacts of the proposed development on Climate are assessed in Chapter 9 of the EIAR.**

8. One submission stated that they were fundamentally opposed to the proposed developments on the grounds of sustainability. Emphasis was made with regard to the dangerous period of rising CO₂ levels, habitat degradation and biodiversity loss. It is further stated that the State is trying to reduce the country's carbon footprint and it is suggested that this project will bring vast quantities of inert waste material mostly from Dublin to rural County Wicklow by diesel trucks thus 'spewing countless tones of CO₂ and particulate matter into our atmosphere'. **Refer to Point 7 above.**
9. Another concern raised was the possible dust or scum that may be afflicted on the public road by H.G.V. traffic exiting the facility, giving rise to the necessity to wash cars a lot more often, which it is suggested has been the case in the past. **As previously noted, proposals to minimise dust emissions and mud carry onto the local road network are presented in the Chapter 8 of the EIAR. As previously noted, dust control measures and dust emission limits will be subject to regulation, oversight and audit by way of any waste licence issued by the EPA in respect of the proposed facility.**

5.7 Noise

1. It was suggested that there would be considerable noise levels arising from the work onsite. It was further suggested that although this may not equate to the noise arising from former levels of blasting, etc., the mere operation of mechanised equipment brings a level of disturbance to what is currently a peaceful area. **The noise related impacts of the proposed development at all surrounding sensitive receptor locations are assessed in Chapter 10 of the EIAR. It should also be noted that noise control measures and noise emission limits will be subject to regulation oversight and audit by way of any waste licence issued by the EPA in respect of the proposed facility. A formal complaints receipt and response procedure will be established and implemented in line with licence requirements and will also be subject to audit and oversight by the EPA.**
2. The Nature Matters Forest School raised concerns including the noise that would result from the level of heavy machinery that would be coming and going and working at the site, which will have a direct impact on their teaching sessions. **Refer to Chapter 10 of the EIAR.**

5.8 Access, Road Infrastructure and Traffic

1. It was suggested that the current infrastructure is inadequate to deal with the proposed volume and weight of traffic to Ballinclare, necessitating widening, strengthening and providing an overlay along the L1157. It was further suggested that these measures proposed within the plan, essentially change the character of the neighbourhood and will likely attract increased volumes of traffic from the surrounding areas aside from the Ballinclare traffic. **There is a history of traffic movements on the local road network associated with permitted quarrying activity. It is noted that carriageway repair, strengthening and overlay works were agreed for L1157 under the current permitted activities at the existing quarry site as granted permission under Planning Reg Ref 14/2118. The proposed road improvement measures include for road repair, carriageway strengthening, and a localised scheme of carriageway widening designed to ensure that the road can satisfactorily accommodate all local traffic, including that generated by the proposed development at the application site.**
2. It was queried what assurances could be given that such a widened and strengthened access road will not be used as an argument to request planning permission for future quarrying / landfill activities in this area? **Kilsaran has no plans for further development in the area beyond that at the existing quarry. It cannot speak to the intentions of third parties, but any development will be subject to planning control.**

3. It was suggested that by creating a more industrialised area through the development and operations and by upgrading the infrastructure accordingly, the rural character of the neighbourhood may become irretrievably lost. **No new development is proposed outside existing quarry footprint. The proposed road works are chiefly repair and strengthening works with relatively modest road widenings to accommodate the passage of larger vehicles. The proposed works will not significantly alter the character of the road.**
4. It was suggested that, taken alone, the mere volume of traffic, noise and pollution will lead to a considerable loss of amenity. **The proposed development is at a site already permitted to operate locally. The proposed development will not give rise to additional traffic. Where traffic has been redistributed appropriate mitigation measures are proposed.**
5. A local farmer and landowner suggested that the proposal envisages a very significant increase in heavy vehicular traffic, possibly in excess of 300 movements per working day. With regard to same, the submission expressed grave concerns for the safety of themselves, their family, their agents, their employees and their livestock. **The permitted development has permission to generate 150 HGV per day. Depending upon the mix of haulage vehicles, the proposed development is forecast as likely to generate an average of 115 HGV per day. The applicant seeks to maintain the same upper limit of 150 HGV in the interest of flexibility in operating a commercial enterprise. There will be an increase in the use of L1157 under the current haul route regime and a corresponding reduction on Coolbeg Road L1113 which Wicklow County Council indicated was desirable given existing road and traffic flow characteristics.**
6. Another submission stated that the proposed haulage route would mean approximately 150 trucks per day on average, or a truck every 4 minutes, i.e. a truck every 2 minutes passing on the local road and that this would be totally unacceptable. **The existing development is permitted to generate 150 HGV per day up to 2040.**
7. It was also submitted that the proposal accommodates for maximum yearly deposits of 800,000 tonnes per year. It was suggested that this would equate to an average of 30 truck movements (15 in and 15 out) per hour. It was also stated that this takes no account of all other service vehicles in and out of the site. This would have a huge impact on the traffic flows in the area. **There will be an increase in the use of L1157 under the current haul route regime and a corresponding reduction on Coolbeg Road L1113 which Wicklow County Council indicated was desirable give the existing road and traffic flow characteristics. EIAR Chapter 14 provides a comprehensive assessment of the various scenarios to assist in the evaluation of the impacts on the receiving road network.**
8. It was further suggested that visibility at an existing entrance along the L1157 used by an existing business / landowner is compromised. The entrance is located adjacent to a slight bend in the existing road. Modern agricultural equipment is of significant size and as a consequence it is necessary to utilize the right-hand side of the road to affect a left-hand entry to the property when travelling from the R772 (old N11) to the property. A similar problem occurs when exiting the property. This route accounts for 95% of the movement at this entrance. The submission further pointed out that there is a field gate opposite this entrance, which is part of the farm, the use of which could be deemed unsafe, even dangerous, with such levels of traffic. **Significant levels of HGV movements are already permitted and established along this section of road under the existing quarry planning permission. Kilsaran is prepared to issue direction to drivers / hauliers that speed should be limited along the local road (subject to agreement with the Local Authority). It is considered that good horizontal alignment provides excellent forward visibility so HGVs can react to the presence of turning agricultural machinery. The proposed improvements to the L1157 will also increase the road width and will provide more space for all road users.**

9. It was also emphasised that on occasions, the road is used for the movement of livestock on foot, which is suggested as an entitlement. It was submitted that high frequency lorry movements would make this exceedingly difficult, if not impossible, given the intolerance to, and ignorance of, livestock displayed by many drivers. **The rules of the road permit those in charge of animals to direct traffic. The proposed development would not make it any more difficult to marshal or herd animals.**
10. Concerns were submitted regarding the damage to field boundaries since the carriageway is narrow at some points. It was stated that any increase in the width of said carriageway will involve interference with the property concerned and will only be achieved by consent. **All proposed works to strengthen and widen the L1157 are within the public road as defined in the Roads Act 1993. The proposed works do not require any third-party lands, will not involve the removal of hedgerow or trees and will not interfere with property boundaries. All works in the existing road will be supervised by the Planning Authority.**
11. It was acknowledged that in the past Ballinclare Quarry in its productive phases did create significant traffic in the area yet contributed significantly to employment and demand for services in the locality, as well as being an excellent source of high-quality quarry products. Emphasis was placed on a strictly defined and enforced traffic management plan, which ensured tolerance and forbearance in the locality. It was thus stated that a landfill without such a plan is unlikely to engender similar sentiment, as there is unlikely to be any benefit to the locale. **Waste acceptance will be by pre-approval only. Haulage contractors and trucks will be assigned to a particular project / contract, so can be easily identified. Any individual driver (or HGV) associated with a specific haulier and/or contract who fails to adhere to the traffic haulage route will be restricted or banned from delivering materials to the facility. This approach has proved very effective in controlling hauliers at other similar developments operated by Kilsaran.**
12. It was queried how the trucks will be restricted to the L1157 and the R772, and how this was going to be enforced. It was considered that drivers will pick the easiest routes for themselves which could potentially take them past homeowners and landowners where they shouldn't be. It was further submitted that the proposed development function at maximum intake within the stated hours of operation, would appear to mean HGVs/truck movements every 4 minutes between the hours of 8am and 6pm. With regard to same it was stated that there should be some method employed to monitor and ensure the stated access route is used. Concern was expressed with regard to drivers taking the L1113 as a 'short-cut'. **Refer to response to Item 12 above.**
13. It was suggested that details of the road upgrade only refer to the L1157 and that parts of this road are not wide enough for trucks to meet safely. It was queried whether all the traffic from the motorway in both directions use the L1157 or will they use the L1113, one way, therefore necessitating the upgrade of this road also. A subsequent submission, queried what provision for traffic coming from the west i.e., Deputy's Pass has been made? **All landfill / waste traffic will use the designated L1157 haul route. Where it makes practical sense some locally generated materials may very occasionally use other routes. Being locally generated, this traffic would likely already be using the local road network to haul materials to another facility in any case.**
14. It was submitted that historically Ballinclare Quarry was serviced mainly by rigid lorries. However, it was stated that there has been a very noticeable and growing trend in the use of articulated tractor trailer lorries for the transport of inert fill materials. It was further stated that such vehicles occupy more road space and are less manoeuvrable especially on small rural roads, certainly where two-way lorry traffic is envisaged on such roads. Motorists, cyclists and pedestrians will inevitably be inconvenienced, if not intimidated and endangered by high frequency HGV movements. **Kilsaran is prepared to issue direction to drivers / hauliers that speed should be limited along this section of local road (subject to agreement with the Local Authority). It is considered that good horizontal**

alignment provides excellent forward visibility so HGVs can react to the presence of cyclist/pedestrians. The proposed improvements to the L1157 will also increase the road width and will provide more space for all road users.

15. The following general queries were submitted: whether there is a proposal to re-instate the one way traffic flow that was once used, i.e. in by the Beehive and out by the Tap or vice versa? Is there a speed limit for lorries on the access road, and who will monitor this? Would the lay-bys be necessary if the one-way system was reintroduced? Who will be responsible for maintaining the access road if it carries such heavy traffic? **EIAR Chapter 14 sets out the assessment criteria that gave rise to the Planning Authority preference for a revised haul route. The design life of the proposed road improvement scheme exceeds that of the proposed development. Wicklow County Council is the authority responsible for road maintenance.**
16. It was submitted that it would be of interest to see a record of the current volume of traffic on the proposed delivery road, compared to when the quarry was open. A subsequent submission queried what traffic reports / surveys, if any, have been carried out to date and what is the projected modelling in terms of volumes of traffic anticipated. A copy of these reports was requested, be they in existence now or commissioned in the future. **EIAR Chapter 14 provides a comprehensive assessment of the volumes of traffic on the receiving road network both with and without the permitted development (i.e., quarry open and quarry closed) and with and without the proposed development.**
17. It was further requested that that project provides details of the projected volume of traffic that can be expected on the road, both in terms of the site achieving its capacity tonnage allowance per annum versus the expected tonnage delivered per annum. It was further emphasised that projections regarding tonnage also include the numbers and frequency of trucks per day, as well as their size and weight. **EIAR Chapter 14 includes the required data and analyses.**
18. It was submitted that the road verges on the L1157 can become pretty poor in winter, with vehicles tossing muck and other debris onto the road. It was suggested that much of this seems to occur as larger vehicles need to pass each other and are forced to encroach onto the road verges. The desire to know if there will be a plan to keep the roads clear of debris, was expressed, especially if the increased amount of traffic on the road adds to this. **The proposed road strengthening and widening scheme is expressly designed to address these matters.**
19. Full details of the proposed access route to and from the site were requested and whether or not it is intended that the last stretch of road leading to the site access will be operated as a two-way system or if instead there will be a one-way loop system operated on the roads that already exist all the way around the actual site. **Two-way traffic is proposed along L1157 – refer to EIAR Chapter 14.**
20. A commitment and feasible plan to guarantee there are no tailbacks of trucks accessing or departing the site at all times of the day, was sought. The submission further requested a better, more enforceable plan for the management of driver behaviour on all access roads to and from the site. It was stated that, unfortunately, the self-policing option being currently proposed seems inadequate. **Access to the operations part of the site is via a two-way avenue from L1157. The existing weighbridge office is located approximately 120m from the site access junction on L1157. Should it be required there is ample linear queuing space for up to 10 HGV (further queuing space is available within the site). There are no records of queuing on the public road over the history of the operation of the existing site. Waste acceptance will be by pre-approval only. Haulage contractors and trucks will be assigned to a particular project / contract, so can be easily identified. Any individual driver (or HGV) associated with a specific haulier and/or contract who fails to adhere to the traffic haulage route will be restricted or banned from delivering materials to the facility.**

This approach has proved very effective in controlling hauliers at other similar developments operated by Kilsaran.

21. One submission outlined that the lands of a property owner, are located on a slow sweeping bend in the road that can be relatively blind to traffic coming from the Ballinclare Quarry in the direction of the Tap Pub. For this reason, it was strongly argued that frequent truck traffic travelling in this direction would be a serious danger. Having two-way traffic on this narrow road, and in particular on this bend was considered a serious danger. It was suggested that the safest option would be for traffic to enter at the Tap Pub end and exit at the Beehive Pub end. A subsequent submission also outlined their desire to see the removal of two-way traffic plans and the subsequent required road development between the Old Tap Pub and the Ballinclare Quarry entrance. **Consultations with Roads Authority And subsequent extensive road condition and road traffic assessments gave rise to the proposed haul route and this is documented in EIAR Chapter 14.**
22. One submission noted that were the planned development to proceed, it would be imperative to implement the following : (i) a one way traffic system encompassing the road loop, potentially accessing at the Beehive end and exiting at The Tap end or vice versa; (ii) a 50km/h speed limit along the full length Breagura Road leading into and out of Ballinclare Quarry; (iii) the facility does not operate any traffic to or from the site on Saturdays, Sundays or bank / public holidays as there is a very significant increase in operation hours; (iv) no lay-bys should be included in any plans that would encourage people to temporarily stop along the road or indeed offer any potential for illegal encampments. **The passing areas are widened sections of carriageway and will not have the appearance of lay-bys and would not therefore encourage drivers to stop for amenity/rest. There is no evidence to suggest that the short sections of the L1157 upgraded as part of the M11 Motorway works have attracted such activity and no reason for it to be expected under the provision of the proposed road strengthening and widening scheme.**
23. It was submitted that the previous quarry owner successfully implemented a one-way system for trucks thus leaving it safer and more tolerable i.e., entrance at the Tap and exit at the Beehive or vice versa from the late 1990's up until the date the quarry was vacated. It was asked that the Applicant and the consenting authorities seriously consider this traffic system. **The Applicant had examined the scenario in which site generated HGV adhered to the exiting haul route from the Beehive along the L1113 and L1157 through to the Tap Café. As documented in EIAR Chapter 14, after extensive assessment of the road system and examination of existing HGV traffic routing on the local road system, Wicklow County Council indicated that it was preferable for the long-term maintenance of the local roads that the haul route be revised to include only the 2km section of the L1157 to/from R772. The use of this shortened section was subject to the Applicant demonstrating that the road can be improved to accommodate the safe passage of HGV.**
24. One respondent requested A1 copies of the proposals drawings and requested a meeting with Kilsaran to discuss same. **Copies will be provided at application stage.**
25. One submission noted that during the previous development of the M11 bypass, there was significant damage done to the front of their property as a result of truck traffic going to and from the quarry. It stated that the developers and engineers at that time denied any wrongdoing, despite the fact that the homeowner had a piece of one of the operator's trucks lodged into one of their boundary walls, that had been demolished. It was stated that they are not going to allow that happen again. Another submission expressed a similar experience, stating that their original old stone boundary wall was severely damaged due to heavy vehicular traffic during wet weather, crushing the verge in up against the wall. It was further stated that if there is to be any works done on the road for this new traffic, it is likely that this will further displace the existing wall. If this is the case, it is insisted that the wall be reinstated prior to any works on the road progressing. It is further expected

that that the road strengthening measures include protective measures to ensure boundary walls remain stable and unaffected. **No proposals to rebuild any existing roadside walls. Extent of required works shown on drawings are agreed with Roads Authority. Application should be considered on merit and should not be prejudiced by past actions of third parties.**

26. It was suggested that the access route had been changed from the original proposal (ref meeting with An Bord Pleanála 13th November 2019, pg.3, that local road L1113 would remain the access) to now having HGV/truck movements restricted to L1157. It was suggested that had the route remained via the L1113 as initially proposed it would have caused considerable concern as a dairy farm have multiple stock movements across this road during the year, which can be difficult with traffic levels even as they are. **Noted – the Applicant confirms road access proposals were amended on foot of consultation with the Local Authority.**
27. One landowner stated that their work was farming and horses, primarily young horses, producing them for the show/competition ring, and then to sell. They have an all-weather gallop, authorised by planning permission, that runs just below the level, and parallel to the road between Ballinclare Quarry and The Tap pub (in places, it is estimated at 2 metres from the roadside). This gallop is used 7 days a week, with two or more riders each time, approximately 5 lots per day. Wicklow County Council, did, for safety, put up signs to indicate horses riding out, in order to try and slow down the passing traffic which can cause young horses to be spooked, especially in wet conditions, when often the water on the road can, with the speeding vehicles, make contact with the horses on the gallop and frighten them. In this regard, it was emphasised that the proposed landfill, (on the assumption of 800,000 tonnes per year), is going to increase the heavy vehicles on the road, probably near to 140 loads per day, i.e., 15 loads per hour. This raises concerns regarding safety of the riders and horses in mind. A suggestion would be speed ramps, to slow the said lorries down. **Kilsaran is prepared to issue direction not drivers / hauliers that speed should be limited along this section of local road (subject to agreement with Local Authority).**
28. It was asked what the proposed duration of the scope of works being proposed for construction on the access road would be. **It is expected that the road strengthening and widening works can be completed within 3 months.**

5.9 Operating Hours and Period / Cessation of Works / Site Restoration and Contributions

1. It was submitted that the proposed operating hours are unacceptable to the local community as they need more quiet time to be able to live comfortably and enjoy the amenity of our rural homes and their environs. It was suggested that the operating times of 9am-5pm Monday to Friday with no weekend activity would be the most that could be accepted. This proposal was also put forward in another submission. A subsequent submission requested amending the site operation times to 8:30am to 5:30pm and including a defined exclusion zone for all trucks, travelling to or from the site, within 5km of the site outside of these operating hours. **In order to provide a comprehensive and integrated waste management service, Kilsaran considers that its weekday operational hours must align with established working hours within the construction sector. For this reason, it is will continue to seek approval for weekday working hours in line with previous planning permission for rock extraction and concrete / asphalt production at Ballinclare.**
2. Another submission requested that there should be no permission for deliveries on a Saturdays, noting that be no operations on Sundays or Bank and/or Public Holidays are proposed. A further submission suggested working hours to be from 8.00 a.m. until 5 p.m. daily with absolutely no work on Saturdays other than 10 Saturdays in any calendar year. Restrict all truck movements, bulldozers and grading / crushing activity to 9am-5pm, Monday to Friday. Quiet time is particularly important

to the residents and wildlife within earshot of the proposed facility. **In light of public feedback, Kilsaran proposes to reduce the acceptance of waste at the facility to no more than a maximum of 10 Saturdays in each calendar year, largely to provide a degree of flexibility should it be necessary to facilitate waste generated by urgent and/or strategically important development. Provision for general on-site maintenance on other Saturdays is however proposed.**

3. It was further pointed out that even when the proposed site hours are observed, a line of HGVs can form at the entrance long before opening time and lorries may be left parked close to the entrance after hours to facilitate speedy access the next morning. It was queried what measures are proposed to prevent this? A subsequent submission outlined a similar concern. **Kilsaran envisages that any waste intake approvals issued to hauliers will be subject to a condition that HGVs shall not travel within 3km of the facility before 8am each morning. This restriction will be subject to periodic monitoring by site-based personnel and a range of escalating sanctions will be applied to any haulier who persistently fails to comply with it (up to and including prohibition of access to the facility)**
4. It was submitted that the 'cavalier approach' to local area consultation does not inspire confidence among local people that the operational phase of the project (possibly up to twenty years) will be executed with any regard for the public, residents and other road users. **As described elsewhere in this report, Kilsaran made its best endeavours to engage and consult with local people in respect of the proposed development given the constraints and restrictions imposed in response to the Covid-19 pandemic during 2020.**
5. It is requested that further information be provided with regard to the intended use of the site once the landfill use has been complete. It is queried whether the site will remain operational as a C&D processing operation or will the site be cleared completely and returned to the community as a green field area or amenity. It is stated that obvious preference would be that once the landfill is complete, all other operations there should cease. A subsequent submission requested that a commitment be made that once the landfill has been complete, the whole site will be returned to local amenity and that any C&D processing or operations will cease forthwith. This was also expressed in a further submission. **On cessation of waste activities at the application site, there will likely be an extended post closure / after care monitoring period overseen by the EPA. The nature, scale and duration of any related activities and requirements for continued site access for such purposes is unknown Kilsaran is reluctant to provide any commitment to the local community at the present time around possible post closure land use.**
6. It was submitted that the scale of development and subsequent operation as outlined on the website is excessive. If the objective was in fact the restoration of the relevant area, this could be done on a much-reduced scale. It was submitted that, in fact, the objective was clearly to run a commercial business, which may eventually result in restoration back to a natural state that is in keeping with obligations to biodiversity under the EU2020 biodiversity policy, but in the interim, the locality will endure a heavy burden. **Although the proposed development assumes a relatively modest annual rate of waste intake of 350,000 tonnes per annum in order to establish what the duration of any planning consent should be, the duration of any potential development related impacts experienced within the local community could be considerably foreshortened were waste intake rates higher and closer to the upper limit provided for in the planning application (800,000 tonnes per annum).**
7. It was respectfully suggested that Kilsaran instigate the lodging of monies with Wicklow County Council annually to ensure funds are guaranteed available at the end of the lifespan of the proposed facility for the restoration to grassland/natural habitat and management of it thereafter, safeguarding it against any financial difficulty the company might, for any reason, find itself in future

years. It was further stated that this is only in light of numerous incidences where local council/ the State has had to take on responsibility and cost of issues relating to landfills in particular. A subsequent submission stated that it was requested that a bond be paid to the local council which would cover all restoration expenses if Kilsaran were to renege on their responsibilities for whatever reason. It was expressed that there was no reason to believe this will happen, but it is a common occurrence that the State cleans up the mess of abandoned landfill / recycling / quarry sites. **Kilsaran considers that because it will be required to make financial provision for potential environmental liabilities and long-term site closure and aftercare costs as a condition of any waste licence issued by the EPA in respect of the proposed facility there is no requirement for a similar provision to be included in any related planning permission issued by the Board. Such a condition should be omitted from any planning consent to avoid unnecessary duplication of costs and potential conflict in compliance requirements.**

8. A submission noted that the record of the meeting with An Bord Pleanála in November stated that the waste recovery facility activity “will be reviewed” at the conclusion of landfilling operations. It was further stated that this is not referred to specifically in the public consultation document. It was stated that for sake of clarity, as the C&D waste recovery facility is not referred to specifically under “Post-Operational Stage”, it would be preferable to see this activity finish at the same time as the completion of the landfilling restoration with the entire site restored to pre-quarry habitat. **In light of this and other feedback, Kilsaran has amended the development proposal to provide for cessation of all on-site C&D recovery activities at the end of the projected 20-year life of the planning permission. Any continuation of the C&D recovery activities after the 20-year period will be subject to a new and separate planning permission.**
9. It was submitted that a fund could be made available to the community for local wildlife or greening projects, or possibly the restored land could be made available to the community as an amenity for recreational / educational use. **Refer to Point 5 above**
10. It was stated that monetary compensation to those living within 500 meters of the perimeter of the landfill and those living along the local haulage route suggested at one euro per ton of waste material brought to site, should be put in place. A subsequent submission also queried compensation for disturbance, excess traffic and noise of lorries constantly passing their home. **Given that many of the environmental impacts arising from the proposed development are similar in nature and scale to those generated by long-established land use and activity at Ballinclare Quarry and that the proposed development provides a long-term benefit though the ultimate restoration of the site to its long- term landform, Kilsaran considers that any payment to local residents for ‘disturbance’ is unwarranted.**
11. It was submitted that as part of the restoration, the site should not be returned to agricultural use but to a wildlife friendly habitat which includes cliffs, lakes and a wetland suitable for breeding Lapwing which were present before the quarry extension. **Kilsaran’s expectation is that the restored site will be restored to a similar landform to that which pre-existed prior to the quarry development and if left unmanaged, will revert to a semi-natural habitat over time.**
12. One submission requested that there be no indefinite continuation of the recycling facility beyond the life of the landfill. Another submission sought assurance that the C&D aspect of the business at this site would cease permanently as soon as the landfill is finished or when planning permission expires, whichever is sooner. **Refer to Point 8 above.**

5.10 Population and Human Health

1. One landowner stated that their work was farming and horses, expressed concern for the health of the animals and those of Clients, stating these are a priority. **It is noted that many of the environmental impacts arising from the proposed development are similar in nature and scale to those generated by previous activity at Ballinclare Quarry. Concerns around the impact of environmental emissions are addressed in the EIAR Chapters on Water, Noise and Air Quality.**
2. One submission outlined that one very important consideration to keep in mind is that since the new M11 has bypassed the old N11 and surrounding areas, there has been a significant change in the usage of old roads. As traffic volumes decreased dramatically, the old roads reverted to the nature of local access roads. This has resulted in a huge increase in the use of the roads as an amenity, particularly for cyclists and walkers. It was suggested that any proposed development that involves a significant increase in local road traffic, needs to take the safety of other pedestrian and cyclist road users into serious consideration. **Many of the environmental impacts arising from the proposed development are similar in nature and scale to those generated by previous activity at Ballinclare Quarry, albeit the routing has been amended following consultation with the Local Authority in order that traffic related impacts across the local road network are minimised. The proposed development also provides for road upgrade and improvement works to facilitate safe traffic movement along the proposed haul route.**
3. It was requested that further information and assurance regarding the health and safety of the local population and what measures would be put in place with regard to same. **Refer to the Traffic Chapter of the EIAR**

5.11 Issues Regarding Quantity, Management and Type of Material

1. It was stated that whilst the application is being submitted on the basis of a maximum annual tonnage, the reality is that movement of such inert materials results in peaks during summer months and falls dramatically during winter. In the absence of any daily, weekly, or even monthly ceiling on intake it was suggested as evident that the possibility of peak traffic could be far greater than that suggested. It is observed that lorries conveying such materials habitually travel in close succession. It was suggested that on a narrow road this is both dangerous and inconvenient to other road users. **The existing development is permitted to generate a maximum of 150 HGV loads per day as is the proposal for the new activity. EIAR Chapter 14 documents that depending upon the mix of rigid and articulated tipper vehicles the average HGV traffic generation is between 104 and 115 HGV. The assessment value of 150 HGV is representative of a worst-case scenario which is reasonably considered to account for possible seasonal fluctuations.**
2. It is asked who will take responsibility that the materials deposited comply with the regulations. It is also stated that over 6 million tons is a huge amount of material. **In addition to any grant of planning permission, the proposed waste activities at the application site will also be subject to regulation, oversight and control by way of an EPA waste licence.**
3. It was also stated that 800,000 tonnes of inert landfill annually, is totally excessive and would lead to an intolerable number of trucks on the road given that the suggested haulage route is a two-way system from the Tap to the Quarry site. **As noted in the EIAR, the proposed maximum rate of waste intake to the application site is comparable to the maximum level of output from the quarry permitted by the existing (2014) planning permission. As previously noted, the proposed traffic routing has been amended following consultation with the Local Authority and in order to minimise traffic related impacts across the local road network.**

4. It is stated that a significant reduction in the proposed annual volumes currently being sought to be brought onto site with a cap on the number of trucks (with a defined size of truck) per day that can access the site, should be put in place. **Kilsaran is comfortable with a maximum intake restriction being either in terms of tonnage, or as an equivalent average and maximum number of HGV trips per working day.**
5. It was stated that a more detailed plan in terms of the criteria being used for the acceptance and traceability of any waste being brought to the site should be put in place. It was inferred that unfortunately; the self-policing option being currently proposed seems inadequate. **The proposed waste activities at the application site will also be subject to regulation, oversight and control by way of an EPA waste licence. Details of on-site waste handling are provided in Chapter 2 of the EIAR.**

5.12 EPA Licence Application

1. It is queried whether the Environmental Protection Authority (EPA) was or will be involved in the assessment for the Waste Licence Application. It was also requested to know if the application requires any assessment for Integrated Pollution Control (IPC) or Industrial Emissions (IE). **As noted previously, an EPA waste licence will be required and sought in respect of the proposed development.**
2. It was asked to please outline the criteria by which the granting of such a licence will be based. **An EPA waste licence application will be submitted in accordance with statutory provisions and administrative procedures advised at the time by the EPA, details of which are published on the EPA website (www.epa.ie/waste).**
3. It was asked to please confirm that the only waste licence being applied for is a C&D Waste licence. It was further requested to please confirm the specific nature of the construction and demolition waste being included in the licence application and whether or not this licence will include the permissions for the disposal of asbestos and / or hazardous soils from brownfield sites and / or any other public health risk construction materials. **The proposed development is solely in respect of inert C&D waste, principally inert soil and stone. No provision is made for intake, recovery or disposal of any non-hazardous or hazardous waste stream.**
4. It was asked to clarify if there are any other types of waste licences being applied for on this site and that no further waste licences will be sought once the site is operational. **Only one waste licence, covering all proposed waste activities, will be sought or required.**

5.13 Cumulative Impacts, Indirect and Interactions of Effects

1. Submissions highlighted that there are several local businesses / enterprises operating on surrounding lands at Carrimore / Ballinclare. The operator of a nearby certified horticultural business which is reliant on clean water and clean air expressed concern that the quality of both could be jeopardized by the plans for the quarry. Another undertaking, a Forest School for children relies on a quiet environment during working hours. It was stated that this activity will almost certainly cease if noise levels are as expected from the proposed operations. **It is noted that many of the environmental impacts arising from the proposed development are similar in nature and scale to those generated by previous activity at Ballinclare Quarry. Concerns around the impact of environmental emissions are addressed in the EIAR Chapters on Water, Noise and Air Quality.**
2. It was requested that monitoring stations should be installed to constantly record noise, dust, water quality in streams and the nearest wells, with monetary fines, if agreed standards are breached. It was also suggested that camera technology used to monitor truck numbers and routes taken should be implemented and that fines should also be imposed if the proposed route is not taken.

Furthermore, it was requested that all data needs to be readily accessible to all locals. **Details of emissions monitoring for the proposed development are presented in the EIAR. Any emissions will be subject to control, oversight and regulation by the EPA in accordance with the provisions of the Waste Management Acts and Regulations (as amended). Kilsaran will undertake periodic checks to confirm HGVs are using the approved / proposed haul route to travel to and from the proposed development. As a licenced facility. all monitoring data will be accessible to local residents via the EPA website.**

6.0 CONCLUDING THE CONSULTATION PROCESS

The Consultation process in respect of the proposed waste management facility at Ballinclare Quarry has sought to engage with, and seek the assistance of, the public and prescribed bodies in considering the environmental issues to be assessed in the EIAR and NIS, to be prepared and submitted in support of the application for development consent to be made directly to An Bord Pleanála under the Strategic Infrastructure approval process.

Early consultation can greatly help in the identification of significant issues so that these issues can be considered at the earliest possible opportunity. This then provides the best opportunity for considering design alternatives (where available) and for implementing measures to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment (including a Natura 2000 site).

This report has outlined the consultation approach adopted, particularly in response to the situation regarding the COVID-19 pandemic and related restrictions on social contact enacted by Government. In light of these measures, it was not possible to facilitate the in-person public consultation activities which would have been undertaken otherwise.

Nonetheless, every endeavour was made to facilitate an accessible and open consultation process through the mediums and processes described in Chapter 2 and Chapter 4 of this report. Written submissions were received by a dedicated email and postal address and where a follow up meeting was requested this was facilitated through a socially distanced outdoor meeting at the respondent's property or virtually, through the use of video conferencing software.

As is noted in this report, responses to relevant issues raised have been assessed and addressed, where appropriate, within the relevant specialist topic Chapter(s) of the EIAR and the NIS. Some issues have also been addressed informally and verbally by Kilsaran personnel in direct responses to stakeholder queries as part of the public consultation process.

It is acknowledged that no detailed planning documentation or impact assessment relating to the intended development was shared with members of the public, who requested to review same. This was principally because the documents were works in progress, only progressed to a draft format and only intended to be finalised on foot of further design development (in response to impact assessment) and feedback from the public consultation process.

Those that have made a request for such documentation have however been assured that, upon lodgement of the planning application to the Board, they would be notified immediately and made aware of the opportunity to review the full extent of the development proposal and the related documentation via the project and ABP websites, and would then have the opportunity to make a formal submission in relation to same, as facilitated by the planning process.

The following table provides a summary of the consultation actions carried out and requests and submissions received as part of the consultation process. The response to same is also identified.

Table 4: Summary Table of Consultation Actions and Requests

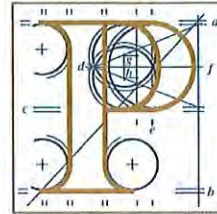
Summary of Consultation Actions and Requests	
Consultation Action / Request	Consultation Response
A pre application SID meeting was requested by the applicant.	1 meeting was held with the Board who determined that the development proposal was SID and that the planning application should be lodged directly to the Board.
13 No. prescribed bodies, as selected and advised by the Board, were contacted as part of the consultation process prior to the lodgement of the planning application.	11 prescribed bodies provided a response to the request for submissions / feedback.
1 meeting was requested by a prescribed body regarding the proposed development.	The applicant and project team held a virtual meeting with the prescribed body.
14 written submissions were received from the public as part of the consultation process.	The Applicant has provided a response to the issues raised in this report.

APPENDIX 1

ABP Determination on Strategic Infrastructure Development

Our Case Number: ABP-304735-19

Your Reference: Kilsaran Concrete



**An
Bord
Pleanála**

- 2 MAR 2020

SLR Consulting Ireland
7 Dundrum Business Park
Dundrum Road
Windy Arbour
Dublin 14

Date: 28th February 2020

Re: Proposed inert landfill and construction and demolition waste recovery facility.
Ballinclare, Kilbride, Co. Wicklow.

Dear Sir / Madam,

Please be advised that following consultations under section 37B of the Planning and Development Act, 2000 as amended, the Board hereby serves notice under section 37B(4)(a) that it is of the opinion that the proposed development falls within the scope of paragraphs 37A(2)(a) and (b) of the Act. Accordingly, the Board has decided that the proposed development would be strategic infrastructure within the meaning of section 37A of the Planning and Development Act, 2000, as amended. Any application for permission for the proposed development must therefore be made directly to An Bord Pleanála under section 37E of the Act.

Please also be informed that the Board considers that the pre-application consultation process in respect of this proposed development is now closed.

Attached is a list of prescribed bodies to be notified of the application for the proposed development.

Please note that as there was only one meeting held in respect of this Pre-Application case, a fee refund in the amount of €3,500 will issue to you shortly under separate cover.

In accordance with section 146(5) of the Planning and Development Act, 2000 as amended, the Board will make available for inspection and purchase at its offices the documents relating to the decision within 3 working days following its decision. This information is normally made available on the list of decided cases on the website on the Wednesday following the week in which the decision is made.

The attachment contains information in relation to challenges to the validity of a decision of An Bord Pleanála under the provisions of the Planning and Development Act, 2000, as amended.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Kieran Somers
Executive Officer
Direct Line: 01-8737250

PC09

Teil
Glaó Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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Dublin 1
D01 V902

Judicial review of An Bord Pleanála decisions under the provisions of the Planning and Development Act, 2000, as amended

A person wishing to challenge the validity of a Board decision may do so by way of judicial review only. Sections 50, 50A and 50B of the Planning and Development Act 2000 (as substituted by section 13 of the Planning and Development (Strategic Infrastructure) Act 2006 and as amended/substituted by sections 32 and 33 of the Planning and Development (amendment) Act 2010) contain provisions in relation to challenges to the validity of a decision of the Board.

The validity of a decision taken by the Board may only be questioned by making an application for judicial review under Order 84 of The Rules of the Superior Courts (S.I. No. 15 of 1986). Sub-section 50(6) of the Planning and Development Act 2000 requires that subject to any extension to the time period which may be allowed by the High Court in accordance with subsection 50(8), any application for judicial review must be made within 8 weeks of the decision of the Board. It should be noted that any challenge taken under section 50 may question only the validity of the decision and the Courts do not adjudicate on the merits of the development from the perspectives of the proper planning and sustainable development of the area and/or effects on the environment. Section 50A states that leave for judicial review shall not be granted unless the Court is satisfied that there are substantial grounds for contending that the decision is invalid or ought to be quashed. Section 50B contains provisions in relation to the cost of judicial review proceedings in the High Court relating to specified types of development (including proceedings relating to decisions or actions pursuant to a law of the state that gives effect to the public participation and access to justice provisions of Council Directive 85/337/EEC i.e. the EIA Directive and to the provisions of Directive 2001/12/EC i.e. Directive on the assessment of the effects on the environment of certain plans and programmes). The general provision contained in section 50B is that in such cases each party shall bear its own costs.

Disclaimer: The above is intended for information purposes. It does not purport to be a legally binding interpretation of the relevant provisions and it would be advisable for persons contemplating legal action to seek legal advice.

ABP-304735-19

The following is a schedule of prescribed bodies considered relevant by the Board:

- Wicklow County Council
- Minister of Culture, Heritage and the Gaeltacht.
- Minister for Communications, Marine and Natural resources
- Inland Fisheries Ireland
- Environmental Protection Agency
- Bord Failte
- An Taisce
- Health Service Executive
- Transport Infrastructure Ireland
- Health and Safety Authority
- Eastern-Midlands Waste Regional Authority
- Geological Survey of Ireland
- Irish Water

APPENDIX 2

Prescribed Body Consultation Material Sample Cover Letter and Briefing Document

XX October 2020

Contact Person
[Named Statutory Body]
Address 1
Address 2
Address 3

Dear Sir/Madam,

**RE: KILSARAN CONCRETE UNLIMITED COMPANY : BALLINCLARE QUARRY, CO. WICKLOW
STRATEGIC INFRASTRUCTURE DEVELOPMENT APPLICATION TO AN BORD PLEANÁLA
INERT LANDFILL AND CONSTRUCTION AND DEMOLITION (C&D) WASTE RECOVERY FACILITY
PRE-APPLICATION CONSULTATION WITH [STATUTORY BODY]**

We are writing on behalf of our Client, Kilsaran Concrete Unlimited Company to advise that it intends to apply for planning permission for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility at Ballinclare Quarry, near Kilbride, Co. Wicklow.

The proposed landfill will facilitate backfilling of the existing quarry void to its former ground level using surplus soil and stones from construction and development sites and the long-term restoration of the quarry to grassland / natural habitat.

An Bord Pleanála (ABP) has previously advised that the proposed development constitutes Strategic Infrastructure Development and that as such, an application for development consent must be made directly to it rather than to the Local Authority (as required by Section 37E of the Planning and Development Acts 2000-2020).

The planning application will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS). It is currently envisaged that the planning application will be submitted to An Bord Pleanála before the end of Quarter 4 2020.

In pre-application discussions with the Board, it was recommended that pre-application consultations in respect of the proposed inert waste management facility be held with [Statutory Consultee] in advance of submitting the planning application.

To that end, we have provided information in respect of the proposed development in the accompanying briefing document which you are invited to read and review. Should you have any views, concerns and/or suggestions in respect of the development, we would greatly appreciate if you could provide such feedback to us as part of this consultation exercise. All comments and feedback received will be reviewed, and where appropriate, will be addressed in finalising the development proposal and the accompanying Environment Impact Assessment Report.

Submissions or feedback should be forwarded before XX November 2020 via post to SLR's Dublin office, at the address provided below, or via email to dluby@slrconsulting.com.



Should you require it, we can follow up and discuss the proposed development with you by phone or facilitate a virtual meeting via Microsoft Teams.

Yours faithfully,
SLR Consulting Ireland



Derek Luby
Technical Director

PRE-APPLICATION CONSULTATION PROJECT BRIEFING

**Inert Waste Landfill and Construction and
Demolition (C&D) Waste Recovery Facility**

Ballinclare Quarry, Kilbride, Co. Wicklow

Prepared for: Kilsaran Concrete

SLR Ref: 501.00036.00080
Version No: ISSUED
October 2020



BASIS OF REPORT

This document has been prepared by **SLR Environmental Consulting (Ireland) Limited** with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with **Kilsaran Concrete Unlimited Company** (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

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Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

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1 INTRODUCTION

- 1.1 Kilsaran Concrete Unlimited Company (hereinafter 'Kilsaran') proposes to backfill a void created by the previous extraction of rock at its quarry at Ballinclare, near Kilbride, Co. Wicklow by importing and landfilling inert waste and to restore the backfilled lands thereafter to long-term heathland / grassland habitat, similar to that which existed prior to quarrying. The company also proposes to establish and operate a construction and demolition (C&D) waste recovery facility at the same site.
- 1.2 The application site and Kilsaran property holding at Ballinclare Quarry straddle two townlands, Ballinclare and Carrigmore. The site lies approximately 2.5km to the north-west of a small settlement at Kilbride, Co. Wicklow and approximately 2.5km south of the village of Glenealy. The site location is indicated on an extract from the 1:50,00 Discovery Series Map of the Area in Figure 1 and on a 1:10,000 scale Ordnance Survey map of the area in Figure 2.
- 1.3 The overall landownership area is c.36 ha (89 acres), while the prospective planning application site covers approximately 32.5ha (78.3 acres). The application site extends across all of the former quarry footprint and includes the former concrete / asphalt production area, a recently constructed paved concrete block yard, established site buildings and infrastructure and a network of settling ponds in the north-western corner. It excludes a compound / yard area leased to Wicklow County Council in the north-western corner of the landholding. Permission for quarrying of rock at the quarry was previously granted under Planning Ref. 14/2118.

BACKGROUND

- 1.4 Ballinclare Quarry is owned, and was previously operated by Kilsaran up to June 2016, when it was discovered that small quantities of naturally occurring asbestos (NOA) were present in the diorite bedrock that was being quarried.
- 1.5 Following quarry closure, SLR Consulting Ireland was appointed to examine the feasibility of a range of backfilling and restoration options at the quarry, having regard to the availability of materials, available intake capacity at other waste facilities, market entry and establishment costs (and water treatment costs in particular).
- 1.6 Arising out of this review, Kilsaran elected to backfill and restore the quarry as an inert waste landfill with the installation of a clay lining system at its base and sides in order to protect groundwater in the surrounding aquifer.
- 1.7 The diorite bedrock at Ballinclare Quarry is classified by the Geological Survey of Ireland (GSI) as a '*poor aquifer (PI) which is unproductive except in local zones*'. Guidance published by the GSI suggests that this hydrogeological setting is suitable for landfill development.

PLANNING ASPECTS

- 1.8 As a waste facility with a projected annual waste intake in excess of 100,000 tonnes per annum, the proposed development falls within the scope of one or more of the development classes of potential strategic infrastructure identified in the 7th Schedule of the Planning and Development Act 2000 (as amended).
- 1.9 A pre-application consultation process was undertaken with An Bord Pleanála (ABP) in accordance with Section 37B of the Planning and Development Acts to establish whether or not the proposed waste facility should be classified as Strategic Infrastructure Development (SID). Having reviewed the matter, the Board concluded that the proposed development met the criteria for strategic infrastructure and, as such, issued a direction that a planning application should be submitted directly to it (ABP) for consideration.

- 1.10 In arriving at its decision to classify the proposed development at Ballinclare Quarry as strategic infrastructure, the Board had regard to
- (i) the size and scale of the proposed inert landfill and C&D waste recovery facility,
 - (ii) the fact that it would meet a previously identified need for additional waste management capacity for inert soil and stone within the Eastern / Midland waste region¹ and
 - (iii) support the attainment of national and regional planning objectives to increase the recycling of construction and demolition waste and in so doing, build a circular economy and promote the long-term sustainable use of resources.
- 1.11 The planning application which will be submitted to An Bord Pleanála will be accompanied by an Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS). It is currently envisaged that the planning application will be submitted to An Bord Pleanála before the end of Quarter 4 2020.

SURROUNDING LAND USE

- 1.12 The area surrounding the application site is typically rural in character and dominated by forestry and undulating agricultural land. Ground level in the vicinity of the site generally lies between 60mOD and 70mOD. Ground level rises in a south-westerly direction to c.270mOD at Westaston Hill (approximately 2km SW) and in a northerly direction to 217mOD at Ballincooley Hill (approximately 1.75km N).
- 1.13 The Potters River flows approximately 450m beyond the northern boundary of the application site and then turns south-eastwards and flows approximately 250m to the east of the landholding. Thereafter it continues south-eastward and eventually discharges to the sea at Brittas Bay.
- 1.14 Residential property in the vicinity of the application site generally comprises farmsteads and isolated / one off houses along the local road network. The nearest dwellings to the landholding site boundary are those located to the south, west and north of the site, along the local county road network.
- 1.15 There is another quarry located in Kilmacurragh West, on the opposite side of the L1157 Local Road. It is understood that this quarry has not been active for some considerable time.
- 1.16 The principal tourism / amenity facility in the vicinity of the quarry is the Kilmacurragh Botanic Gardens, an outpost of the National Botanic Garden in Glasnevin, Dublin, which is located just under 1km to the south-west of the site.
- 1.17 Deputy's Pass Nature Reserve SAC [Site Code 000717] is located approximately 1.6km to the north-west of the application site, while Glenealy Woods pNHA [Side Code 001756] is located approximately 1.0km to the north-west.
- 1.18 Details of natural features, established land-use and development surrounding the prospective application site are shown on Figure 3.

¹ *Construction & Demolition Waste Soil and Stone Recovery / Disposal Capacity*, prepared by RPS Consulting Engineers on behalf of Eastern Midlands / Connacht Ulster / Southern Waste Management Regions (December 2016)

2 PROPOSED DEVELOPMENT

- 2.1 As previously noted, Kilsaran proposes to backfill the quarry at Ballinclare to surrounding ground level by importing and landfilling inert waste and restoring the backfilled lands thereafter to long-term heathland / grassland habitat.
- 2.2 The inert wastes to be imported and backfilled will principally comprise naturally occurring soil, stone and broken rock excavated in the course of construction and development projects, with some occasional construction and demolition (C&D) waste being imported and used in the construction of internal haul roads across the backfill area. All imported waste accepted at the facility will comply with the waste acceptance criteria (WAC) for inert landfills set by Council Decision 2003/33/EC².
- 2.3 As part of the development, suitable uncontaminated natural, undisturbed soil waste and/or soil by-product³ (ie. non-waste) which conforms to an engineering specification will be imported for re-use in the construction of the basal and side clay liners required for the inert landfill. The clayey soils used in liner construction have relatively low permeability and will restrict groundwater flow out of the backfilled quarry, thereby protecting groundwater quality in the surrounding environment from any potential adverse impact.
- 2.4 The landfill development and backfilling of the quarry void will be undertaken on a phased basis, working progressively from west to east. Restoration of the final landform will also be undertaken on an ongoing, progressive basis and will entail placement of cover soils and seeding to establish a heathland / grassland habitat.
- 2.5 Uncontaminated topsoil waste and/or topsoil by-product will also be imported for use in the final restoration of the backfilled landform and will be temporarily stockpiled at the landfill facility pending its re-use as cover material during phased restoration works.
- 2.6 The proposed development also provides for the establishment and operation of a construction and demolition (C&D) waste recovery facility across the footprint of the existing concrete blockyard at the quarry. The principal wastes to be recycled at this facility will include concrete (ready-mixed, reinforced, blocks and/or pavement slabs), bricks and bituminous mixtures (hardened asphalt returns and road planings).
- 2.7 The proposed development also provides for the following:
- Continued use of established site infrastructure and services including, site / weighbridge office, staff welfare facilities, weighbridge, garage / workshop, wheelwash, hardstand areas, fuel and water storage tanks to service the proposed development;
 - Installation of a new weighbridge along the inbound lane of the quarry access road;
 - Decommissioning of any remaining fixed plant and infrastructure associated with former rock extraction activities or with aggregate, concrete and asphalt production activities at the application site
 - Off-site removal of any materials or bulky wastes associated with the former quarrying and production activities;
 - Construction of an industrial shed (portal frame structure) at the paved blockyard area to house crushing and screening equipment and process / recycle inert C&D waste (principally solid / reinforced concrete, bricks, ceramics and solid bituminous waste mixtures);

² Council Decision 2003/33/EC of 19 December 2002 establishing criteria and procedures for the acceptance of waste at landfills pursuant to Article 16 of and Annex II to Directive 1999/31/EC

³ Notified to the Environmental Protection Agency (EPA) under Article 27 of the European Communities (Waste Directive) Regulations 2011, S.I. No. 126 of 2011)

- Use of any remaining external paved area surrounding the C&D waste processing shed as a hardstanding area for the external handling and storage of both unprocessed and processed C&D wastes;
 - Separation of any intermixed construction and demolition (C&D) wastes (principally metal, timber, PVC pipes and plastic) prior to its removal off-site to authorised waste disposal or recovery facilities;
 - Construction of an on-site (passive) wetland treatment system and attendant drainage infrastructure to treat surface water run-off / groundwater collecting in the floor of the quarry area during backfilling / landfilling operations and surface water run-off from the C&D waste recovery area prior to its discharge off-site;
 - Re-use of an existing storage shed as a dedicated waste inspection and quarantine facility to inspect and store suspect waste consignments as required. Any waste which has been accepted at the facility and is suspected of failing to comply with the inert waste acceptance criteria for the facility will be temporarily stored at this location pending results of further waste classification testing and a decision as to how and where they should ultimately be disposed of or recovered.
 - Upgrading and ongoing maintenance of established internal haul roads across the application site;
 - Temporary stockpiling of topsoil pending re-use as cover material for final restoration of the inert landfill / backfilled quarry;
 - Environmental monitoring of noise, dust, surface water and groundwater for the duration of the site backfilling and restoration works and for a short period thereafter.
- 2.8 The backfilling and restoration of the quarry through importation and landfilling of inert waste is designated a waste activity under national and European waste management legislation. The proposed waste activities are technically classified as '*deposit into or on to land*' and '*recycling / reclamation of other inorganic materials*' under the regulations.
- 2.9 The scale of the proposed landfilling operations and the planned annual rate of construction and demolition waste recovery are such as to require a waste licence from the Environmental Protection Agency (EPA).
- 2.10 The existing site layout and established site infrastructure which will be re-used in the planned development of an inert waste landfill and C&D waste recovery facility at Ballinclare Quarry is shown in plan in Figure 4 and on an aerial photograph in Figure 5.
- 2.11 It is envisaged that working hours at the inert landfill and C&D waste recovery facility will be in line with those in the existing planning permission for quarrying (Ref. 14/2118). The facility will operate between 08:00 hours and 18:00 hours Monday to Friday, 08.00 hours and 14.00 hours on Saturday, and closed on Sundays and Public / Bank Holidays.

SITE PREPARATION WORKS

- 2.12 Prior to commencement of the backfilling and recovery activities at the application site, the following site preparation works will be undertaken :
- Securing existing site perimeter with additional fencing / planting as required;
 - Cutting and mulching of any existing scrub and vegetation across the proposed development footprint and off-site removal to authorised waste facilities (undertaken in phases prior to commencement of works in designated areas);
 - Installation of new weighbridge, reconfiguration of site / weighbridge office and re-establishment of staff welfare facilities and wheelwash facility;

- Minor repair / maintenance / upgrading works to existing bunded fuel storage area and concrete slab with sub-surface drainage to hydrocarbon interceptor and soakaway area;
- (Re-)commissioning of previously approved septic tank and wastewater treatment facilities;
- Construction of the proposed concrete portal frame structure (open on two sides) at the C&D waste recovery facility;
- Dewatering of the quarry void prior to any basal lining / landfilling activities;
- Excavation, clearance and levelling of existing ground at proposed wetland area and construction of the proposed wetland treatment area;
- Construction / installation of surface water drainage infrastructure between the landfill, recovery shed and C&D waste recovery area and the proposed wetland area;
- Upgrading of internal access roads across the site leading to the waste recovery facility and wetland area;
- Establishment of environmental control and monitoring infrastructure.

2.13 It is likely that some or all of the proposed site establishment / pre-commencement works outlined above will be subject to prior agreement and oversight of the EPA, in accordance with standard conditions attaching to any EPA waste licence issued in respect of the proposed waste activities.

SITE ACCESS / TRAFFIC

- 2.14 Under the current planning permission, quarry generated traffic is directed to use a dedicated one-way haul route. Traffic enters the quarry from M11 Junction 18 at the Beehive Inn travelling approximately 4km along Local Road L1113 from Coolbeg. HGV traffic turns left onto Local Road L1157 to the quarry entrance located approximately 600m to the southeast. Traffic leaving the site turns left and follows the L1157 to a junction with the R772 Regional Road (former N11 National Primary Road) at the Tap Restaurant, approximately 2km southeast of the existing Ballinclare Quarry access.
- 2.15 On site, pre-application engagement with Wicklow County Council included a walkover survey of local roads and examination of detailed surveys of the geometry and structure of the receiving road network together with traffic flow and speed surveys. Based upon these assessments and considering local traffic flows characteristics and the changes arising from the M11 construction, Wicklow County Council agreed that it would be preferable to revise the existing long established haul route so that HGVs would avoid the L1113 Local Road and travel the shorter distance to and from the R772 Regional Road along the L1157 Local Road. As a result, the proposed development provides for a comprehensive road improvement scheme for the L1157, including road widening to 6.0m over most of the route length, together with road strengthening and repair overlay and road markings.
- 2.16 Under the current proposal, the majority (>90%) of the HGVs travelling to the proposed waste management facility at Ballinclare Quarry from the direction of Dublin and North Wicklow will use the M11 Motorway exiting at Junction 18 and joining the R772 southbound. Travelling south for approximately 4km, facility generated traffic will turn right from the R772 to Local Road L1157 at the ghost island junction near the Tap Restaurant at Kilbride. The access to Ballinclare Quarry is located on the L1157 approximately 2km northwest of the R772 junction.
- 2.17 It is estimated that less than 10% of HGV traffic will arrive from the direction of Arklow and North Wexford. This traffic will use the M11 Motorway exiting at Junction 19 onto R772 at Jack Whites Pub. Travelling north for approximately 5km, development traffic then turns left off the R772 onto the L1157 and continues to the Ballinclare Quarry access.

- 2.18 Under the proposed revised haul route, all HGV traffic departing the site is required to turn left and follow the upgraded L1157 back to the R772, and from there it returns to the motorway network.

WASTE INTAKE

- 2.19 The application site will be backfilled using inert waste materials which will principally comprise naturally occurring soil, stone and broken rock excavated in the course of construction and development projects, together with some construction and demolition (C&D) waste complying with the waste acceptance criteria (WAC) for inert landfills set by Council Decision 2003/33/EC.
- 2.20 The former quarry will be backfilled using inert, naturally occurring materials (and some construction and demolition wastes for haul road construction). These wastes will comply with the inert waste acceptance criteria set out in Section 2.1.2 of *Council Decision 2003/33/EC dated 19 December 2002 establishing criteria for the acceptance of waste at landfills*.
- 2.21 Only waste which has been pre-approved for acceptance at the facility will be imported. No peat, contaminated soils or non-hazardous waste will be accepted at the proposed facility. It is envisaged that the following wastes (with their respective List of Waste (LoW) Codes) will be deposited on land and landfilled at the application site:
- 01 01 02 Waste from mineral non-metalliferous excavations
 - 01 04 12 Tailings and other waste from washing and cleaning of minerals
 - 01 04 09 Waste sand and clays
 - 10 09 06 Casting cores and moulds which have undergone pouring*
 - 17 05 04 Soil and stones other than those mentioned in 17 05 03;
 - 17 05 06 Dredging spoil other than those mentioned in 17 05 05;
 - 17 06 04 Insulation materials*
 - 19 09 02 Sludges from water clarification*
 - 19 09 04 Spent activated carbon*
 - 20 02 02 Soil and stone from municipal facilities.
- (* subject to licensing approval by the EPA)
- 2.22 The inert waste landfill will also take soil and stones (LoW Code 17 05 04) which could also be acceptable for intake at (unlined) soil recovery facilities or which may not be acceptable for intake to such facilities for failing to meet any existing or future Waste Acceptance Criteria published by EPA.
- 2.23 Any construction and demolition (C&D) wastes which are listed in Section 2.1.1 of *Council Decision 2003/33/EC dated 19 December 2002 establishing criteria for the acceptance of waste at landfills* are assumed to be inert and, as such, these will be accepted for recovery without prior testing at the C&D waste recovery facility. These wastes are denoted by the superscript (a) in Para. 2.25 below.
- 2.24 Other C&D waste streams accepted for waste recovery in mixed consignments will be segregated during materials recovery and processing at the recovery facility. All segregated wastes will be placed in stockpiles / dedicated bays / skips inside the recovery shed and will be transferred off-site to appropriately authorised waste recovery or disposal facilities.
- 2.25 It is envisaged that the following wastes (with their respective List of Waste (LoW) Codes) will be accepted for recovery at the C&D waste recovery facility at the existing paved area:
- 15 01 07^a Glass Packaging
 - 17 01 01^a Concrete
 - 17 01 02^a Bricks

- 17 01 03^a Tiles and Ceramics
- 17 01 07^a Mixtures of concrete, bricks, tiles and ceramics
- 17 02 01 Wood
- 17 02 02^a Glass
- 17 02 03 Plastic
- 17-03 02 Bituminous mixtures other than those mentioned in 17 03 01
- 17 04 05 Iron and steel
- 19 12 05^a Glass from mechanical treatment
- 20 01 02^a Glass from municipal waste

PHASING OF LANDFILLING WORKS

- 2.26 A contour plan showing the final landform for the inert landfill, on completion of final restoration to original ground level is provided in Figure 6, with approximate depths of filling indicated in Figure 7.
- 2.27 The inert landfill development works will progress sequentially from installation of clay liners along the quarry floor and side walls, landfilling upwards to original ground level, with levelling and restoration of the final landform thereafter.
- 2.28 The works will progress initially from west to east, in Phases 1 through 3, and turn southwards thereafter in Phase 4 to fill over the former processing / production area, as indicated in Figure 8. Cross-sections through the completed landfill are presented in Figure 9. Note that phasing plans are indicative and will need to be reviewed based upon anticipated input rates of inert waste and availability of low permeability clayey soil material for construction of the lining system.
- 2.29 The area around the existing sand storage shed on the western limit of the application site (which will be re-used as a waste inspection and quarantine shed for the duration of the planned waste activities) will be last to be backfilled and restored.
- 2.30 The total volume of inert waste and/or by-product to be imported to the landfill facility will be of the order of 3,425,000m³. The landfilled waste will be subject to a degree of compactive effort (by tracked bulldozer) and materials placed across the floor of the pit will be further compacted by the weight of overlying waste. Assuming an average target compaction density of 1.8t/m³ for assessment purposes, suggests an overall import requirement of approximately 6,165,000 tonnes. Note that these are aggregate quantities, comprising landfilled inert waste and the clayey soil / by-products required for construction of the basal and side liners.

RATE OF IMPORTATION

- 2.31 It is envisaged that the maximum annual intake of soil and stone / C&D waste at the proposed waste recovery facility at Ballinclare will be of the order of 750,000 tonnes of soil and stone and 50,000 tonnes of construction and demolition (C&D) waste per annum. The combined annual intake of 800,000 tonnes per annum is equivalent to an average of
- 16,000 tonnes per week (assuming 50 weeks in a working year)
 - 2,900 tonnes per day (assuming 5.5 days in a working week)
 - 290 tonnes per hour (assuming 10 hours in a working day)
- 2.32 If it conservatively assumed that each HGV / truck consignment travelling to the waste recovery facility has a carrying capacity of 20 tonnes, this suggests that at maximum intake rates, there will be on average 14 to 15 HGV / truck trips (or 28 to 30 HGV / truck movements) per hour generated by backfilling / soil waste recovery activity.

- 2.33 The proposed combined rate of waste import (for landfilling and recovery at the C&D facility) will be broadly comparable to the existing / previously permitted limit of 150 HGV trips per day applied to extractive activities at the quarry. The proposed development will not therefore differ hugely in traffic terms other than to have HGVs fully laden on the way in as opposed to on the way out.

PROCESSING AND RECOVERY OF C&D WASTES

- 2.34 The recovery of C&D waste will be undertaken at the proposed waste recovery shed on an intermittent (or 'campaign') basis, according as waste material accumulates in unprocessed stockpiles and demand for recycled product dictates. The size of unprocessed waste stockpiles will therefore vary according to availability of C&D waste, the stage of recycling operations and/or the demand for the finished recycled aggregate product.
- 2.35 It is estimated that up to 6 months intake of C&D waste (ie. up to 25,000 tonnes) could be stored at the recovery facility at one time. The external waste stockpile height is likely to be between 6m and 8m high.
- 2.36 Construction and demolition waste held in 'unprocessed' stockpiles is recovered by excavating it using a loading shovel / front-end loader and tipping it into a mobile crusher within the proposed recovery shed in order to produce recycled (secondary) aggregates of varying nominal size.
- 2.37 The recovered / recycled aggregates are then transferred by loading shovel / front-end loader from production stockpiles at the crusher to 'processed' stockpiles at a separate outdoor stockpiling area, also on a hardstand surface. They are then stored on-site pending their subsequent sale and export off-site.
- 2.38 As with unprocessed waste, it is estimated that 6 months output of recovered / recycled aggregates (ie. up to 25,000 tonnes) could be stored at the recovery facility at any one time and that it is likely to be of a similar height to that of the unprocessed stockpile (ie. 6m to 8m).
- 2.39 The recovered / recycled (secondary) aggregate is transferred from processed stockpiles to HGVs using a loading shovel / front-end loader on an ongoing, intermittent basis as demand for recycled aggregates dictates.
- 2.40 As all imported waste is required to be sorted and segregated at source, before being brought to the waste recovery facility, it is expected that only minimal sorting of waste materials other than separation of reinforcement from concrete and the removal of occasional inclusions of wood, metal, plastic, etc. will be undertaken at the recycling facility,. Reinforcement (and other physical inclusions) separated from concrete will be stored in skips at the recovery area before being transferred to the quarantine facility and/or removed off site by an authorised waste collector.

DURATION OF ACTIVITIES

- 2.41 Assuming a combined total for clay liner / inert waste intake of 6,165,000 tonnes will be required at the facility and that it is imported at an annual maximum intake rate of 750,000 tonnes per annum suggests that the duration of the landfilling operations will be a minimum of 8.2 years. Were the average landfilling rate to fall short of this level and to average 350,000 tonnes per annum, the duration of backfilling activities could extend to approximately 17.6 years.
- 2.42 It is anticipated that the construction and demolition (C&D) waste recovery activities will continue for at least as long as landfilling activities are ongoing at the former quarry void (in view of the economies of scale achieved in undertaking both activities at the one location). The rate of C&D waste recovery is not expected to exceed 50,000 tonnes per annum.

- 2.43 On completion of landfilling activities using imported inert waste, a business review will be undertaken on the viability of continued C&D waste recovery activities at the application site. For the purposes of this application to An Bord Pleanála for planning permission however, it is assumed that the C&D recovery activities will most likely continue at the application site and that any new or replacement infrastructure which may be required to support the continuation of C&D waste recovery activities at this location will be put in place at that time.

3 LANDFILL DESIGN ASPECTS

- 3.1 The existing quarry void is approximately 70m deep at its deepest point, with sub-vertical faces around the perimeter, as indicated on the site layout presented in Figure 4. The quarry void is accessed via two haul roads, one at the south eastern corner and the other on the central southern side. Both accesses are formed by the cutting and filling in the natural ground.
- 3.2 As previously noted, the diorite bedrock at Ballinclare Quarry is classified by the Geological Survey of Ireland (GSI) as a '*poor aquifer (PI) which is unproductive except in local zones*'. Guidance published by the GSI suggests that this hydrogeological setting is generally suitable for landfill.
- 3.3 The proposed final landform presented in Figure 6 has been developed to produce a slightly domed landform that ties in the higher northern side of the site, at a maximum elevation of c.90mOD, to the lower south eastern corner of the site at c. 55mOD.

CONCEPTUAL DESIGN - LANDFILL

- 3.4 Currently several stockpiles and a large flooded pit (c. 20m below the quarry floor) are present in the base of the quarry. It is envisaged that the materials in these stockpiles, as well as other sources of fill on site, would be used to backfill the pit to create a level formation, with basal contours at an average elevation of 38mOD.
- 3.5 Around the perimeter of the existing quarry, a steepwall lining system will be installed upwards from the quarry floor, against steep sections of the quarry face. Above the crest of the quarry the flatter slopes would be trimmed and lined in a similar manner to the base.
- 3.6 The requirements set out by the EPA Guidance⁴ for inert landfill sites are that the lining system should comprise the following :
 - *Base and side wall mineral layer of minimum thickness 1m with a hydraulic conductivity less than or equal to $1 \times 10^{-7} \text{m/s}$ or a 0.5m artificial layer of enhanced soil or similar giving equivalent protection to the foregoing.*
- 3.7 It is envisaged that the basal lining system would be a 1m thick layer of uncontaminated, low permeability clayey materials, which would most likely be imported to the facility as a by-product. The steepwall lining system would comprise a minimum 2m wide clay liner installed immediately against the face of the quarry. Similar to the basal liner, this material would most likely be sourced from uncontaminated inert soils imported to the facility as by-product. A leachate drainage system is not required for an inert landfill.
- 3.8 The requirements set out by the EPA Guidance for inert landfill sites are that the final restored surface should comprise topsoil and subsoil, thickness, dependent on after use. It has been assumed for conceptual design that 150mm of topsoil over 850mm of subsoil will be used in the final restoration of the completed landform at Ballinclare Quarry.

CONCEPTUAL DESIGN – LANDFILL PHASING

- 3.9 Each landfill phase will be developed by initially placing a 1m thick layer of low permeability material across the quarry floor to form the basal liner. The liner would not have to cover the whole basal area of any given development phase to allow the placement of inert waste. A minimum area of liner would however have to be determined to ensure that there is sufficient space to allow road trucks and landfill plant to operate.

⁴ Landfill Manuals : Landfill Site Design (EPA,2000)

- 3.10 As the basal area fills with inert waste, the installation of the basal liner would then progress in line with the importation of suitable low permeability materials. Once the basal extent of the phase has been reached, then the installation of the steepwall liner to the walls would be progressed and the open face of the inert waste would be sloped back at a suitable gradient. For the purpose of the phasing drawings, waste slopes of 1v:3h have been assumed.
- 3.11 Such an approach reduces the volume of low permeability clay lining material required to be imported to the facility initially. During the operational life of the facility, the lining system may be installed as suitable clay materials are imported or, alternatively, it could be stockpiled, to be placed on a campaign basis either by site based personnel or by a Contractor.
- 3.12 As indicated on the phasing drawing in Figure 8, by working in this way, it will be possible to provide for progressive restoration of the former quarry void from an early stage in the proposed development. This will improve the landscape and visual characteristics of the site and the early establishment of vegetation will reduce the potential volume of suspended solids carried in surface water run-off.

CONCEPTUAL DESIGN – WATER MANAGEMENT

- 3.13 The former quarry was effectively worked dry with very little inflow of groundwater reported within the void. A quarry sump located at the lowest level on the quarry floor collected any surface water falling over the void area and any minor inflows of groundwater which occurred. This water was recycled and used in concrete production activities and on-site dust suppression, with periodic pumping of water to on-site storage tanks as required.
- 3.14 Since quarrying ceased and management of quarry water was suspended in 2016, the quarry has now partially flooded. To enable the quarry to be re-engineered as a landfill the flooded pit will first need to be emptied of water and discharged via the Ballinclare Stream to the Potters River during the initial site establishment / construction phase. It is envisaged that this will be done under the terms of the existing quarry planning permission and a trade effluent discharge licence recently issued by Wicklow County Council (Ref. WPL116).
- 3.15 Thereafter, a groundwater control system will have to be installed beneath the proposed clay liner system to ensure hydrostatic uplift pressures do not damage the proposed clay liner system. It is envisaged that the drainage system at the base of the quarry / inert landfill will comprise a herringbone system of granular drainage channels and that these would feed groundwater to a sump at a low point on the quarry floor.
- 3.16 To prevent damage to the clay liner system, groundwater will need to be lowered by pumping from the sump until such time as any inert waste landfilling has reached a depth that overcomes the hydrostatic pressure of the surrounding groundwater table. By developing the quarry void from west to east, the existing sump in the quarry floor can be kept in use and maintained for as long as possible. Water collecting in the sump will be pumped to proposed water treatment ponds by a conventional pump.
- 3.17 As noted above, previous experience of operating the quarry is that the surrounding volcanic rock is relatively tight, with relatively limited volumes of groundwater flowing through it. The volume of groundwater likely to collect in the sump is therefore expected to be low, with the bulk of any water removed comprising infiltrating rainfall and/or surface water run-off over or through the landfilled soil and stone materials.
- 3.18 During the operational life of the landfill, the sump will remain open until Phase 3 of landfilling commences, at which point a riser pipe will be installed progressively upwards to allow a submersible pump to access the sump to lift and remove any collected groundwater and infiltrated rainfall or run-off. Pumping will continue until such time that the overlying inert waste has achieved a height where

the weight of waste exceeds the maximum uplift pressure from surrounding groundwater. At that point in time, pumping of groundwater may cease and the riser pipe will be decommissioned.

- 3.19 Within the footprint of Phase 4, a surface water lagoon will be formed at the low point of the area and infiltrated rainfall or run-off would be continually pumped until such time as the basal liner is placed across the entire area to facilitate placement of inert waste.
- 3.20 As the site is progressively restored, surface water ditches would be constructed as part of the restoration works to divert surface water run-off away from the backfilled landform, towards treatment ponds / wetland areas on the western boundary.

CONCEPTUAL DESIGN – WATER TREATMENT

- 3.21 In waste management, 'leachate' is the term assigned to the slightly contaminated liquid that is generated as influent rainwater and/or groundwater flows through the waste mass, picking up soluble and particulate matter as it moves downward towards the base of the landfill. Landfill leachates have varying compositions that reflect the types of wastes deposited.
- 3.22 There is on-going generation of leachate from rainfall and groundwater sources over the operational life of a landfill and as a result of the containment provided by the basal and side liners, any leachate needs to be removed and treated prior to being discharged off-site.
- 3.23 Based on past experience, it is likely that the inert waste landfill at Ballinclare will generate leachate that will have little or no ammoniacal nitrogen, BOD and COD but could have *potentially* elevated concentrations of sulphate, reduced pH and detectable concentrations of metals. In addition, as excavation soils and C&D wastes can often contain road planings and other materials associated with construction and operation of roads / pavements, some hydrocarbons could also be present.
- 3.24 Leachate may also be generated for a period after landfilling activities have ceased. Once landfilled areas are filled and low permeability soil cover is in place, the infiltration of rainfall and volume of leachate generated will be reduced.
- 3.25 A number of potential leachate treatment and disposal options were considered for the proposed inert landfill and waste recovery facility at Ballinclare. Arising out of this review, it was considered that the most suitable option for treatment of a leachate which principally requires reduction of inorganic substances would be an on-site (passive) wetland treatment system.
- 3.26 When installed in parallel, wetland areas can be independently placed out of service to allow for remediation and replenishment of infiltration / substrate media whilst still allowing on-going treatment of leachate through the active bed. Wetland treatment systems have a low visual and amenity impact and require little on-going intervention once installed. The main drawback which can arise with wetlands is that they often require a large footprint area to treat the anticipated input volumes.
- 3.27 As the inert landfill is not currently in existence at Ballinclare Quarry, some initial assumptions have been made about the likely quality of leachate that will be produced by the inert landfill and the volumes that will be generated over time. Worst case scenarios have been considered both in terms of leachate quality (most problematic in terms of composition) and volume (highest generation volume).
- 3.28 An initial assessment indicates that there is sufficient spare land available at Ballinclare for a wetland treatment system in the western site area, adjacent to the planned landfill footprint. It is anticipated that the volumes requiring treatment at the facility will be limited by the progressive restoration of the completed landform over its operational life.

- 3.29 The effectiveness of wetland treatment systems can be enhanced by the temporary addition of various, more active treatment systems, such as chemical dosing, aeration or other such processes. This can allow a wetland system to handle higher contaminant loads or flows for periods of time (should it be necessary) before reverting back to more standard modes of operation, therefore providing flexibility should leachate generation rates and chemical constituents change over time.
- 3.30 Based on the initial assessment and design, the proposed wetland treatment system at Ballinclare Quarry will comprise
- (i) Leachate reception tank: up to 50m³, self-bunded storage tank with level controls.
 - (ii) Pump house : housed is a standard shipping container (6.0m x 2.4m x 2.6m) containing feed, discharge and chemical dosing pumps;
 - (iii) Wetland treatment system: comprising the following elements in series
 - (a) Anaerobic (biochemical reactor) wetland;
 - (b) Iron Sequestering Unit (ISU);
 - (c) Aerobic wetland.
 - (iv) Off-site discharge via existing ditch / drainage channel to Potters River.
- 3.31 Based on the assumption that the leachate flow rate is generated from a progressively capped inert landfill, the area of on-site wetland required at Ballinclare is assessed to be of the order of 3.8 hectares. The location and approximate dimensions of the proposed wetland treatment area is indicated in Figure 10, while some further construction details are provided in plans and sections in Figure 11.

4 POST CLOSURE RESTORATION AND AFTERCARE

- 4.1 As previously noted, the former quarry void is to be restored to a landform which closely resembles that which existed prior to development and closely merges into the surrounding landscape. It is envisaged that the proposed landfill development will entail backfilling and restoring the existing void in a progressive manner, working in phases from west to east (Phases 1 through 3) and turning southwards thereafter (Phase 4) to backfill over the former processing / production area.
- 4.2 Topsoil and subsoil will be imported to the site on a continual basis and if not be used immediately in landfilling, will be stockpiled separately pending re-use toward the latter stages of phased landfilling works, when the top surface approaches the finished ground levels envisaged by the restoration scheme. The topsoil and subsoil will be stored separately, away from the active landfilling area and in such location and manner as not to create any temporary adverse visual impact or dust nuisance.
- 4.3 As working areas of the landfill are progressively backfilled to within 1 metre of the final ground level envisaged by the restoration scheme, a cover layer comprising 150mm of topsoil and up to 850mm of subsoil will be placed above the inert waste body. Thereafter it will be seeded with a native grass mix in order to promote stability and minimise soil erosion and dust generation.
- 4.4 Working progressively and in a phased manner will provide for the early and ongoing establishment of grass cover over the final landform as landfilling activities progress over the planned life of the facility. It will also provide a commensurate reduction in the potential volume of suspended solids carried in surface water run-off and an improvement in the visual appearance of the site.
- 4.5 On completion of all landfilling and capping / restoration works, any mobile plant and equipment associated with the waste activities will be removed off-site. Any dedicated site accommodation, infrastructure and/or services will also be progressively decommissioned and/or removed off-site.
- 4.6 The long-term surface water management regime for the backfilled landform, will be established incrementally over time, as landfill and restoration works proceed. On completion, any rainfall over the landfill footprint will either
- percolate directly into the backfilled soil mass (depending on the permeability and/or degree of saturation of the soil at the ground surface);
 - run-off over the ground surface to be collected by surface water channels which will carry it to on-site holding ponds, from whence it will be discharged off-site to the Potter's River.
- 4.7 Much of the surface water run-off from the final landform will continue to be directed toward the wetland area for removal of any potential suspended solids or any other detectable contaminants which may be present prior to being discharged off-site to the Ballinclare Stream and the Potters River. Maintenance and upkeep of the wetland treatment area will continue until such time as periodic sampling and testing of surface water run-off indicates it is no longer necessary.
- 4.8 Locally, in the south eastern corner of the landfill area, the final restored ground levels will be lower than at the discharge point to the Ballinclare Stream and cannot therefore drain to it under gravity. Accordingly, it is envisaged that surface water run-off from this local area will collect at a swale / attenuation pond to be constructed close to the south-eastern boundary. Discharge from the swale will be to a minor (unnamed) stream which flows off-site for 300m, parallel to the L1157 Local Road and into the Kilmacurragh Stream, which in turn flows into the Potters River approximately 400m further downstream.

FIGURES

Figure 1
Site Location Map

Figure 2
Site Location Plan / Application Area

Figure 3
Surrounding Land Use / Development

Figure 4
Existing Site Layout

Figure 5
Aerial Photograph of Existing Site

Figure 6
Proposed Final Landform Contours

Figure 7
Depth of Landfilling at Former Quarry

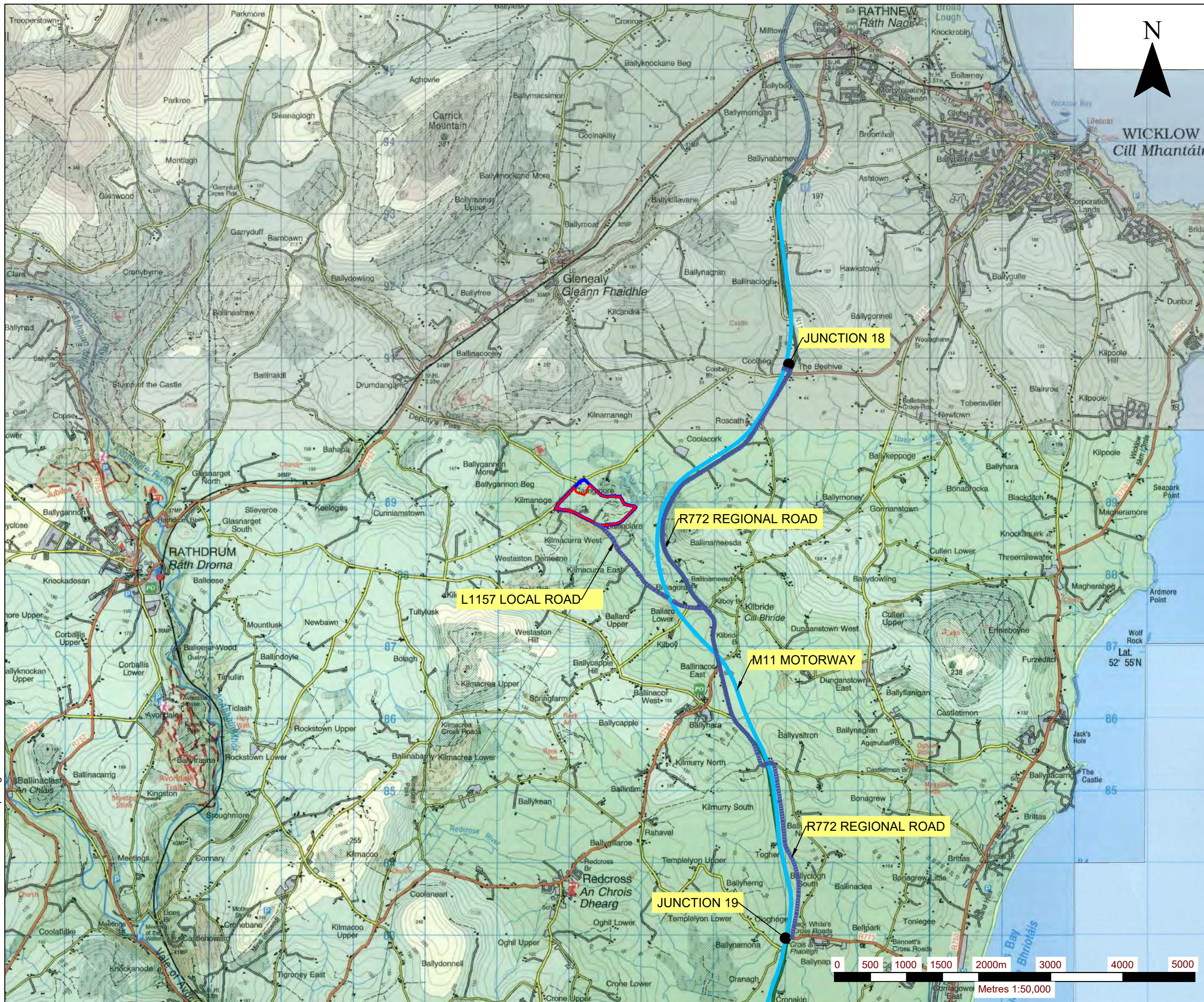
Figure 8
Landfill Phasing Plan

Figure 9
Cross-Sections through Landfill

Figure 10
Surface Water Management System

Figure 11
Conceptual Design / Construction Details


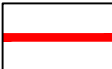
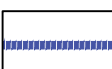
00036.00080.0.16.FIG 1.0.Site Location Map.dwg



NOTES

1. EXTRACT FROM ORDNANCE SURVEY 1:50,000 DISCOVERY SERIES MAPPING SHEET NO. 56 & 92
2. ORDNANCE SURVEY IRELAND LICENCE CO. SU0000720 (c) ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND

LEGEND

-  LANDHOLDING BOUNDARY (c.36 Ha. / 89 acres)
-  PLANNING APPLICATION AREA (c. 32.5 Ha.)
-  HAUL ROUTE

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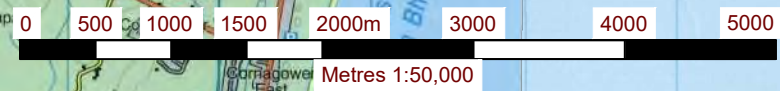
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PRE-APPLICATION CONSULTATION

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INERT LANDFILL & C+D WASTE RECOVERY FACILITY
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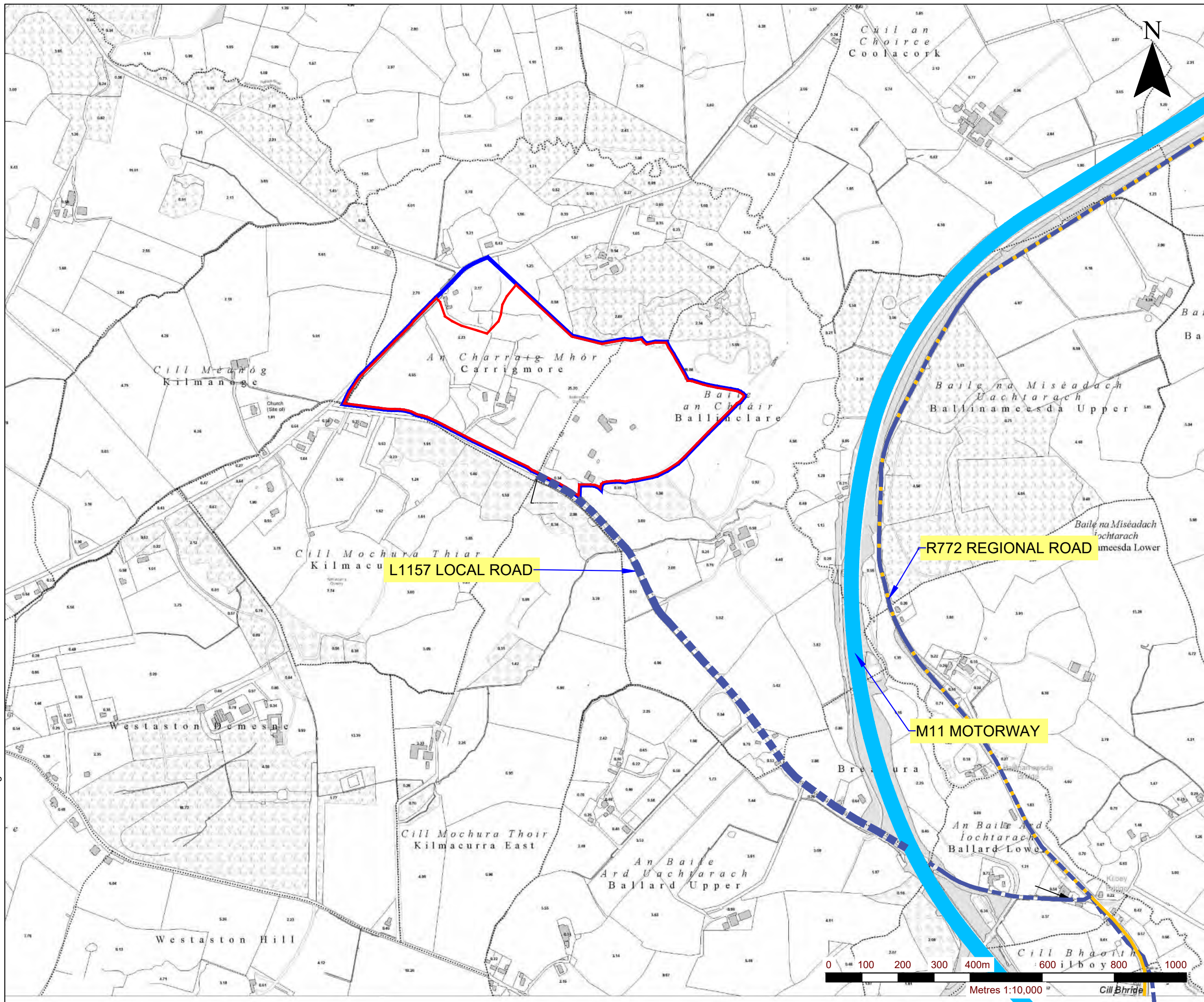
SITE LOCATION MAP

FIGURE 1

Scale: 1:50,000 @ A3 Date: OCTOBER 2020



00036.00080.0.16.FIG 2.0.Site Location Plan.dwg



NOTES

- EXTRACT FROM ORDNANCE SURVEY 1:2,500 / 1:5,000 MAP SERIES: 4077-D, 4078, 4078-D, 4079-C, 4136, 4137, 4137-B, 4137-D, 4138-A & 4138-C
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LEGEND

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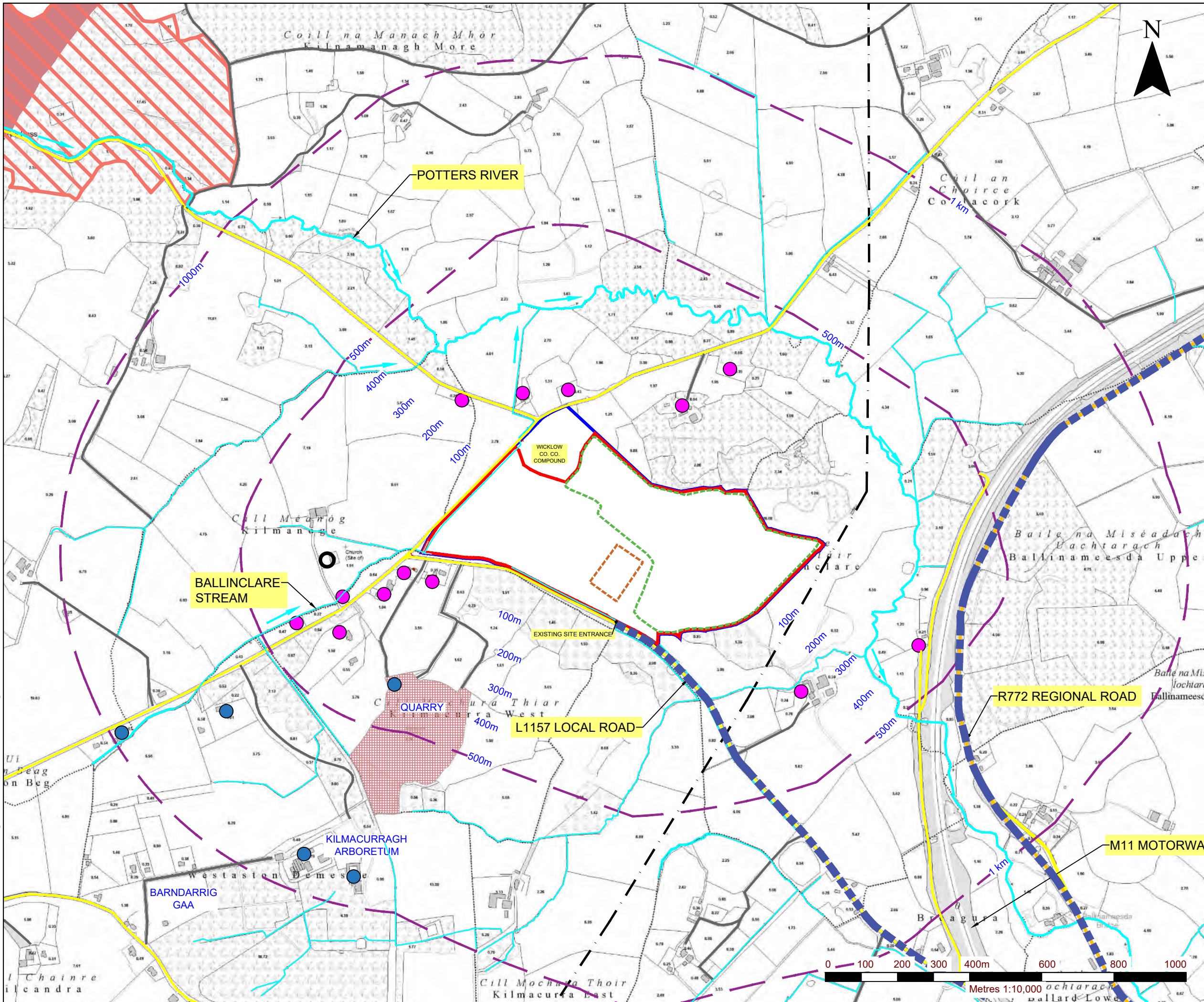
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SITE LOCATION PLAN

FIGURE 2

Scale 1:10,000 @ A3 Date OCTOBER 2020

00036.00080.0.16.FIG 3.0.Surrounding Land-Use Development.dwg



NOTES

- EXTRACT FROM ORDNANCE SURVEY 1:2,500 / 1:5,000 MAP SERIES: 4077-D, 4078, 4078-D, 4079-C, 4136, 4137, 4137-B, 4137-D, 4138-A & 4138-C
- ORDNANCE SURVEY IRELAND LICENCE CO. SU 0000720 (c) ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND
- EXISTING SURVEY (MAY 2016) PROVIDED BY KILSARAN

LEGEND

	LANDHOLDING BOUNDARY (c. 36 Ha. / 89 acres)
	PLANNING APPLICATION AREA (c. 32.5 Ha.)
	INERT WASTE LANDFILL FOOTPRINT (c. 17.0 Ha.)
	C&D WASTE RECOVERY FACILITY AREA
	500m, 1km, 2km & 3km DISTANCE OFFSETS FROM BOUNDARY
	RESIDENTIAL RECEPTORS
	COMMERCIAL RECEPTORS
	002274 - DEPUTY'S PASS NATURE RESERVE SAC
	001756 - GLENEALY WOODS pNHA
	R772 REGIONAL ROAD
	LOCAL ROAD NETWORK
	ACCESS TRACKS
	220kV ELECTRIC OVERHEAD LINE
	RIVER / STREAMS
	HAUL ROUTE

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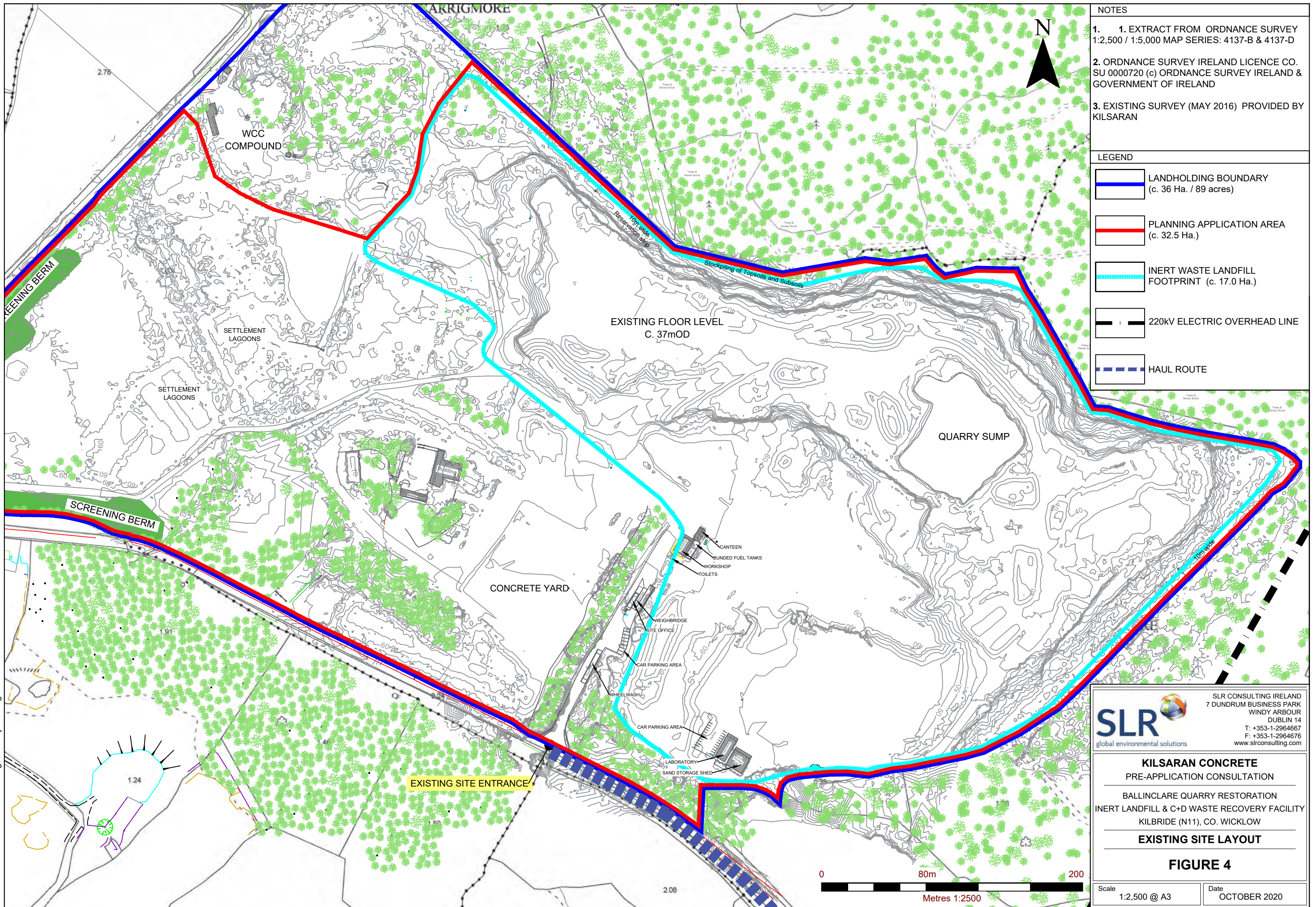
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SURROUNDING LAND-USE/DEVELOPMENT

FIGURE 3

Scale: 1:10,000 @ A3
Date: OCTOBER 2020

00036.00080.0.16.FIG 4.0.Existing Site Layout.dwg



- NOTES**
1. EXTRACT FROM ORDNANCE SURVEY 1:2,500 / 1:5,000 MAP SERIES: 4137-B & 4137-D
 2. ORDNANCE SURVEY IRELAND LICENCE CO. SU 0000720 (c) ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND
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- LEGEND**
- LANDHOLDING BOUNDARY (c. 36 Ha. / 89 acres)
 - PLANNING APPLICATION AREA (c. 32.5 Ha.)
 - INERT WASTE LANDFILL FOOTPRINT (c. 17.0 Ha.)
 - 220kV ELECTRIC OVERHEAD LINE
 - HAUL ROUTE

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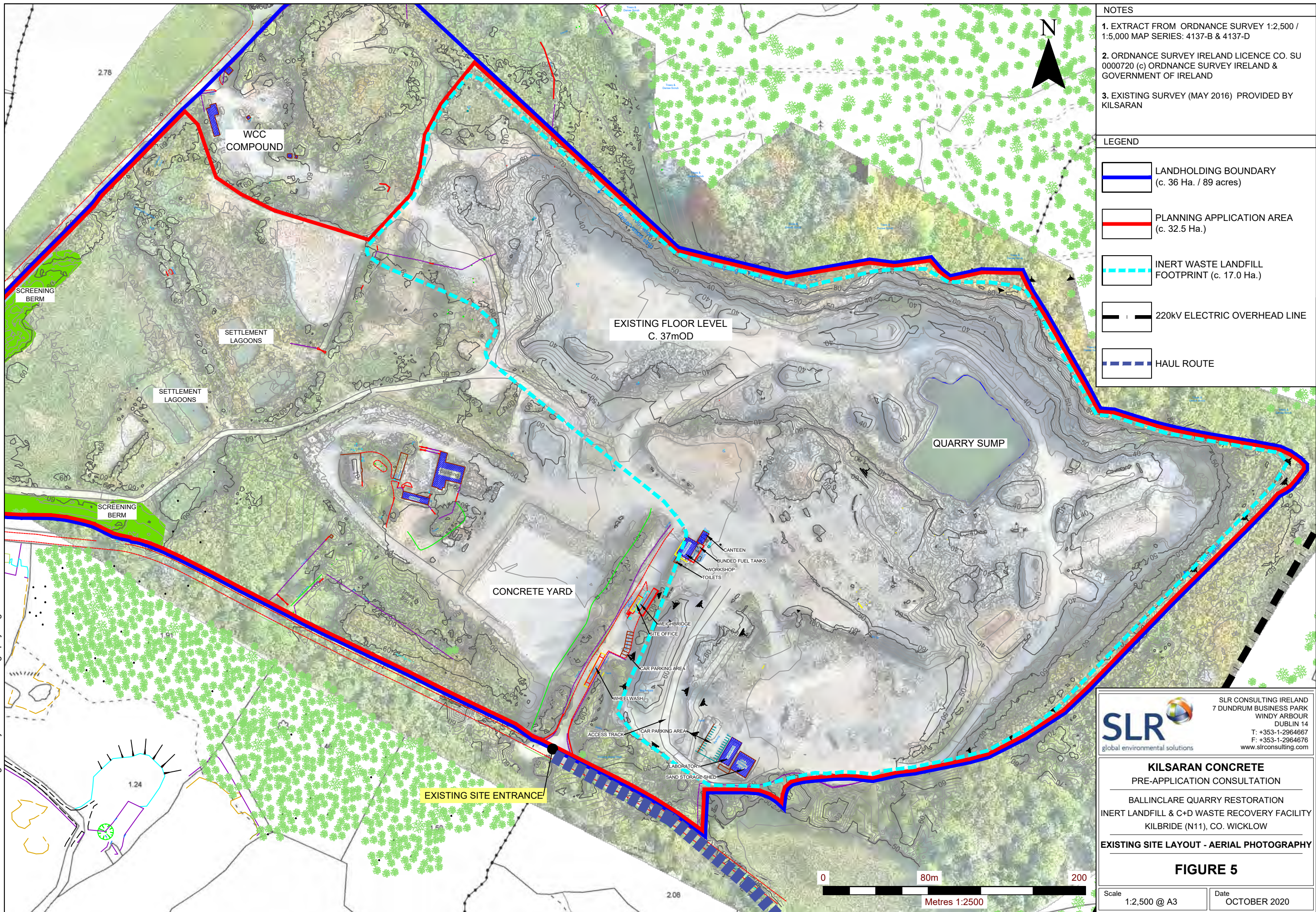
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EXISTING SITE LAYOUT

FIGURE 4

Scale 1:2,500 @ A3 Date OCTOBER 2020

00036.00080.0.16.FIG 5.0.Existing Site Layout - Aerial Photography.dwg



NOTES

1. EXTRACT FROM ORDNANCE SURVEY 1:2,500 / 1:5,000 MAP SERIES: 4137-B & 4137-D
2. ORDNANCE SURVEY IRELAND LICENCE CO. SU 0000720 (c) ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND
3. EXISTING SURVEY (MAY 2016) PROVIDED BY KILSARAN

LEGEND

	LANDHOLDING BOUNDARY (c. 36 Ha. / 89 acres)
	PLANNING APPLICATION AREA (c. 32.5 Ha.)
	INERT WASTE LANDFILL FOOTPRINT (c. 17.0 Ha.)
	220kV ELECTRIC OVERHEAD LINE
	HAUL ROUTE

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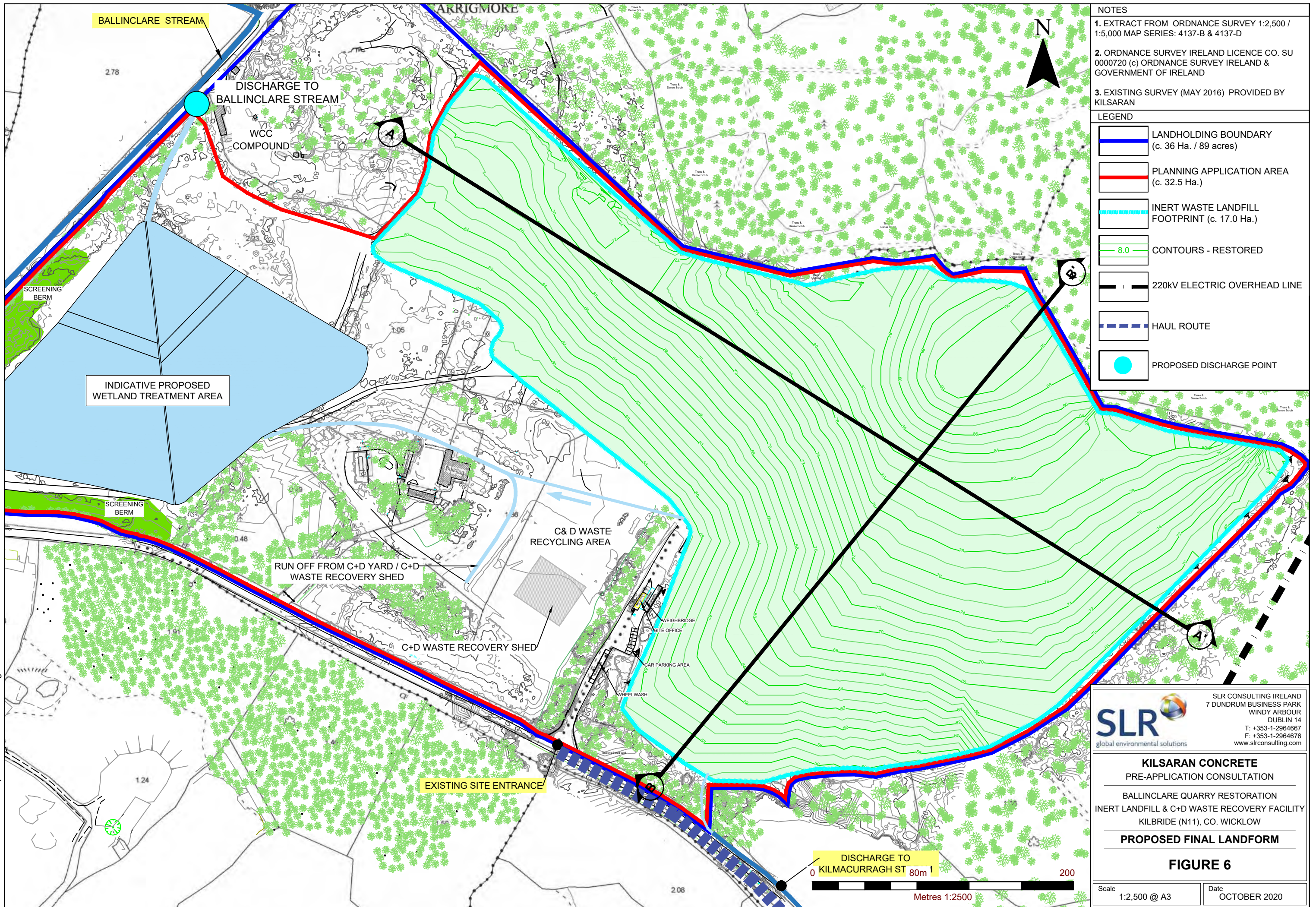
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EXISTING SITE LAYOUT - AERIAL PHOTOGRAPHY

FIGURE 5

Scale 1:2,500 @ A3 Date OCTOBER 2020

00036.00080.0.16.FIG 6.0.Proposed Final Landform.dwg



NOTES

1. EXTRACT FROM ORDNANCE SURVEY 1:2,500 / 1:5,000 MAP SERIES: 4137-B & 4137-D
2. ORDNANCE SURVEY IRELAND LICENCE CO. SU 0000720 (c) ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND
3. EXISTING SURVEY (MAY 2016) PROVIDED BY KILSARAN

LEGEND

- LANDHOLDING BOUNDARY (c. 36 Ha. / 89 acres)
- PLANNING APPLICATION AREA (c. 32.5 Ha.)
- INERT WASTE LANDFILL FOOTPRINT (c. 17.0 Ha.)
- CONTOURS - RESTORED (8.0)
- 220kV ELECTRIC OVERHEAD LINE
- HAUL ROUTE
- PROPOSED DISCHARGE POINT

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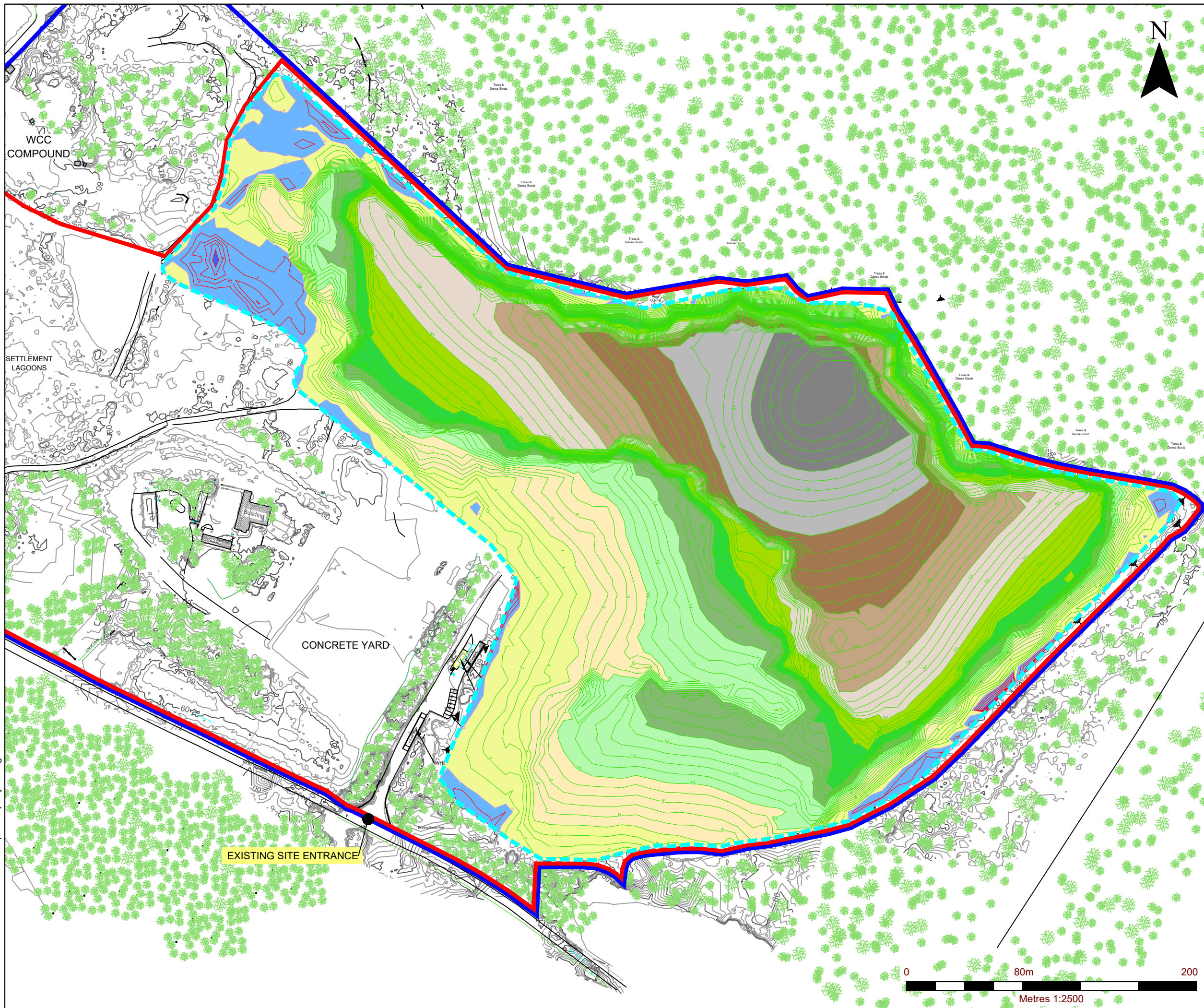
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PROPOSED FINAL LANDFORM

FIGURE 6

Scale 1:2,500 @ A3 Date OCTOBER 2020

00036.00080.0.16.FIG 7.0.Waste Depth Isopachyte.dwg



NOTES

1. EXTRACT FROM ORDNANCE SURVEY 1:2,500 / 1:5,000 MAP SERIES: 4137-B & 4137-D
2. ORDNANCE SURVEY IRELAND LICENCE CO. SU 0000720 (c) ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND
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LEGEND

	LANDHOLDING BOUNDARY (c. 36 Ha. / 89 acres)
	PLANNING APPLICATION AREA (c. 32.5 Ha.)
	INERT WASTE LANDFILL FOOTPRINT (c. 17.0 Ha.)
	-2.0 CONTOURS - ISOPACHYTE CUT
	2.0 CONTOURS - ISOPACHYTE FILL
	CONTOURS - ISOPACHYTE ZERO

Height ranges

	50
	45
	40
	35
	30
	25
	20
	15
	10
	5
	0
	-5

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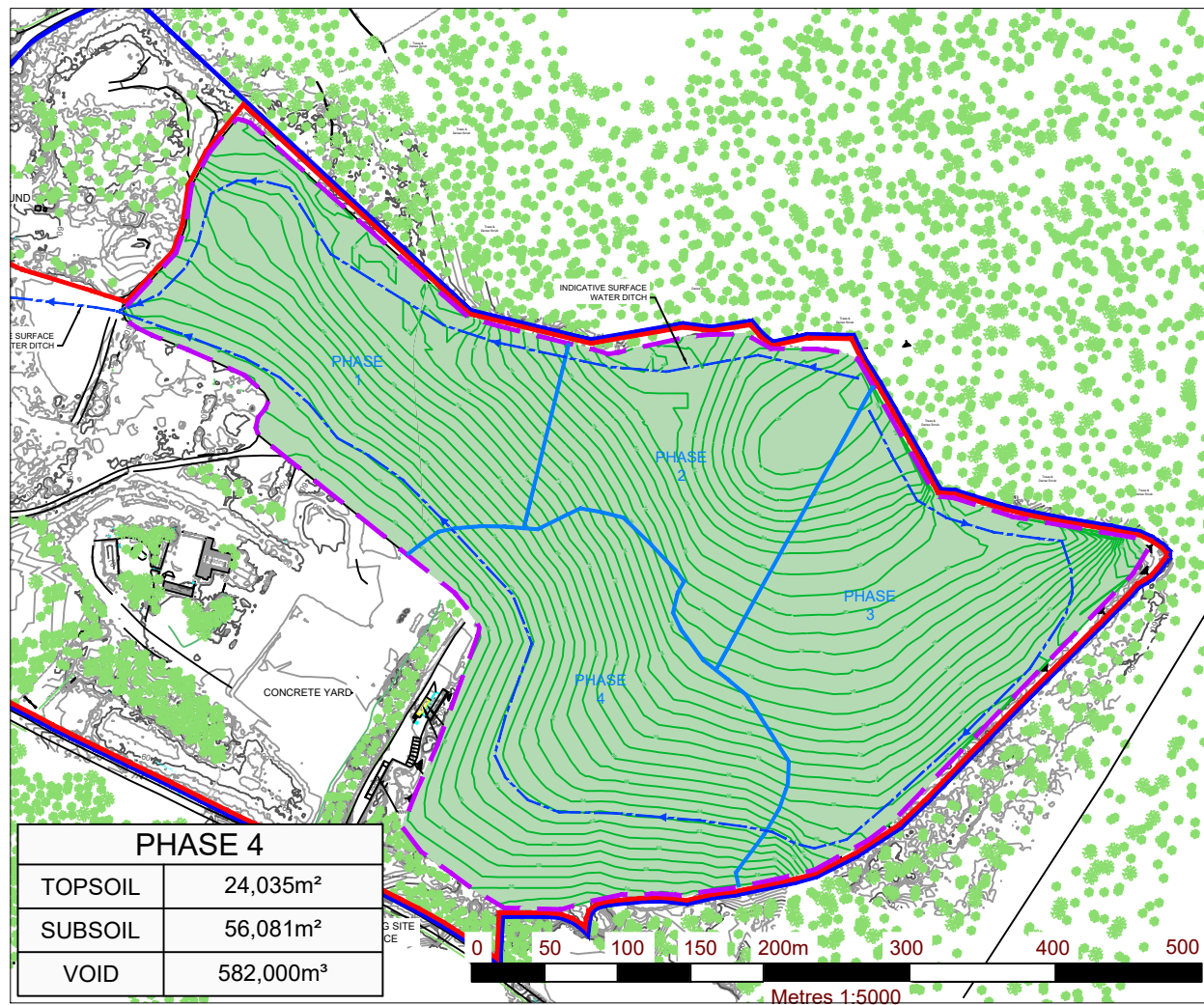
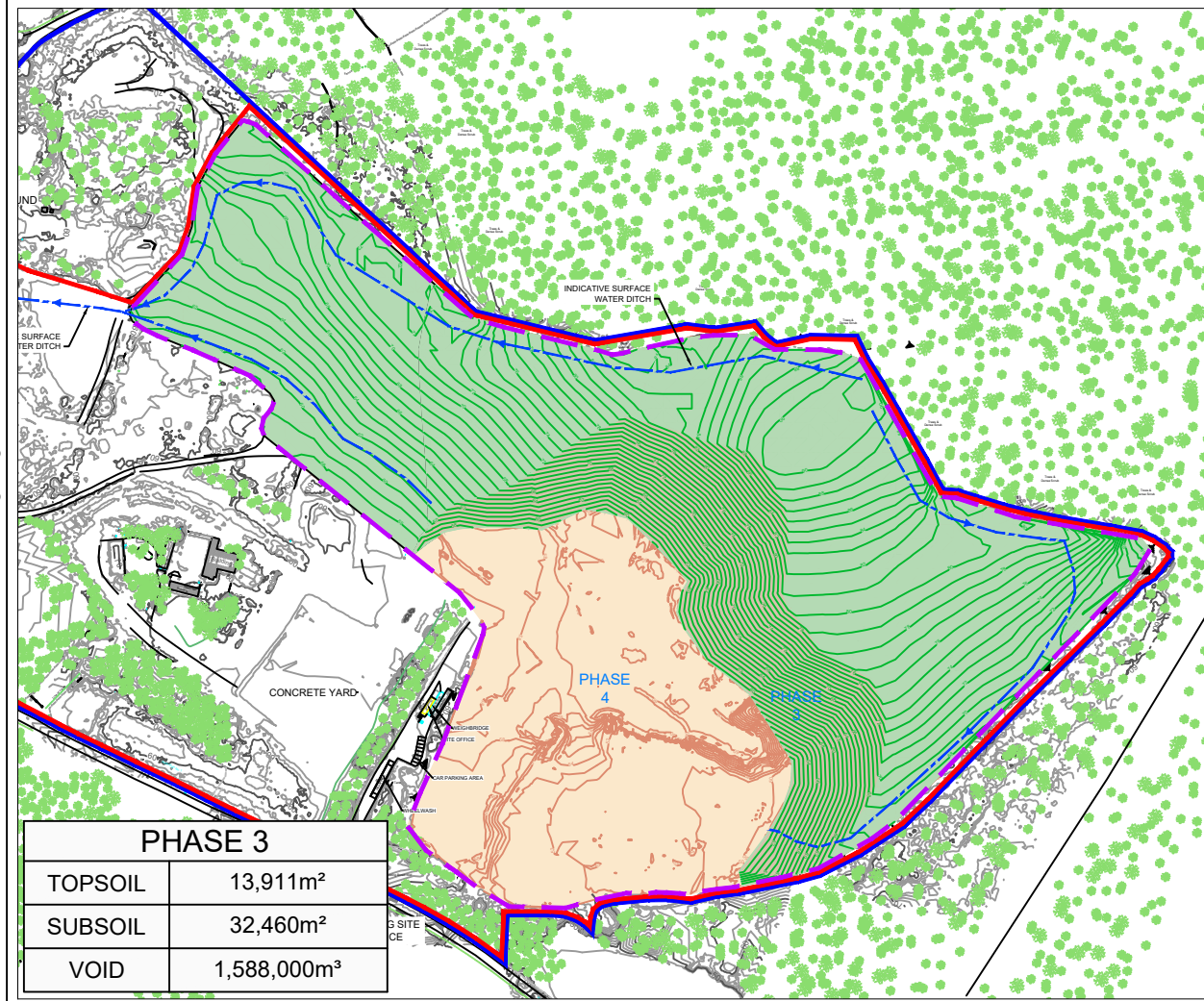
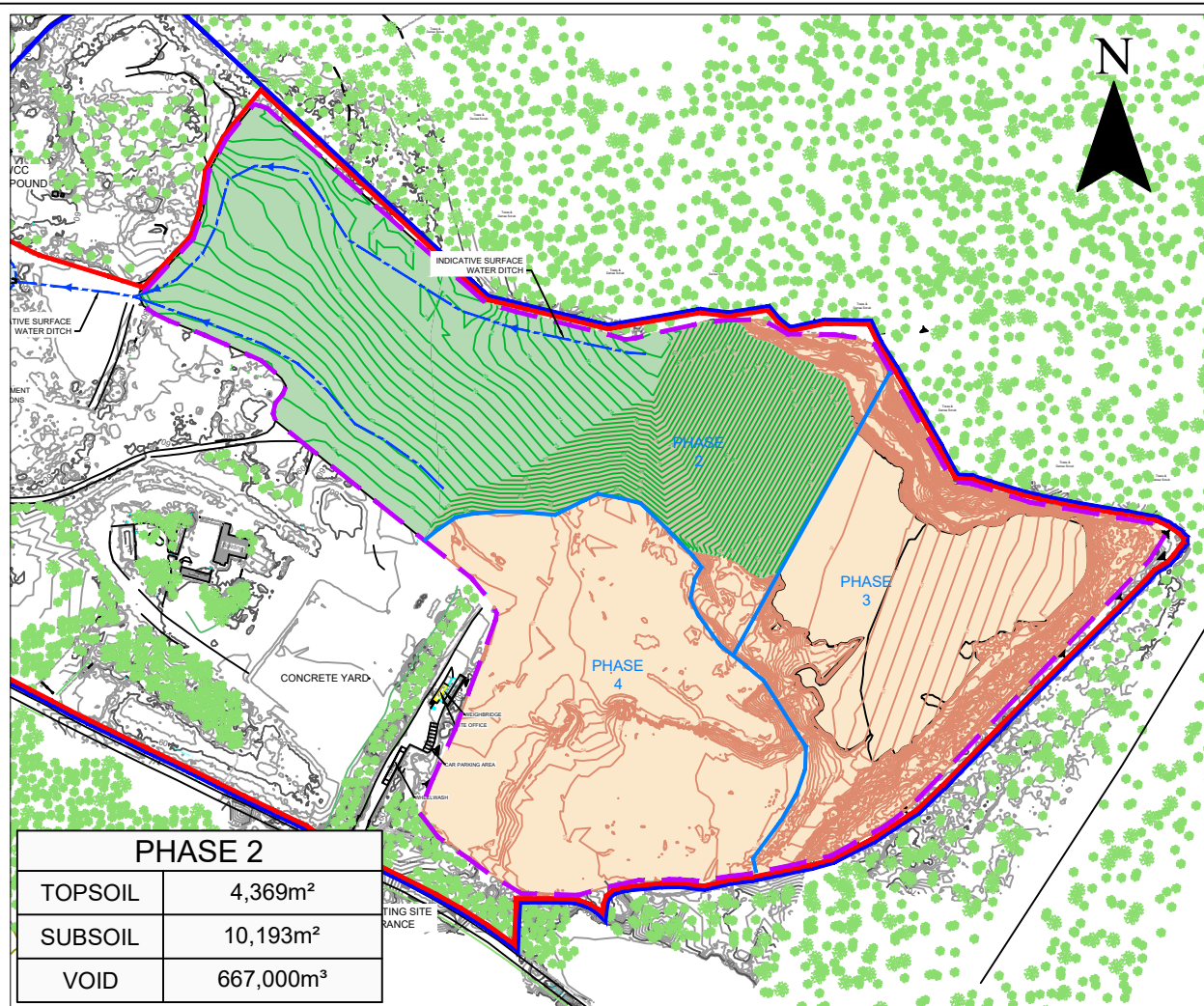
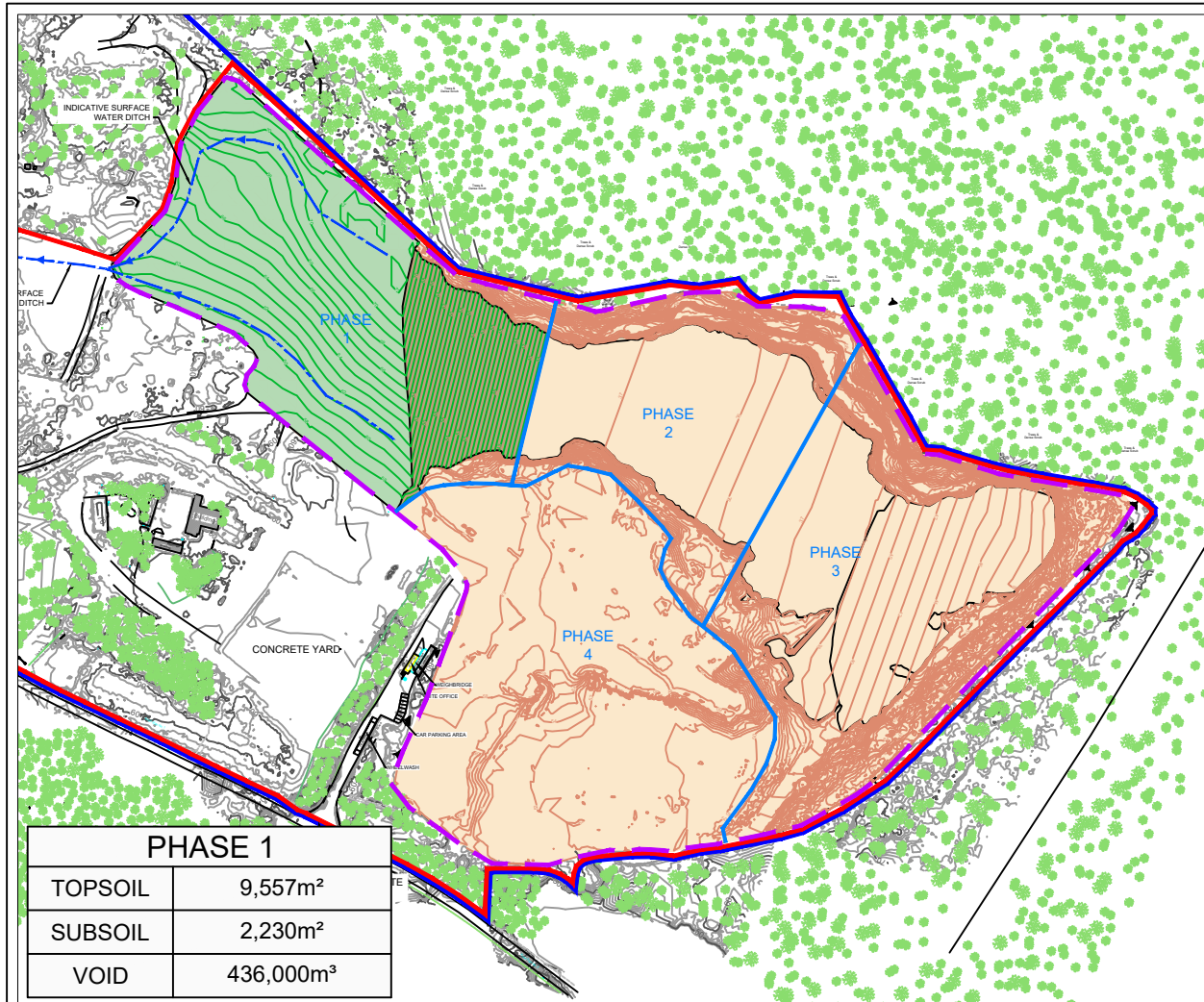
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WASTE DEPTH ISOPACHYTE

FIGURE 7

Scale 1:2,500 @ A3 Date OCTOBER 2020



- NOTES**
- EXTRACT FROM ORDNANCE SURVEY 6 INCH MAPPING WW030 & WW0311
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 - EXISTING SURVEY (MAY 2016) PROVIDED BY KILSARAN

- LEGEND**
- LANDHOLDING BOUNDARY (c. 36 Ha. / 89 acres)
 - PLANNING APPLICATION AREA (c. 32.5 Ha.)
 - INERT WASTE LANDFILL FOOTPRINT (c. 17.0 Ha.)
 - PROPOSED FORMATION LEVELS RECOVERY AREA
 - RESTORED AREA
 - TEMPORARY WASTE SLOPE

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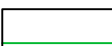
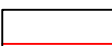

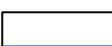



KILSARAN CONCRETE
 PRE-APPLICATION CONSULTATION
 BALLINCLARE QUARRY RESTORATION
 INERT LANDFILL & C+D WASTE RECOVERY FACILITY
 KILBRIDE (N11), CO. WICKLOW

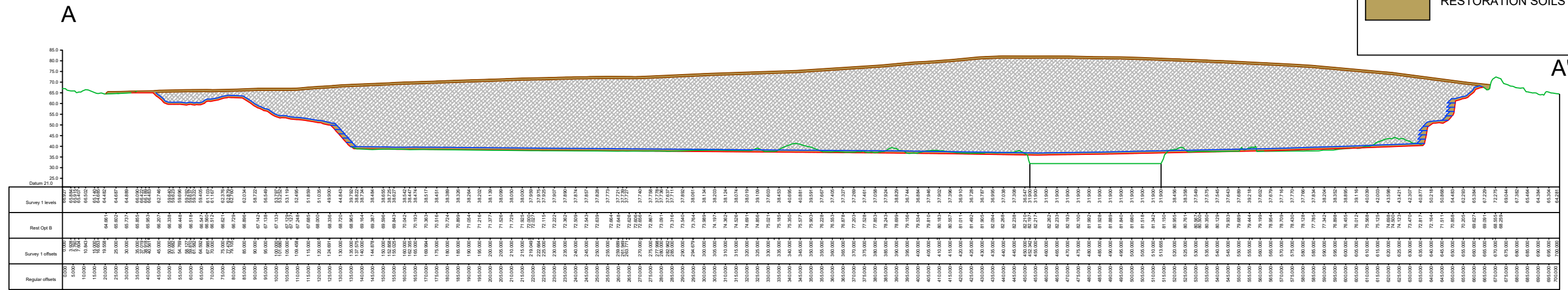
LANDFILL DEVELOPMENT PHASING
FIGURE 8
 Scale 1:5,000 @ A3 Date OCTOBER 2020

00036.00080.0.16.FIG 8.0.Landfill Development Phasing.dwg

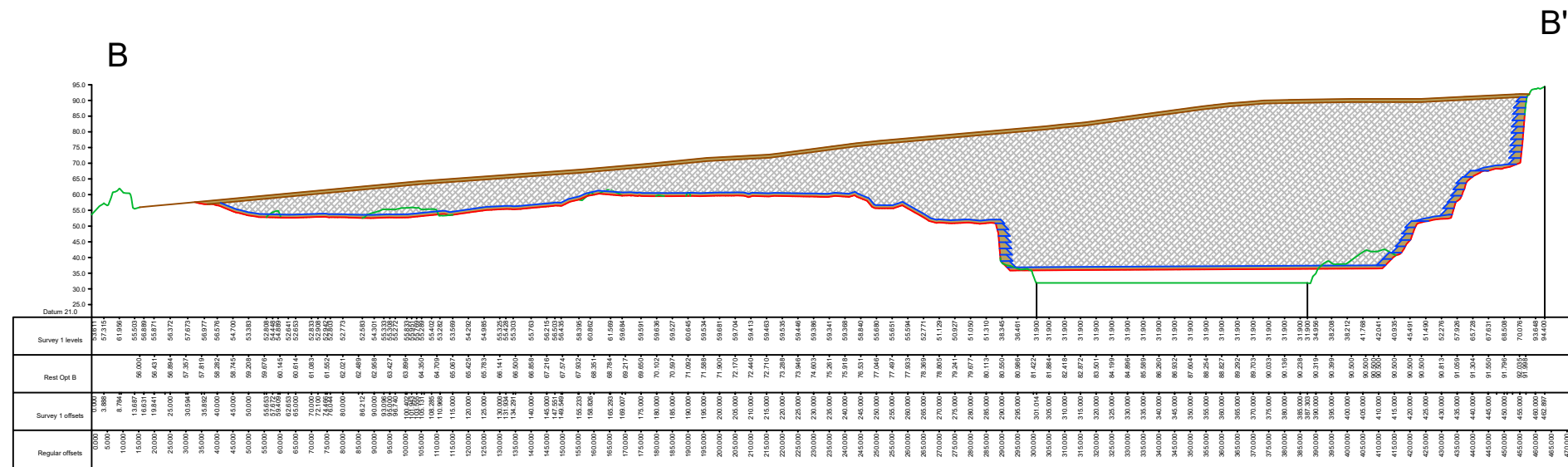
00036.00080.0.16.FIG 9.0.Cross Sections Through Landfill.dwg

LEGEND - SECTIONS

-  EXISTING LEVELS
-  PROPOSED FORMATION LEVELS
-  PROPOSED FINAL RESTORATION LEVELS
-  PROPOSED BASAL AND SIDEWALL LINING
-  ENGINEERED MINERAL LINER
-  INERT WASTE / SOILS
-  RESTORATION SOILS



SECTION A
SCALE 1:2000



SECTION B
SCALE 1:2000



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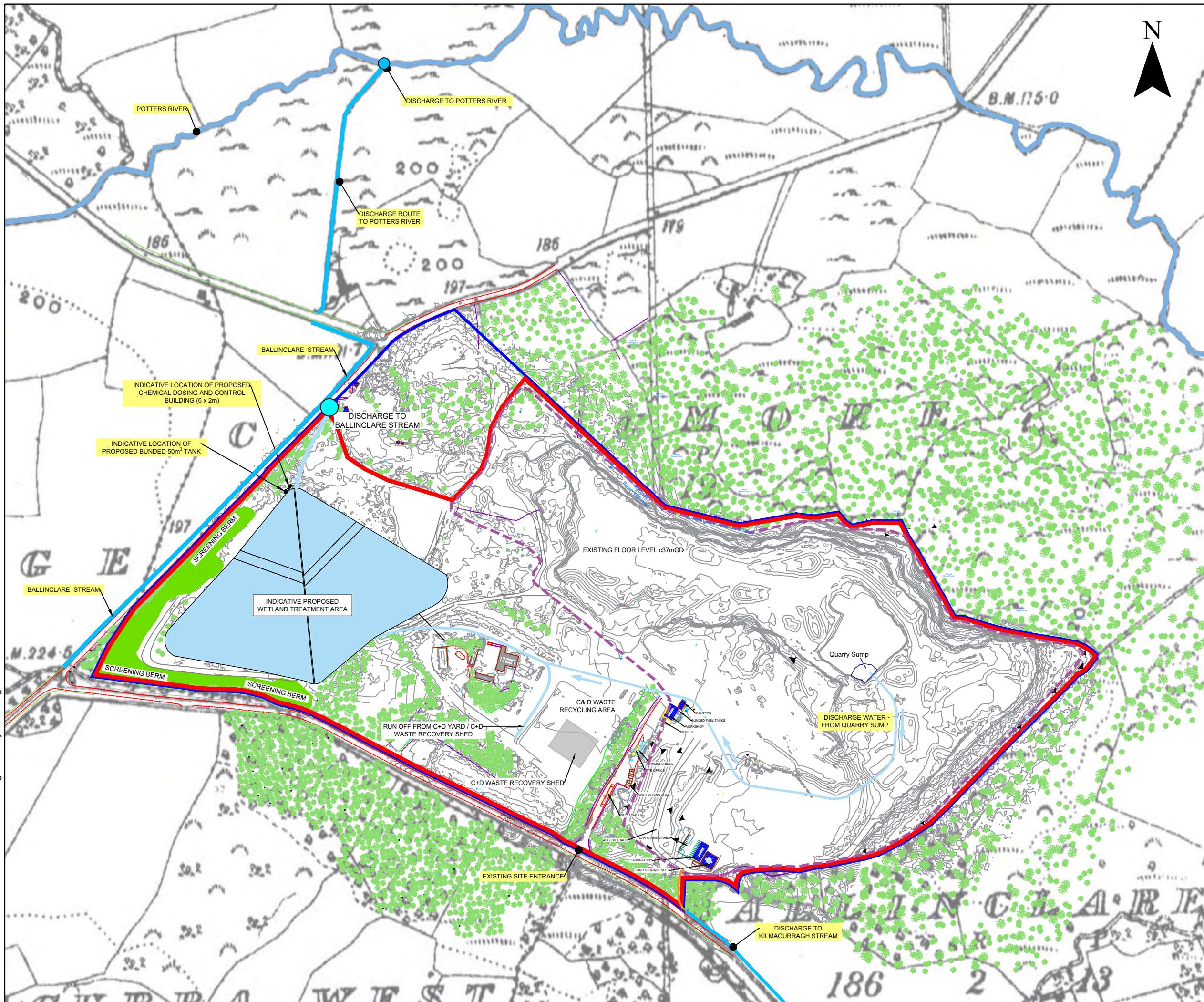
BALLINCLARE QUARRY RESTORATION &
INERT LANDFILL & C+D WASTE RECOVERY FACILITY
KILBRIDE (N11), CO. WICKLOW

CROSS SECTIONS THROUGH LANDFILL

FIGURE 9

Scale AS SHOWN @ A3 Date OCTOBER 2020



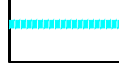
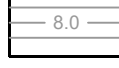


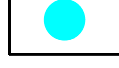
00036.00080.0.16.FIG 10.1.Surface Water Management System.dwg



NOTES

1. EXTRACT FROM ORDNANCE SURVEY 6 INCH MAPPING WW030 & WW0311
2. ORDNANCE SURVEY IRELAND LICENCE CO. SU 0000720 (c) ORDNANCE SURVEY IRELAND & GOVERNMENT OF IRELAND

LEGEND

	LANDHOLDING BOUNDARY (c. 36 Ha. / 89 acres)
	PLANNING APPLICATION AREA (c. 32.5 Ha.)
	INERT WASTE LANDFILL FOOTPRINT (c. 17.0 Ha.)
	8.0 CONTOURS - RESTORED
	220kV ELECTRIC OVERHEAD LINE
	HAUL ROUTE
	PROPOSED DISCHARGE POINT

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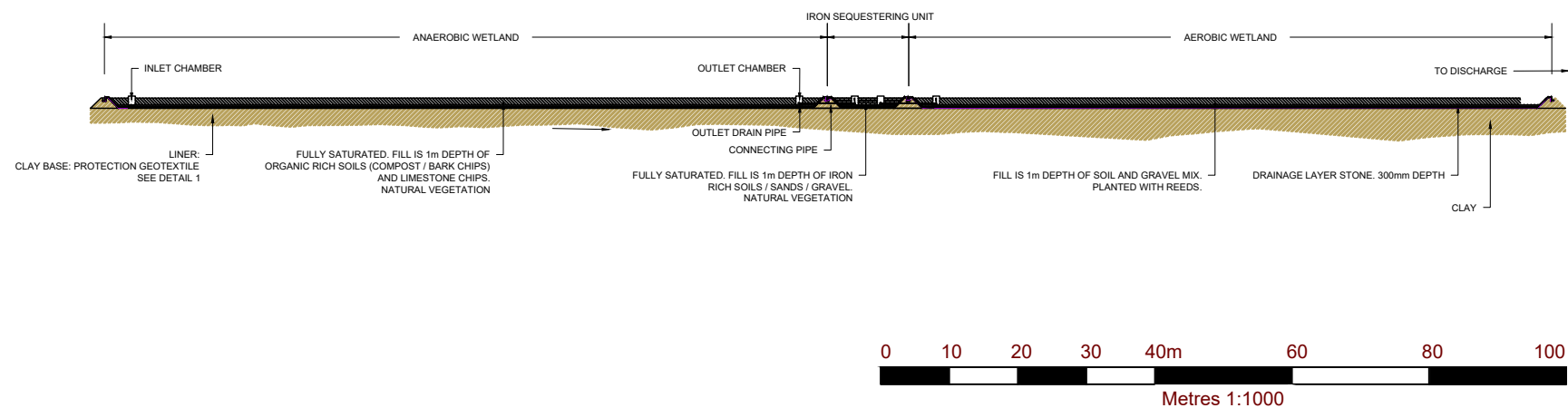
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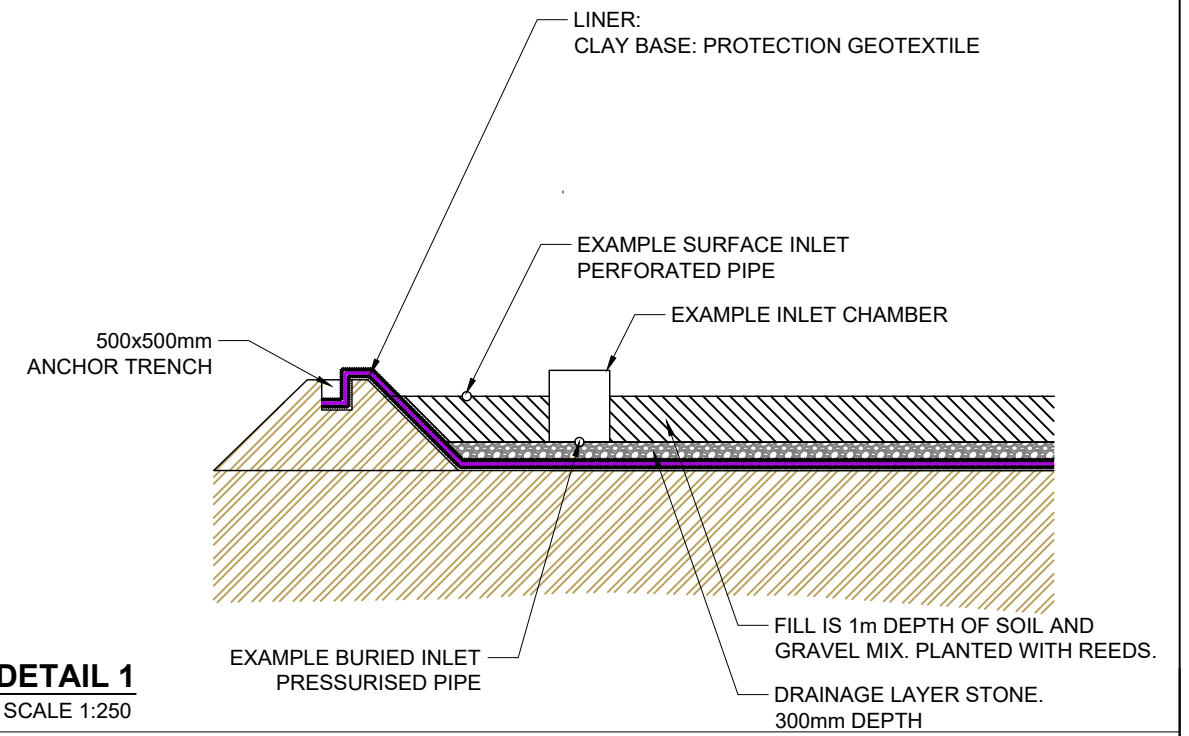
SURFACE WATER MANAGEMENT SYSTEM

FIGURE 10

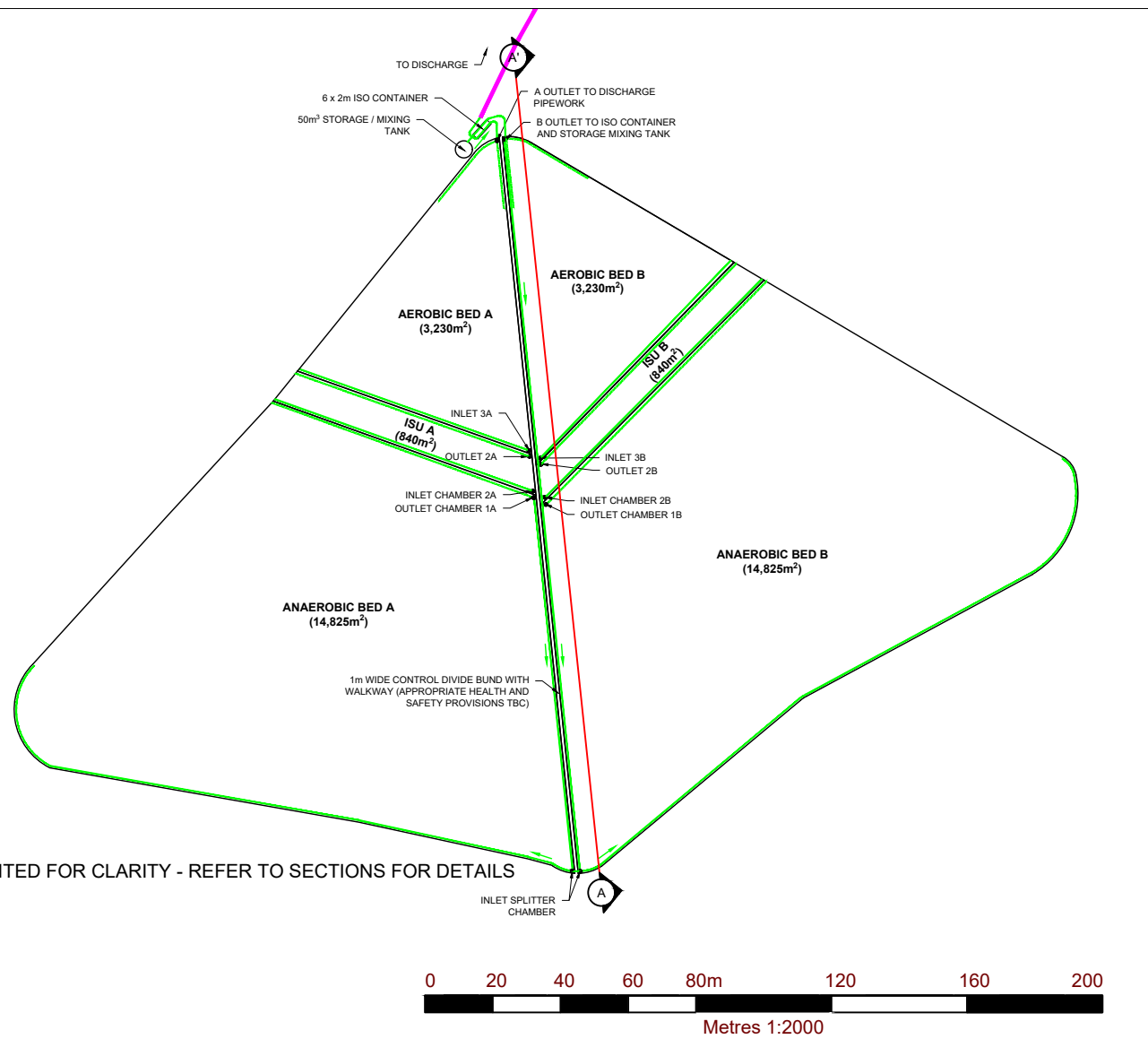
Scale	1:4,000 @ A3	Date	OCTOBER 2020
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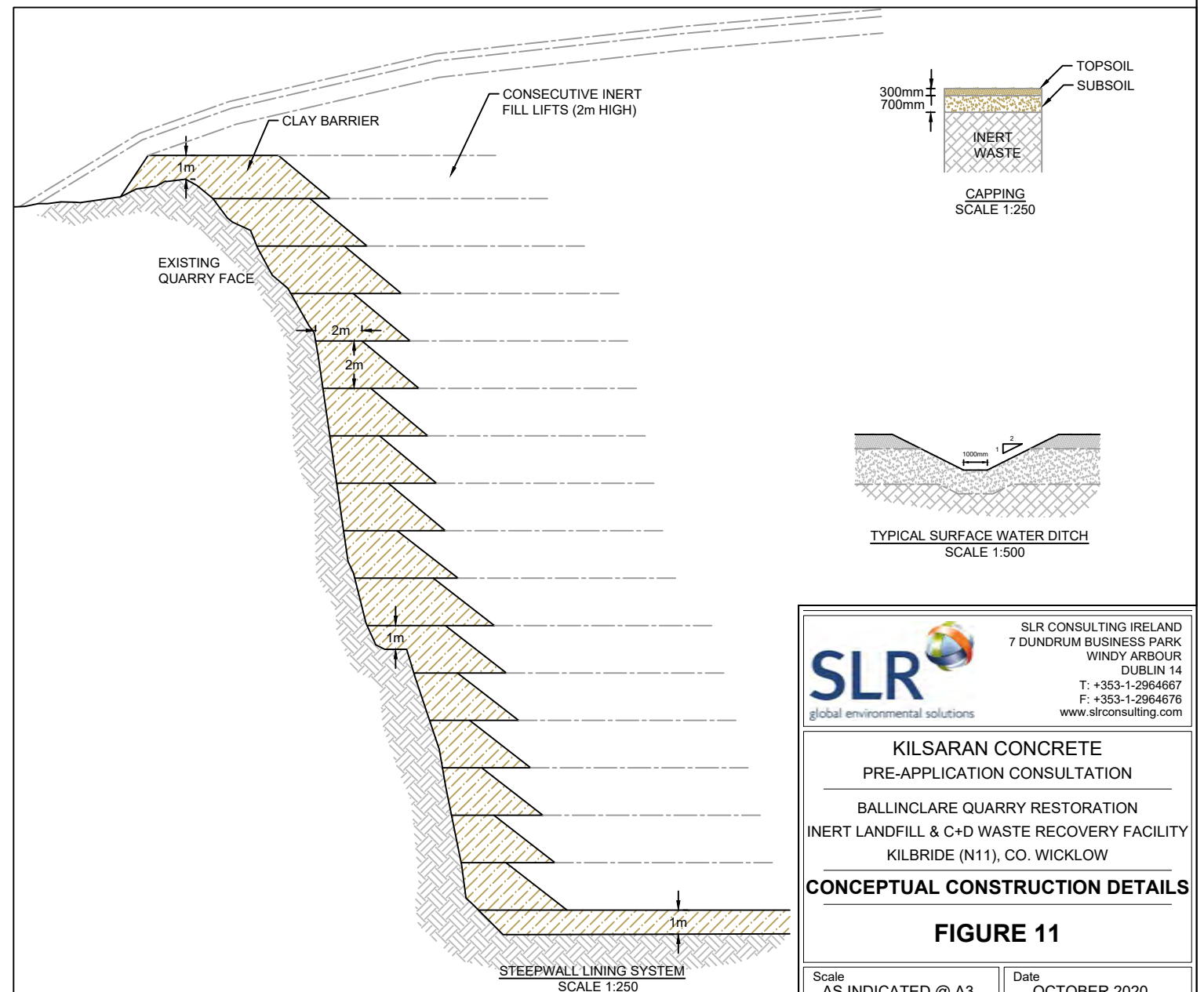
INDICATIVE PROPOSED TREATMENT LAYOUT - SECTION A-A' VIEW



DETAIL 1
SCALE 1:250



INDICATIVE PROPOSED TREATMENT LAYOUT - PLAN VIEW
SCALE 1:2000



STEEPWALL LINING SYSTEM
SCALE 1:250

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	<p>BALLINCLARE QUARRY RESTORATION INERT LANDFILL & C+D WASTE RECOVERY FACILITY KILBRIDE (N11), CO. WICKLOW</p>
<p>CONCEPTUAL CONSTRUCTION DETAILS</p>	
<p>FIGURE 11</p>	
<p>Scale AS INDICATED @ A3</p>	<p>Date OCTOBER 2020</p>

00036.00080.0.16.FIG 11.0.Conceptual Construction Details.dwg

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GRENOBLE

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APPENDIX 3

Prescribed Body Consultation Feedback

Miriam Golden

From: Edel Bermingham <EBerming@wicklowcoco.ie>
Sent: 13 November 2020 14:46
To: Derek Luby
Cc: Fergal Keogh; Michael Boland
Subject: RE: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation
Attachments: PP_Ballinclare.pdf

Hi Derek,

Please find attached preplanning response in relation to Ballinclare Waste Recovery. Regards Edel.

Edel Bermingham SEP

Development Management

Wicklow County Council, Station Road , Co.Wicklow

Tel: 0404-20100 Ext : 2154



From: Derek Luby [mailto:dluby@slrconsulting.com]
Sent: 14 October 2020 18:40
To: Edel Bermingham
Cc: Fergal Keogh; Michael Boland
Subject: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

Edel

Kilsaran Concrete intends to apply for planning permission for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility at Ballinclare Quarry, near Kilbride, Co. Wicklow. An Bord Pleanála (ABP) has advised that the proposed development constitutes Strategic Infrastructure Development and that pre-application consultations in respect of the proposed development be undertaken with a number of prescribed bodies, including yourselves, prior to submitting the planning application.

To that end therefore, we have provided information in respect of the proposed development in the accompanying briefing document. We would greatly appreciate it if you could review the document and, as part of this consultation exercise, advise us by return of any views, concerns and/or suggestions you may have in respect of the proposal. All comments and feedback received will be reviewed, and where appropriate, will be addressed in finalising the development proposals and the accompanying Environment Impact Assessment Report.

Please provide feedback before 13 November 2020 via post to SLR's Dublin office, at 7 Dundrum Business Park, Windy Arbour, Dublin D14 N2Y7 or via email to this email address (dluby@slrconsulting.com).

With thanks,

SLR's response to Coronavirus COVID-19 - In response to the ongoing global pandemic, we are actively following the advice provided by our national and state governments. As a flexible, full-service organisation we are open for business and will continue to operate and deliver advice and services to our clients wherever possible and in line with government guidance.



Comhairle Contae Chill Mhantáin Wicklow County Council

Forbairt Pleanála agus Comhshaol Planning Development and Environment

Áras An Chontae / County Buildings
Cill Mhantáin / Wicklow
Guthán / Tel: (0404) 20148
Fais / Fax: (0404) 69462
Rphost / Email: plandev@wicklowcoco.ie
Sulomh / Website: www.wicklow.ie

A Chara,

I am writing in reference to the submission of the 20th October 2020 in respect of a proposed Strategic Infrastructure Development Application to An Bord Pleanála. Having reviewed the submitted the documentation the Planning Authority would highlight the following guidance for your information :

Planning History

14/ 2118 Permission granted for the continued use of permitted development under PRR 07/45 for a period and for the extension to the permitted quarry floor level of +1 mOD over an extraction area of 16.5 hectares. 3. Permission for a concrete block manufacturing plant (13.6m high approx) (c 362.1sqm) and a concrete block manufacturing yard (c.6225sqm). 4. Permission for an aggregate washing plant (c 142.6sqm). 5. Permission for replacement of the existing septic tank with a proprietary effluent treatment system (Aeration Treatment Unit and two modular Puraflo) 6. Permission to increase product output from the quarry, from 70 to 150 loads per day, in line with market demand. 7. And all associated site works. An Environmental Impact Statement will be accompanying the Planning Application

The development was subject to condition that

5. The movement of all types of product from the quarry shall be limited to a maximum of 150 loads per day. Records of movements shall be kept on file at the site for review by Planning Authority on request.

REASON: In order to control the impact of the development on the area, and of traffic on the surrounding road network, and to take account of the pre '64 level of activity at the quarry.

7. Road improvement works shall be carried out at the developers expense in accordance with the strengthening, widening and overlay works set out in the submission received on the 4th November 2015. The works shall be carried out to the satisfaction of the Municipal District Engineer, (Arklow).

REASON : In the interest of traffic safety.

PRR 07/45

Permission granted on the 4th December 2007 for :

- Retention of existing stone quarry (13.414 ha) including extraction areas, processing areas, stockpiling areas, concrete products manufacturing plant macadam and asphalt manufacturing plant, stone crushing and screening plant, waste recovery facility, car parking areas and ancillary buildings including offices, toilets, laboratory, maintenance workshop, control towers and cabins, aggregate screening and aggregate storage buildings, electricity

*Tá an doiciméad seo ar fáil i bhformáidí eile ar iarratas.
This document is available in alternative formats on request.*

Ba chóir gach comhfhreagras a sheoladh chuig an Stiúirthóir Seirbhísí, Forbairt Pleanála agus Comhshaol.
All correspondence should be addressed to the Director of Services, Planning Development & Environment.



substations and ancillary buildings (total 2088.28 sqm) together with septic tanks, weighbridge, truck wheelwash bay, floodlighting, oil and fuel storage tanks and water storage tanks.

- Extension of Extraction of below the level of existing quarry floor to a level of 25 m o.d. within existing quarry (6.634 ha).
- Extension of the existing quarry towards the west (10.605 ha) to a level of 25m.

S261A Reference S261A/ QY4

Assessment under S261A concluded that :

The lands/ quarry would not come within the provisions of S261A of the Planning and Development Act, 2000 (as amended), and is therefore excluded from further determinations/ decisions under Section 261A of the Planning and Development Act 2000(as amended).

S261 Registration QY4

Planning Authority required the lodgement of a planning application and Environmental Impact Statement on 28/02/06 in accordance S261 (7).

Policy

Eastern-Midlands Region Waste Management Plan 2015-2021.

Policies:

- E13. Future authorisations by the local authorities, the EPA and An Bord Pleanála must take account of the scale and availability of existing back filling capacity.
- E14. The local authorities will co-ordinate the future authorisations of backfilling sites in the region to ensure balanced development serves local and regional needs with a preference for large restoration sites ahead of smaller scale sites with shorter life spans. All proposed sites for backfilling activities must comply with environmental protection criteria set out in the plan.

County Development Plan 2016-2022

Chapter 9 : Infrastructure

Strategy

To promote and facilitate best practice in prevention, re-use, recovery, recycling and disposal of all waste and environmental emissions produced in the County

WE3 To facilitate the development of existing and new waste recovery facilities and in particular, to facilitate the development of 'green waste' recovery sites.

WE6 To facilitate the development of sites, services and facilities necessary to achieve implementation of the objectives of the Regional Waste Management Plan.

Chapter 10 : Heritage

NH1 To ensure that the impact of new developments on biodiversity is minimised and to require measures for the protection and enhancement of biodiversity in all proposals for large developments.

NH2 No projects giving rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this plan (either individually or in combination with other plans or projects).

NH12 To support the protection and enhancement of biodiversity and ecological connectivity within the plan area in accordance with Article 10 of the Habitats Directive, including linear landscape features like watercourses (rivers, streams, canals, ponds, drainage channels, etc), woodlands, trees, hedgerows, road and railway margins, semi-natural grasslands, natural springs, wetlands, stonewalls, geological and geo-morphological systems, features which act as stepping stones, such as marshes and woodlands, other landscape features and associated wildlife where these form part of the ecological network and/or may be considered as ecological corridors or stepping stones that taken as a whole help to improve the coherence of the Natura 2000 network in Wicklow.02

Landscape Designation : Eastern Corridor.

Appendix 1 : Development and Design Standards : Section 9

Environmental Designations

Deputy's Pass Nature Reserve cSAC (Site Code 000717):

Buckronev-Brittis Dunes and Fen cSAC (Site Code 000729):

River : Potters River

Comments :

In principle the proposal to utilise the existing Ballinclare Quarry as an inert landfill would accord with the objectives of the County Development Plan 2016-2022. Furthermore, as set out in the Eastern Region Waste Management , it is considered that the backfilling of this quarry would be a more appropriate approach to meet current Local and Regional need, rather than increased smaller inert landfill sites which is evident at present.

With respect to any EIA to be submitted you are advised to review European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018)) which

transposed the more recent EU Directive on EIA ie. Directive 2014/52/EU. In addition account should be taken of the Draft Guidelines on the Information to be contained in Environmental Impact Assessment Report (August 2017) , and the *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment* (August 2018), and also the previous application on site i.e. PRR 14/2118, under which many of the pertinent areas were highlighted.

Whilst the parameters of any EIAR is set out in the legislation it is considered that there are a number of key areas, i.e. Impact on adjoining Road Network, Impacts on existing Tourism Infrastructure and the amenity of residents, landscape, and impact on the Potters River / Buckronev-Brittis Dunes and Fen cSAC..

Any review will need to clearly show the scale of traffic impacts, in particular the 'Worst Case Scenario', and clearly identify improvements necessary to road network to accommodate the development.

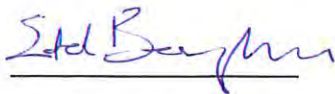
The impact of noise, dust and traffic movements on the adjoining areas, and in particular on the operation of the existing Kilmacurragh Arboretum, and adjoining residents should be reviewed, and all amelioration measures fully identified.

The final details with respect to landscape form, and visual impact should be clearly set out, and an assessment from vantage points in the area should be undertaken and submitted.

A key concern with respect to any proposal is the impact of drainage of quarry areas on Potters River, which is identified as a Salmonid River. The discharge of large volumes of water into this stream has potential negative impacts. In addition this stream discharges to Buckronev-Brittis Dunes and Fen cSAC (Site Code 000729), and an examination of impact of discharges on this Natura 2000 site will be required both as part of the EIAR, and separately as part of an Screening document for Appropriate Assessment or where necessary a Natura Impact Statement.

It should be noted as detailed under S247 of the Planning and Development Act 2000 the carrying out of consultations shall not prejudice the performance of the Planning Authority of any other of its functions under this Act, or any regulations made under this Act and cannot be relied upon in the formal planning process or in legal proceedings.

Mise le Meas,



Edel Bermingham SEP.

Miriam Golden

From: CorporateSupport.Unit <CorporateSupport.Unit@decc.gov.ie>
Sent: 03 November 2020 14:14
To: Derek Luby
Cc: CorporateSupport.Unit
Subject: Reply from DECC : Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

Good afternoon,

Please see below a reply from Rosemary Gaul on behalf of Waste Policy and Resources Efficiency Division (a division of the Department of Environment, Climate and Communications) for the subject below. Please forward an acknowledgement of receipt to CorporateSupport.Unit@decc.gov.ie at your earliest convenience.

Yours sincerely,
Enda Brady,
Corporate Support Unit,
Department of Environment, Climate and Communications.
01 678 2308

From: Rosemary Gaul
Sent: 03 November 2020 09:27
To: CorporateSupport.Unit
Cc: Niamh NiFhlaithbheartaigh
Subject: RE: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

Hi Enda,

Please see below reply on behalf of the Waste Policy & Resource Efficiency division:

In respect of waste in the within the documentation, we would be obliged if the Regional Waste Management Planning Office would be consulted regarding same.

Kind regards,

Rosemary

Rosemary Gaul, CO
Waste Policy & Resource Efficiency

Roinn Comhshaoil, Aeráide agus Cumarsáide
Department of the Environment, Climate and Communications

Bóthar an Bhaile Nua, Loch Garman, Y35 AP90
Newtown Road, Wexford, Y35 AP90

T +353 (0)1 6782003
rosemary.gaul@dccae.gov.ie www.dccae.gov.ie

SDG 12 – Responsible Consumption and Production

From: Derek Luby [mailto:dluby@slrconsulting.com]
Sent: 14 October 2020 17:51
To: CorporateSupport.Unit
Subject: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

To Whom it Concerns

Kilsaran Concrete intends to apply for planning permission for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility at Ballinclare Quarry, near Kilbride, Co. Wicklow. An Bord Pleanála (ABP) has advised that the proposed development constitutes Strategic Infrastructure Development and that pre-application consultations in respect of the proposed development be undertaken with a number of prescribed bodies, including yourselves, prior to submitting the planning application.

To that end therefore, we have provided information in respect of the proposed development in the accompanying briefing document. We would greatly appreciate it if you could review the document and, as part of this consultation exercise, advise us by return of any views, concerns and/or suggestions you may have in respect of the proposal. All comments and feedback received will be reviewed, and where appropriate, will be addressed in finalising the development proposals and the accompanying Environment Impact Assessment Report.

Please provide feedback before 13 November 2020 via post to SLR's Dublin office, at 7 Dundrum Business Park, Windy Arbour, Dublin D14 N2Y7 or via email to this email address (dluby@slrconsulting.com).

With thanks,

SLR's response to Coronavirus COVID-19 - In response to the ongoing global pandemic, we are actively following the advice provided by our national and state governments. As a flexible, full-service organisation we are open for business and will continue to operate and deliver advice and services to our clients wherever possible and in line with government guidance.



Derek Luby

Technical Director and Technical Discipline Manager - Geotechnical Engineering

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SLR Consulting Ireland

7 Dundrum Business Park, Windy Arbour, Dublin, D14 N2Y7



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Derek Luby
SLR Consulting Ireland
7 Dundrum Business Park,
Windy Arbour,
Dublin D14 N2Y7

11 November 2020

Re: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

Your Ref: n/a

Our Ref: 20/254 (amended)

Geological Survey Ireland is the national earth science agency and has datasets including Bedrock Geology, Quaternary Geology, Geological Heritage Sites, Mineral deposits, Groundwater Resources, Geohazards and the Irish Seabed. These comprise maps, reports and extensive databases that include mineral occurrences, bedrock/mineral exploration groundwater/site investigation boreholes, karst features, wells and springs. Please see our [website](#) for data availability and we recommend using these various data sets, when undergoing the EIAR, planning and scoping processes. Geological Survey Ireland should be referenced to as such and should any data or geological maps be used, they should be attributed correctly to Geological Survey Ireland.

Dear Mr. Luby,

With reference to your letter dated 14 October 2020, concerning the proposed Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation, Geological Survey Ireland (a division of the Department of Environment, Climate and Communications) would like to make the following comments.

Geoheritage

Geological Survey Ireland is in partnership with the National Parks and Wildlife Service (NPWS, Department of Culture, Heritage and Gaeltacht), to identify and select important geological and geomorphological sites throughout the country for designation as geological NHAs (Natural Heritage Areas). This is addressed by the Geoheritage Programme of Geological Survey Ireland, under 16 different geological themes, in which the minimum number of scientifically significant sites that best represent the theme are rigorously selected by a panel of theme experts.

County Geological Sites (CGS), as adopted under the National Heritage Plan, include additional sites that may also be of national importance, but which were not selected as the very best examples for NHA designation. All geological heritage sites identified by GSI are categorised as CGS pending any further NHA designation by NPWS. CGS are now routinely included in County Development Plans and in the GIS of planning departments, to ensure the recognition and appropriate protection of geological heritage within the planning system. CGSs can be viewed online under the Geological Heritage tab on the online [Map Viewer](#).

The audit for Co. Wicklow was carried out in 2014. The full report details can be found at [The Geological Heritage of Wicklow](#). **Our records show that there is a CGS adjacent to the proposed development.**

Kilmacurra Quarry, Co. Wicklow (GR 324758, 188435), under IGH theme: IGH 11 Igneous Intrusions. Kilmacurra Quarry is a large, abandoned, partly flooded quarry developed in a diorite intrusion. The bedrock is diorite, part of the Caledonian Carrigmore Diorite suite of intrusions in east Wicklow. The suite has been dated at 410 Ma, slightly older than the Leinster Granite. Wallrocks are slates of the Ordovician Kilmacrea Formation.



With the current plan, there are no envisaged impacts on the integrity of current CGS by the proposed development. However, if the proposed development plan is altered, please contact Clare Glanville (Clare.Glanville@gsi.ie) for further information and possible mitigation measures if applicable.

Geological Survey Ireland would request that the operator might assist our geological heritage goals with the following (and ideally this would be written into the Closure, restoration, aftercare management plan, CRAMP) and be included as a condition of planning as deemed appropriate by the planning authority:

1. Allowing access to existing quarry faces by appropriate scientists (upon request and with due regards to Health and Safety requirements) prior to or during landfilling to check for interesting new stratigraphies / relationships before they are buried. Natural exposures are few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface.
2. Formal notification given in a timely manner, prior to commencement, to Geological Survey Ireland of proposed start of landfilling works to allow inspection of the geology as it is currently exposed.

Groundwater

Groundwater is important as a source of drinking water, and it supports river flows, lake levels and ecosystems. It contains natural substances dissolved from the soils and rocks that it flows through, and can also be contaminated by human actions on the land surface. As a clean, but vulnerable, resource, groundwater needs to be understood, managed and protected.

Through our [Groundwater Programme](#), Geological Survey Ireland provides advice and maps to members of the public, consultancies and public bodies about groundwater quality, quantity and distribution. Geological Survey Ireland monitors groundwater nationwide by characterising aquifers, investigating karst landscapes and landforms and by helping to protect public and group scheme water supplies.

With regard to Flood Risk Management, there is a need to identify areas for integrated constructed wetlands. We recommend using the GSI's National Aquifer, Vulnerability and Recharge maps on our [Map viewer](#) to this end. **The Groundwater Vulnerability map indicates the area covered is variable. We would therefore recommend use of the Groundwater Viewer to identify areas of High to Extreme Vulnerability and 'Rock at or near surface' which can be used to inform appropriate mitigation measures.**

Our GWflood project is a groundwater flood monitoring and mapping programme aimed at addressing the knowledge gaps surrounding groundwater flooding in Ireland. The project is providing the data and analysis tools required by local and national authorities to make scientifically-informed decisions regarding groundwater flooding. **Although primarily focused on karst areas, this may provide information to benefit the proposed development. We recommend using our [GWflood](#) tools found under our programme activities (in conjunction with OPW data) to this end.**

With regards to Climate Change, there is a need to improve the monitoring capacity of groundwater levels in Ireland so that the potential impacts of climate change can be monitored and assessed. In this context the GSI has established the GWClimate project in January 2020. GWClimate will 1) establish a long-term strategic groundwater level monitoring network and 2) develop modelling and analytical approaches for evaluating the impacts of Climate Change to Irish groundwater systems. **Further information can be found on the [Groundwater flooding page](#) of the Groundwater Programme.**

Geohazards

Geohazards can cause widespread damage to landscapes, wildlife, human property and human life. In Ireland, landslides are the most prevalent of these hazards. Geological Survey Ireland has information available on past landslides for viewing as a layer on our [Map Viewer](#). **Landslide susceptibility in the area of the development is variable and is classed from Moderately Low to Moderately High.** Geological Survey Ireland also engages in national projects such as Landslide Susceptibility Mapping and GWflood Groundwater Flooding. We recommend that geohazards be taken into consideration, especially when developing areas where these risks are prevalent, and we encourage the use of our data when doing so.



Guidelines

The following guidelines may also be of assistance as this was a former quarry:

- Geological Survey of Ireland - Irish Concrete Federation, 2008. Geological Heritage Guidelines for the Extractive Industry.
- Institute of Geologists of Ireland, 2013. Guidelines for the Preparation of the Soils, Geology and Hydrogeology Chapters of Geology in Environmental Impact Statements.

Other Comments

Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. Should any significant bedrock cuttings be created prior to or in preparation for landfilling, we would ask to be notified as in areas where natural exposures are few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface. Alternatively, we ask that a digital photographic record of significant new excavations could be provided. Potential visits from Geological Survey Ireland to personally document exposures could also be arranged.

The data would be added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to Beatriz Mozo, Land Mapping Unit, at Beatriz.Mozo@gsi.ie, 01-678 2795.

I hope that these comments are of assistance, and if we can be of any further help, please do not hesitate to contact me (Trish.Smullen@gsi.ie), or my colleague Clare Glanville (Clare.Glanville@gsi.ie).

Yours sincerely,

Trish Smullen
Geoheritage Programme
Geological Survey Ireland

Miriam Golden

From: Derek Luby
Sent: 14 April 2021 11:23
To: Derek Luby
Subject: BallinclareWMF GSI Response - Statutory Body Consultation
Attachments: 20_254 Ballinclare Landfill and CD Waste Recovery_(amended).pdf

Derek Luby

Technical Director and Technical Discipline Manager - Geotechnical Engineering

 4325
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 dluby@slrconsulting.com

SLR Consulting Ireland
7 Dundrum Business Park, Windy Arbour, Dublin, D14 N2Y7

From: Clare Glanville <Clare.Glanville@decc.gov.ie>
Sent: 11 November 2020 12:52
To: Derek Luby <dluby@slrconsulting.com>; Trish Smullen <Trish.Smullen@gsi.ie>
Cc: Ciarán O'Sullivan <cosullivan@slrconsulting.com>
Subject: RE: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

Hi Derek,

Please find attached amended letter response for this consultation process from Geological Survey Ireland. The previous response had a lean towards quarries and quarry references which while relevant to the facility in its current state as a quarry did not reflect the proposed development under consultation.

I trust that this letter better reflects the proposed development. As you pointed out our observations and their intent are largely the same while the context is different.

If you have any queries, please do not hesitate to contact me.

Regards,
Clare



Dr Clare Glanville Senior Geologist Geoheritage & Geological Mapping.

Geological Survey Ireland, Beggars Bush, Haddington Road, Dublin D04 K7X4, Ireland.

T +353 (0)1 678 2837 **E** clare.glanville@DCCAE.gov.ie www.gsi.ie

A division of the Department of the Environment, Climate and Communications.

Miriam Golden

From: Derek Luby
Sent: 14 April 2021 11:23
To: Derek Luby
Subject: IFI Ballinclare Consultation Response

Derek Luby

Technical Director and Technical Discipline Manager - Geotechnical Engineering

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 dluby@slrconsulting.com

SLR Consulting Ireland
7 Dundrum Business Park, Windy Arbour, Dublin, D14 N2Y7

From: Gretta Hannigan <Gretta.Hannigan@fisheriesireland.ie>
Sent: 30 November 2020 10:42
To: Ciarán O'Sullivan <cosullivan@slrconsulting.com>
Cc: Roisin O'Callaghan <Roisin.OCallaghan@fisheriesireland.ie>
Subject: RE: Recent email re Ballinclare landfill

Dear Ciaran ,

I refer to the Pre -Application Project Briefing submitted in respect of an Inert Landfill and C&D Waste Recovery Facility proposed for Ballinclare Quarry, Kilbride. observations are outlined below, some comments are repeated as the issues were repeated throughout the document.

The Potters River and catchment is a very important salmonid system supporting Atlantic salmon (*Salmo salar* listed under Annex II and V of the EU Habitats Directive), lamprey (Annex II) Sea trout (*Salmo trutta*) in addition to resident Brown trout.

The 2018 EPA biological monitoring recorded Q3-4 at EPA Site 0300 at Kilboy Bridge downstream of the proposed landfill location and also commented "the macroinvertebrate fauna continues to indicate unsatisfactory ecological conditions at Kilboy Bridge." Excessive siltation and some compaction of the river bed was also observed at Kilboy. The Potters is currently at "moderate" status however the objective of Water Framework Directive is to restore its status to at least "good" by 2027.

Section 2 Proposed Development

2.3 Liner to protect groundwater , must be as specified in the EPA Guidance for inert landfill sites ,also confirm the checks that will be in place to confirm its quality and compliance in line with the EPA Guidance.

2.5 Stockpiling of uncontaminated topsoil ,measures that will be put in place to contain, treat and dispose of surface water.

2.6 What are the drainage facilities for this C&D area?

2.7 Infrastructure such as wheel wash and wastewater treatment facilities , detail should be provided on their ability to deal with the new proposed development

- Wetland treatment facility details on how it will ensure no negative impact on ground and surface water
- Drainage from the "existing storage shed" which will now be used as a waste inspection and quarantine facility ,in the event of potentially polluting drainage how will this be contained, stored and disposed
- What are the drainage arrangements from all internal haul roads?
- What are the drainage arrangements for stockpiling areas?

Site Preparation Works

- Details on the Bunded Fuel Storage area, the Hydrocarbon interceptor and the Soakaway area.

- Detail on the wastewater Treatment Plant in line with requirements under EPA Wastewater Treatment and Disposal Systems for single houses 2009/ Small Communities depending on anticipated loading.
- Detail required on characteristics, volume ,management/treatment /disposal of water from the quarry void.

Waste Intake

2.21

Wastes including Tailings, Dredge spoil, Sludge's from water clarification are included in the list of materials to be deposited on land and landfilled at the site. What is meant by deposited on land and consequently what are the possible implications for groundwater and surface water by this deposition on land.

In the case of Tailings, Dredge spoil, Sludge's from water clarification etc. is there a liquid fraction associated with these wastes, characteristics and possible implications for groundwater and surface water must be discussed.

2.25 Glass waste , while glass is inert our experience has been that glass containers hold liquid residues how will this be addressed and what are the implications for ground and surface water.

Phasing of the Landfilling Works

2.28 Phasing will depend on among other factors the availability of low permeability soil material for construction of the lining system. The installation of the low permeability basal liner is essential so must be secured and installed in advance of any waste deposit.

Rate of Importation

2.32 It is estimated there will be on average 28 to 30HGV truck movements per hour generated at the site, this will result in considerable dust deposition along the road and in particular in the immediate vicinity of the site, this silt/dust will settle in roadside drains which discharge ultimately to the Ballinclare/Potters catchment, this is unacceptable.

Processing and Recovery of C&D Waste

2.35 Drainage arrangements from all stockpiles should be detailed.

Conceptual Design-Landfill Phasing

3.9 It states that the liner would not have to cover the whole basal area of any given development phase ,if this was to be the case how would this provide protection to ground and surface water?

Conceptual Design –Water Management

3.14 WPL 116 is based on the installation and commissioning of a wastewater treatment facility however this is not discussed .

3.15 Installation of a groundwater control system beneath the clay liner which will discharge to a groundwater sump, what monitoring will take place at this sump? What are the implications for flows in particular summer flows in the associated watercourses as a result of the groundwater pumping?

3.16 In the event of pump malfunction what measures will be in place to alert the landfill operator of the malfunction and what safeguards will be in place to protect ground/surface water?

Conceptual Design- Water Treatment

IFI would have serious concerns regarding the long term viability of a wetland system (3.8Ha)to treat landfill leachate with final discharge to the Potters system a salmonid river currently at moderate status and which should be restored to good status by 2027.

We will comment further on receipt of the EIAR,

Yours sincerely,

Gretta Hannigan

Gretta Hannigan
Senior Fisheries Environmental Officer

Inland Fisheries Ireland- Dublin

Iascach Iníre Éireann
Inland Fisheries Ireland

Tel +353 (0)1 8842693

Email gretta.hannigan@fisheriesireland.ie

Web www.fisheriesireland.ie

3044 Lake Drive, City West, Dublin 24, IRELAND.

Miriam Golden

From: EIAPanning <eiapanning@epa.ie>
Sent: 24 November 2020 14:05
To: Derek Luby
Cc: Ciarán O'Sullivan
Subject: Ballinclare Landfill and C&D Waste Recovery Facility
Attachments: Ballinclare WMF EPA.pdf; Ballinclare Landfill C&D WRF Briefing Document.pdf

Re: Kilsaran Concrete Unlimited Company, Ballinclare Quarry, Co. Wicklow, Strategic Infrastructure Development Application to An Bord Pleanála - Inert Landfill and Construction and Demolition (C&D) Waste Recovery Facility, Pre-Application Consultation with the Environmental Protection Agency

Dear Mr Luby,

I refer to your correspondence received on 22 October 2020 and your request for comments. The Agency makes the below observations.

The development will require a Waste licence under the Waste Management Act 1996 as amended, or an Industrial Emissions licence under the EPA Act 1992 as amended. It is noted that the Strategic Infrastructure Development (SID) application to be submitted to An Bord Pleanála will be accompanied by an Environmental Impact Assessment Report (EIAR). Should the Agency receive a licence application for the development, the applicant will be required to submit the associated EIAR as part of the licence application. The EIAR will be considered and assessed by the Agency and the Agency shall ensure that before a licence is granted, the licence application will be made subject to an Environmental Impact Assessment as respects the matters that come within the functions of the Agency and in accordance with the relevant sections of the Waste Management Act or EPA Act.

In addition, consultation on the licence application and EIAR will be carried out with An Bord Pleanála and observations from An Bord Pleanála will be taken into account as part of the Agency's assessment and before making a decision in relation to the licence application.

The Agency notes the following for consideration:

- (i) for waste activities that take place outdoors, specify the measures to be taken to prevent contamination of rainwater and to ensure contaminated stormwater is not discharged into the environment;
- (ii) the extent of groundwater or soil contamination beneath the facility, if any, should be identified and characterised as should historic and past activities at the site of the facility;
- (iii) identify the waste streams proposed to be accepted, the process to be used in their processing, and capacity calculations that demonstrate the proposed facility and its equipment is of a sufficient size to handle the proposed volume of waste;
- (iv) identify the nature of the licence that will be sought from the EPA, namely a Waste or Industrial Emissions Licence;
- (v) have regard to the EPA's draft Guidelines on the information to be contained in Environmental Impact Assessment Reports, 2017;
- (vi) have regard to the EPA's Advice Notes on Current Practice (in the preparation of Environmental Impact Statements), 2003.

Should a licence application be received by the Agency, all matters to do with emissions to the environment from the activities proposed, the licence application documentation and EIAR will be considered and assessed by the Agency. Where the Agency is of the opinion that the activities, as proposed, cannot be carried on, or cannot be effectively regulated under a licence then the Agency cannot grant a licence for such an activity. Should the Agency decide to grant a licence in respect of the activity, as proposed, it will incorporate conditions that will ensure that appropriate National and EU standards are applied, and that Best Available Techniques (BAT) will be used in the carrying on of the activities.

Finally, please note that in accordance with Section 42(1D)(d) of the Waste Management Acts/Section 87(1D)(d) of the EPA Act, the Agency cannot issue a Proposed Determination on a licence application relating to the development above until a planning decision has been made.

For all further queries and correspondence relating to planning matters, please contact eiaplanning@epa.ie
Please note that there is no requirement for you to acknowledge receipt of the correspondence.

Yours faithfully,
Environmental Licensing Programme
Office of Environmental Sustainability
Tel: 053-9160600

From: Derek Luby <dluby@slrconsulting.com>
Sent: 16 October 2020 11:26
To: EIAPanning <eiaplanning@epa.ie>
Subject: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

To Whom it Concerns

Kilsaran Concrete intends to apply for planning permission for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility at Ballinclare Quarry, near Kilbride, Co. Wicklow. An Bord Pleanála (ABP) has advised that the proposed development constitutes Strategic Infrastructure Development and that pre-application consultations in respect of the proposed development be undertaken with a number of prescribed bodies, including yourselves, prior to submitting the planning application.

To that end therefore, we have provided information in respect of the proposed development in the accompanying briefing document. We would greatly appreciate it if you could review the document and, as part of this consultation exercise, advise us by return of any views, concerns and/or suggestions you may have in respect of the proposal. All comments and feedback received will be reviewed, and where appropriate, will be addressed in finalising the development proposals and the accompanying Environment Impact Assessment Report.

Please provide feedback before 13 November 2020 via post to SLR's Dublin office, at 7 Dundrum Business Park, Windy Arbour, Dublin D14 N2Y7 or via email to this email address (dluby@slrconsulting.com).

With thanks

SLR's response to Coronavirus COVID-19 - In response to the ongoing global pandemic, we are actively following the advice provided by our national and state governments. As a flexible, full-service organisation we are open for business and will continue to operate and deliver advice and services to our clients wherever possible and in line with government guidance.



Derek Luby

Technical Director and Technical Discipline Manager - Geotechnical Engineering

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The Prince's
Responsible
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Miriam Golden

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Please provide feedback before 13 November 2020 via post to SLR's Dublin office, at 7 Dundrum Business Park, Windy Arbour, Dublin D14 N2Y7 or via email to this email address (dluby@slrconsulting.com).

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Derek Luby

Technical Director and Technical Discipline Manager - Geotechnical Engineering

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Fáilte Ireland

National Tourism Development Authority

EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects



An tÚdarás Náisiúnta Forbartha Turasóireachta
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1. Introduction

Tourism is a growing sector and substantial part of the Irish Economy. It contributes to both urban and rural economies in every part of the country. The impact and interaction of tourism with the environment is complex and the assessment of environmental impacts is of utmost importance to creating a sustainable tourism economy and protecting the natural resources that are so often a tourism attraction.

The purpose of this report is to provide guidance for those conducting Environmental Impact Assessment and compiling an Environmental Impact Assessment Reports (EIAR), or those assessing EIARs, where the project involves tourism or may have an impact upon tourism. These guidelines are non-statutory and act as supplementary advice to the EPA EIAR Guidelines outlined in section 2.

This guidance document has been prepared by Cunnane Stratton Reynolds on behalf of Fáilte Ireland to update their EIA guidelines in line with changes in legislative requirements.

2. Background to this Document

Tourism is one of the largest and most important sectors of the economy, providing employment for approximately **260,000 people**, an economic contribution of **€8.4 billion**, and exchequer revenue of **€1.78 billion** in 2018, which helps fund other key public services.

In 2018 Ireland welcomed **10.6 million overseas visitors**.

Fáilte Ireland is the National Tourism Development Authority. Fáilte Ireland's role is to support the tourism industry and work to sustain Ireland as a high-quality and competitive tourism destination. They provide a range of practical business supports to help tourism businesses better manage and market their products and services.

Fáilte Ireland also work with other state agencies and representative bodies, at local and national levels, to implement and champion positive and practical strategies that will benefit Irish tourism and the Irish economy.

Fáilte Ireland promotes Ireland as a holiday destination through a domestic marketing campaign (DiscoverIreland.ie) and manage a network of nationwide tourist information centres that provide help and advice for visitors to Ireland.

Tourism related projects cover a broad range of plans, programmes and developments, from the Wild Atlantic Way to a single hotel conversion. These guidelines apply to projects involving or impacting upon tourism. A tourism plan, strategy or programme where it is part of the statutory plan making process under the Planning and Development Acts (as amended), may be more appropriately assessed by a Strategic Environmental Assessment (SEA) as discussed in the next section.

It should be borne in mind that EIA is required where there is anticipated to be a significant impact on the environment, where tourism projects are of a prescribed type or meet thresholds identified below.

Where Natura 2000 Designated Sites are potentially affected by tourism development Appropriate Assessment must be carried out by the appropriate authority in accordance with Article 6(3) of the EU Habitats Directive.

3. Legislation and Statutory Guidance

Environmental Impact Assessment is a procedure that ensures that the environmental implications of decisions are taken into account before planning based decisions are made. The assessment results in a report, called an Environmental Impact Assessment Report (EIAR).

Legislation

These guidelines are produced under current EIAR legislative requirements, having regard to Directive 2011/92/EU (known as 'Environmental Impact Assessment' – EIA Directive), as amended by Directive EU 2014/52 which came into effect in May of 2017. These requirements were transposed into Irish Law on 1 September 2018 as most of the provisions of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) came into effect. The principle of both Directives is to ensure that plans, programmes and projects likely to have significant effects on the environment are made subject to an environmental assessment, prior to their approval or authorisation.

Statutory Guidance

In response to the changes to the EIAR requirements under Directive EU 2014/52, the Environmental Protection Agency (EPA) developed Draft guidelines on the information to be contained in Environmental Impact Assessment Reports in August 2017. At the time of this document the guidelines have not been adopted from draft.

In addition to the EPA statutory guidance, the Department of Housing has produced Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment in August 2018.

The process of EIA is set out in the EPA EIAR Guidelines, which this document should be read in conjunction with and used as supplementary guidance to. The process for ascertaining whether an EIAR is required is known as 'screening' and the process to determine the breadth and scope of an EIAR is known as 'scoping'. Guidance on this can be found in Section 3.2 of the EPA Guidelines.

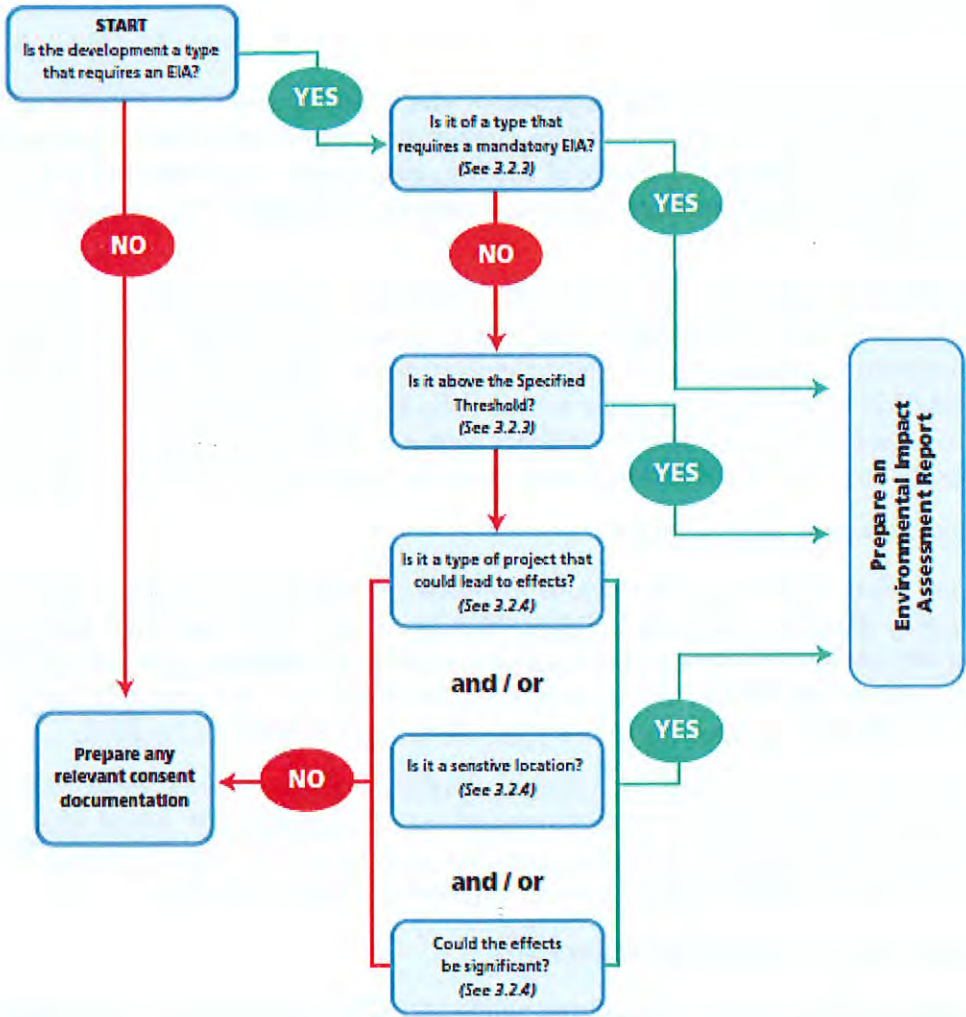
Screening

Through EIAR Screening, developments are either considered as requiring an EIAR due to the project type or because they exceed a threshold level. The screening process begins by establishing whether the proposal is a 'project' as understood by the Directive (as amended).

The prescribed development types and thresholds are set out in Annex I and II of the EIA Directive as transposed into Schedule 5 of the Planning and Development Regulations 2010-2018 (as amended). Development which do not exceed these thresholds but may require an EIAR are called sub threshold. Sub-Threshold considerations are outlined in Schedule 7 of European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) as transposed from Annex III of the Directive. The Guidelines on Environmental Impact Assessment Reports note that projects at first glance may not appear to come under the Schedule

but on closer examination when the process is further examined, they may do so because of the sensitivity or significance of the receiving environment etc. Sub threshold developments require an EIAR if they are likely to have significant environmental impacts and must undergo assessment for likely significant impacts through an EIAR screening report. The contents of a screening report for subthreshold development are contained in Annex III of the EIA Directive.

Figure 1: EIAR Screening Process



(Taken from Fig 3.2 of the EPA Guidelines)

Tourism locations should be identified as sensitive receptors in screening assessments for particular impacts, depending on scale and sensitivity, as they would in a full EIAR. Section 6 below can act as guidance for Screening Reports as well as for full EIAR.

The screening process for considering where an EIAR is necessary, is summarised below in Figure 1 (excerpted from Figure 3.2 of the EPA Guidelines).

Strategic Environmental Assessment (SEA) is a more strategic level of environmental assessment that examines plans, policies, objectives and programmes specifically rather than projects. For some tourism developments it may be more appropriate that they be examined through SEA, while individual projects or specific proposals are likely to be more assessed through EIAR. If a project is part of a plan, programme or policy/objective assessed by SEA there will still be a requirement for an EIAR for that development.

EIAR Scoping

Scoping an EIAR is an opportunity to look at the breadth of issues and ensure that any areas of possible significant impact are assessed. Identifying sensitivities and stakeholders should take account of tourism facilities and consider Fáilte Ireland in scoping requests where necessary.

4. Assessing Tourism

There is no legal definition of 'tourism' in Irish legislation. The UNWTO definition of sustainable tourism is "*Tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities*". This is widely accepted as a key definition of tourism as we move to a more sustainable future.

Tourism assessments are frequently carried out by economic consultants and by specific tourism consultants. It is always advisable, particular for tourism projects, that suitably qualified and experienced personnel are used to determine the impact of tourism related projects or to assess the impact of more general proposals on a tourism asset identified in a particular location. There is a requirement for EIAR under current legislation to contain a statement of competency within all EIAR documents, including screening and scoping reports.

Projects which involve a tourism element

Tourism projects are wide ranging and diverse. While there are some projects which cater to tourism and are easily identified as such - Hotels, Museums, etc. there are other projects where tourism is a key service or element, but which may not be immediately obvious - forest trails, community facilities and others. EIAR conducted for developments containing tourist elements should be completed in accordance with the current guidance from the EPA.

Projects which include a tourism element have potential particular environmental effects which differ from a non-tourism development. These impacts can be intermittent, event related, inconsistent, dependent on weather, temporal, temporary or seasonal. This is considered within the prescribed environmental topics for EIAR outlined in Section 7 below.

Projects which may have an impact upon tourism

While tourism projects may be diverse, the projects which can impact tourism are considerably more wide ranging, from large infrastructural developments to local energy developments. Disruption to or suppression of a tourist resource or amenity can have very local or more strategic impacts, directly or indirectly- for example energy projects in a rural area can have both a negative and positive impact in different regards. There can be temporary, periodic or even seasonal impacts occurring during construction or operational periods.

According to the Fáilte Ireland Tourism Facts 2018 Report, the most important factors in determining the attractiveness of tourism destinations for visitors to Ireland are;

- Beautiful Scenery and Unspoiled Environment
- Hospitality
- Safety
- Nature, Wildlife and Natural Attractions
- History and Culture
- Pace of Life

These factors used for the promotion of tourism in Ireland are also barometers of sensitivity to change in tourism sensitive or dominant locations where development may have an impact upon the tourism asset. The potential for development to impact these sensitivities, and the environmental criteria under which they can be considered, are identified in section 7 of the guidelines.

5. Guiding Principles of EIAR

As outlined in the EPA Draft EIAR Guidelines, the fundamental principles to be followed when preparing an EIAR, including screening and scoping, are:

- Anticipating, avoiding and reducing significant effects
- Assessing and mitigating effects
- Maintaining objectivity
- Ensuring clarity and quality
- Providing relevant information to decision makers
- Facilitating better consultation.

Environmental assessment should be undertaken in accordance with the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

6. Consideration of Competency and Qualifications

As per Section 2.5 of the EPA Guidelines, EIAR is required to be completed by 'competent experts'.

Contributors to the preparation of environmental impact assessment reports, including screening and scoping assessments, should be qualified and competent. Sufficient expertise, in the relevant field of the project concerned, is required for the purpose of its examination by the competent authorities in order to ensure that the information provided by the developer is complete and of a high level of quality so that a full and proper assessment can be undertaken.

For tourism related projects, or projects likely to affect tourism assets, competent experts in the area of tourism should be utilised in the environmental assessment.

The competency of all involved in the production of an EIAR or any related report (eg. Screening and scoping) is required to be stated at the beginning of the EIAR report with further details as necessary in each following chapter.

Where tourism projects involve for example heritage or cultural components, input from heritage consultants, conservation architects, or historians may be required.

7. EIAR Requirements

The following are the key requirements for an EIAR under the current guidance. This is not a definitive list and should be read in conjunction with regulations.

- project description;
- assessment of alternatives considered;

- baseline assessment;
- impact assessment;
- cumulative impact
- interaction of impacts
- mitigation.

Project Description

Project descriptions are required to describe the whole project including site, scale, design and key factors. It is important that the EIA and design team have a consistent understanding of the development description in full. The key requirements are outlined in section 3.5 of the EPA Guidelines however they identify the following;

- the location of the project
- the physical characteristics of the whole project
- the main characteristics of the operational phase of the project
- an estimate, by type and quantity, of the expected residues and emissions

The location of the project should include identifying key sensitive receptors (including tourism receptors). In the operational phase of the project any tourism based, or potentially tourism related activity, should be identified.

Assessment of Alternatives

The assessment of alternatives is a requirement of EIA

Where tourism projects are location dependent the assessment of alternatives should consider alternative methods and technologies, detail the key considerations culminating in the selection of the design, the reasoning for these and the environmental effect of these decisions. This is particularly important for tourism projects which are often location tied. The developer is expected to consider reasonable alternatives. What is considered reasonable may vary from case to case.

Baseline Assessment

Baseline descriptions are evidence based, current descriptions of environmental characteristics with consideration of likely changes to the baseline environment evidenced in planning histories, unimplemented permissions, and applications pending determination. Baseline assessments should identify any tourism sensitivities in the zone of influence of a development. This zone of influence of a development is highly dependant on its **Context, Character, Significance, and Sensitivity**, as outlined in the Draft Guidelines. These characteristics apply to both the development and the environment.

For example, in a tourism context;

The location of sensitive tourism resources that are likely to be directly affected should be highlighted, and other premises which although located elsewhere, may be the subject of in combination impacts such as alteration of traffic flows or increased urban development.

The character of an area from a tourism perspective should be described and the principal types of tourism in the area. Where relevant, the specific environmental resources or attributes in the existing environment which each group uses or values should be stated and where relevant, indicate the time, duration or seasonality of any of those activities.

The significance of the tourism assets or activities likely to be affected should be highlighted. Reference to any existing formal or published designation or

recognition of such significance should be. Where possible the value of the contribution of such tourism assets and activities to the local economy should be provided.

If there are any significant concerns or opposition to the development known to exist among tourism stakeholders and interest groups, this should be highlighted. Identify, where possible, the particular aspect of the development which is of concern, together with the part of the existing tourism resource which may be threatened or impacted.

In addition, the baseline should include any methodologies employed in the study to obtain information, if particular databases are used to locate sensitive receptors they should be acknowledged. In relation to tourism information, the suggested information sources at the end of this document are a non-exhaustive list which may be of assistance in identifying tourism receptors.

Impact Assessment

The topics for consideration of impact are prescribed in the EIA Directive and transcribed into Irish law by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018). Impact assessment should contain the likely significant effects of a development arising from both construction and operation of a development. Advice on describing the effects is contained within the Draft Guidelines and includes the **quality, significance, extent, probability, type** and **duration** of the effect, with particular descriptors for each. In describing effects upon tourism receptors these descriptors should take account of the particular aspects and sensitivities of tourism, for example a temporary annual effect from a development may have different impacts upon tourism if it falls at peak season rather than off-peak.

Impact assessment should be carried out as per EPA guidelines and the best practice for that prescribed topic. It may be considered appropriate to consider impact on tourism assets under the 'material assets' topic below.

Population and Human Health

The consideration of tourism projects within the Population and Human Health is extensive, with impacts ranging from rural employment population impacts of seasonal tourism, to the health impact of air pollution from increased traffic in urban areas.

The impact upon tourism can be considered within this section through the sensitivities of Hospitality, Safety and Pace of Life. Changes in population can impact the perception of pace of life or safety in a particular location. Impacts upon these issues in areas which rely heavily on tourism or have a particular sensitive tourism generator should be considered in this section.

Biodiversity

Particular tourist activities can have a significant impact upon biodiversity. Landscapes which are 'unspoiled' can be attractors of tourism. However, the disturbance to ecology must be managed to minimise impact. Biodiversity is also a tourism asset and should be protected as such from other development and should be provided for in proposals where possible.

Land, Soils and Geology

A link between tourism and this prescribed environmental factor, beyond the normal development impacts, is rare, however particular activities or facilities which use geological features may have an impact upon soils and geology, such as mountain biking trails, recreational uses of old quarries etc. Indirect impacts such as material use for extensive landscaping and public realm should also be considered.

Water

Tourism uses can be water intense, depending on development type. Recreational use of a surface water feature, water-based leisure centres etc have different impacts to standard development.

Air Quality and Climate

Tourism impact upon air quality is dependent on activity proposed and sensitivity of the location.

Noise and Vibration

A link between tourism and this prescribed environmental factor, beyond the normal development impacts, is rare, however the impact upon tourism of issues of noise and vibration can be significant. Construction adjoining hotels for example should consider the sensitivity of the development and ensure mitigation is in place.

Material Assets; Traffic and Transport

The different transport patterns associated with tourism activities is a key impact of tourism and should be considered especially for tourism projects. These produce temporal and seasonal changes on the norm and specialist consideration and interpretation should be given. Tourism proposals should, where possible, be well served by public transport and should be accessible by modes other than the car. The impact of traffic on tourism assets can be substantial and can vary in severity according to season, the weather, etc. The impact of construction traffic can be a particular concern in tourism sensitive areas in terms of noise pollution and visual impact. The construction programme of developments should work to avoid peak tourism periods in tourism areas and should consider planned or anticipated tourism events and festivals.

Cultural Heritage

Cultural heritage can be a key component of tourism projects and the impact of tourism on the maintenance of cultural heritage should be given the utmost consideration, whether positive or negative. As a tourism attraction, cultural heritage should be strongly considered in non-tourism developments and the impact upon tourism considered as a potential impact.

Archaeology

Archaeology can be of tourism interest and can be an attractive or key component of tourism projects. Archaeology can be a tourism attractor but is generally not kept in situ except in key cases which could also be considered under cultural heritage.

Material Assets; Waste Management

Tourism is a resource heavy activity and can impact waste streams and waste segregation. Impacts here should be considered strongly and with knowledge of the variation that arises from the particular tourist activity. Waste and Waste disposal issues can also impact the perception of an unspoiled environment, effecting tourism, which should be considered.

Material Assets

Material assets are utilities and infrastructure. Tourism itself could be considered a material asset as its impact upon the economy and the infrastructure in place to support it is a material consideration in assessing economic impact.

Landscape

The visual impact of a tourism development, especially in locations which are visually sensitive or renowned for their scenic or landscape beauty, should be considered carefully. A

development intended to utilise or enjoy a particular vista or environment should minimise impact upon that environment.

Major Accident and Natural Disaster

There is a requirement for tourist developments to describe expected significant effects on the environment of the proposed development's vulnerability to major accidents and/or natural disasters relevant to it. Where appropriate measures should be identified to prevent or mitigate the significant adverse effects of such accidents or disasters, including resulting from climate change, on the environment and detail the preparedness for the proposed response.

Interaction of Effects

Where two or more environmental impacts combine or interact they should be considered under the prescribed topics. It is best practice to provide a table of interactions within an EIAR or EIAR Screening Report.

Mitigation

Mitigation should follow the hierarchy of minimisation in descending order of preference- Avoid, Reduce, Remedy

Avoid sensitive tourism resources- such as views, access and amenity areas including habitats as well as historical or cultural sites and structures.

Reduce the exposure of sensitive resources to excessive environmental impact

Reduce the adverse effects to tourism land uses and patterns of activities, especially through interactions arising from significant changes in the intensity of use or contrasts of character or appearance.

Remedy any unavoidable significant residual adverse effects on tourism resources or activities.

Mitigation measures must be measurable and achievable within the bounds of the project.

Cumulative Impact

The cumulative impact is that of the project combined with any known likely project which will interact or compound an environmental impact.

Transboundary Impact

Transboundary impacts should be included in EIAR. In the case of tourism, especially international travel, the transboundary impacts may not be proximate to the EIAR site.

8. Sources of information on Tourism

Information available online

Fáilte Ireland

Fáilte Ireland offers detailed research analysis and insights into the Irish Tourism Industry. The National Tourism Development Authority has a portfolio of research across a number of areas including facts and figures, briefing papers and reports and visitor feedback. The Fáilte Ireland website has a dedicated research library which can be accessed [here](#)

Tourism Ireland

Tourism Ireland is responsible for marketing the island of Ireland overseas as a holiday and business tourism destination. Tourism Ireland publishes a range of research documents including; visitor facts and figures, seasonal updates and industry insights which are accessible [here](#)

Local Authorities

Local Authorities are an invaluable source of information. They produce tourism strategies and audits of tourism assets within their jurisdiction. Local authorities will also produce landscape and seascape studies. Protected views and prospects as well as the record of protected structures and other designated protected buildings are contained within the Statutory Development Plans.

Regional Authorities

Regional Authorities can also be consulted on high level strategic tourism and potential Regional Spatial and Economic Strategies (RSEs) should be consulted.

Central Statistics Office

The Central Statistics Office (CSO) is Ireland's national statistical office and their purpose is to impartially collect, analyse and make available statistics about Ireland's people, society and economy. The Tourism and Travel Section of the Central Statistics Office is the major source for tourism statistics in Ireland and is updated regularly.

Miriam Golden

From: planning applications <planning.applications@failteireland.ie>
Sent: 02 November 2020 10:46
To: Derek Luby
Subject: RE: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation
Attachments: Fáilte Ireland EIAR Guidelines.pdf

Hello Derek,

Thank you for the pre-application consultation documents for the proposed development for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility at Ballinclare Quarry, near Kilbride, Co. Wicklow.

Please see attached a copy of Fáilte Ireland's Guidelines for the Treatment of Tourism in an EIA, which we recommend should be taken into account in preparing the EIAR. The purpose of this report is to provide guidance for those conducting Environmental Impact Assessment and compiling an Environmental Impact Assessment Reports (EIAR), or those assessing EIARs, where the project involves tourism or may have an impact upon tourism. These guidelines are non-statutory and act as supplementary advice to the EPA EIAR Guidelines outlined in section 2.

Regards,

Yvonne Jackson

Product Development-Environment & Planning Support | Fáilte Ireland
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T +353 (0)1 884 7224 | M +353 (0) 860357590 | www.failteireland.ie



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From: Derek Luby <dluby@slrconsulting.com>
Sent: Wednesday 14 October 2020 17:54
To: planning applications <planning.applications@failteireland.ie>
Subject: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

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To Whom it Concerns

Kilsaran Concrete intends to apply for planning permission for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility at Ballinclare Quarry, near Kilbride, Co. Wicklow. An Bord Pleanála (ABP) has advised that the proposed development constitutes Strategic Infrastructure Development and that pre-application consultations in respect of the proposed development be undertaken with a number of prescribed bodies, including yourselves, prior to submitting the planning application.

To that end therefore, we have provided information in respect of the proposed development in the accompanying briefing document. We would greatly appreciate it if you could review the document and, as part of this consultation exercise, advise us by return of any views, concerns and/or suggestions you may have in respect of the proposal. All comments and feedback received will be reviewed, and where appropriate, will be addressed in finalising the development proposals and the accompanying Environment Impact Assessment Report.

Please provide feedback before 13 November 2020 via post to SLR's Dublin office, at 7 Dundrum Business Park, Windy Harbour, Dublin D14 N2Y7 or via email to this email address (dluby@slrconsulting.com).

With thanks,

SLR's response to Coronavirus COVID-19 - In response to the ongoing global pandemic, we are actively following the advice provided by our national and state governments. As a flexible, full-service organisation we are open for business and will continue to operate and deliver advice and services to our clients wherever possible and in line with government guidance.



Derek Luby

Technical Director and Technical Discipline Manager - Geotechnical Engineering

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Race at Work Charter signatory

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Miriam Golden

From: Tara Horigan <tara_horigan@hsa.ie>
Sent: 16 November 2020 10:05
To: Derek Luby
Subject: Proposed Strategic Infrastructure Development

Good Morning Mr. Luby,

As discussed on the phone last week I can confirm that the Health & Safety Authority has no submissions/observations to make in relation to the proposed strategic infrastructure development (an inert landfill at a former quarry).

Kind Regards,
Tara Horigan

Inspector CCPS Unit
01 6147010
087 9502889

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Miriam Golden

From: INFO <Information@tii.ie>
Sent: 10 November 2020 16:37
To: Derek Luby
Subject: RE: Ballinclare Landfill and CD Waste Recovery Facility.

Dear Mr. Luby,

Transport Infrastructure Ireland (TII) acknowledges receipt of your EIAR Scoping request in respect of the above proposed project on behalf of Kilsaran Concrete Unlimited Company.

The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid application referred.

The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidance as outlined in the Spatial Planning and National Roads Guidelines for Planning Authorities (2012). Regard should also be had to other relevant guidance available at www.TII.ie.

With respect to EIAR Scoping issues, the recommendations indicated below provide only general guidance for the preparation of EIAR, which may affect the national road network. The developer should have regard, *inter alia*, to the following;

1. As set down in the Spatial Planning and National Roads Guidelines (2012), it is in the public interest that, that the national road network continues to serve its intended strategic purpose. The EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network in order to demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of that network.
2. Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes.
3. Clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals/permits and other licences may be required in connection with the proposed haul route and all structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed.
4. Assessments and design and construction and maintenance standards and guidance are available at [TII Publications](#) that replaced the NRA Design Manual for Roads and Bridges (DMRB) and the NRA Manual of Contract Documents for Road Works (MCDRW).
5. The developer, in conducting Environmental Impact Assessment, should have regard to TII Environment Guidelines that deal with assessment and mitigation measures for varied environmental factors and occurrences. In particular;
 - a. TII's Environmental Assessment and Construction Guidelines, including the *Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes* (National Roads Authority, 2006),
 - b. The EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see *Guidelines for the Treatment of Noise and Vibration in National Road Schemes* (1st Rev., National Roads Authority, 2004)).

6. The Environmental Assessment should have regard to previous Environmental Assessment Statements/Reports and conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area.

Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practice.

I hope that the above comments are of use in your scoping process.

Yours sincerely,

Mark Byrne
Regulatory & Administration Unit
Ref No. TII20-111452



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Miriam Golden

From: MARTINA HAYES <martina.hayes@hse.ie>
Sent: 10 November 2020 10:13
To: Derek Luby
Subject: Scoping Consultation Report - Ballinclare Quarry Landfill EHS 1408
Attachments: Cover letter Ballinclare_.pdf; HSE submission Scoping Kilsaran Ballinclare EHS 1408.pdf

Dear Derek,

Please find attached cover letter and SEHO report from Niamh McGrath, PEHO, Wicklow area.

Kind Regards

Martina Hayes
Environmental Health Service
HSE Wicklow Area
Health Centre, Glenside Road,
Wicklow A67 HX30

Phone No:0404 63031
martina.hayes@hse.ie



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"Tá an fhaisnéis sa ríomhphost seo (ceangaltáin san áireamh) faoi rún. Baineann sé leis an té ar seoladh chuige amháin agus tá sé ar intinn go bhfaighfidh siadsan amháin é agus gurb iadsan amháin a dhéanfaidh breithniú air. Más rud é nach tusa an duine ar leis é, tá cosc iomlán ar aon fhaisnéis atá ann, a úsáid, a chraobhscaoileadh, a scaipeadh, a nochtadh, a fhoilsiú, ná a chóipeáil. Seáins gurb iad tuairimí pearsanta an údar atá san ríomhphost agus nach tuairimí FSS iad.

Má fuair tú an ríomhphost seo trí dhearmad, bheadh muid buíoch dá gcuirfeá in iúil don Deasc Seirbhísí ECT ar an nguthán ag +353 818 300300 nó ar an ríomhphost chuig service.desk@hse.ie agus ansin glan an ríomhphost seo ded' chóras."

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Health Centre,
Glenside Road,
Wicklow Town,
Co. Wicklow
Phone: 0766959301
E-Mail:wicklowpeho@hse.ie

10/11/2020

Mr Derek Luby
Technical Director and Technical Discipline Manager – Geotechnical Engineering
SLR Consulting Ireland,
7 Dundrum Business Park,
Windy Arbour,
Dublin D14 N2Y7

Re: Proposed Ballinclare Landfill and CD Waste Recovery Facility, Ballinclare Quarry, Kilbride, Co. Wicklow

Dear Mr. Luby

Please find enclosed the HSE Consultation Report in relation to the above proposal.

The following HSE departments were made aware of the consultation request for the proposed development on 21 October 2020:

- Emergency Planning – Brendan Lawlor
- Estates – Helen Maher
- Assistant National Director for Health Protection – Kevin Kelleher/Laura Murphy
- CHO – Martina Queally

If you have any queries regarding this report the initial point of contact is me and I will refer your query to the appropriate person.

Yours sincerely

A handwritten signature in black ink that reads "Niamh McGrath". The signature is written in a cursive style and is positioned above a horizontal line.

Niamh McGrath
Principal Environmental Health Officer

**HSE EIAR Scoping Consultation Report
Environmental Health Service Submission Report**

Date: November 13 2020

Our reference: EHIS 1408

Report to: Mr Derek Luby, SLR Consulting Ireland

SLR reference: 501.00036.00080

Type of Consultation: EIA Scoping

Applicant: Kilsaran Concrete

Proposed development: Proposed inert waste management facility comprising an inert landfill and a separate construction and demolition waste recovery facility at Ballinclare Quarry, Kilbride, Co. Wicklow

General

The following documents should be considered when preparing the Environmental Impact Assessment Report:

- Guidelines on the information to be contained in EIS (2002), 187kb
- Advice Notes on Current Practice in the preparation of EIS (2003), 435kb
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

https://www.housing.gov.ie/sites/default/files/publications/files/guidelines_for_planning_authorities_and_an_bord_pleanala_on_carrying_out_eia_-_august_2018.pdf

EU publication: Environmental Impact Assessment of Projects Guidance on the preparation of the Environmental Impact Assessment Report, EU, 2017

http://ec.europa.eu/environment/eia/pdf/EIA_guidance_EIA_report_final.pdf

Adoption of the Directive (2014/52/EU) in April 2014 initiated a review of the above guidelines. The draft new guidelines can be seen at:

<http://www.epa.ie/pubs/consultation/reviewofdrafteisguidelinesadvicenotes>

Generally the Environmental Impact Assessment should examine all likely significant impacts and provide the existing baseline conditions and the following information for each:

- a) Description of the receiving environment;
- b) The nature and scale of the impact;
- c) An assessment of the significance of the impact;
- d) Proposed mitigation measures;
- e) Residual impacts.

Directive 2014/52/EU has an increased requirement to assess likely significant impacts on Population and Human Health. In the experience of the Environmental Health Service (EHS) impacts on human health are generally inadequately assessed in EIA in Ireland. It is recommended that the wider determinants of health and wellbeing are considered in a proportionate manner when considering the EIA. Guidance on wider determinants of health can be found at www.publichealth.ie

It should be noted that the positive likely significant impacts should be identified and assessed, not just any likely significant negative impacts from the proposed development.

The population and human health section of the EIAR should be specifically relevant to the proposed development and include opportunities for health gain from the proposal. The HSE will consider the final EIAR accompanying the planning application and will in particular make comments to the Planning Authority on the methodology used for assessing the likely significant impacts and the evaluation criteria used in assessing the significance of the impacts.

Clarification should be provided in the EIAR as to whether the C & D waste recovery facility is an independent undertaking which will continue to operate after landfilling on site is complete.

The EIAR should identify the nearest sensitive receptors and consider the impact of the proposed development on them. Sensitive receptors include, but are not limited to

- Occupied houses, including, but not limited to, Ballinclare House and properties along the L113 and to the west of the quarry site. A planning search should be undertaken to identify any properties in the vicinity which are currently vacant or derelict and are due to be renovated and any proposed new build homes.
- Farms (including stud farms and facilities for the production of vegetables, flowers and crops)
- The Kilmacurragh Botanic Gardens
- Schools
- Childcare facilities
- Medical facilities and nursing homes
- Golf courses, sports and community facilities and
- Food premises.

The Environmental Health Service (EHS) considers the following should be assessed in the Environmental Impact Assessment (EIA)

- Any potentially significant emissions to surface water
- Any potentially significant emissions to ground water
- Any potentially significant emissions to air, including noise, vibration and dust

Other areas for consideration in the EIA include

- Staff welfare facilities
- Public consultation in addition to consultation with statutory and non-statutory agencies
- Potential for future health gain from the restoration of the former quarry site.
- Cumulative impacts of developments including quarries and sand and gravel extraction facilities in the locality. It is noted in the documentation submitted that there is another disused quarry in Kilmacurragh West. Any proposals to re-activate this quarry or to restore it should be referenced in the EIAR.
- Maintenance of access roads

In considering the measures to be employed by the developer to minimise the potential impacts of the proposed development to human health, reference was made by the EHS to the EPA's 'Environmental Management Guidelines on the Environmental Management in the Extractive Industry (Non-Scheduled Minerals) 2006'

It is recommended that an Environmental Management System (EMS) is put in place with training of all site staff. There should be on-going review of the effectiveness of the EMS. The EMS should be devised in accordance with international standards such as ISO 14001 2015 and EU EMAS (1993).

When assessing the above potential impacts, the existing environment, the assessment methodology and evaluation criteria should be clearly reported in the EIAR. Existing baseline assessments (noise, dust, ground and surface water quality) should be included. Any mitigation proposed should be identified and the predicted residual impact clearly stated. Assessment should be carried out for both the operation phase and the remedial phase of the proposed development.

Emissions to surface water

Should any proposed activities result in potential discharges to surface water, these activities must comply with the provisions of the Local Government (Water Pollution) Acts 1977 and 1990 and the Water Services Acts 2007-2013. If a discharge licence is required it is recommended that the developer undertake a surface water quality baseline study to assess the existing water quality and its assimilative capacity

Hard standing areas used for refuelling vehicles should drain to Class 1 Hydrocarbon Interceptors prior to discharge.

Details of the fuels and chemicals used and stored on site and the method proposed for the bunding of fuel and chemical storage tanks should be provided in the EIA. Provision should be made for the inspection and monitoring of bunding structures. As it is intended to undertake minor repairs and upgrading works to the existing bunded fuel storage area and concrete slab, details of this work and measures to check the integrity of the upgraded structure should be included.

In order to minimise the wastage of water, surface water should be used for activities such as wheel washing and dust suppression.

Emissions to Groundwater

It is recommended that detailed information is gathered on the location of private wells serving properties within a 2km radius of the quarry. The EIA should include proposals for sampling private

wells (if planning permission is granted) prior to landfilling works commencing; at least biannually during landfilling works and twice within the first year following restoration of the site.

Reference should be made in the EIA to the Geological Survey of Ireland's (GSI) Groundwater Protection Scheme for Co. Wicklow to determine if there are vulnerable groundwater sources or aquifers in the vicinity of the proposed development.

Measures to prevent the contamination of groundwater with Naturally Occurring Asbestos should be detailed in the EIAR. This should include mitigation measures proposed during the emptying of the flooded pit and the discharging of the pit water via the Ballinclare Stream to the Potters River.

Emissions to air, including noise, vibration and dust

The EHS recommends that the developer notes the limit values specified in the Air Quality Standards Regulations 2011 (S.I. No. 180 of 2011) which apply to ambient air quality in the vicinity of developments such as quarries.

The EIA should establish baseline air quality at the nearest sensitive receptors by means of background air quality monitoring. Air quality monitoring should be undertaken prior to the commencement of backfilling operations at the quarry and throughout the operation of the site using the Bergerhoff Method as specified in the German TA Luft Air Quality Standards (TA Luft 1986).

Sensitive receptors located within the vicinity of the proposed development and along proposed haul routes in the locality should be included in both background air quality monitoring and in routine air quality monitoring for the duration of the proposed development.

Total dust deposition should not exceed 350mg/m² /day when averaged over a thirty day period. This is a maximum limit and the EMS should be such that dust depositions seldom reach this level.

The Environmental Management System should include dust minimisation and suppressions measures to be employed to minimise the impact of dust emissions from both the quarry backfilling activities and the Construction and Demolition Waste Recovery Facility

Methods can include, but are not limited to

- Covering every load on vehicles delivering waste materials to the site
- Protect and replace vegetation on site
- Cover stockpiles to prevent windblown dust
- Spray and wash access and haul roads frequently to suppress dust
- Undertake regular plant and vehicle maintenance
- Undertake regular monitoring and inspection of access and haul roads to identify and attend to accidental spillages and structural defects to roads (i.e. potholes). Proposals for an agreement between the local roads authority and the applicant for the on-going maintenance of haul roads during the operation of the proposed development should be outlined.

- considering meteorological conditions (wind speed and wind direction) when siting stockpiles

Consideration should be given to adopting noise reduction measures recommended in the EPA's 'Environmental Management Guidelines on the Environmental Management in the Extractive Industry (Non-Scheduled Minerals) 2006' in particular those relating to adequate screening of the site, maintenance of plant and machinery and reducing truck movements within the site. Details of the proposed noise mitigation measures to be employed should be included in the EIA.

The EHS recommends that reference is made by the developer to the EPA's 'Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities NG4' (January 2016). The existing background noise level should be considered when assessing the impact of noise from the proposed development on local receptors and when setting ELVs.

Details of the industrial shed (portal frame structure) to be constructed to house crushing and screening equipment and to process and recycle waste should be provided. This should include noise insulation and dust extraction features. The Environmental Health Service recommends that this is an enclosed structure in order to reduce the impact of noise and dust on the surrounding sensitive receptors

Details of the location and frequency of noise monitoring should be included in the EIA to be submitted as part of the Planning Application.

Staff Welfare Facilities

If it is proposed to provide staff welfare facilities details must be provided in the EIAR as to how it is proposed to dispose of any waste and effluent generated from such facilities.

Public consultation

The Environmental Health Service (EHS) emphasises the need for early and meaningful public consultation in the development process. Accurate information should be obtained regarding the location of sensitive receptors referred to above. There should be on-going engagement with these receptors during the EIA process and the EIAR should detail proposals for keeping sensitive receptors informed and any measures to be employed during the operational phase for dealing with enquiries and/or complaints from members of the public.

It is acknowledged that current restrictions on public gatherings as a result of Covid 19 prevention measures will impact on opportunities for public consultation events. However it is expected that meaningful public consultation will be undertaken and that members of the public will be given sufficient information and opportunities to express their views on the proposed development.

To assist with the consultation and planning process it is recommended that the applicant develops a dedicated website for the proposed landfill and waste recovery facility. All correspondence, maps, project updates and documentation, including the EIAR, should be uploaded to this site.

The future use of the restored site should be included in the public consultation process.

Site operation times should be considered as part of the consultation process with local residents.

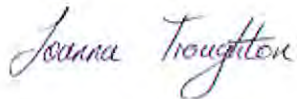
Potential for future health gain from the restoration of the proposed development

The potential to provide a facility on site which will provide an opportunity for health gain for the wider community should be considered, for example, walkways, cycle paths, woodland paths, pitch and putt course or an amenity park including a number of these options.

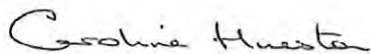
Due to the potential risks associated with swimming in decommissioned quarries, all water features on site should be filled in as part of this proposal.

Cumulative impacts of developments in the locality

Other extraction and quarrying facilities within a 5km radius of the proposed facility should be identified and assessed when considering the potentially significant cumulative impacts from the proposed development. The EIA should include cumulative traffic, noise, dust and hydrological impacts.



Joanna Troughton
Senior Environmental Health Officer
Environmental Health Service
HSE Bray Health Centre
Block B Civic Centre
Main Street
Bray
Co. Wicklow



Environmental Health Officer
Environment OU
Ennistymon Health Centre
Ennistymon
Co. Clare

Miriam Golden

From: Derek Luby
Sent: 14 April 2021 11:13
To: Derek Luby
Subject: FW: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation
Attachments: IrishWaterResponse_EIAR_SLR_Ballinclare Quarry, Kilbride, Co. Wicklow.pdf; FW Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

From: Kieran O'Regan
Sent: Monday 23 November 2020 14:52
To: 'cosullivan@slrconsulting.com' <cosullivan@slrconsulting.com>
Cc: Ali Robinson <arobinson@water.ie>
Subject: FW: Ballinclare Landfill and CD Waste Recovery Facility - Statutory Body Consultation

Afternoon Ciarán,

Please find attached Irish Waters response to the below request in regards to Ballinclare Landfill and CD Waste Recovery Facility.

If you need anything else please let me know.

Kind regards,

Kieran



7, Dundrum Business Park,
Dundrum Road,
Windy Arbour,
Dublin 14,
D14 N2Y7
Ireland

Uisce Éireann
Bosca OP 6000
Baile Átha Cliath 1
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Irish Water
PO Box 6000
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T: +353 01 89 25000
T: +353 01 89 25001
www.water.ie

23rd November 2020

Re: EIAR Scoping Request – Inert Waste Landfill and Construction and Demolition (C&D) Waste Recovery Facility, Ballinclare Quarry, Kilbride, Co. Wicklow.

Dear Mr. Looby,

Irish Water (IW) acknowledges receipt of your request in respect of the Environmental Impact Assessment Report (EIAR) scoping for proposed wind farm development located at Ballinclare Quarry, Kilbride, Co. Wicklow.

Please see attached our suggested scope in relation to Water Services. On receipt of the planning referral, Irish Water will review the EIAR as part of the planning process.

Queries relating to the terms and observations above should be directed to planning@water.ie

Yours sincerely,

Signed on behalf of Irish Water:

Yvonne Harris
Connections and Development Services

Response to EIAR Scoping Report Requests

IW currently does not have the capacity to advise on scoping of individual projects. However, in general we would like the following aspects of Water Services to be considered in the scope of an EIAR where relevant;

- a) Impacts of the development on the capacity of water services (do existing water services have the capacity to cater for the new development if required). This is confirmed by IW in the form of a Confirmation of Feasibility (COF). If a development will require a connection to either a public water supply or sewage collection system the developer is advised to submit a Pre Connection Enquiry (PCE) enquiry to IW to determine the feasibility of connection to the Irish Water network. All pre-connection enquiry forms are available from <https://www.water.ie/connections/get-connected/>
- b) Any up-grading of water services infrastructure that would be required to accommodate the development.
- c) In relation to a development that would discharge trade effluent – any upstream treatment or attenuation of discharges required prior to discharging to an IW collection network
- d) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks & potential measures to minimise/stop surface waters from combined sewers
- e) Any physical impact on IW assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets
- f) If you are considering a development proposal, it is best practice to contact us in advance of designing your proposal to determine the location of public water services assets. Details, where known, can be obtained by emailing an Ordinance Survey map identifying the proposed location of your intended development to datarequests@water.ie. Other indicators or methodologies for identifying infrastructure located within your lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site.
- g) Any potential impacts on the assimilative capacity of receiving waters in relation to IW discharge outfalls including changes in dispersion /circulation characterises
- h) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (and resultant potential impact on the capacity of the source) or the potential of the development to influence/present a risk to the quality of the water abstracted by IW for public supply.
- i) Where a development proposes to connect to an IW network and that network either abstracts water from or discharges waste water to a “protected”/sensitive area, consideration as to whether the integrity of the site/conservation objectives of the site would be compromised.
- j) Mitigation measures in relation to any of the above

This is not an exhaustive list.

Please note

- The Confirmation of Feasibility from IW, to the applicant, should be issued prior to applying for planning permission.
- Irish Water will not accept new surface water discharges to combined sewer networks

Uisce Éireann
Bosca OP 6000
Baile Átha Cliath 1
D01 WA07
Éire

Irish Water
PO Box 6000
Dublin 1
D01 WA07
Ireland

T: +353 01 89 25000
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www.water.ie

APPENDIX 4

Public Consultation Material: Project Website

Ballinclare Quarry Restoration

Contact

PROPOSED DEVELOPMENT AT BALLINCLARE QUARRY

STRATEGIC INFRASTRUCTURE DEVELOPMENT APPLICATION TO AN BORD PLEANÁLA

Kilsaran Concrete trading as Kilsaran Build intends to lodge an application for planning permission for Strategic Infrastructure Development at Ballinclare Quarry, Kilbride, Co. Wicklow.

The proposed development is for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility. The proposed landfill will facilitate backfilling of the existing quarry void to its former ground level using surplus soil and stones from construction and development sites and the long-term restoration of the quarry to grassland / natural habitat.

[THE PLANNING APPLICATION](#) ▾

[THE WASTE LICENCE APPLICATION](#) ▾

[THE PROPOSED DEVELOPMENT](#) ▾

[PUBLIC CONSULTATION](#) ▾

Documents

Consultation Drawings

- Figure 1 – Site Location Map
- Figure 2 – Surrounding Land-Use/Development
- Figure 3 – Existing Site Layout – Aerial Photography
- Figure 4 – Proposed Final Landform
- Figure 5 – Cross Sections Through Landfill

APPENDIX 5

Public Consultation Material: Letter to Residents

8th October 2020

PROPOSED DEVELOPMENT AT BALLINCLARE QUARRY

Dear Home Owner,

Kilsaran Concrete (Trading as Kilsaran Build) intends to lodge an application for planning permission for Strategic Infrastructure Development at Ballinclare Quarry, Kilbride, Co. Wicklow.

The proposed development is for an inert waste management facility comprising an inert landfill and a separate construction and demolition (C&D) waste recovery facility. The proposed landfill will facilitate backfilling of the existing quarry void to its former ground level using surplus soil and stones from construction and development sites and the long-term restoration of the quarry to grassland / natural habitat.

Bord Pleanála has previously advised that the proposed development constitutes Strategic Infrastructure Development and that as such, an application for development consent must be made directly to it rather than to the Local Authority

As is required under legislation governing Strategic Infrastructure Development, Kilsaran is undertaking a public consultation exercise in advance of finalising and submitting its planning application in respect of the proposed inert waste management facility to An Bord Pleanála.

Information with regard to the proposals is available to view on a dedicated web site at

www.ballinclarequarryrestoration.ie

Prior to the planning application being finalised and submitted, you are invited to submit feedback with any views, concerns and/or suggestions you may have in respect of the proposed development. Submissions should be forwarded to the Company before Friday 6th November 2020 via post or email, using the contact details provided below.

All comments and feedback received as part of this consultation exercise will be reviewed, and where appropriate, will be addressed in finalising the development proposal.

Your faithfully,

Kilsaran Concrete

Email:	info@ballinclarequarryrestoration.ie
Post	Ballinclare Quarry Restoration Project Kilsaran Concrete Piercetown Dunboyne County Meath

ideas taking shape



Get in Touch: Piercetown, Dunboyne, Co. Meath, A86 W820, Ireland

T: +353 (0)1 802 6300 **F:** +353 (0)1 825 1782

E: info@kilsaran.ie **W:** kilsaran.ie



Directors: E.D. McKeown (Chairman), David P. McKeown (Co-CEO), Derry P. McKeown (Co-CEO), R. McKeown, T.F. McCarthy, M.J. Curran, P. Hogan

Registered as: Kilsaran Concrete Unlimited Company **Registered at:** Piercetown, Dunboyne, Co. Meath, A86 W820, Ireland.

Reg No: 23927 **VAT No:** IE 8Z02417D

APPENDIX 6

Responses from Local Residents

[REDACTED]

18 November 2020

Ballinclare Quarry Restoration Project
Kilsaran Concrete
Piercetown
Dunboyne
Co Meath

Dear Sir/Madam

In response to your call for submissions, we the undersigned, who are all local residents, wish to make a number of observations relating to the proposed development under the headings of scale, infrastructure, environmental impact, community and health and safety.

General observations:

While we welcome the restoration of the quarry site back to a natural state that is in keeping with obligations to biodiversity under the EU2020 biodiversity policy, the obvious point to be made is that restoration is only completed *after* use ends (up to 20 years as per the plans) and in the meanwhile, the development and operation will have a considerable negative impact on the local and natural environments (e.g. destruction of existing habitats, via road widening on the L1157- a country lane) and on the lives of the local people (increased traffic, noise, pollution, all contributing to an increasingly changed character of the rural environment to a more industrial one).

The vicinity of the proposed development is already saturated with quarrying, landfill, infill, and contouring operations that combined, have had an adverse impact on the local community and the natural environment, altering the character of this rural location, of which National Botanic Gardens Kilmacurra forms an integral part. This area of Wicklow has increasingly become a dumping ground for the wider Leinster region and, as such, is bearing a burden far beyond what is acceptable. Therefore, the proposed development and its impact cannot be considered alone, but must be aggregated with those existing in the vicinity (not represented on your map of the surrounding land use/development), to give a true picture of the impact on our neighbourhood and on the natural environment.

Further, consideration must include both existing haulage routes currently approved for use by HGVs and articulated lorries and the routes actually used, often in breach of permissions. The lack of capacity of the local authority to regulate conditions related to haulage routes is also a major concern. How do you propose to stop HGVs accessing your site using the L1113 as an access route to and from the M11?

We note that your proposal includes road widening, strengthening and provision of an overlay along the section of the L1157 from the proposed site to the Tap. Will your Environmental Impact Assessment Report (EIAR), and an Appropriate Assessment (AA) Natura Impact Statement (NIS) extend to this road along which there are many mature trees, and which is a corridor for wildlife? What provisions will be put in place to stop mud (in wet weather) and dust (in dry weather)

accumulating on the road and entering the watercourses? A site on this road has been used in recent years for filming and coordination of activity for various films. What impact will the increase in traffic and change to the existing road character have on future potential use for filming which provides welcome local employment to individuals of all ages and from all walks of life?

Scale

The scale of development and subsequent operation as outlined in your website is excessive. If the objective was in fact the restoration of the relevant area, this could be done on a much reduced scale. In fact the objective is clearly to run a commercial business, which may eventually result in restoration back to a natural state that is in keeping with obligations to biodiversity under the EU2020 biodiversity policy, but in the interim, the locality will endure a heavy burden as discussed in other sections of this submission.

Infrastructure

The current infrastructure is inadequate to deal with the proposed volume and weight of traffic to Ballinclare, necessitating widening, strengthening and providing an overlay along the L1157. These measures proposed within your plan, essentially change the character of our neighbourhood and will likely attract increased volumes of traffic from the surrounding areas aside from the Ballinclare traffic. Also, what assurances can be given that such a widened and strengthened access road will not be used as an argument to request planning permission for future quarrying/landfill activities in this area? By creating a more industrialised area through the development and operations and by upgrading the infrastructure accordingly, the rural character of our neighbourhood may become irretrievably lost.

Environmental Impact

Impact must be considered, not on the site alone but all along the access and egress routes. The L1157 has many mature trees and provides a habitat for much flora and fauna. The disturbance of this activity will be devastating for the wildlife currently occupying this site, particularly the Peregrine Falcons and Kestrels nesting on the cliffs. In a time when local wildlife is already under pressure from increased traffic, increased encroachment of private homes and intensification of farming practices, this disturbance to existing habitat will place another burden on the wildlife already inhabiting this area.

The area has a number of boreholes and watercourses, what measures will be put in place to monitor and protect these?

Community

The proposed operating hours are unacceptable to the local community as we need more quiet time to be able to live comfortably and enjoy the amenity of our rural homes and their environs. If our other issues were satisfactorily addressed and the facility were to go ahead, operating times of 9am-5pm Monday to Friday with no weekend activity would be the most we could accept.

Taken alone, the mere volume of traffic, noise and pollution will lead to a considerable loss of amenity. Also, even when the site hours are observed, a line of HGVs can form at the entrance long before opening time and lorries may be left parked close to the entrance after hours to facilitate speedy access the next morning. What measures do you propose to prevent this?

The volume of traffic accessing the site is not the only issue here. We would anticipate considerable noise levels from the work onsite. While this may not equate to the former levels of blasting etc. the mere operation of mechanised equipment brings a level of disturbance to what is currently a peaceful area.

Health and Safety

Given that the site was closed because of the discovery of naturally occurring asbestos, what assurance can be provided that the preparation and operation of this site will not result in the release of such materials into the surrounding watercourses and/or the air surrounding the site. What monitoring will prevent such occurrence?

Output of recycled materials

Please clarify the amount of recycled materials proposed to be processed on an annual basis and the method of transportation offsite of this material. Given the high level of traffic the importation of infill materials will cause, please clarify what additional traffic will be generated by the output of recycled materials. As the site is to be primarily used as a landfill, we do not see any reason for the recycling operation to continue after the site has been filled to capacity. It is clear however that the rate at which materials are taken off site extends the timeframe for the restoration of the quarry.

We look forward to receiving an acknowledgement of our submission and your comments on the issues raised above.

Yours faithfully

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[Redacted text block]

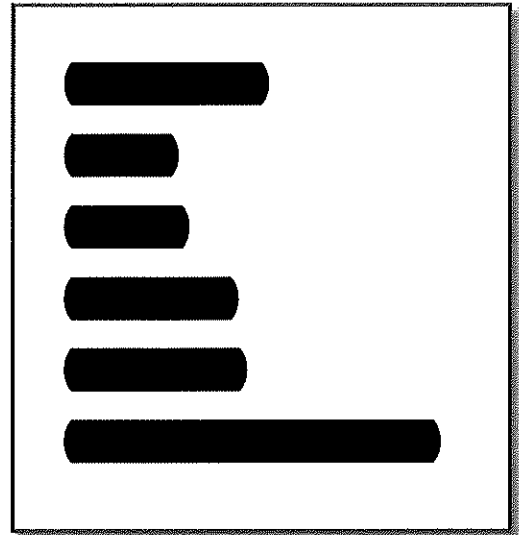
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[REDACTED]

[REDACTED]



[REDACTED]



07/12/20

Kilsaran Concrete,
Ballinclare Quarry Restoration Project,
Piercetown,
Dunboyne,
Co. Meath
A86 W820

Dear Sirs,

Re: Proposed Development at Ballinclare Quarry I wish to acknowledge receipt of your letter dated 8th of October in which you state that you intend to lodge an Application for Planning Permission to An Bord Plenalla for Strategic Infrastructure Development at Ballinclare Quarry, Kilbride, Co. Wicklow. Whilst I appreciate the fact that you have given some of my neighbours and I advance notice of this Proposed Development and you have since met with me on two occasions I do still have some major concerns which I will set out below.

As you are aware, my farm of 114 acres at Ballinclare, at which my family and I reside and the Kilsaran property share a boundary of 580 metres approx,

Our dwelling house is approximately 250 metres from that boundary and our road frontage extends to approximately 1530 metres along your proposed haulage route of which approximately 680 metres is on both sides of the carriageway.. which means that the works as proposed will greatly affect myself, my family and my business of farming

.As stated I farm land on both sides of this road (L1157). I am a livestock farmer and regularly move livestock from one side to the other, We also haul farm feed i.e .silage etc from one side to the other

I am of the view that your suggested application to accept up to 800,000 tonne of inert landfill annually is totally excessive and would lead to an intolerable number of trucks on the road given that your suggested haulage route is a two-way system from the Tap to the Quarry site. I understand from you that this is the County Councils preferred option.

Your proposed haulage route would mean approximately 150 trucks per day on average, or a truck every 4 minutes, i.e. a truck every 2 minutes passing on our road and this would be totally unacceptable

High volumes of H.G.V's on this road would impinge on local people and their right to recreational exercise along this very scenic road..

The previous owner successfully implemented a one way system for trucks thus leaving it safer and more tolerable i.e. entrance at the Tap and exit at the Beehive or vice versa from the late 1990's up until the date they vacated the Quarry. I would ask that you and W.C.C seriously consider this traffic system.

May I suggest working hours to be 8.00 a.m. until 5 p.m. daily with absolutely no work on Saturdays other than 10 Saturdays in any calendar year as I feel we deserve two undisturbed days in the week

Another concern of ours is that lorries would possibly congregate at the entrance to the Quarry awaiting entrance or along the suggested haulage route from The Tap to Kilsaran entrance. This would be unacceptable.

May I suggest that all lorries entering the Kilsaran property and machinery operating within – if they have to have reversing beepers- should have the quieter beepers- White Snow Bleepers would be recommended.

We are also concerned for the future quality and quantity of our deep water well as well as the effect the operation may have on the Potters river.

Possible dust arising from landfill or C&D activities is also a major concern.

I would like assurance that no trees /hedgerows or their root structures be affected by any road strengthening or widening and that any culverts shores or drains not be disturbed as they are part of a structure that facilitates the drainage from my lands. Please note any road widening behind the metalled surface should only be done with my consent.

I note on your plans as seen on Fig.4 Proposed final landform to discharge water from the site via the dyke in my field to Kilmacurragh stream. This should only be done with my consent as this has not been its passage in the past

I would request that you erect a security type fence along our entire boundary before commencement of any works in Kilsarran Quarry as in the past trespassers have used my land to access the quarry site.

I would also like assurance that the C&D aspect of your business at this site would cease permanently as soon as the landfill is finished or when planning permission expires whichever is sooner.

Another concern is the possible dust or scum that may be afflicted on our public road by H.G.V traffic exiting the facility giving rise to the necessity to wash our cars a lot more often as has been the case in the past.

At this moment in time I would appreciate any further information which you may have, with re-assurance that the least possible interference for my family- and local residents –and full Health and Safety measures will all be put into place.

As I have always had a good working relationship with Kilsaran I would very much hope this would continue into the future, with full disclosure between both parties at all times.

[REDACTED]

E. Mail: [REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

M: [REDACTED]
E(H): [REDACTED]
E(B): [REDACTED]

By Email

Date: 16th November 2020

Dear Sir/Madam

Re: Ballinclare Quarry Public Consultation

I refer to your invitation in relation to the public consultation on the Ballinclare Project.

I am the owner of the above property which has been owned by my family since 1970. My family's enjoyment of the property has decreased exponentially during that period due to the activities of the quarry, especially in recent years.

The road external to my house and lands, known as Breagura Road (L1157) is located in proximate to the Quarry. Reference to Eircode illustrates the number of properties in proximity which will be affected. This road is in poor condition, has a width of only 5 meters and has no road markings for its full length, the speed limit of 80kph.

In summary, my concern relates largely to the following issues largely related to the issues of management in the context of receiving environmental that struggles to accommodate your proposals. Whilst the road can accommodate the traffic to the Kilmacurragh gardens (and in the past by horse drawn carriage rental close to the quarry) and the ever increasing use by leisure cyclists then very heavy vehicular traffic is a different matter. Your proposal is aproximatly 150 trucks on weekdays going in both directions, or one truck up or down the road every 2 minutes.

Set out below is a summary of concerns that your Application must address:

- 1) Can the mitigating factors of your Environmental Impact Assessment Report overcome the basic starting point that the Quarry's receiving environment cannot be engineered sufficiently to accommodate your proposal?
- 2) You stated you would remove the current water. You have given no approximation of the quantity in m3, how it is to be removed and how long that job would take. I have heard that there was natural asbestos in the quarry stone. This may have permutated into the water. Presumably the water would be pumped into a local stream. Have you had the water tested for contamination and how this will impact on the local area and farm animals adjacent to the nearest stream you anticipate using.
- 3) Neither the Breagura Road nor the neighbouring L113 leading to the Beehive Pub and which is well marked is suitable for the heavy vehicular travel you envisage. The road

width at 5m is too narrow, pass too many roadside residences and lead to vibration on the road surface ill suited to accommodate both the frequency and load traffic. To this must be added the recently recommended and advertised passing space for cyclists.

- 4) How will haul routes and times of operation be monitored? Will there be a permanent Banks person at the entrance to the quarry during operations hours especially during the dark winter hours.
- 5) How can the residential amenity be protected. How are appropriate checks built into your proposals?
- 6) What is the final restoration plan and how. Who monitors the accumulated water in the disposed rubble until such times as it becomes clean?
- 7) What initiatives are you proposing to put in place for residents aggrieved and discommoded by your proposals?
- 8) Before submitting your final proposals to An Board Panama you might consider a clockwise one way system for your trucks. Most of your trucks are proposed to come from Dublin. Let them leave the N11 at the Beehive then on to the Tap, up to the quarry and when leaving to turn right and via the L1153 to rejoin the N11 at the Beehive. Trucks from the south on the old N11 should proceed via the Tap up to the quarry and then clockwise via the Beehive from whence they came.
- 9) There will however be new accumulations of water in the rubble and with time washing it clean. What proposals to monitor and dispose of this water and for how many years after completion.

Kindly acknowledge receipt of this letter sent by email.

Regards



Ballinclare Quarry Restoration pre-planning observations.

I live at [REDACTED] and have 120 acres of forestry, agricultural land and residential houses adjoining the Ballinclare quarry. We have a shared boundary of approximately 865 meters. My home is 330m from the quarry edge and my other house (homeplace and rental property) is 220m from the quarry.

I am fundamentally opposed to the proposed developments on the grounds of sustainability. We are in a dangerous period of rising CO2 levels, habitat degradation and biodiversity loss. The state is trying to reduce the country's carbon footprint and yet this project will bring vast quantities of inert waste material mostly from Dublin to rural Co. Wicklow by diesel trucks thus spewing countless tonnes of CO2 and particulate matter into our atmosphere. With the Kilmacurragh Gardens and Deputy's Pass nature reserve being pushed as tourist destinations, the proposed landfill is not in keeping with this.

The term 'restoration' is disingenuous in relation to this project. The current landscape of cliffs, lake, wetland, rough grassland and young woodland have a beauty and richness of their own. Imagine foisting a landfill on the Dalkey quarry site in south east Dublin and its surrounding residents. Although this and every other quarry stem from an industrial extraction operation, they are sometimes as beautiful and rich as many a natural landscape. I have lived with an operational quarry for the better part of my life (43 years) as have many of the other residents. We also have the Ballinagran Landfill and many other smaller inert waste facilities and other quarries in the area which makes it feel like the dumping ground for Dublin and surrounding counties. We have heard and felt the regular explosions, the endless noise and dust from rock crushers grinding and the speeding trucks moving material on woefully substandard local roads. Why should we now have to face potentially a further 20 years of traffic of up to a truck every four minutes, noise from those trucks and bulldozers spreading and compressing an imported material and the grading and crushing of builder's material? Why should the Potters river once again become an "overflow pipe" for this site with the potential of asbestos and other contaminants escaping down river? Owing to the depth of this quarry, I do not trust that the lining will prevent unwanted toxins seeping into the many local wells including the five at Carrigmore.

There are several businesses operating on my lands at Carrigmore/Ballinclare including a horticultural one that is certified organic. It is very reliant on clean water and clean air, both of which could be jeopardized with the current plans for the quarry. Another one is a forest school for children which relies on a quiet environment during working hours. This will almost certainly close if noise levels are as expected from the proposed operations.

There is a question over the material (subsoil and building waste) brought to the north western corner (next to the council yard) shortly after the closure of the quarry. The material was brought in through the council yard and filled in a wetland. Can I see the planning details for this please?

I am not totally against some sort of commercial development here, but it is the scale that worries me. I also understand that Kilsaran was very unlucky to have their quarrying operations halted by the discovery of the naturally occurring asbestos and need to make a commercial decision about this site. However, many of the locals and I need to protect our own interests and that of the environment by insisting on some restrictions enforced, some of which are listed below.

1. Only fill roughly to "water level" to retain cliff face as this is and has been a breeding site of Peregrine Falcons and Kestrels for 20 plus years.
2. Restrict all truck movements, bulldozers and grading/crushing activity to 9am-5pm, Monday to Friday. Quiet time is particularly important to the residents and wildlife within earshot of the proposed facility.
3. Monetary compensation to those living within 500 meters of the perimeter of the landfill and those living along the local haulage route suggested at one euro per ton of waste material brought to site.
4. Monitoring stations installed and constantly recording noise, dust, water quality in streams and nearest wells with monetary fines if agreed standards are breached. Also, camera technology used to monitor truck numbers and routes taken and again fines imposed if the proposed route is not taken. All data needs to be readily accessible to all locals.
5. As part of the restoration, the site should not be returned to agricultural use but to a wildlife friendly habitat which includes cliffs, lakes and a wetland suitable for breeding Lapwing which were present before the quarry extension.
6. Nutrient poor sub-soil finish suitable for wildflower meadows and heathland and native woodland planting around the edge.
7. No continuation indefinitely of the recycling facility beyond the life of the landfill.
8. I don't agree with the cutting and mulching of existing scrub and vegetation at the start of operations as this is already rich in flora and fauna and should be kept as part of the restoration.
9. The site needs to be surveyed for and provisions made for the following species, all of which exist on or around the quarry site currently. Peregrine Falcon, Kestrel, Sand Martin, Yellowhammer, Frog, Lizard, Newt, Greater Broomrape, Badger and the fish and invertebrates of the Potters river and tributaries. Most of these named species have a high protection level owing to their scarcity or reduction in numbers/distribution nationally.
10. Install deer fencing around the site to stop them entering the woodlands at Carrigmore and Ballinclare which are managed under continuous cover methods. My trees are heavily damaged by deer entering from the quarry site now.
11. Pay a bond to the local council which would cover all restoration expenses if Kilsaran were to renege on their responsibilities for whatever reason. I do not have any reason to believe this will happen, but it is a common occurrence that the state cleans up the mess of abandoned landfill/recycling/quarry sites.
12. A plan for dealing with invasive species brought to site intentionally or accidentally such as Japanese Knotweed, Himalayan Balsam and Giant Hogweed which if introduced could spread over the site and into neighbouring lands and river courses?

13. As there is naturally occurring asbestos in the quarry and presumably across much of the exposed rocky surfaces, there needs to be a detailed technical plan for dealing with this, both initially while preparing the site and over the life span of the project.

Finally, I'd like to say that the original time scale for this public consultation was far too short, especially in this time of lockdown but thank you for the extension when asked for. If this is a meaningful consultation, I look forward to hearing from you soon before the application is made to discuss my concerns and plan for a mutually beneficial outcome for all. I would also like to register my disappointment in the democratic process that this is going straight to An Bord Pleanala and not via WCC although, if I am to understand it correctly this decision was not up to WCC or Kilsaran.

████████████████████

████████████████

[REDACTED]

From: [REDACTED]
Sent: Sunday 13 December 2020 18:18
To: Info (Ballinclare Quarry Restoration)
Subject: Residents concerns

Dear sir/madam,

Firstly I'd like to say that, knowing the history of your business at the Ballinclare quarry, I understand the need for you to develop this site. I also totally understand that the east coast is crying out for a landfill of this nature.

That being said, as I live and have my certified organic horticultural business only approx. 200 metres from the quarry, I do have some concerns.

My main concerns are about noise, air and water pollution. Nobody wants to have to listen to the constant noise of machinery and trucks (especially reverse warnings) all day. We live in a very peaceful area out here. We have Kilmacurragh botanical gardens and Deputies pass nature reserve and my certified organic horticultural business fits in with this, your quarry development doesn't! And let's face it, the roads out here are bad enough for tourists without there being hundreds more trucks on them.

Im worried are we going to be living under a constant cloud of dust? Both from your processing plant, the landfill and all the truck traffic, not to mention the quantity of diesel smoke a development of this size will emit! You say that trucks will be restricted to the L1157 and the R772, how are you going to police this? Surely the drivers will pick the easiest routes for themselves which could potentially take them past my place.

I'm also worried that as the land level rises there could be a risk of contamination of and/or disruption to the groundwater supply and to potters river.

I run my business and my home off wells and it is imperative to my business and to my way of life to have clean air and water. If my wells get contaminated, not only could it be harmful to the health of my family but could also mean the end of my business. What care is to be taken to insure this doesn't happen? You say there will be ongoing monitoring of noise, dust, surface water and ground water. How are you going to do this? If my water supply gets disrupted or contaminated, what are you going to do about it?

Another concern I have is for the already existing nature and wildlife at the quarry site. What kind of survey has been done? Are you aware that there are nesting kestrels, peregrine falcons, sand martins and a number of other protected species? There are foxes, badgers, deer. What kind of impact will there be on the waterways and the species in them? Is it really necessary to fill it up to the top, could you not save some of the cliff at least for the nesting birds?

Also I would like to know if and how mine and the other residents of the area's concerns are to be addressed.

Thank you,
All the best,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Friday 20 November 2020 08:00
To: Info (Ballinclare Quarry Restoration); christianosthoff@gmail.com
Subject: Proposed development at Ballclare Quarry

To Whom it may concern,

With regard to this proposal please note the below concerns:

1. Over 6 million tons is a huge amount of material
2. Discharges into Potters river
3. Monitoring stations to record noise, dust and water quality
4. Environmental Impact Statement to be done/made public before ABP decision. With time for input by concerned locals after the EIS and before any decision by ABP
5. Pay a bond to Wicklow County Council that would cover all end of life restoration costs in case the operators go broke or fail to do what is promised
6. Size of recycling operation and it's timescale.
7. Asbestos risk- what measures and controls are in place to prevent this and monitor this. We need proof that works will not create a serious health risk to local inhabitants. Is there precedence for converting an asbestos hazard into a dump?
8. Road access- in the Pre-Planning meeting with ABP 13/11/19 doc ABP 304735-19 the following was stated: **Access to the site is via the Local Road L113 and there is no proposed change to such access arrangements.**
9. Yet on your website Ballinclare Quarry Restoration you state **HGV / truck movements will be restricted to the section of the L1157 Local Road between the quarry and the R772 Regional Road**
10. What is the proposed access route? This is critical as traffic level of lorries will be destructive of a quiet rural area with lorries running up to one every four minutes
11. Kilmacurragh Gardens are a world renowned arboretum yet it is proposed to import 6 million tons of waste to a site less than 2 km away
12. The following was ABP's record of the meeting in Nov 2019 **The Board's representatives stated their preliminary view that the proposed development would likely not constitute strategic infrastructure under the criteria of Section 37A(2).** Can we have confirmation of the criteria ABP used to change their opinion on this?
13. Funding for community and ecological projects should be included as a tax per ton of any waste receives if the project goes ahead

Also- in the last 15 years within 2 km of us we have had a major regional dump built, a motorway built through our land and a quarry declared a serious health risk to our community through asbestos - my aunt who lived here all her life has asbestosis as cause of death 5 years ago which legally required a special post mortem.

And finally it is about the *legal/planning/consultation/ communication* (poor now) and financial process of what is proposed by Kilsaran. Kilsaran have to be up front or there will be serious difficulties.

Best regards

[REDACTED]

From: [REDACTED]
Sent: Monday 14 December 2020 13:57
To: Info (Ballinclare Quarry Restoration)
Subject: Ballinclare Quarry Restoration Project

Hi folks,

There is a few key things I'd like to highlight for consideration for the planned Ballinclare Quarry Restoration Project

1 Wildlife

There is a large number of protected bird of prey living in the wider area, many of which may live in or around the quarry area. I would ask that a detailed survey is put into place to ensure any living in the area are accounted for and their nests are taken into consideration and appropriate measures put into place.

2 Tree Planting

I would like to ensure if tree planting is planned on the site, that Sitka is not used and instead native Irish trees, as would naturally occur in the area, are used to restore the habitat.

3 Road verges on L1157

The road verges on the L1157 can become pretty poor in Winter, with vehicles tossing muck and other debris onto the road. Much of this seems to occur as larger vehicles need to pass each other and there run into the verges. It would be good to know if there will be a plan to keep the roads clear of this debris if the increased amount of traffic on the road adds to this.

5 Road Signage

There is a number of road signs already in place for the old "haulage route" but it would be my understanding these signs need to be updated as they should be bilingual in Irish and English to meet road sign legislation. They are currently only in English, so if these are not to be removed this should be accounted for as part of the project.

6 Additional naming of the area

If there is any plans to name or rename any aspects of the new area, I would ask the Irish language names (Baile an Chláir - <https://www.logainm.ie/ga/55404>) be given thought and priority.

Thanks!

From: [REDACTED]
To: [Info \(Ballinclare Quarry Restoration\)](#)
Subject: Ballinclare quarry restoration
Date: Monday 2 November 2020 12:47:08

To whom it may concern,

As Forest School Leaders, running Forest School sessions with young children at Carrigmore and Deputy's Pass, I would like to register our concerns regarding the Ballinclare Quarry Restoration plans.

Myself and my forest school colleague, [REDACTED] work with children both in the woods and by the river close to the location of Ballinclare. Our sessions are educational, encouraging children to spend more time outdoors connecting with nature, learning about the natural environment and how to protect it.

Our concerns include the noise that would result from the level of heavy machinery that will be coming and going and working at the site which will have a direct impact on our sessions. Also of concern is the resulting contaminants and asbestos that will be in the environment and the river where the children spend time exploring and learning.

I trust our concerns will be considered.

Your faithfully,

[REDACTED]



RE: KILSARAN CONCRETE PROPOSED DEVELOPMENT AT BALLINCLARE QUARRY

Pre-Planning Submission Feedback and Questions

05 November 2020

Steps within the process:

I understand from your letter that you are currently conducting a public consultation exercise prior to finalising and submitting your planning application to ABP.

Should the application proceed, please outline all of the steps within this process from pre-application to final determination, any target dates for reports, submissions or public engagements.

Current information:

The current information available on the website given is limited and whereas it may fulfil an initial public relations role, it is obviously just top line and insufficient in relation to assessing the impact of the proposed development on the locality and community.

Public Consultation Process:

Please outline the steps and measure that you have undertaken to engage with all the close neighbours of the site thus far, and your plans and time lines (if any yet) in relation to the extent of full public consultation that you will be undertaking hereafter.

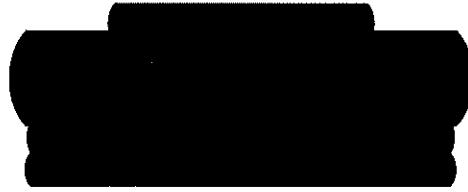
Specific Site Suitability:

As we are all aware, the Ballinclare Quarry site was closed due to a seam of asbestos being uncovered. Please outline the specifics of this site, which has remained closed since, that makes it a suitable site for landfill. Please also outline the current status of the asbestos that was discovered on the site and whether any further works on the site could expose any more asbestos or whether any of the waste water run offs or any other activities on the site could be cause for any additional asbestos contamination.

What are the proposals for preparation of the site by way of lining the base to guarantee prevention of any contamination seeping into the bedrock?

What are the proposals in terms of ensuring that waste water management on site does not lead to any contamination of either the water table below, the streams and waterways surrounding the site or any of the lands in the adjacent area?

Environmental Impact Assessment:



Can you please advise if an Environmental Impact Assessment (EIA) has been carried out, and if so, by which authority. If such an assessment has been carried out can you please supply the Environmental Impact Assessment Report (EIAR). If it has yet to be carried out, please supply all relevant information in relation to the scope of the assessment to ensure that it includes not only the site itself but also all areas that will be affected by the access route and subsequent traffic during both development on operation. Please also advise of the intended timeline in relation to conducting the EIA.

Traffic Survey Reports:

What, if any, traffic survey reports have been carried out to date and what is the projected modelling in terms of volumes of traffic anticipated. We would like copies of these reports be they in existence now or commissioned in the future.

Independent Pre Works Surveys:

What are the proposals in relation to any pre works surveys on neighbours surrounding the site?

Historical Significance of the Tree lined road:

Breagura Road, leading to Deputy's Pass and many surrounding roads have historical significance as old coach routes. The heavy tree-lined aspect and beauty of Breagura road needs to be protected. Please confirm that guarantees and assurances will be put in place to ensure that none of the existing trees or tree line will be cut down or affected by the planned development and widening on Breagura Road.

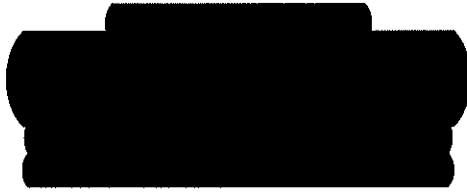
This is a particularly important question as we have already had experience of trees being wrongly cut down, in the early hours of the morning, during the development of the N11 motorway a few years ago. And unfortunately, no amount of apologies afterwards will put the trees back in place.

Projected volume of traffic:

Please supply details of the projected volume of traffic that can be expected on the road, both in terms of the site achieving its capacity tonnage allowance per annum versus the expected tonnage delivered per annum. Please note, we are not only looking for projections in terms of tonnage, but also for the inclusion of the numbers and frequency of trucks per day as well as their size and weight.

Waste Licence Application:

We assume that the Environmental Protection Authority (EPA) was or will be involved in the assessment for the Waste Licence Application and would like to know if the application requires any assessment for Integrated Pollution Control (IPC) or Industrial Emissions (IE). Please outline the criteria by which the granting of such a licence will be based.



Construction and Demolition Waste Licence:

Please confirm that the ONLY waste licence being applied for is a C&D Waste licence. If this is in fact the case, please confirm the specific nature of the construction and demolition waste being included in the licence application and whether or not this licence will include the permissions for the disposal of asbestos and / or hazardous soils from brownfield sites and / or any other public health risk construction materials.

Please clarify if there are any other types of waste licences being applied for on this site and that no further waste licences will be sought once the site is operational.

Noxious Weed Contamination:

With soils being imported from different sites into the Ballinclare Quarry site, and given that the Ballinclare Quarry site is surrounded by working agricultural land, and in particular, a very close neighbour to the National Botanical Gardens Kilmacurragh, what precautions are being put in place to deal with the prevention of the spread of noxious weeds in this area, either on site or during transport to site. Should there be a subsequent outbreak of noxious weeds, what contingency plans and financial supports are being proposed to deal with both ongoing containment and / or eradication.

Noise and Dust Pollution:

It was our experience during the M11 development that there was a significant increase in both noise and dust pollution from the trucks going to and from the Ballinclare Quarry site. What are the proposals for dealing with this situation and the plans to keep the roads clean and dust free and the compensations for residents who will have to constantly clean their properties. I know this might not sound significant, but it was our experience in the past that windows, cars, outdoor areas, etc, etc had to be cleaned on an increasingly regular basis due to dust pollution, never mind the constant disturbance of noise pollution from an increased volume of passing trucks.

Site Access:

Please give full details of the proposed access route to and from the site and whether or not it is intended that the last stretch of road leading to the site access will be operated as a two way system or if instead there will be a one way loop system operated on the roads that already exist all the way around the actual site.

Blind Bend:

Our property is located on a slow sweeping bend in the road that can be relatively blind to traffic coming from the Ballinclare Quarry in the direction of The Tap Pub. For this reason, we will strongly argue that frequent truck traffic travelling in this direction would be a serious danger. Having two-way traffic on this narrow road, and in particular on this



bend will be a serious danger. The safest option would be for traffic to enter at the Tap Pub end and exit at the Beehive Pub end.

Once Landfill is Completed:

Please give further information on the intended use of the site once the landfill has been complete. Is it intended that the site will remain operational as a C&D processing operation or will the site be cleared completely and returned to the community as a green field area or amenity. Obviously the preference would be that once the landfill is complete, all other operations there should cease.

Changed Road Usage:

One very important consideration to keep in mind is that since the new M11 has bypassed the old N11 and surrounding areas, there has been a significant change in the usage of old roads. As traffic volumes decreased dramatically, the old roads reverted to the nature of local access roads. This has resulted in a huge increase in the use of the roads as an amenity, particularly for cyclists and walkers. Any proposed development that involves a significant increase in local road traffic, needs to take the safety of other pedestrian and cyclist road users into serious consideration.

Should the planned development be allowed to proceed I feel it will be imperative that there be a number of precautionary safety road measure put in place:

- 1) it is based on a one way traffic system encompassing the road loop, potentially accessing at the Beehive end and exiting at The Tap end or vice versa.
- 2) A 50Kmh speed limit is introduced along the full length Breagura Road leading into and out of the Ballinclare Quarry site.
- 3) That the facility does not operate any traffic to or from the site on Saturdays, Sundays or bank / public holidays as there is a very significant increase in pedestrian and cycling traffic on the Breagura road at those times. Site daytime operation hours would also need to be discussed.
- 4) Security: it is imperative that no lay bys should be included in any plans that would encourage people to temporarily stop along the road or indeed offer any potential for illegal encampments.

Proposed Access Road Strengthening and / or Widening:

I have seen computer versions of the proposed road works. In relation to our own specific immediate area, I would like to get A1 printed copies of the following drawings: PB-01 / WD-01 / ST-01 so we can see in more detail the proposed changes. We would also like to meet with a Kilsaran representative to discuss the same.

Please note, during the previous development of the M11 bypass, there was significant damage done to the front of our property as a result of truck traffic going to and from the quarry. The developers and engineers at that time denied any wrong doing, despite the



fact that we had a piece of one of their trucks lodged into one of our boundary walls that had been demolished. So, obviously we are not going to allow that happen again.

Our original old stone boundary wall was severely damaged due to heavy vehicular traffic during wet weather crushing the verge in up against the wall, and if there is to be any works done on the road for this new traffic, it is likely that this will further displace the existing wall. If this is the case, we will insist upon the wall being reinstated prior to any works on the road progressing, and then we would expect road strengthening measure to include protective measures to ensure that our boundary walls remain stable and unaffected


What is the proposed duration of the scope of works being proposed for construction on the access road?

Public Relationship:

What are the proposals for building and maintaining good public relations between Kilsaran and the neighbours of the site that will be directly impacted by its development and operation.

These are just a few initial points and questions that we would like to submit at this stage, but obviously these are not exhaustive and there may well be other additional queries to arise out of this process.

Kind Regards,



Attn: Fergus Gallagher (for Kilsaran Concrete)

RE: KILSARAN CONCRETE PROPOSED DEVELOPMENT AT BALLINCLARE QUARRY

Pre-Planning Submission - Planning Considerations

14 December 2020

Dear Fergus.

Following on from our initial submission and questions on Friday 06 November and our subsequent Zoom meeting with you on Wednesday 25 November, we have given your proposed planning application for the development of the Ballinclare Quarry Landfill much consideration.

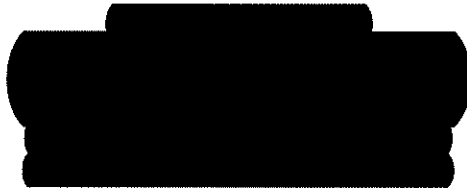
Whereas your explanation of Kilsaran's proposed plans and operations for the Ballinclare site was useful information, we await the final details of the various required reports, which you explained could not be shared prior to the planning application due for submission in mid January 2021, before we can make a full and detailed assessment of your proposals.

We do note and appreciate your commitment to ensuring direct contact notification the day that the planning application is submitted to An Bord Pleanála.

Based on the current information that we have been supplied, we feel that Kilsaran's proposed development plans and planned operation of the Ballinclare Quarry Landfill will most likely have a detrimental effect on the area and on the quality of life on those living therein, not to mention the potential damage that could be done to the livelihoods of those trying to operate any form of local trade.

With such a potential outcome as a result of such a development, it only stands to reason that we should object to said development in the strongest manner possible.

Given that this is primarily a consultation stage, prior to any applications being made, we appreciate that you are unlikely to cease your plans on the basis of local objections. Although we wish you would. But we do feel that there are a number of mitigating measures that could be included in your application that would go some of the way towards allaying the serious concerns surrounding the re-opening and subsequent operation of the Ballinclare site. Seeing some of these concerns reflected in your planning submission would potentially demonstrate to the local community that you are wholly intent on taking the whole community welfare into serious consideration as opposed to only prioritising the fiscal needs and wants of Kilsaran Concrete without any regard to the locality and the locals.



These adjustments to your current plans should include, but not be limited to:

- Operating a one way truck system, looping around between the Old Tap Pub (now Green Angel) and The Beehive Pub.
- Doing away with your two way traffic plans and the subsequent required road development between The Old Tap Pub and the Ballinclare Quarry entrance.
- A significant reduction in the proposed annual volumes currently being sought to be brought onto site with a cap on the number of trucks (with a defined size of truck) per day that can access the site.
- The removal of permission being sought for deliveries on a Saturdays, noting that you have already acknowledged that there'd be no operations on Sundays or Bank and/or Public Holidays.
- Amending the site operation times to 8:30am to 5:30pm and including a defined exclusion zone for all trucks, travelling to or from the site, within 5km of the site outside of these operating hours.
- A commitment and feasible plan to guarantee there are no tailbacks of trucks accessing or departing the site at all times of the day.
- A commitment that the aesthetic of the Breagura Road, natural tree-lined avenue, will not be affected in any way.
- A better, more enforceable plan for the management of driver behaviour on all access roads to and from the site. Unfortunately the self-policing option being currently proposed seems inadequate.
- A commitment for full and proper engagement with locals on environmental concerns plus a financial commitment for the drawing up and implementation of effective plans to mitigate any potential effects identified.
- A commitment to ongoing investment in measures or services required to keep the surrounding roads and properties clean from any dust or debris caused by operations or trucks travelling to and from the site.
- A commitment to local property owners that any damage caused to their property, to include, but not limited to, boundaries, grass verges, walls, etc. shall be repaired post haste at the exclusive expense of Kilsaran Concrete
- A commitment that once the landfill has been complete, the whole site will be returned to local amenity and that any C&D processing or operations will cease forthwith.
- A more detailed plan in terms of the criteria being used for the acceptance and traceability of any waste being brought to the site. Unfortunately the self-policing option being currently proposed seems inadequate.

Whereas we appreciate that you are unwilling to furnish reports required for planning prior to your application date. We would ask that you at least furnish us with a list of all the reports being prepared and the names and companies of those preparing said reports. Likewise, we would appreciate if you could supply A1 printed copies of you proposed development plans for Breagura Road.



We look forward to hearing from you.

Kind regards,





6th November 2020

Ballinclare Quarry Restoration Project
Kilsaran Concrete
Piercetown
Dunboyne
Co.Meath

To Whom It Concerns

I have recently become aware of the intention of Kilsaran Concrete to lodge an application for planning permission for strategic infrastructural development in respect of a landfill at Ballinclare Quarry.

It is normal practice to notify people and businesses in a locality of such developments, either directly as part of local consultation, through correspondence, or notification in local newspapers. You have failed to do this, thus excluding views of people in the area.

I write as a landowner and farmer in respect of 140 acres at Ballard Upper and Breagura with road frontage of 400 metres on the southwest side of L1157 local road and 200 metres on northeast side. While this farm is currently non residential, it is nevertheless part of my farm business and as such is accessed at a minimum of a daily basis with considerably greater frequency at times as livestock, inputs and farm produce are moved on and off the property. The only vehicular access is from L1157 at chainage 870.000 (photo 6).

Your proposal envisages a very significant increase in heavy vehicular traffic, possibly in excess of 300 movements per working day. I have grave concerns for the safety of myself, my family, my agents, employees and indeed livestock in such circumstances.

The aforementioned entrance is located adjacent to a slight bend in the existing road and visibility is partially compromised. Modern agricultural equipment is of significant size and as a consequence it is necessary to utilize the right hand side of the road to

effect a left hand entry to the property when travelling from the R772 (old N11) to the property. A similar problem occurs when exiting the property. This route accounts for 95% of the movement at this entrance. I wish to further point out that there is a field gate opposite this entrance which is part of the farm, the use of which could be deemed unsafe, even dangerous, with such levels of traffic.

I would also like to notify you that on occasions I use the road for the movement of livestock on foot, as is my entitlement. High frequency lorry movements would make this exceedingly difficult, if not impossible, given the intolerance to, and ignorance of, livestock displayed by many drivers.

Furthermore I have concerns about damage to field boundaries since the carriageway is narrow at some points. Any increase in the width of said carriageway will involve interference with my property and will only be by consent.

On viewing your consultants report I note that all photos included are mid winter views, when vegetation is at maximum senescence and deciduous trees are completely defoliated. Mid summer will show an entirely different perspective as drivers of rural roads will be aware. I hardly need to inform you of the terms and conditions of the Wildlife Act 1976 with regard to hedgecutting (Section 40). As a landowner I am obliged to comply with these conditions. Any expectations by yourselves to seek exemptions in order to increase visibility on this high hedged minor rural road will not be countenanced.

At this point it is important to note that myself and my neighbours accept that in the past Ballinclare Quarry in its productive phases did create significant traffic in the area. It did contribute significantly to employment and demand for services in the locality as well as being an excellent source of high quality quarry products. A strictly defined and enforced traffic management plan ensured tolerance and forbearance in the locality. A landfill without such a plan is unlikely to engender similar sentiment, as there is unlikely to be any benefit to the locale.

Whilst your application is being submitted on the basis of a maximum annual tonnage the reality is that movement of such inert materials as proposed peaks during summer months and falls dramatically during winter. In the absence of any daily, weekly, or even monthly ceiling on intake it is evident that the possibility of peak traffic could be far greater than that suggested. As a road user I have noticed that drivers of lorries conveying such materials habitually travel in close succession. On a narrow road this is both dangerous and inconvenient to other road users.

Historically Ballinclare Quarry was serviced mainly by rigid lorries, there is however a very noticeable and growing trend in the use of articulated tractor trailer lorries for the

transport of inert fill materials. Such vehicles occupy more road space and are less manoeuvrable especially on small rural roads, certainly where two way lorry traffic is envisaged on such roads. Motorists, cyclists and pedestrians will inevitably be inconvenienced, if not intimidated and endangered by high frequency HGV movements.

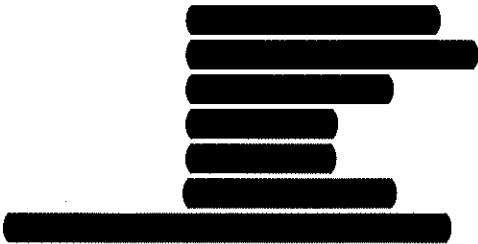
Your cavalier approach to local area consultation does not inspire confidence among local people that the operational phase of the project (possibly up to twenty years) will be executed with any regard for themselves and other road users.

I would urge you to address the concerns I have outlined prior to your final submission to An Bord Pleanála.

Yours sincerely

A solid black rectangular redaction mark covering the signature area.

21 October 2020



Kilsaran Concrete
Ballinclare Quarry Restoration Quarry
Piercetown
Dunboyne
Co Meath
A86 W920

RE; Proposed development at Ballinclare Quarry.

Dear Sirs,

I am in receipt of your letter dated 8 Oct 2020 in relation to the proposed landfill at Ballinclare Quarry. I have read the details enclosed, as well as the details on your web page www.ballinclarequarryrestoration.ie, but still, as a resident of the area for a very long time, and whose profession relies largely on the surrounds, I have huge concerns.

My work is farming and horses, primarily young horses, producing them for the show/competition ring, and then to sell. We have an all weather gallop (that is an authorised development with planning, from Wicklow Co Council), that runs just below the level, and parallel to the road you have suggested you will use, (in places I would say 2 metres from the roadside), from Ballinclare Quarry to the Tap pub. This gallop is used 7 days a week, with two or more riders each time, approx 5 lots per day. Wicklow Co Council, did, for our safety, put up signs to indicate horses riding out, in order to try and slow down the passing traffic which can cause young horses to be spooked, especially in wet conditions, when often the water on the road can, with the speeding vehicles, make contact with the horses on the gallop and frighten them. You can imagine how your proposed landfill, (on your assumption of 800,000 tonnes per year), is going to increase the heavy vehicles on the road, probably near to 140 loads per day, IE 15 loads per hour. You can see how this would worry me, with the safety of my riders and horses in mind. A suggestion would be speed ramps on this road which would be a big help for us, to slow the said lorries down. Alongside this, the health of my animals, and those of my clients are my priority, and I worry about the dust and interference with the local water course.

The following points are my prime concerns:

- are you proposing to re-instate the one way traffic flow that was once used, IE in by the Beehive and out by the Tap or visa versa?
- Are you proposing a speed limit for these lorries on the said road, and who will monitor this?
- The lay-by's you have suggested - would these be necessary if the one way system was reintroduced?
- Who will be responsible for maintaining the said road, as a result of such heavy traffic?
- Who will take responsibility that the materials deposited comply with the regulations?
- What guarantee have you got that the materials dumped will not affect the watercourse?
- At the present time, it would be interesting to see any record of the volume of traffic on the said road, compared to when the quarry was open.

I look forward to your response to the above, and a copy, if possible, of the Environmental Impact Study.

Kind regards,

Yours faithfully



CC An Bord Pleanála, 64 Marlborough St, Rotunda, Dublin 1 D01 V902
And Email bord@pleanala.ie

CC Wicklow Co Council, County Buildings, Whitegates, Wicklow Town, A67 FW96
And Email CustomerService@wicklowcoco.ie

21 October 2020

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Email [REDACTED]

Kilsaran Concrete
Ballinclare Quarry Restoration Quarry
Piercetown
Dunboyne
Co Meath
A86 W920

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And Email bord@pleanala.ie

CC Wicklow Co Council, County Buildings, Whitegates, Wicklow Town, A67 FW96
And Email CustomerService@wicklowcoco.ie

[REDACTED]

From: [REDACTED]
Sent: Friday 20 November 2020 14:31
To: Info (Ballinclare Quarry Restoration)
Subject: Submission re proposed development Ballinclare Quarry Co Wicklow

e-mail: [REDACTED]

Ballinclare Quarry Restoration Project
Kilsaran Concrete
Piercetown
Dunboyne
County Meath

20th November, 2020

Submission re proposed development at Ballinclare Quarry Co Wicklow

Dear Sir/Madam,

I am writing as a resident in the area re the above proposed development to register my views and concerns re the proposed works.

Waste Recovery Facility.

I note in your meeting with An Bord Pleanála in November that the waste recovery facility activity “will be reviewed” at the conclusion of landfilling operations. This is not referred to specifically in your public consultation document. For sake of clarity (as the C&D waste recovery facility is not referred to specifically under “Post-Operational Stage”) it would be preferable to see this activity finish at the same time as the completion of the landfilling restoration with the entire site restored to pre- quarry habitat.

Environment

I note an EIAR and NIS will accompany the planning application. I have concerns about the impact that the development and level of activity will have on wildlife (e.g. local badgers which have recently been the subject of an in-depth study by UCC/UCD). The proximity of the site being close to Deputy’s Pass SAC/Glenealy woods, a neighbouring private forestry, Kilmacurragh Gardens and much open farmland means the area is rich in a variety of fauna and birdlife.

You state that the quarry void will be dewatered prior to landfill activities. I wondered if this is to be into Potters river (as per proposed surface water management) as it is a very considerable amount of water. The potential effect on stream/wildlife if not done in a measured fashion could be devastating.

Traffic

I note that the access route has been changed from the original proposal (ref your meeting with An Bord Pleanála 13th November 2019, p3 that local road L1113 would remain the access) to now having HGV/truck movements restricted to L1157.

You state in your overview that you will be widening this road. This will presumably mean the removal of many mature trees, again effecting bird and bat habitats.

Had the route remained via the L1113 as initially proposed it would have caused us considerable concern as (operating as a dairy farm) we have multiple stock movements across this road during the year, which can be difficult with traffic levels even as they are.

I note that should the proposed development function at maximum intake within the stated hours of operation, this would appear to mean HGVs/truck movements every 4 minutes between the hours of 8am and 6pm. There should be some method employed to monitor and ensure the stated access route is used, as I would imagine drivers taking the L1113 as a 'short-cut'.

Completion of restoration of land at cessation of landfill.

I would respectfully suggest that Kilsaran instigate the lodging of monies with Wicklow County Council annually to ensure funds **are** guaranteed available at the end of the lifespan of the proposed facility for the restoration to grassland/natural habitat and management of it thereafter, safeguarding it against any financial difficulty the company might, for any reason, find itself in future years. (This only in light of numerous incidences where local council/ the state has had to take on responsibility and cost of issues relating to landfills in particular.)

Also, a fund could be made available to the community for local wildlife or greening projects, or possibly the restored land could be made available to the community as an amenity for recreational/ educational use.

Finally, I would request that I and other locals be informed by e-mail (or post) at all stages of the planning and development process.

Over the last 20 years our community has been affected by the imposition of the Greenstar municipal landfill, issues relating to the blasting from Ballinclare Quarry in its previous incarnations, and the CPOing of land and subsequent related works for the building of the M11.

Thanking you.

Kind regards



From: [REDACTED]
To: [Info \(Ballinclare Quarry Restoration\)](#)
Subject: Proposed development at Ballinclare Quarry
Date: Tuesday 3 November 2020 19:34:48

Feedback on proposed development

Under the proposal the maximum yearly deposits would be 800,000 Tonnes per year. This would equate to an average of 30 twenty tonne truck movements (15 in and 15 out) per hour based on a working week of 56 hours (as per your proposal). Presumably peak movements could be a multiple of this number. Also this takes no account of all other service vehicles in and out of the site. This would have a huge impact on the traffic flows in the area.

Details of the road upgrade only refer to the L1157- parts of this road are not wide enough for trucks to meet safely. Will all the traffic from the motorway in both directions use the L1157 or will they use the L1113 one way therefore necessitating the upgrade of this road also?

What provision for traffic coming from the west ie. Deputy's Pass has been made?

Does waste recovery involve noise and dust e.g. crushing material?

Will waste recovery operations cease at completion of Landfill?

Does waste recovery involve import and export of material therefore increasing the above traffic further?

Thank you for giving us the opportunity to raise our concerns and we trust you will endeavour to address these concerns

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday 13 December 2020 13:14
To: Info (Ballinclare Quarry Restoration)
Subject: Feedback

Hello,

I have a woodland management and wood craft business located on [REDACTED] property adjacent to the quarry site.

My decision to work from [REDACTED] land was partly due to its location as well as the quality of the local landscape. It is of great concern to me that the quarry could now become a busy, noisy and potentially dusty environment, thereby spoiling the current atmosphere with imported waste materials from other counties. Any plans that I have made to use the woodlands as an educational resource are now thrown into disarray due to the unknown factors surrounding the operations of the landfill.

I appreciate that the quarry is an asset to Kilsaran and that in business terms it makes sense to utilise it. However, there cannot be any justification for its use as a landfill site on environmental or ecological grounds as the importing of waste using HGV's to site would completely contradict any proposed benefit. It would also be impossible for Kilsaran to make use of the site without disturbing the wildlife that have colonised it during its use as a quarry and since it was abandoned.

How does Kilsaran propose to deal with the following issues?;

- Noise, dust and traffic movements (including the policing of the proposed haulage route).
- Carbon emissions generated by haulage and on-site machinery.
- Disturbance of protected wildlife.
- Potential contamination of Potters river from asbestos and other toxins.
- What waste materials are considered "inert", can you provide a detailed explanation of this term?
- How will the waste be graded/examined in order to filter out non-inert materials?
- Has a full ecological survey been carried out? If so, why is not available on the website?

The literature on the website does not go into enough detail on these issues.

From: [REDACTED]
To: [Info \(Ballinclare Quarry Restoration\)](#)
Subject: Proposed development at Ballinclare Quarry
Date: Monday 19 October 2020 18:04:39

Thank you for letting us know your plans for the development at Ballinclare. As we are bounding your grounds we would like to know the following:

1. Is it landfill only with no domestic waste?
 2. Will the lorries go in a one way system ie coming from Beehive and existing at the Tap?
 3. Will the filter beds be filled in and will the ditch created from the soil and rocks of the filter beds bounding our forestry site be removed.
 4. Is there some compensation for the disturbance, excess traffic and noise of lorries constantly passing our house at the cross roads. If it's soil and rocks only going into the site we would be glad to see the site returned to its original state.
- We look forward to hearing from you and getting more information on the development.

Thank you.

Kind regards

[REDACTED]

Sent from my iPhone

APPENDIX 7

Public Consultation Feedback Tabulated

Ref. No. Assigned	General Comments	Biodiversity	Noise	Access, Road Infrastructure and Traffic	Operating Hours Period of Works Site Restoration & Contributions	Population and Human Health	Quantity, management and type of material.
1	While he we the restoration of the quarry site back to a natural state that is in keeping with obligations to biodiversity under the EU 2020 biodiversity policy, the obvious point to be made is that restoration is only completed after use ends (up to 20 years as per the plans) and in the meanwhile, the development and operation will have a considerable negative impact on the local and natural environments (e.g. destruction of existing habitats, via road widening on the L1157 - a country lane) and on the lives of the local people (increased traffic, noise, pollution, all contributing to an increasingly changed character of the rural environment to a more industrial one).	Impact must be considered, not on the site alone but all along the access and egress routes. The L1157 has many mature trees and provides a habitat for much flora and fauna. The disturbance of this activity will be devastating for the wildlife currently occupying this site, particularly the Peregrine Falcons and Kestrels nesting on the cliffs. In a time when local wildlife is already under pressure from increased traffic, increased encroachment of private homes and intensification of farming practices, this disturbance to existing habitat will place another burden on the wildlife already inhabiting this area. The area has a number of boreholes and watercourse, what measures will be put in place to monitor and protect these?	The volume of traffic accessing the site is not the only issue here. We would anticipate considerable noise levels from the work onsite. While this may not equate to former levels of blasting etc. the mere operation of mechanised equipment brings a level of disturbance to what is currently a peaceful area.	The current infrastructure is inadequate to deal with the proposed volume and weight of traffic to Ballinclare, necessitating widening, strengthening and providing an overlay along the L1157. These measures proposed within your plan, essentially change the character of our neighbourhood and will likely attract increased volumes of traffic from the surrounding areas aside from the Ballinclare traffic. Also, what assurances can be given that such a widened and strengthened access road will not be used as an argument to request planning permission for future quarrying / landfill activities in this area? By creating a more industrialised area through the development and operations and by upgrading the infrastructure accordingly, the rural character of our neighbourhood may become irretrievably lost.	The proposed operating hours are unacceptable to the local community as we need more quiet time to be able to live comfortably and enjoy the amenity of our rural homes and their environs. If our other issues were satisfactorily addressed and the facility were to go ahead, operating times of 9am-5pm Monday to Friday with no weekend activity would be the most we could accept.	Given that the site was closed because of the discovery of naturally occurring asbestos, what assurance can be provided that the preparation and operation of this site will not result in the release of such materials into the surrounding watercourses and/or the air surrounding the site. What monitoring will prevent such occurrence?	Please clarify the amount of recycled materials proposed to be processed on an annual basis and the method of transportation offsite of this material. Given the high level of traffic the importation of infill materials will cause, please clarify what additional traffic will be generated by the output of recycled materials. As the site is to be primarily used as a landfill, we do not see any reason for the recycling operation to continue after the site has been filled to capacity. It is clear however that the rate at which materials are taken off site extends the timeframe for the restoration of the quarry.
	The vicinity of the proposed development is already saturated with quarrying, landfill, infill, and contouring operations that combined, have had an adverse impact on the local community and the natural environment, altering the character of this rural location, of which National Botanic Gardens Kilmacurra forms an integral part. This area of Wicklow has increasingly become a dumping ground for the wider Leinster region and, as such, is bearing a burden far beyond what is acceptable. Therefore, the proposed development and its impact cannot be considered alone but must be aggregated with those existing in the vicinity (not represented on your map of the surrounding land use / development), give a true picture of the impact on our neighbourhood and on the natural environment.			Taken alone, the mere volume of traffic, noise and pollution will lead to a considerable loss of amenity. Also, even when the site hours are observed, a line of HGVs can form at the entrance long before opening time and lorries may be left parked close to the entrance after hours to facilitate speedy access the next morning. What measures do you propose to prevent this?	The scale of development and subsequent operation as outlined in your website is excessive. If the objective was in fact the restoration of the relevant area, this could be done on a much-reduced scale. In fact, the objective is clearly to run a commercial business, which may eventually result in restoration back to a natural state that is in keeping with obligations to biodiversity under the EU2020 biodiversity policy, but in the interim, the locality will endure a heavy burden as discussed in other sections of this submission.		
	Further, consideration must include both existing haulage routes currently approved for use by HGVs and articulated lorries and the routes actually used, often in breach of permissions. The lack of capacity of the local authority to regulate conditions related to haulage routes is also a major concern. How do you propose to stop HGVs accessing your site using the L1113 as an access route to and from the M11?					I would respectfully suggest that Kilsaran instigate the lodging of monies with Wicklow County Council annually to ensure funds are guaranteed available at the end of the lifespan of the proposed facility for the restoration to grassland/natural habitat and management of it thereafter, safeguarding it against any financial difficulty the company might, for any reason, find itself in future years. (This only in light of numerous incidences where local council/ the state has had to take on responsibility and cost of issues relating to landfills in particular.)	

	<p>We note that your proposal includes road widening, strengthening and provision of an overlay along the section of the L1157 from the proposed site to the Tap. Will your Environmental Impact Assessment Report (EIAR), and an Appropriate Assessment (AA) Natura Impact Statement (NIS) extend to this road along which there are many mature trees, and which is a corridor for wildlife? What provisions will be put in place to stop mud (in wet weather) and dust (in dry weather) accumulating on the road and entering the watercourses? A site on this road has been used in recent years for filming and coordination of activity for various films. What impact will the increase in traffic and change to the existing road character have on future potential use for filming which provides welcome local employment to individuals of all ages and from all walks of life?</p>						
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Ref. No. Assigned	General Comments	Biodiversity	Access, Road Infrastructure and Traffic	Operating Hours Period of Works Site Restoration & Contributions	Quantity, management and type of material.
2	It is normal practice to notify people and businesses in a locality of such developments, either directly as part of local consultation, through correspondence, or notification in local newspapers. You have failed to do this, thus excluding views of people in the area.	On viewing your consultant's report I note that all photos included are mid-winter views, when vegetation is at maximum senescence and deciduous trees are completely defoliated. Mid-summer will show an entirely different perspective as drivers of rural roads will be aware. I hardly need to inform you of the terms and conditions of the Wildlife Act 1976 with regard to hedge cutting (Section 40). As a landowner I am obliged to comply with these conditions. Any expectations by yourselves to seek exemptions in order to increase visibility on this high hedged minor rural road will not be countenanced.	I write as a landowner and farmer in respect of 140 acres at Ballard Upper and Breagura with road frontage of 400 metres on the southwest side of L1157 local road and 200 metres on northeast side. While this farm is currently non-residential, it is nevertheless part of my farm business and as such is accessed at a minimum of a daily basis with considerably greater frequency at times as livestock, inputs and farm produce are moved on and off the property. The only vehicular access is from L1157 at chainage 870.000 (photo 6).	Your cavalier approach to local area consultation does not inspire confidence among local people that the operational phase of the project (possibly up to twenty years) will be executed with any regard for themselves and other road users.	Whilst your application is being submitted on the basis of a maximum annual tonnage the reality is that movement of such inert materials as proposed peaks during summer months and falls dramatically during winter. In the absence of any daily, weekly, or even monthly ceiling on intake it is evident that the possibility of peak traffic could be far greater than that suggested. As a road user I have noticed that drivers of lorries conveying such materials habitually travel in close succession. On a narrow road this is both dangerous and inconvenient to other road users.
			Your proposal envisages a very significant increase in heavy vehicular traffic, possibly in excess of 300 movements per working day. I have grave concerns for the safety of myself, my family, my agents, employees and indeed livestock in such circumstances.		
			The aforementioned entrance is located adjacent to a slight bend in the existing road and visibility is partially compromised. Modern agricultural equipment is of significant size and as a consequence it is necessary to utilize the right-hand side of the road to effect a left hand entry to the property when travelling from the R772 (old N11) to the property. A similar problem occurs when exiting the property. This route accounts for 95% of the movement at this entrance. I wish to further point out that there is a field gate opposite this entrance which is part of the farm, the use of which could be deemed unsafe, even dangerous, with such levels of traffic.		
			I would also like to notify you that on occasions I use the road for the movement of livestock on foot, as is my entitlement. High frequency lorry movements would make this exceedingly difficult, if not impossible, given the intolerance to, and ignorance of, livestock displayed by many drivers.		
			Furthermore, I have concerns about damage to field boundaries since the carriageway is narrow at some points. Any increase in the width of said carriageway will involve interference with my property and will only be by consent.		
			At this point it is important to note that myself and my neighbours accept that in the past Ballinclare Quarry in its productive phases did create significant traffic in the area. It did contribute significantly to employment and demand for services in the locality as well as being an excellent source of high-quality quarry products. A strictly defined and enforced traffic management plan ensured tolerance and forbearance in the locality. A landfill without such a plan is unlikely to engender similar sentiment, as there is unlikely to be any benefit to the locale.		
			Historically Ballinclare Quarry was serviced mainly by rigid lorries, there is however a very noticeable and growing trend in the use of articulated tractor trailer lorries for the transport of inert fill materials. Such vehicles occupy more road space and are less manoeuvrable especially on small rural roads, certainly where two-way lorry traffic is envisaged on such roads. Motorists, cyclists and pedestrians will inevitably be inconvenienced, if not intimidated and endangered by high frequency HGV movements.		

Ref. No. Assigned	General Comments	Water	Access, Road Infrastructure and Traffic	Operating Hours Period of Works Site Restoration & Contributions	Population and Human Health	Quantity, management and type of material.
3	I am in receipt of your letter dated 8 Oct 2020 in relation to the proposed landfill at Ballinclare Quarry. I have read the details enclosed, as well as the details on your web page www.ballinclarequarryrestoration.ie , but still, as a resident of the area for a very long time, and whose profession relies largely on the surrounds, I have huge concerns.	What guarantee have you got that the materials dumped will not affect the watercourse?	are you proposing to re-instate the one way traffic flow that was once used, IE in by the Beehive and out by the Tap or vice versa? - Are you proposing a speed limit for these lorries on the said road, and who will monitor this? - The lay-by's you have suggested - would these be necessary if the one way system was reintroduced? - Who will be responsible for maintaining the said road, as a result of such heavy traffic?		My work is farming and horses, primarily young horses, producing them for the show/competition ring, and then to sell. We have an all-weather gallop (that is an authorised development with planning, from Wicklow Co Council), that runs just below the level, and parallel to the road you have suggested you will use, (in places I would say 2 metres from the roadside), from Ballinclare Quarry to the Tap pub. This gallop is used 7 days a week, with two or more riders each time, approx. 5 lots per day. Wicklow Co Council, did, for our safety, put up signs to indicate horses riding out, in order to try and slow down the passing traffic which can cause young horses to be spooked, especially in wet conditions, when often the water on the road can, with the speeding vehicles, make contact with the horses on the gallop and frighten them. You can imagine how your proposed landfill, (on your assumption of 800,000 tonnes per year), is going to increase the heavy vehicles on the road, probably near to 140 loads per day, IE 15 loads per hour. You can see how this would worry me, with the safety of my riders and horses in mind. A suggestion would be speed ramps on this road which would be a big help for us, to slow the said lorries down. Alongside this, the health of my animals, and those of my clients are my priority, and I worry about the dust and interference with the local water course.	Who will take responsibility that the materials deposited comply with the regulations?
			At the present time, it would be interesting to see any record of the volume of traffic on the said road, compared to when the quarry was open.			

Ref. No. Assigned	General Comments	Water	Biodiversity	Air and Climate
4	Firstly, I'd like to say that, knowing the history of your business at the Ballinclare quarry, I understand the need for you to develop this site. I also totally understand that the east coast is crying out for a landfill of this nature. That being said, as I live and have my certified organic horticultural business only approx. 200 metres from the quarry, I do have some concerns.	I'm also worried that as the land level rises there could be a risk of contamination of and/or disruption to the groundwater supply and to Potters river.	Another concern I have is for the already existing nature and wildlife at the quarry site. What kind of survey has been done? Are you aware that there are nesting kestrels, peregrine falcons, sand martins and a number of other protected species? There are foxes, badgers, deer. What kind of impact will there be on the waterways and the species in them? Is it really necessary to fill it up to the top, could you not save some of the cliff at least for the nesting birds?	I'm worried are we going to be living under a constant cloud of dust? Both from your processing plant, the landfill and all the truck traffic, not to mention the quantity of diesel smoke a development of this size will emit! You say that trucks will be restricted to the L1157 and the R772, how are you going to police this? Surely the drivers will pick the easiest routes for themselves which could potentially take them past my place.
	My main concerns are about noise, air and water pollution. Nobody wants to have to listen to the constant noise of machinery and trucks (especially reverse warnings) all day. We live in a very peaceful area out here. We have Kilmacurragh botanical gardens and Deputies pass nature reserve and my certified organic horticultural business fits without there being hundreds more trucks on them.	I run my business and my home off wells and it is imperative to my business and to my way of life to have clean air and water. If my wells get contaminated, not only could it be harmful to the health of my family but could also mean the end of my business. What care is to be taken to insure this doesn't happen? You say there will be ongoing monitoring of noise, dust, surface water and ground water. How are you going to do this? If my water supply gets disrupted or contaminated, what are you going to do about it?		
	Also, I would like to know if and how mine and the other residents of the area's concerns are to be addressed.			

Ref. No. Assigned	General Comments	Water	Air and Climate	Quantity, management and type of material.
5	I have a woodland management and wood craft business located on Christian Osthoff's property adjacent to the quarry site.	Discharges into Potters river	Monitoring stations to record noise, dust and water quality	Over 6 million tons is a huge amount of material
		Monitoring stations to record noise, dust and water quality		

Ref. No. Assigned	General Comments	Biodiversity	Access, Road Infrastructure and Traffic
6	If there are any plans to name or rename any aspects of the new area, I would ask the Irish language names (Baile an Chláir - https://www.logainm.ie/ga/55404) be given thought and priority.	There is a large number of protected birds of prey living in the wider area, many of which may live in or around the quarry area. I would ask that a detailed survey is put into place to ensure any living in the area are accounted for and their nests are taken into consideration and appropriate measures put into place.	The road verges on the L1157 can become pretty poor in Winter, with vehicles tossing muck and other debris onto the road. Much of this seems to occur as larger vehicles need to pass each other and there run into the verges. It would be good to know if there will be a plan to keep the roads clear of this debris if the increased amount of traffic on the road adds to this.
		I would like to ensure if tree planting is planned on the site, that Sitka is not used and instead native Irish trees, as would naturally occur in the area, are used to restore the habitat.	

Ref. No. Assigned	General Comments	Noise
7	As Forest School Leaders, running Forest School sessions with young children at Carrigmore and Deputy's Pass, I would like to register our concerns regarding the Ballinclare Quarry Restoration plans.	Our concerns include the noise that would result from the level of heavy machinery that will be coming and going and working at the site which will have a direct impact on our sessions. Also of concern is the resulting contaminants and asbestos that will be in the environment and the river where the children spend time exploring and learning.
	Myself and my forest school colleague, Amber Godwin, work with children both in the woods and by the river close to the location of Ballinclare. Our sessions are educational, encouraging children to spend more time outdoors connecting with nature, learning about the natural environment and how to protect it.	

Ref. No. Assigned	General Comments	Water	Biodiversity	Lands and Soils	Air and Climate	Access, Road Infrastructure and Traffic	Operating Hours Period of Works Site Restoration & Contributions	Population and Human Health	EPA Licence Applications
8	Should the application proceed, please outline all of the steps within this process from pre-application to final determination, any target dates for reports, submissions or public engagements.	What are the proposals in terms of ensuring that wastewater management on site does not lead to any contamination of either the water table below, the streams and waterways surrounding the site or any of the lands in the adjacent area?	Breagura Road, leading to Deputy's Pass and many surrounding roads have historical significance as old coach routes. The heavy tree-lined aspect and beauty of Breagura road needs to be protected. Please confirm that guarantees and assurances will be put in place to ensure that none of the existing trees or tree line will be cut down or affected by the planned development and widening on Breagura Road.	As we are all aware, the Ballinclare Quarry site was closed due to a seam of asbestos being uncovered. Please outline the specifics of this site, which has remained closed since, that makes it a suitable site for landfill. Please also outline the current status of the asbestos that was discovered on the site and whether any further works on the site could expose any more asbestos or whether any of the wastewater run offs or any other activities on the site could be cause for any additional asbestos contamination.	It was our experience during the M11 development that there was a significant increase in both noise and dust pollution from the trucks going to and from the Ballinclare Quarry site. What are the proposals for dealing with this situation and the plans to keep the roads clean and dust free and the compensations for residents who will have to constantly clean their properties. I know this might not sound significant, but it was our experience in the past that windows, cars, outdoor areas, etc, etc had to be cleaned on an increasingly regular basis due to dust pollution, never mind the constant disturbance of noise pollution from an increased volume of passing trucks.	What, if any, traffic survey reports have been carried out to date and what is the projected modelling in terms of volumes of traffic anticipated. We would like copies of these reports be they in existence now or commissioned in the future.	Please give further information on the intended use of the site once the landfill has been complete. Is it intended that the site will remain operational as a C&D processing operation or will the site be cleared completely and returned to the community as a green field area or amenity? Obviously, the preference would be that once the landfill is complete, all other operations there should cease.	One very important consideration to keep in mind is that since the new M11 has bypassed the old N11 and surrounding areas, there has been a significant change in the usage of old roads. As traffic volumes decreased dramatically, the old roads reverted to the nature of local access roads. This has resulted in a huge increase in the use of the roads as an amenity, particularly for cyclists and walkers. Any proposed development that involves a significant increase in local road traffic, needs to take the safety of other pedestrian and cyclist road users into serious consideration.	We assume that the Environmental Protection Authority (EPA) was or will be involved in the assessment for the Waste Licence Application and would like to know if the application requires any assessment for Integrated Pollution Control (IPC) or Industrial Emissions (IE). Please outline the criteria by which the granting of such a licence will be based.
	The current information available on the website given is limited and whereas it may fulfil an initial public relations role, it is obviously just top line and insufficient in relation to assessing the impact of the proposed development on the locality and community.		This is a particularly important question as we have already had experience of trees being wrongly cut down, in the early hours of the morning, during the development of the N11 motorway a few years ago. And unfortunately, no amount of apologies afterwards will put the trees back in place.	With soils being imported from different sites into the Ballinclare Quarry site and given that the Ballinclare Quarry site is surrounded by working agricultural land, and in particular, a very close neighbour to the National Botanical Gardens Kilmacurragh, what precautions are being put in place to deal with the prevention of the spread of noxious weeds in this area, either on site or during transport to site. Should there be a subsequent outbreak of noxious weeds, what contingency plans and financial supports are being proposed to deal with both ongoing containment and / or eradication.		Please supply details of the projected volume of traffic that can be expected on the road, both in terms of the site achieving its capacity tonnage allowance per annum versus the expected tonnage delivered per annum. Please note, we are not only looking for projections in terms of tonnage, but also for the inclusion of the numbers and frequency of trucks per day as well as their size and weight.	What is the proposed duration of the scope of works being proposed for construction on the access road?		Please confirm that the ONLY waste licence being applied for is a C&D Waste licence. If this is in fact the case, please confirm the specific nature of the construction and demolition waste being included in the licence application and whether or not this licence will include the permissions for the disposal of asbestos and / or hazardous soils from brownfield sites and / or any other public health risk construction materials.
	Please outline the steps and measure that you have undertaken to engage with all the close neighbours of the site thus far, and your plans and timelines (if any yet) in relation to the extent of full public consultation that you will be undertaking hereafter.				What are the proposals for preparation of the site by way of lining the base to guarantee prevention of any contamination seeping into the bedrock?		Please give full details of the proposed access route to and from the site and whether or not it is intended that the last stretch of road leading to the site access will be operated as a two-way system or if instead there will be a one way loop system operated on the roads that already exist all the way around the actual site.		

<p>What are the proposals in relation to any pre works surveys on neighbours surrounding the site?</p>					<p>Our property is located on a slow sweeping bend in the road that can be relatively blind to traffic coming from the Ballinclare Quarry in the direction of The Tap Pub. For this reason, we will strongly argue that frequent truck traffic travelling in this direction would be a serious danger. Having two-way traffic on this narrow road, and in particular on this bend will be a serious danger. The safest option would be for traffic to enter at the Tap Pub end and exit at the Beehive Pub end.</p>			
<p>Can you please advise if an Environmental Impact Assessment (EIA) has been carried out, and if so, by which authority? If such an assessment has been carried out, can you please supply the Environmental Impact Assessment Report (EIAR). If it has yet to be carried out, please supply all relevant information in relation to the scope of the assessment to ensure that it includes not only the site itself but also all areas that will be affected by the access route and subsequent traffic during both development on operation. Please also advise of the intended timeline in relation to conducting the EIA</p>					<p>Should the planned development be allowed to proceed I feel it will be imperative that there be a number of precautionary safety road measure put in place: 1) it is based on a one way traffic system encompassing the road loop, potentially accessing at the Beehive end and exiting at The Tap end or vice versa. 2) A 50Kmh speed limit is introduced along the full length Breagura Road leading into and out of the Ballinclare Quarry site. 3) That the facility does not operate any traffic to or from the site on Saturdays, Sundays or bank / public holidays as there is a very significant increase in operation hours would also need to be discussed 4) Security: it is imperative that no lay bys should be included in any plans that would encourage people to temporarily stop along the road or indeed offer any potential for illegal encampments.</p>			
<p>What are the proposals for building and maintaining good public relations between Kilsaran and the neighbours of the site that will be directly impacted by its development and operation?</p>					<p>I have seen computer versions of the proposed road works. In relation to our own specific immediate area, I would like to get A1 printed copies of the following drawings: PB-01 / WD-01 / ST-01 so we can see in more detail the proposed changes. We would also like to meet with a Kilsaran representative to discuss the same.</p>			
					<p>Please note, during the previous development of the M11 bypass, there was significant damage done to the front of our property as a result of truck traffic going to and from the quarry. The developers and engineers at that time denied any wrongdoing, despite the fact that we had a piece of one of their trucks lodged into one of our boundary walls that had been demolished. So, obviously we are not going to allow that happen again.</p>			
					<p>Our original old stone boundary wall was severely damaged due to heavy vehicular traffic during wet weather crushing the verge in up against the wall, and if there is to be any works done on the road for this new traffic, it is likely that this will further displace the existing wall. If this is the case, we will insist upon the wall being reinstated prior to any works on the road progressing, and then we would expect road strengthening measure to include protective measures to ensure that our boundary walls remain stable and unaffected.</p>			

Ref. No. Assigned	General Comments	Biodiversity	Air and Climate	Access, Road Infrastructure and Traffic	Operating Hours Period of Works Site Restoration & Contributions	Quantity, management and type of material.
9	Following on from our initial submission and questions on Friday 06 November and our subsequent Zoom meeting with you on Wednesday 25 November , we have given your proposed planning application for the development of the Ballinclare Quarry Landfill much consideration.	A commitment that the aesthetic of the Breagura Road, natural tree-lined avenue, will not be affected in any way.	A commitment to ongoing investment in measures or services required to keep the surrounding roads and properties clean from any dust or debris caused by operations or trucks travelling to and from the site.	Operating a one-way truck system, looping around between the Old Tap Pub (now Green Angel) and The Beehive Pub.	The removal of permission being sought for deliveries on a Saturdays, noting that you have already acknowledged that there'd be no operations on Sundays or Bank and/or Public Holidays.	A significant reduction in the proposed annual volumes currently being sought to be brought onto site with a cap on the number of trucks (with a defined size of truck) per day that can access the site.
	Whereas your explanation of Kilsaran's proposed plans and operations for the Ballinclare site was useful information, we await the final details of the various required reports, which you explained could not be shared prior to the planning application due for submission in mid-January 2021 , before we can make a full and detailed assessment of your proposals.			Doing away with your two-way traffic plans and the subsequent required road development between The Old Tap Pub and the Ballinclare Quarry entrance.	Amending the site operation times to 8:30am to 5:30pm and including a defined exclusion zone for all trucks, travelling to or from the site, within 5km of the site outside of these operating hours.	A more detailed plan in terms of the criteria being used for the acceptance and traceability of any waste being brought to the site. Unfortunately, the self-policing option being currently proposed seems inadequate.
	We do note and appreciate your commitment to ensuring direct contact notification the day that the planning application is submitted to An Bord Pleanála.			A commitment and feasible plan to guarantee there are no tailbacks of trucks accessing or departing the site at all times of the day.	A commitment that once the landfill has been complete, the whole site will be returned to local amenity and that any C&D processing or operations will cease forthwith.	
	Based on the current information that we have been supplied, we feel that Kilsaran's proposed development plans and planned operation of the Ballinclare Quarry Landfill will most likely have a detrimental effect on the area and on the quality of life on those living therein, not to mention the potential damage that could be done to the livelihoods of those trying to operate any form of local trade.			A better, more enforceable plan for the management of driver behaviour on all access roads to and from the site. Unfortunately, the self-policing option being currently proposed seems inadequate.		
	With such a potential outcome as a result of such a development, it only stands to reason that we should object to said development in the strongest manner possible.					
	Given that this is primarily a consultation stage, prior to any applications being made, we appreciate that you are unlikely to cease your plans on the basis of local objections. Although we wish you would. But we do feel that there are a number of mitigating measures that could be included in your application that would go some of the way towards allaying the serious concerns surrounding the re-opening and subsequent operation of the Ballinclare site. Seeing some of these concerns reflected in your planning submission would potentially demonstrate to the local community that you are wholly intent on taking the whole community welfare into serious consideration as opposed to only prioritising the fiscal needs and wants of Kilsaran Concrete without any regard to the locality and the locals.					
	A commitment for full and proper engagement with locals on environmental concerns plus a financial commitment for the drawing up and implementation of effective plans to mitigate any potential effects identified.					
	A commitment to local property owners that any damage caused to their property, to include, but not limited to, boundaries, grass verges, walls, etc. shall be repaired post haste at the exclusive expense of Kilsaran Concrete					
	Whereas we appreciate that you are unwilling to furnish reports required for planning prior to your application date. We would ask that you at least furnish us with a list of all the reports being prepared and the names and companies of those preparing said reports. Likewise, we would appreciate if you could supply A1 printed copies of you proposed development plans for Breagura Road.					

Ref. No. Assigned	General Comments	Waste	Lands and Soils	Access, Road Infrastructure and Traffic
10	Thank you for letting us know your plans for the development at Ballinclare. As we are bounding your grounds we would like to know the following:	Is it landfill only with no domestic waste?	Will the filter beds be filled in and will the ditch created from the soil and rocks of the filter beds bounding our forestry site be removed?	Will the lorries go in a one-way system ie coming from Beehive and existing at the Tap?
			If it's soil and rocks only going into the site, we would be glad to see the site returned to its original state.	Is there some compensation for the disturbance, excess traffic and noise of lorries constantly passing our house at the crossroads?

Ref. No. Assigned	General Comments	Water	Biodiversity	Access, Road Infrastructure and Traffic
11	I am writing as a resident in the area re the above proposed development to register my views and concerns re the proposed works.	You state that the quarry void will be dewatered prior to landfill activities. I wondered if this is to be into Potter's river (as per proposed surface water management) as it is a very considerable amount of water. The potential effect on stream/wildlife if not done in a measured fashion could be devastating.	I note an EIAR and NIS will accompany the planning application. I have concerns about the impact that the development and level of activity will have on wildlife (e.g., local badgers which have recently been the subject of an in-depth study by UCC/UCD). The proximity of the site being close to Deputy's Pass SAC/Glonealy woods, a neighbouring private forestry, Kilmacurragh Gardens and much open farmland means the area is rich in a variety of fauna and birdlife.	I note that the access route has been changed from the original proposal (ref your meeting with An Bord Pleanála 13th November 2019, p3 that local road L1113 would remain the access) to now having HGV/truck movements restricted to L1157.
	Over the last 20 years our community has been affected by the imposition of the Greenstar municipal landfill, issues relating to the blasting from Ballinclare Quarry in its previous incarnations, and the CPOing of land and subsequent related works for the building of the M11.			You state in your overview that you will be widening this road. This will presumably mean the removal of many mature trees, again effecting bird and bat habitats.
				Had the route remained via the L1113 as initially proposed it would have caused us considerable concern as (operating as a dairy farm) we have multiple stock movements across this road during the year, which can be difficult with traffic levels even as they are.
				I note that should the proposed development function at maximum intake within the stated hours of operation, this would appear to mean HGVs/truck movements every 4 minutes between the hours of 8am and 6pm. There should be some method employed to monitor and ensure the stated access route is used, as I would imagine drivers taking the L1113 as a 'short-cut'.
				I note in your meeting with An Bord Pleanála in November that the waste recovery facility activity "will be reviewed" at the conclusion of landfilling operations. This is not referred to specifically in your public consultation document. For sake of clarity (as the C&D waste recovery facility is not referred to specifically under "Post-Operational Stage") it would be preferable to see this activity finish at the same time as the completion of the landfilling restoration with the entire site restored to pre-quarry habitat.
				Also, a fund could be made available to the community for local wildlife or greening projects, or possibly the restored land could be made available to the community as an amenity for recreational/ educational use.

Ref. No. Assigned	Air and Climate	Noise	Access, Road Infrastructure and Traffic
12	Does waste recovery involve noise and dust e.g., crushing material?	Does waste recovery involve noise and dust e.g., crushing material?	Under the proposal the maximum yearly deposits would be 800,000 Tonnes per year. This would equate to an average of 30 twenty tonne truck movements (15 in and 15 out) per movements could be a multiple of this number. Also, this takes no account of all other service vehicles in and out of the site. This would have a huge impact on the traffic flows in the area.
			Details of the road upgrade only refer to the L1157- parts of this road are not wide enough for trucks to meet safely. Will all the traffic from the motorway in both directions use the L1157 or will they use the L1113 one way therefore necessitating the upgrade of this road also?
			Will waste recovery operations cease at completion of Landfill?
			What provision for traffic coming from the west ie. Deputy's Pass has been made?
			Does waste recovery involve import and export of material therefore increasing the above traffic further?

Ref. No. Assigned	General Comments	Waste	Water	Biodiversity	Air and Climate	Noise	
13	I have a woodland management and wood craft business located on Christian Osthoff's property adjacent to the quarry site.	What waste materials are considered "inert", can you provide a detailed explanation of this term?	Potential contamination of Potters river from asbestos and other toxins.	Any plans that I have made to use the woodlands as an educational resource are now thrown into disarray due to the unknown factors surrounding the operations of the landfill.	My decision to work from Christian's land was partly due to its location as well as the quality of the local landscape. It is of great concern to me that the quarry could now become a busy, noisy and potentially dusty environment, thereby spoiling the current atmosphere with imported waste materials from other counties.	My decision to work from Christian's land was partly due to its location as well as the quality of the local landscape. It is of great concern to me that the quarry could now become a busy, noisy and potentially dusty environment, thereby spoiling the current atmosphere with imported waste materials from other counties.	
	I appreciate that the quarry is an asset to Kilsaran and that in business terms it makes sense to utilise it. However, there cannot be any justification for its use as a landfill site on environmental or ecological grounds as the importing of waste using HGVs to site would completely contradict any proposed benefit.	How will the waste be graded/examined in order to filter out non-inert materials?			It would also be impossible for Kilsaran to make use of the site without disturbing the wildlife that have colonised it during its use as a quarry and since it was abandoned.	Carbon emissions generated by haulage and on-site machinery.	Noise, dust and traffic movements (including the policing of the proposed haulage route).
					Disturbance of protected wildlife.		
					Has a full ecological survey been carried out? If so, why is not available on the website?		

Ref. No. Assigned	General Comments	Waste	Water	Biodiversity	Lands and Soils	Air and Climate	Access, Road Infrastructure and Traffic	Cumulative Impacts, Indirect and Interactions of Effects	
14	I live at Sundial house, Carrigmore, Glenealy, Co. Wicklow, A67FX09 and have 120 acres of forestry, agricultural land and residential houses adjoining the Ballinclare quarry. We have a shared boundary of approximately 865 meters. My home is 330m from the quarry edge and my other house (homeplace and rental property) is 220m from the quarry.	13. As there is naturally occurring asbestos in the quarry and presumably across much of the exposed rocky surfaces, there needs to be a detailed technical plan for dealing with this, both initially while preparing the site and over the life span of the project.	Why should the Potters river once again become an "overflow pipe" for this site with the potential of asbestos and other contaminants escaping down river? Owing to the depth of this quarry, I do not trust that the lining will prevent unwanted toxins seeping into the many local wells including the five at Carrigmore.	The term 'restoration' is disingenuous in relation to this project. The current landscape of cliffs, lake, wetland, rough grassland and young woodland have a beauty and richness of their own. Imagine foisting a landfill on the Dalkey quarry site in south east Dublin and its surrounding residents. Although this and every other quarry stem from an industrial extraction operation, they are sometimes as beautiful and rich as many a natural landscape.	There is a question over the material (subsoil and building waste) brought to the north western corner (next to the council yard) shortly after the closure of the quarry. The material was brought in through the council yard and filled in a wetland. Can I see the planning details for this please?	I am fundamentally opposed to the proposed developments on the grounds of sustainability. We are in a dangerous period of rising CO2 levels, habitat degradation and biodiversity loss. The state is trying to reduce the country's carbon footprint and yet this project will bring vast quantities of inert waste material mostly from Dublin to rural Co. Wicklow by diesel trucks thus spewing countless tones of CO2 and particulate matter into our atmosphere. With the Kilmacurragh Gardens and Deputy's Pass nature reserve being pushed as tourist destinations, the proposed landfill is not in keeping with this.	2. Restrict all truck movements, bulldozers and grading/crushing activity to 9am-5pm, Monday to Friday. Quiet time is particularly important to the residents and wildlife within earshot of the proposed facility.	There are several businesses operating on my lands at Carrigmore/Ballinclare including a horticultural one that is certified organic. It is very reliant on clean water and clean air, both of which could be jeopardized with the current plans for the quarry. Another one is a forest school for children which relies on a quiet environment during working hours. This will almost certainly close if noise levels are as expected from the proposed operations.	
	I am not totally against some sort of commercial development here, but it is the scale that worries me. I also understand that Kilsaran was very unlucky to have their quarrying operations halted by the discovery of the naturally occurring asbestos and need to make a commercial decision about this site. However, many of the locals and I need to protect our own interests and that of the environment by insisting on some restrictions enforced, some of which are listed below.			1. Only fill roughly to "water level" to retain cliff face as this is and has been a breeding site of Peregrine Falcons and Kestrels for 20 plus years.				3. Monetary compensation to those living within 500 meters of the perimeter of the landfill and those living along the local haulage route suggested at one euro per ton of waste material brought to site.	4. Monitoring stations installed and constantly recording noise, dust, water quality in streams and nearest wells with monetary fines if agreed standards are breached. Also, camera technology used to monitor truck numbers and routes taken and again fines imposed if the proposed route is not taken. All data needs to be readily accessible to all locals.
	Finally, I'd like to say that the original time scale for this public consultation was far too short, especially in this time of lockdown but thank you for the extension when asked for. <i>If this is a meaningful consultation, I look forward to hearing from you soon before the application is made to discuss my concerns and plan for a mutually beneficial outcome for all.</i> I would also like to register my disappointment in the democratic process that this is going straight to An Bord Pleanala and not via WCC although, if I am to understand it correctly this decision was not up to WCC or Kilsaran.			6. Nutrient poor sub-soil finish suitable for wildflower meadows and heathland and native woodland planting around the edge.				5. As part of the restoration, the site should not be returned to agricultural use but to a wildlife friendly habitat which includes cliffs, lakes and a wetland suitable for breeding Lapwing which were present before the quarry extension.	
	I have lived with an operational quarry for the better part of my life (43 years) as have many of the other residents. We also have the Ballinagran Landfill and many other smaller inert waste facilities and other quarries in the area which makes it feel like the dumping ground for Dublin and surrounding counties. We have heard and felt the regular explosions, the endless noise and dust from rock crushers grinding and the speeding trucks moving material on woefully substandard local roads. Why should we now have to face potentially a further 20 years of traffic of up to a truck every four minutes, noise from those trucks and bulldozers spreading and compressing an imported material and the grading and crushing of builder's material?			8. I don't agree with the cutting and mulching of existing scrub and vegetation at the start of operations as this is already rich in flora and fauna and should be kept as part of the restoration.				7. No continuation indefinitely of the recycling facility beyond the life of the landfill.	

				<p>9. The site needs to be surveyed for and provisions made for the following species, all of which exist on or around the quarry site currently. Peregrine Falcon, Kestrel, Sand Martin, Yellowhammer, Frog, Lizard, Newt, Greater Broomrape, Badger and the fish and invertebrates of the Potters river and tributaries. Most of these named species have a high protection level owing to their scarcity or reduction in numbers/distribution nationally.</p>			<p>11. Pay a bond to the local council which would cover all restoration expenses if Kilsaran were to renege on their responsibilities for whatever reason. I do not have any reason to believe this will happen, but it is a common occurrence that the state cleans up the mess of abandoned landfill/recycling/quarry sites.</p>	
				<p>10. Install deer fencing around the site to stop them entering the woodlands at Carrigmore and Ballinclare which are managed under continuous cover methods. My trees are heavily damaged by deer entering from the quarry site now.</p>				
				<p>12. A plan for dealing with invasive species brought to site intentionally or accidentally such as Japanese Knotweed, Himalayan Balsam and Giant Hogweed which if introduced could spread over the site and into neighbouring lands and river courses?</p>				

Ref. No. Assigned	General Comments	Water	Biodiversity	Lands and Soils	Air and Climate	Access, Road Infrastructure and Traffic	Operating Hours Period of Works Site Restoration & Contributions	Population and Human Health	Quantity, management and type of material.
15	I wish to acknowledge receipt of your letter dated 8th of October in which you state that you intend to lodge an Application for Planning Permission to An Bord Pleanala for Strategic Infrastructure Development at Ballinclare Quarry, Kilbride, Co. Wicklow. Whilst I appreciate the fact that you have given some of my neighbours and I advance notice of this Proposed Development and you have since met with me on two occasions I do still have some major concerns which I will set out below.	We are also concerned for the future quality and quantity of our deep water well as well as the effect the operation may have on the Potters river.	I would like assurance that no trees /hedgerows or their root structures be affected by any road strengthening or widening and that any culverts shores or drains not be disturbed as they are part of a structure that facilitates the drainage from my lands. Please note any road widening beyond the metalled surface should only be done with my consent.	Possible dust arising from landfill or C&D activities is also a major concern.	Another concern is the possible dust or scum that may be afflicted on our public road by H.G.V traffic exiting the facility giving rise to the necessity to wash our cars a lot more often as has been the case in the past.	As stated, I farm land on both sides of this road (L1157). I am a livestock farmer and regularly move livestock from one side to the other, We also haul farm feed i.e. silage etc from one side to the other	May I suggest working hours to be 8.00 a.m. until 5 p.m. daily with absolutely no work on Saturdays other than 10 Saturdays in any calendar year as I feel we deserve two undisturbed days in the week	At this moment in time, I would appreciate any further information which you may have, with re-assurance that the least possible interference for my family- and local residents –and full Health and Safety measures will all be put into place.	I am of the view that your suggested application to accept up to 800,000 tonne of inert landfill annually is totally excessive and would lead to an intolerable number of trucks on the road given that your suggested haulage route is a two-way system from the Tap to the Quarry site. I understand from you that this is the County Councils preferred option.
	As you are aware, my farm of 114 acres at Ballinclare, at which my family and I reside and the Kilsaran property share a boundary of 580 metres approx.,	I note on your plans as seen on Fig.4 Proposed final landform to discharge water from the site via the dyke in my field to Kilmacurragh stream. This should only be done with my consent as this has not been its passage in the past, I would request that you erect a security type fence along our entire boundary before commencement of any works in Kilsaran Quarry as in the past trespassers have used my land to access the quarry site.					Your proposed haulage route would mean approximately 150 trucks per day on average, or a truck every 4 minutes, i.e., a truck every 2 minutes passing on our road and this would be totally unacceptable		
	Our dwelling house is approximately 250 metres from that boundary and our road frontage extends to approximately 1530 metres along your proposed haulage route of which approximately 680 metres is on both sides of the carriageway.. which means that the works as proposed will greatly affect myself, my family and my business of farming.						High volumes of HGVs on this road would impinge on local people and their right to recreational exercise along this very scenic road..		
	As I have always had a good working relationship with Kilsaran I would very much hope this would continue into the future, with full disclosure between both parties at all times.						I would also like assurance that the C&D aspect of your business at this site would cease permanently as soon as the landfill is finished or when planning permission expires whichever is sooner.		
							The previous owner successfully implemented a one-way system for trucks thus leaving it safer and more tolerable i.e. entrance at the Tap and exit at the Beehive or vice versa from the late 1990's up until the date they vacated the Quarry. I would ask that you and W.C.C seriously consider this traffic system.		

						Another concern of ours is that lorries would possibly congregate at the entrance to the Quarry awaiting entrance or along the suggested haulage route from The Tap to Kilsaran entrance. This would be unacceptable.			
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