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Bord na Móna

Drehid Landfill

Planning Report



Drehid Landfil

Planning Report

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Table of Contents

1.0 INTRODUCTION 1

2.0 PROPOSED DEVELOPMENT OVERVIEW 1

3.0 SITE LOCATION AND CONTEXT..... 2

4.0 RELEVANT POLICY CONTEXT 4

5.0 REASONS FOR REFUSAL (ABP REF.-300506-17)..... 5

6.0 RESPONSE TO REASONS FOR REFUSAL 6

6.1 IMPACTS ON RIVER BARROW AND RIVER NORE SPECIAL AREA OF CONSERVATION 6

6.2 SUITABILITY OF SUBSURFACE GEOLOGY FOR HAZARDOUS WASTE 9

6.3 VOLUME OF TRAFFIC GENERATED..... 9

7.0 CONCLUSION 11

Table of Figures

Figure 1.1 – Site Location Map 3



1.0 INTRODUCTION

This planning report addresses the reasons for refusal following the original planning application for the Drehid waste facility to An Bord Pleanála (Planning Ref. No. ABP -300506-17). The changes to the proposed project are highlighted in this report showing how the reasons for refusal have been overcome.

2.0 PROPOSED DEVELOPMENT OVERVIEW

The primary elements of the proposed development, and for which planning permission is being sought, are summarised below and are set out in more detail in Chapter 2 of the EIAR.

The development will take place on a site of 262 no. hectares and will consist of an extension of the existing Drehid WMF to provide for the acceptance of up to 440,000 TPA of non-hazardous waste material, comprising:

- Increase in acceptance of non-hazardous household, commercial & industrial and construction & demolition (C&D) waste at the existing landfill from the currently permitted disposal quantity of 120,000 TPA to 250,000 TPA until the permitted void space in the existing landfill is filled and no later than the currently permitted end date of 2028;
- Development of extended landfill footprint of approximately 35.75 ha to accommodate the landfilling of 250,000 TPA of non-hazardous household, commercial & industrial and C&D waste for a period of 25 years to commence once the existing landfill void space is filled. The new landfill will have a maximum height of approximately 32 metres (m) above ground level (115.75 m above ordnance datum (AOD));
- Provision, as part of the extended landfill infrastructure, for 30,000 TPA of contingency disposal capacity for non-hazardous waste, to be activated by the Planning Authority only as an emergency measure, for a period of 25 years;
- Development of a new Processing Facility, with floor area of 730 m² and a maximum height of 12.4 m above ground level (95.75 m AOD), for the recovery of 70,000 TPA of inert soil & stones and C&D waste (rubble) and use of same for engineering and construction purposes within the site, including as engineering material in the landfill;
- Increase in acceptance of waste at the existing Composting Facility from 25,000 TPA to 35,000 TPA and removal of the restriction on the operating life of the Composting Facility contained in Condition 2(2) of ABP Ref. No. PL.09.212059;
- Extension to, and reconfiguration of, the existing Composting Facility to provide for a new Municipal Solid Waste (MSW) Processing and Composting Facility with an additional capacity of 55,000 TPA (giving a combined total for the MSW Processing and Composting Facility of 90,000 TPA), allowing for the combined facility to accept both MSW and other organic wastes. The new extension will have a floor area of 5,920 m² and a maximum height of 12 m above ground level (95.35 m AOD);
- Construction of a new odour abatement system at the existing Composting Facility including two emissions stacks to a height of 17 m above ground level (100.35 m AOD);
- Construction of a new odour abatement system as part of the new MSW Processing and Composting Facility including two emissions stacks to a height of 17 m above ground level (100.35 m AOD);
- Development of a new Maintenance Building, with a floor area of 873 m² and a maximum height of 9 m above ground level (92.35 m AOD) with staff welfare facility, office, storage and a laboratory;

- Installation of a new bunded fuel storage area, with an approximate area of 51 m², to the rear of the new Processing Facility for the recovery of soil & stones and C&D waste (rubble);
- Construction of two new permanent surface water lagoons and one new construction stage surface water lagoon, each with an area of 6,160 m²;
- Construction of a new integrated constructed wetland (ICW) area comprising five ponds;
- Car-parking provision for operational staff;
- Landscaping and screening berms; and
- All associated infrastructure and utility works necessary to facilitate the proposed development and the restoration of the facility following the cessation of waste acceptance.

The total waste intake of 440,000 TPA described above includes 30,000 TPA contingency capacity provided following pre-application consultation with the Regional Waste Officers at the Regional Waste Management Planning Office (RWMPO). This contingency capacity will not be utilised by the Applicant under normal operations and will only be activated in strict circumstances by Kildare County Council (KCC) in consultation with the RWMPOs and the EPA. Further detail on this contingency allowance is set out in Section 2.2.1.1 of Chapter 2 of the EIAR (Description of the Proposed Development).

There will be no significant change in the nature of the waste types accepted at the proposed development from those which are currently authorised and accepted at the existing Drehid WMF. Only non-hazardous waste types will be accepted at the facility, the nature of which is described further in Section 2.2.4 of Chapter 2 of the EIAR (Description of the Proposed Development). No hazardous waste will be accepted at the facility.

A detailed discussion of the need for the proposed development is provided in Chapter 4 of the EIAR (Planning Policy & Development Context).

3.0 SITE LOCATION AND CONTEXT

The village of Derrinturn is located approximately 3.5 km to the west of the proposed development site boundary and Timahoe crossroads is located approximately 1.7 km to the east of the closest edge of the site activity boundary. Carbury is located approximately 6 km to the north-west of the proposed development and Prosperous is approximately 8.3 km to the south-east.

The application area (the area within which the application for development is being made) is confined to an area of 262 hectares (ha), outlined in red on Figure 1.1. This development, hereafter referred to as the proposed development, is situated in the townlands of Timahoe West, Coolcarrigan, Killinagh Upper, Killinagh Lower, Drummond, Kilkeaskin, Loughnacush, and Parsonstown, County Kildare (as outlined in red on Figure 1.1).

The overall Bord na Móna landholding comprises 2,544 ha and is outlined in blue on Figure 1.1. The overall landholding is located within the townlands of Drehid, Ballynamullagh, Kilmurry, Mulgeeth, Mucklon, Timahoe East, Timahoe West, Coolcarrigan, Corduff, Coolearagh West, Allenwood North, Killinagh Upper, Killinagh Lower, Ballynakill Upper, Ballynakill Lower, Drummond, Kilkeaskin, Loughnacush and Parsonstown at Carbury, County Kildare.

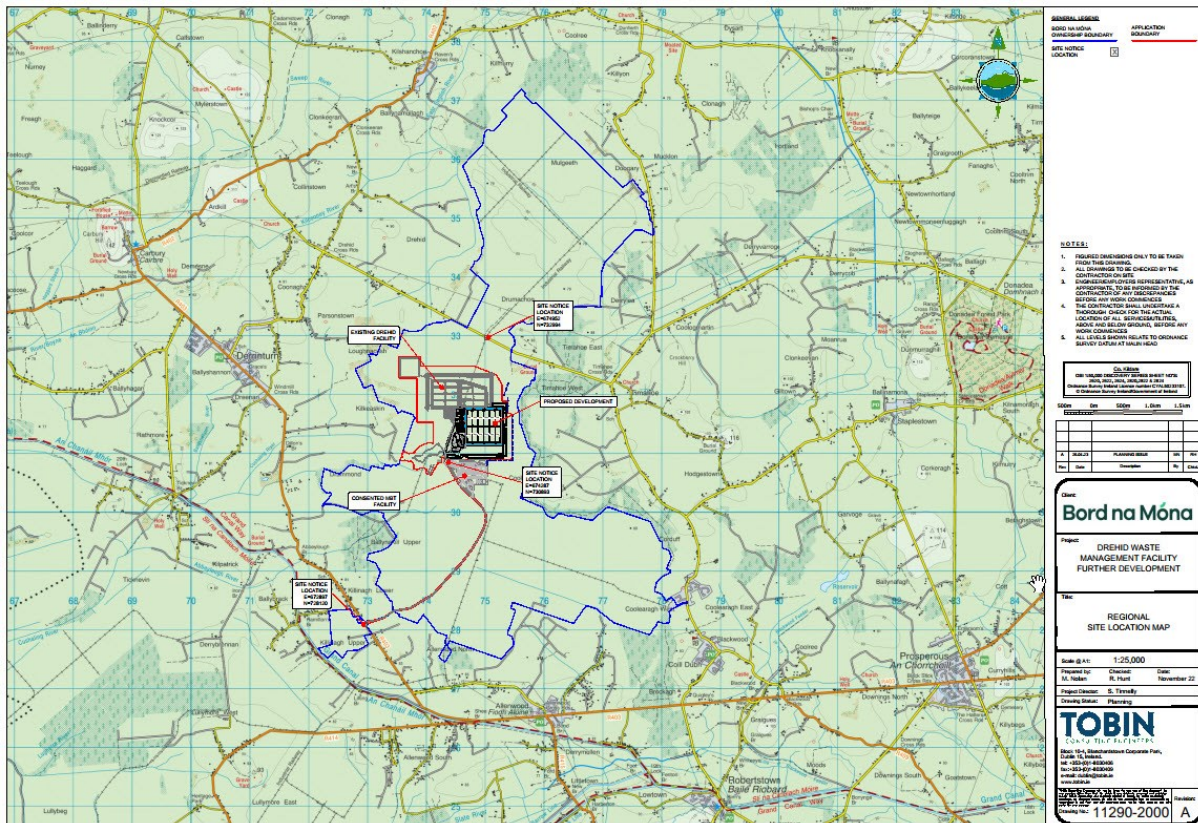


Figure 3.1 – Site Location Map

As the proposed development will share elements of infrastructure with the existing Drehid Waste Management Facility (WMF), the application area includes the townlands of Killinagh Upper, Killinagh Lower, Drummond, Kilkeaskin, Loughnacush, and Parsonstown, wherein existing infrastructure to be shared is located. The application area includes the total area subject to the existing planning approval for the operational WMF, which is also that area licensed by the existing IED licence (W0201-03).

The area to which this planning application relates is 262 ha, although approximately 169 ha of this comprises existing infrastructure, buildings and built ground which currently form part of the existing WMF, and this area principally includes the existing MSW landfill and the existing borrow areas.

Access to the Drehid WMF is from the R403 regional road via an existing dedicated site entrance and a 4.8 km internal access road from the regional road. It is proposed that this entrance and road will also provide access from the R403 regional road to the proposed development. The R403 lies south, southwest and west of the site. The R403 joins the R402 at Carbury to the northwest of the site. The R402 connects to the M4 while the R403 connects to central and south County Kildare. The M4 (Dublin to Sligo / Galway) motorway is located approximately 9 km to the north of the proposed development, while the M7 (Dublin to Limerick / Cork) motorway is located approximately 17 km to the south of the proposed development.

4.0 RELEVANT POLICY CONTEXT

A detailed evaluation of planning policy in relation to this proposed development is addressed in Chapter 4, “Planning Policy and Development Context” of the EIAR report.

In summary, several policies at national, regional and local levels highlight the importance of the increased capacity of waste management facilities and also the particular importance of the Drehid Waste Facility recognising its regional significance. See below an overview of the relevant policy references in support of the proposed development:

National

- National Planning Objective no. 56 seeks to “Sustainably manage waste generation, invest in different types of waste treatment” with an overall priority to “support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.”
- The National Development Plan sets out a requirement for additional waste treatment and disposal infrastructure by recognising that capacity will continue to be built in waste facilities.

Regional

- The proposed development complies with the policies and objectives of the Eastern and Midlands Region Waste Management Plan 2015-2021.
- Specifically, policy E8 supports the development of disposal capacity for the treatment of hazardous and non-hazardous wastes at existing landfill facilities in the region subject to the appropriate statutory approvals being granted in line with the appropriate siting criteria.
- As well as policy E9B, which supports the need for on-going disposal capacity to be developed for on-site generated non-hazardous/hazardous industrial waste over the plan period.
- A meeting was held on the 5th October with representatives of a number of Regional Waste Management Planning Offices (RWMPO). It was acknowledged by the representatives of the RWMPOs that there was a national urgent need for the proposed development, and this would likely be the only general landfill disposal site after the next decade. They confirmed that they now view the Drehid Waste Facility as nationally important infrastructure. Some short follow up exchanges were held with these RWMPOs to clarify their requirements around this contingency capacity and the process with which it would be utilised if required.

Local

- The CDP recognises the policies of the Eastern-Midlands Region Waste Management Plan 2015-2021 as a framework for waste management within the region (WM3).
- The CDP supports the development of waste management infrastructure that is of an appropriate scale and is related to the needs of the county and the Eastern and Midlands Waste Region, subject to the protection of the environment, landscape character, road network and the amenities of the area (WM17).
- In addition, the CDP seeks to facilitate the ongoing operation of the Drehid waste facility in so far as operations at the facility relate to the waste management needs of the county and the Eastern and Midlands Waste Region and subject to the protection of the environment, landscape character, road network and the amenities of the area (WM 18).

5.0 REASONS FOR REFUSAL (ABP REF.-300506-17)

The Board Order stated the overall conclusion for the refusal of the proposed development.

“The proposed development would give rise to impacts which are significantly negative. Environmental impact assessment and appropriate assessment have been considered as set out in the sections above. It can, therefore, be concluded that the proposed development would not be in accordance with the proper planning and sustainable development of the area.”

The reasons and considerations for refusal for the proposed development that were addressed in the Board Order are outlined below:

- (1) On the basis of the information provided with the application documentation and the further information submitted, including the Natura Impact Statement, and in the light of the potential for the proposed development, in combination with other developments in the area, to continue the ongoing degradation of remaining peat within Timahoe Bog resulting in an excess of ammonia and suspended solids in the Cushaling and Figile Rivers, with a consequent impact in preventing these rivers, part of the Barrow Nore catchment, to develop into suitable habitat for salmonid species, the Board is not satisfied that the proposed development individually, or in combination with other plans or projects would not adversely affect the integrity of the River Barrow and River Nore Special Area of Conservation (Site Code: 002162), in view of the site’s Conservation Objectives. In such circumstances, the Board is precluded from granting permission.
- (2) Having regard to the complex hydrological and hydrogeological conditions obtaining on-site, to the limited investigation carried out of those conditions and hence to the potentially inadequate mitigation measures associated with the proposed development, it is considered that on the basis of the information submitted with the application documentation and the further information submitted, the development site is unsuitable for a development of the nature and scale proposed, having regard to ongoing excess ammonia concentrations in groundwater and in local watercourses, which include watercourses with potential for salmonid habitat which flow into the River Barrow and River Nore Special Area of Conservation (Site Code: 002162). The proposed development would, therefore, have a significant adverse effect on the conservation and protection of the River Barrow and River Nore Special Area of Conservation (Site Code: 002162), and would therefore be contrary to the proper planning and sustainable development of the area.
- (3) The Board is not satisfied, on the basis of the information submitted with the application documentation and the further information submitted, that the subsurface geology of the site is suitable for the proposed hazardous waste cell. It is considered that given the site’s high groundwater levels and the uncertainty regarding the nature of the subsurface, that the applicant has not demonstrated that the proposed development would ensure the safe disposal of this material on the site. The proposed development would give rise to a hazard to public health and would, therefore, be contrary to the proper planning and sustainable development of the area.
- (4) Having regard to the proposed development being accessed solely via a substandard network of Regional Roads which run through a series of villages before connecting with the National Road Network, it is considered that the proposed development would generate a significant volume of traffic, including a high number of movements by heavy goods vehicles, which the road network in the vicinity of the site is not capable of accommodating safely due to the restricted width and capacity of the R402, R403, R407 and R409 in the vicinity of the site. The proposed development would, therefore, give rise to traffic congestion and would endanger public safety by reason of traffic hazard.

6.0 RESPONSE TO REASONS FOR REFUSAL

The proposed development has been revised as a direct response to the Board's decision (Planning Ref. No. ABP -300506-17) to ensure compliance with planning requirements and to address previous issues raised in terms of:

1. Impacts on the River Barrow and River Nore Special Area of Conservation
2. Suitability of subsurface geology for hazardous waste
3. Volume of traffic generated

As per the proposed development described in Section 2.0 of this report, Bord na Móna (the Applicant) have decided not to pursue the hazardous waste landfill option and focus on the non-hazardous waste only in the revised development proposal. The following paragraphs outline how the proposed development has been revised to take into account previous reasons for refusal.

6.1 IMPACTS ON RIVER BARROW AND RIVER NORE SPECIAL AREA OF CONSERVATION

The following concerns were outlined by the Board:

1. potential for the proposed development, in combination with other developments in the area, to continue the ongoing degradation of remaining peat within Timahoe Bog resulting in an excess of ammonia and suspended solids in the Cushaling and Figile Rivers
2. limited investigation carried out of hydrological and hydrogeological conditions
3. potentially inadequate mitigation measures associated with the proposed development
4. adverse impacts on salmonid habitat

CDM Smith are specialist consultants who have been acquired to further examine the potential geological and hydrogeological impacts resulting from the proposed development works. Their assessment of the likely significant effects of the proposed development finds that the importance and sensitivity of the geological environment in the area is 'low' since peat is significantly degraded and subsoils do not hold economic value. It is also identified that the underlying bedrock aquifer is 'poorly productive' and therefore unlikely to be used for public water supply which results in the sensitivity of the groundwater environment to be considered 'medium'.

Potentially Reduced Ammonia and Suspended Solids in Cushaling River

In relation to the potential for the proposed development to cause excess ammonia and suspended solids, a revised EIAR has been carried out taking into account the following in greater detail:

- The cause of high ammonia concentrations in groundwater and surface water across Timahoe South Bog (TSB).
- The form of ammonia that is present in Cushaling River, in the context of the Quality of Salmonid Water Regulations of 1988.
- The relative chemical loads of ammonia to the Cushaling River from the WMF and the wider Bord na Móna (BnM) landholding.
- The compliance with existing industrial emission discharge (IED) license conditions.
- The expected ammonia load from the planned landfill expansion under a future, new/additional discharge license.

- The expected effect(s) of combined discharges on ammonia concentrations in Cushaling River.
- The recommended monitoring of ammonia from different discharges to Cushaling River.

The revised EIAR assesses expected ammonia load from the planned landfill expansion to be as follows:

“Guided by operational data from the WMF, the existing attenuation lagoons and ICW system significantly attenuates (reduces) total ammonia concentrations in the discharge water from the WMF. As documented in Section 8.4.18.8 of Chapter 8 of the EIAR, the recorded attenuation is on the order of one order of magnitude.

The same is expected of the new attenuation lagoons and ICW system that will serve the expanded landfill. The specifications and design of this system are presented in Appendix 2-4 of the EIAR.

The expected chemical load of ammonia from the new attenuation lagoons and ICW system will, therefore, be similar or lower than currently experienced from the WMF.”

In terms of the predicted combined effects of discharges on ammonia concentrations in the Cushaling River, the Timahoe South Bog Rehabilitation Plan involves a modified drainage network and rewetting of peat outside the proposed development area which is expected to reduce ammonia leaching and load into the river. However, it is noted by the consultant that,

“It is not possible to quantify the anticipated effects precisely or with certainty, but it is possible to judge the concepts as technically sound. With lower expected total loads, ammonia concentrations in the river will also be lowered.”

As such, the Applicant proposes compliance monitoring at surface water stations SW6 (outflow from existing Integrated Constructed Wetland (ICW)), SW5 (old settlement ponds, which monitor the effects of the bog), and SW4 (Cushaling River downstream at Dillons’ Bridge) with 2 no. additional sampling stations are proposed to monitor the discharge from the new ICW and the outflow to Mulgeeth Stream during construction works. Further to this, under the TSB Decommissioning and Rehabilitation Plan, the drainage network will re-direct some of the bog’s drainage to Mulgeeth Stream.

No Adverse Impacts On Hydrology And Geology

With regards to accidental spills/leaks and/or releases of cement-based products resulting from the proposed development, the following post mitigation residual effects are identified by CDM Smith, which states that,

“Proven, routine, and effective measures to mitigate the risk of releases of fuels and chemicals are proposed which will break the link between potential sources (spills and leaks) and receptors (mainly peat and the shallow groundwater environment). For this reason, post-mitigation residual effects are not considered likely or significant. Within the 24-year construction period, risk and unlikely residual effects are both long-term, and reversible (can be undone through remediation).”

Additionally, with regards effects arising due to wastewater generated on site, the following is noted,

“During the construction phase, existing welfare facilities will be available at the existing WMF. As such, wastewater will not be treated or disposed of within the Proposed Development area. Port-a-loos will be available at select locations. Associated wastewater will be collected regularly and brought offsite in fully enclosed tanks for disposal by authorised means (permitted wastewater collector) to a licensed wastewater treatment plant.

The use of sealed storage tanks and offsite disposal breaks the link between the source and receptor. Hence, likely significant residual effects on peat and groundwater from the Proposed Development will not occur. The magnitude of effect is considered neutral.”

As such, it is proposed that there will be no significant adverse impacts as a result of the revised development proposal on the existing hydrology and geology present within the subject site.

No Significant Residual Effects On Aquatic Species

In terms of overall potential ecological impacts on River Barrow and River Nore SAC due to a degradation of water quality (in the absence of mitigation), a Natura Impact Statement (NIS) was prepared to assess the potential of the proposed development to adversely affect the integrity of these European Sites. The assessment evaluated the proposed works as having ‘short-term, moderate, negative effects’ during the construction and decommissioning phases and ‘long-term, slight, negative effects’ during the operational phase, on the European sites, at an international scale.

Consultations have been held with Inland Fisheries Ireland (IFI) to obtain further insight into the historic trends of salmonid habitat within the area. IFI confirmed that there occurred salmon spawning/recruitment in the Figile River (Cushaling River is not a designated salmonid water) during the winter of 2021-2022 surveys and highlighted the river’s importance as spawning grounds for the species. Other issues in relation to cumulative impacts of neighbouring developments was also raised. As such, it is noted that issues raised in relation to the Figile River related to activities previous and current peatland activities and that the Timahoe South Bog Rehabilitation Plan is now underway outside the proposed site boundary. Nonetheless, a full suite of aquatic surveys have been carried out to inform the EIA with stringent mitigations measures to ensure the protection of water courses and fisheries which have been discussed in a meeting with IFI, Bord na Mona and Tobin will be implemented during all phases of the proposed development.

As such, there are a number of mitigation measures that will be strictly followed during all stages of the proposed development as outlined in Chapter 6 of the EIAR and the NIS which includes specific measures to ‘protect aquatic habitats’. The following measures are identified in Chapter 6:

- All drains within the proposed development site will be blocked prior to the construction works commencing. The drains will be blocked off using locally sourced subsoil materials which will cause water levels in the subsoils and peat along the drain trajectories to rise. The rising water levels in the drains and surrounding lands within the proposed development boundary will be controlled by installing overflow pipes at the opposite end of drains which will allow water to overflow from the blocked drains to the new drains being established as part of the TSB Decommissioning and Rehabilitation Plan. Drain blocks and overflows will be constructed at the outset of peat stripping works to ensure that drainage water is kept out of excavation areas.

- The blocking of drains will ensure there is no hydrological connectivity between the proposed development site and the Cushaling and the Mulgeeth Stream. The blocked drains will serve as check dams/silt dams, helping to settle out any suspended matter that may derive from the peat berms.
- No instream works or water abstraction will be undertaken within/from the Cushaling River.
- Silt fences will be erected along the southern boundary of the proposed development site and around stock piles of material.
- Prior to the commencement of excavations, an area for stockpiling the excavated material will be identified within the proposed development site, at minimum of 50 m from the Cushaling River, or any drainage ditch.
- Excavation works will not be carried out during or following heavy rainfall (i.e. if there is a yellow weather warning in place or 5 mm in a 1-hour period).
- An emergency plan for the construction phase of the proposed development to deal with accidental spillages will be drawn up, which all site personnel must adhere to and receive training.

Residual effects from the proposed development have been determined to be mainly in relation to a loss of foraging habitat for protected fauna species, with 'no significant residual effects' on aquatic species with appropriate mitigation applied.

6.2 SUITABILITY OF SUBSURFACE GEOLOGY FOR HAZARDOUS WASTE

The following concerns were outlined by the Board:

1. Suitability of subsurface geology for hazardous waste
2. Safe disposal of hazardous waste
3. Adverse impacts on public health

Having regard to the above concerns raised by the Board, the Applicant proposes to no longer pursue the hazardous waste landfill option and will be focusing on the non-hazardous waste only. As such, all potential adverse impacts that could arise from hazardous waste have been completely eliminated as part of the revised development proposal.

6.3 VOLUME OF TRAFFIC GENERATED

The following concerns were outlined by the Board:

1. Access to subject site solely via a substandard network of Regional Roads
2. Congestion due to increased traffic levels on the R402, R403, R407 and R409 which have limited capacity for heavy goods vehicles
3. Endangerment of public safety by reason of traffic hazard.

TOBIN Consulting Engineers, with guidance from TrafficWise, have been appointed to examine the impacts of traffic and road safety in the vicinity of the site as a result of the proposed development particularly along the R402, R403, R407 and R409.

Proposed Haul Routes have been previously approved

The proposed principal haul routes are the same haul routes used by the existing WMF and the haul routes previously determined suitable to serve the proposed development of the MBT facility at the site. Condition 18 of the permission under An Bord Pleanála Case Ref. 09.PA0027 required a special contribution under Section 48(2)(c) of the Planning And Development Act

2000 as amended in respect of road improvements to the permitted haul routes. Prior to the Applicant's decision not to develop the MBT facility the Applicant had agreed a financial contribution that complied with Condition 18 to the satisfaction of Kildare County Council.

In agreeing matters relating to Condition 18 the Applicant and Kildare County Council would have anticipated the MBT Facility and existing WMF operating conjunctively. In reality, the proposed development will generate less HGV traffic. These considerations are a reasonable indicator that, in contrast to the 2017 application, Kildare County Council as the Roads Authority responsible for the management and maintenance of roads under the Roads Act 1993, is satisfied that the proposed haul routes can accommodate traffic of the type and volume generated by the current proposed development.

This was found to be the case during consultation with Kildare County Council roads and transport division, where there was general agreement that the proposed haul routes were agreeable in principle.

The road condition surveys (see Appendix 14-2 of the EIAR for full details) carried out have shown that many roads making up the proposed haul routes in general are appropriate and do not require structural overlays. Details are provided where overlays are required, and it is noted that some locations are in need of works to strengthen the load bearing capacity of the roads.

Proposed Reduction On HGV Vehicle Generation [J1][JS2]

It is noted that the previous concerns with regards to traffic generation were predicated on the expectation of a significant increase in the volume of traffic generated by the site which the Inspector's report suggested to be as high as 424 no. HGV two-way movements with a final figure of 310 no. HGV movements informing the Inspector's assessment. In comparison, the estimated traffic generation of the proposed development will be approximately up to 78 no. HGV trips per day (156 no. HGV two-way movements). The figure of 310 no. HGV two-way without the MBT facility would undoubtedly have constituted a 'significant' increase in traffic generation and it is this 'significant' increase that underpinned the reasons for refusal for the previous application (Case Reference ABP-300506-17).

Inherent in the grant of permission for the MBT facility is a determination that the existing haul routes are suitable for the existing or current volume of traffic generated by the Drehid WMF and the MBT facility combined. In refusing permission, the development previously proposed in 2017 had been adjudged to significantly increase HGV traffic perhaps by as much as double that considered in the MBT Facility application as arising from the MBT and existing WMF operating in tandem.

However, in terms of potential congestion arising from HGV traffic on site, the current proposal for the development of the site is less complex than the previous development considered under Case Reference ABP-300506-17 and that the total daily HGV traffic generation of the proposed development might reasonably be considered akin to continuance of the existing development according to the latest traffic assessments conducted on site. One of the core objectives in formulating the current proposal has been to limit daily HGV traffic generation at the facility to a value equal to or less than the current permitted facility operation). For further discussion see Chapter 14 of the EIAR.

In summary, it is expected that the forecast traffic arising from the proposed development is likely to result in a continuance or slight reduction in existing and historic HGV traffic generation at the site.

Chapter 7 “Lands, Soils & Geology”, Chapter 8 “Hydrology & Hydrogeology”, Chapter 6 “Biodiversity Flora and Fauna”, and Chapter 14 “Traffic and Transportation” of the EIAR sets out in further detail the potential effects of the entire proposed development on the baseline environment and also set out further mitigation measures to minimise any adverse effects of the existing conditions. The NIS that accompanies this application also provides additional mitigations measures that are to be implemented at each stage of the proposed development.

7.0 CONCLUSION

The previously proposed development and application made to An Bord Pleanála has been revised to address all of the original reasons for refusal that were produced by the Board. As a result, the revised proposal is for a landfill with increased disposal capacity to accept up to 440,000 TPA of non-hazardous waste only, including new associated landfill infrastructure, processing building, MSW Processing and Composting facility, odour abatement system, and ancillary infrastructure such as new surface water lagoons for attenuation from construction works, integrated constructed wetland, maintenance building with staff welfare facility, storage and a laboratory, bunded fuel storage area, car parking provision and all associated infrastructure to facilitate the proposed development.

Additionally, changes to the operational lifetime of the existing composting facility is sought by way of removing restrictions as contained in condition no. 2(2) of ABP Ref. PL.09.212059.

The revised proposal has been developed addressing issues raised by the Board such as, hydrological, hydrogeological and ecological impacts on the River Barrow and River Nore Special Conservation area and the traffic and safety impacts on the receiving environment surrounding the proposed development. There will be no hazardous waste processing or disposal on site, so that issue has also been addressed,

The EIAR prepared concludes that there are no significant or adverse impacts arising from the revised scheme with the careful implementation of mitigation measures proposed and outlined within the specialist chapters of the EIAR.

Furthermore, from a planning and development policy context, having regard to national, regional and local policies, it is apparent that an increase in the capacity of waste facilities is important while also identifying the subject facility at Drehid as a key waste management infrastructure within the region.

As such, it is suggested that the proposed development is in accordance with proper planning and sustainable development in the area.



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