



Pre-Planning Consultation Report

Materials Recovery / Recycling Facility and Inert Landfill

Kilsaran Concrete Unlimited Company

Ballinclare Quarry, Kilbride, Co. Wicklow

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1.0 INTRODUCTION

1.1 Purpose of this Report

This 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 materials recovery and recycling facility incorporating an inert engineered landfill facility at its quarry in the townlands of Ballinclare and Carrigmore, Kilbride, Co. Wicklow.

The application site and Kilsaran property holding at Ballinclare Quarry lies approximately 2.5km to the north-west of the small settlement at Kilbride, Co. Wicklow along the R772 Regional Road (the former N11 National Primary Road) and approximately 2.5km south of the village of Glenealy along the R752 Regional Road.

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 proposed development in advance of an application for Strategic Infrastructure Development to An Bord Pleanála (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 process
- (iii) Chapter Three: presents feedback received as part of the prescribed body consultation exercise.
- (iv) Chapter Four: describes the engagement channels used to facilitate and promote the public consultation.
- (v) Chapter Five: presents 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 operational up to June 2016, at which time extractive and on-site construction materials production activities were 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 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 decided to seek approval to establish and operate complementary construction and demolition (C&D) waste recovery facilities at the site which would operate for the duration of the landfilling activities.

On this basis, a Strategic Infrastructure Development (SID) application was made to An Bord Pleanála in April 2021 (ABP Ref. PA27.309991), which was ultimately refused permission in September 2023 primarily due to deficiencies in baseline ecological surveys. All other aspects of the scheme, including need, compliance with policy and traffic impact were all deemed to be satisfactory by the Board's Inspector in his report on the application.

Kilsaran intends to re-apply for planning permission for a materials recovery and recycling facility and inert landfill at the application site and in doing so, seeks to address the shortcomings of the previous application / proposal through the incorporation of more



extensive biodiversity enhancement measures and amendments to the long-term site restoration proposals. These measures include

- Establishment of native woodland in defined areas around the site
- Leaving section of upper quarry face exposed for peregrine falcon(s)
- Retention of settlement / treatment ponds and features of biodiversity value
- Provision for roosting bats and breeding / roosting birds (including Barn Owl)
- Establishment of artificial sand martin colony
- Establishment of perimeter deer fence (to include access points for mammals).

The revised application will also include a number of amendments to the previous SID application submitted in 2021, which in summary includes

- A reduction in the annual material intake from a maximum 800,000 tonnes per annum to a maximum of 600,000 tonnes per annum – comprising 550,000 tonnes of soil and stone (waste and by-product) and 50,000 tonnes of C&D waste (principally concrete, brick, bituminous waste / asphalt, tiles etc.)
- A reduction in the total volume of landfilled / deposited soil and stone to c. 6.5m tonnes;
- Installation of a new weighbridge on the inbound traffic lane
- Provision of queuing lanes within the site to facilitate HGV queuing within the application site at peak times;
- Installation of an additional wheelwash facility along the egress route from the landfilling area to immediately remove soil and mud carried on wheels or truck underbodies (rather than carry it through the site);
- Indicative design for upgrading works along local access road (L1157), specifically widening of the L1157 Local Road to 6m to provide for safe passing on oncoming HGV's, removal of passing bays at or close to farm accesses, incorporation of additional traffic monitoring and/or control measures and
- Establishment of appropriately funded community benefit scheme administered by WCC

The re-application will also have regard to advances in soil washing technologies and will also accommodate recent regulatory decisions by the EPA in respect of

- (i) by-product criteria for excess soil and stone criteria generated at greenfield construction and development sites which essentially allows it to be managed as a non-waste material under Article 27 of the EC (Waste Directive) Regulations of 2011 (S.I. 126 of 2011);
- (ii) end of waste criteria for recycled aggregates produced from construction and demolition waste materials

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).

As such, it was necessary to undertake a pre-application consultation process with An Bord Pleanála in accordance with Section 37B of the Planning and Development Acts to establish whether or not the revised development proposals should be classified as SID. Details of these consultations are provided in Section 1.3 below.



1.3 Strategic Infrastructure Development Pre-Consultation

On 6 February 2024, 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 11 April 2024 and a request was made by Kilsaran to close the pre-application consultation process on 13 May 2024. Having reviewed the matter, the Board concluded that the proposed development met the criteria for strategic infrastructure. As such, a Board Direction was issued to Kilsaran on 21 May 2024 under Section 37BE 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 resource recovery and recycling facility incorporating an inert engineered landfill facility for quarry backfilling and restoration; and
- (iii) the supporting of the proposals of National Strategic Outcomes of the National Planning Framework.

A list of prescribed bodies to be notified of the application for the proposed development was attached to the Board’s decision and formal letter to Kilsaran dated 21 May 2024.

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

1.4 Consultation Period and Purpose

Pre application consultation with Prescribed Bodies in respect of the proposed Strategic Infrastructure Development commenced on 23 July 2024, with comments invited by 24 August 2024. Follow up contact was undertaken with the Prescribed Bodies in an effort to encourage feedback, the target date for receipt of comments was extended to 13 September for those that had not managed to respond within the initial time period.

A public consultation exercise commenced with the circulation of a letter to local residents and the launch of a dedicated project information website on 12 August 2024, with an invitation to submit feedback and comments until 9 September 2024.

The purpose of this consultation was to:

- (i) provide the public with information on the proposed development and an opportunity to raise queries and discuss the proposed development and raise issues with Kilsaran representatives and their Project Team; and
- (ii) 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.

It is recognised that pre-application consultations can greatly assist in the early identification of potentially significant local issues, allowing them to be considered and addressed in the development and finalisation of development proposals. It provides the best opportunity to identify design alternatives (where available) and to implementing appropriate measures to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the surrounding environment (including Natura 2000 sites).



2.0 PRESCRIBED BODY CONSULTATIONS

As part of the pre-planning consultation process, the prescribed bodies identified by ABP were contacted by e-mail on 23 July 2024 and each received the following materials:

1. **Cover Letter:** notifying each prescribed body of the proposed development at Ballinclare Quarry and offering it the opportunity to provide feedback to the Project Team before a suggested date of 24 August 2024;
2. **Ballinclare Material Recovery and Recycling Facility Briefing Document:** which described the proposed development, the recycling of aggregates and landfill design aspects, and the post closure restoration and aftercare. The document also included a number of illustrations which provided further context regarding the development proposal.

Contact had been made with each of the Prescribed Bodies prior to sending the consultation documents in July, to ensure that the relevant contact was identified in advance and had the required advance notice of the request for feedback. A copy of the above-mentioned consultation materials is provided in Appendix B.

The Prescribed Bodies contacted are listed in Table 1 below.

Table 1
Prescribed Bodies Listed by the Board

Prescribed Bodies for Purposes of 27E(3)(c) of the P&D Act	
Wicklow County Council	Minister for Housing, Local Government and Heritage (Development Applications Unit)
Minister for the Environment, Climate and Communications	Inland Fisheries Ireland
Environmental Protection Agency	Fáilte Ireland
An Taisce	Health Service Executive
Transport Infrastructure Ireland	Eastern & Midland Regional Assembly
An Chomhairle Ealaíon (Arts Council)	The Heritage Council
Non-Prescribed Bodies for Purposes of 27E(3)(c) of the P&D Act (but contact advised)	
Health and Safety Authority	Eastern-Midlands Waste Regional Authority
Geological Survey of Ireland	

Each prescribed body was initially requested to acknowledge receipt of information about the project. Follow up phone calls were made to each body between 15th and 23rd August 2024 to establish if they wished to provide comment and provide feedback (and to agree additional time for them to do so if so required).

It was decided that the prescribed body consultation period should be further extended up to 13 September 2024, in recognition of heavy workloads advised by a number of contacts, as well as the fact that the consultation period overlapped with the summer holiday season. This extension of time was notified through reminder e-mails and follow up phone calls on a case-by-case basis. A consultation register was also maintained to keep a record of same.

Contact was made with all of the Prescribed Bodies, even where no specific comments / feedback was provided in respect of the planned development.



Copies of responses received are reproduced in Appendix C.

Uisce Éireann was not identified as a body which should be notified. However, on receipt of an e-mail from it requesting details of the proposed development, the consultation documents were also circulated to Uisce Éireann on 1 October 2024. Its feedback was received on the same date (see below and in Appendix C).



3.0 FEEDBACK FROM PRESCRIBED BODIES

The following sections present an overview of the key points raised in response to the consultation process undertaken with prescribed bodies from July 2024 to October 2024.

Where provided, the Applicant's response to prescribed body feedback is highlighted in bold font.

Copies of correspondence / feedback received from prescribed bodies and minutes of meetings held as part of the pre-consultation process are provided in Appendix C.

3.1 Wicklow County Council (WCC)

1. An email was received from Wicklow County Council on 23 July 2024, which advised that the Local Authority has no statutory role in relation to pre application consultations for SID development. The email included a copy of an earlier communication from SLR requesting a formal pre application consultation meeting, which had been declined by the Council. WCC advised that there is no provision under S37E of the Planning & Development Act 2000, as amended, for the Planning Authority to enter pre-app consultations on a SID application. **Noted**
2. WCC also clarified the statutory role of the Planning Authority in relation to a SID application is set out in S37E of the Planning & Development Act 2000, as amended. This includes a requirement for the Planning Authority to prepare a Report within 10 weeks of the date of making the application and to submit this to the Board. Prior to submitting the Report to the Board, the Planning Authority must submit it to the Elected Members of the Council and seek their views on the proposal. This would occur at a Council Meeting prior to the expiry of the 10-week period. **Noted**
3. Advice was provided within the email from WCC on 23 July 2024 that where specific technical questions arise in relation to any matter that the Council may have some technical role or expertise on, specific queries should be sent to the relevant personnel within the Council. On foot of this, details were provided of relevant contact personnel specifically within the Environment and Transport Departments of WCC. **Noted. Details of follow up with Council officials detailed in sub-sections below.**

3.1.1 WCC Environment Department

4. A meeting was held between Kilsaran and WCC Environment section representatives on site at Ballinclare Quarry on 24 July 2024. Kilsaran's ecologist for the project was also present. The objective of the meeting was to provide details of the proposed development and seek some feedback from Wicklow County Council officials dealing with its waste management functions. A walk was conducted around the site to view the areas of development and areas of interest.

The implications of recent developments and changes in legislation in relation to by-product material and non-waste were explained and specifically how they would have the effect of altering the classification of a large percentage of intake material from waste to (non-waste) by-product. Notwithstanding this, it was confirmed that all non-waste material intake would be subject to the same tracking, recording and control measures as waste materials.

Kilsaran outlined the procedures currently in place at their soil recovery facilities at Halverstown on Co. Kildare and Kilmessan in Co. Meath, both of which are licensed by the EPA. The same waste acceptance procedures will be implemented for the proposed development at Ballinclare Quarry.

Kilsaran also provided a briefing on the ongoing dewatering operations at the site and provided some details about the working of the water treatment plant. It was explained that it will be necessary to capture of as much surface water run off as



possible to supply the soil washing plant once the facility is operational. The project ecologist provided details of the proposed biodiversity measures to be implemented at the site.

5. Council representatives discussed the demand for soil recovery sites in Wicklow at the present time and highlighted the importance they attached to having such a facility in the region. In relation to the community fund that will be put in place if the project is permitted, council representatives suggested the potential for this to fund carbon / energy related home improvements for locals might be considered. **Noted**
6. Kilsaran explained how the community fund at its Kilmessan quarry is administered and discussed the benefits it provides for local communities. Kilsaran also explained that at some face-to-face meetings with its neighbours in the immediate vicinity of the quarry and the proposed haul route, it had been suggested that a local committee be set up to meet the quarry management on a regular basis, to provide feedback on the community fund and community engagement. **Kilsaran confirmed that it favours local engagement and always seeks to encourage open communication.**
7. Council representatives advised that the waste management function within the Department / Council would be in support of the project, especially as the number of sites available for the acceptance of inert soil and stone is continuing to decrease across the county. They noted the number of vehicles from Dublin passing through County Wicklow on the way to recovery facilities in County Wexford and the negative environmental impact this generates due to increased transport carbon emissions from longer travel distances. Additionally, they noted the greater emphasis in the re-application on washing of soils and the increased levels of aggregate recovery which would reducing the requirement for natural / virgin material in the construction materials sector. The circular economy benefits and the high regulatory management proposed for the project were also commended. **Noted**

3.1.2 WCC Roads Department

8. A meeting was held between Council engineers and Kilsaran representatives on 4 September 2024, at Arklow Municipal District offices. The meeting opened with a presentation to WCC which provided details of the proposed development and focussed specifically on related road and transport issues.

It was explained that following feedback from the public consultation, the proposals had been modified to only provide for opening for maintenance and other site related works on Saturdays, Sundays or Bank Holidays, with operations (i.e. intake, processing and dispatch of materials) being restricted to weekdays only. This measure would have the benefit of limiting potential development impacts on local amenity at weekends.

Proposed arrangements for vehicle queuing, and general proposals for managing traffic within the site, were presented to WCC.

It was explained that, in comparison with the 150 loads conditioned at the existing permitted quarry, the proposed new SID development would give rise to a reduction in the average HGV traffic generation at Ballinclare Quarry with a removal of all development HGV from L1113 Coolbeg Road and a relatively modest increase in site generated HGV along Local Road L1157. **WCC representatives asked for the assumptions and calculations that underpin the forecasts of traffic generation and for these to be set out in the Environmental Impact Assessment Report (EIAR) accompanying the planning application. Kilsaran confirmed that they already operate two similar waste facilities and the traffic generation forecasts will be informed by relevant data from those facilities.**



9. WCC highlighted that the speed limit on the L1157 is due to be reduced to 60km/h in November 2024 (on foot of forthcoming national initiative by the Department of Transport). In relation to the identified road improvements (strengthening and widening) measures, a related concern was that the improved road and running surface may have the unintended effect of encouraging higher vehicle speeds (thereby reducing road safety). Kilsaran noted that concerns had been expressed by some individuals at the public consultation around controlling vehicle speeds.

It was agreed that planning application drawings would identify indicative locations for solar-powered 'driver feedback' electronic signage, which would record data including vehicle speed and vehicle type and that that data could be used to monitor and influence driver behaviour. It was recognised that detailed engineering design and their exact locations and configuration could only be agreed with Council officials post-planning decision. Kilsaran also detailed measures implemented at its other facilities to manage driver speeds, such as maintaining time-stamped weighbridge records, requiring driver induction training and parking / speed enforcement measures. **WCC requested that Kilsaran consider incorporation of a pull-in area for An Garda Síochána as part of the proposals, to assist them in enforcement of speed limits. This will be considered, although the final decision on locations would require some level of input from An Garda Síochána, which it is understood would be managed and co-ordinated by WCC.**

10. The extensive consultation and road surveys undertaken as part of the previous SID application were discussed. It had been the Area Engineers recommendation and initial objective to abandon the informal one-way haulage system previously used when the quarry was operational and to instead use only the L1157 Local Road as the sole haul route serving the proposed development at the quarry. The Area Engineer ideally wanted to widen the L1157 to 6.0m and specific areas for widening works were identified in consultations between Kilsaran and the Area Engineer. **It was agreed that an updated road condition survey would be undertaken and a review of the indicative L1157 strengthening / widening proposals would be undertaken based on a joint pavement walkover inspection involving officials from WCC Roads Department and Kilsaran representatives.**

3.2 Minister for Housing Local Government and Heritage (Development Applications Unit)

1. The Development Applications Unit (DAU) is the coordinating unit for the Department of Housing, Local Government and Heritage, co-ordinating responses / submission from National Parks and Wildlife Service (NPWS), National Monuments Service, Underwater Archaeology Unit and Architectural Heritage. Whilst no submission was received from the central DAU in response to the direct consultation approach (Ref: G Pre 00224/2024), referral was made to a pre-planning consultation meeting held between NPWS and Kilsaran representatives.
2. The meeting referred to by DAU was held at the application site on 28 June 2024 and included a site walkover prior to the Kilsaran team providing a presentation of the revised development proposals to NPWS officials. The success of the Peregrine Falcon nesting season was discussed and the opportunities for NPWS staff to observe / tag and view CCTV footage of the birds was referenced.

The area of the upper rock face to be preserved post filling of the quarry void to allow continuous nesting opportunities for peregrine falcons was identified to NPWS.

General site arrangements and controls were explained in relation to water management and noise / air quality control. The monitoring arrangements such as laboratory sampling of treated process water and upstream / downstream samples from Potters River were described. In addition, it was explained that an independent



consultant carries out once monthly Q-Index kick sample analysis and reporting on upstream and downstream conditions of Potters River. Results of monitoring since December 2022 conclude that ongoing dewatering at Ballinclare Quarry has not had any notable adverse impact on the aquatic ecosystem of the Potters River.

An owl nest box supplied by NPWS staff and erected inside one of the barns on the application site was inspected. Plans to create a bat nesting area within the roofscape of one of the stone build barns were discussed. NPWS local staff provided advice on how to construct and maintain the space.

During the Kilsaran presentation on its revised proposals, the emphasis on recovering up to 75% of any suitable soil and stone imported to the facility was explained, as well as the benefits of reducing road haulage distances through backloading of HGVs, the reduction in need for virgin aggregates and closer sourcing of aggregate materials for concrete plants.

The new technology that allows for recycling of up to 95% of water from the soil wash plant. It was explained that the remaining water will be present in filter cake materials which will be placed in the landfill developed in the quarry void.

3. NPWS requested that local seeds be sourced for the planting of trees such as sessile oaks and Irish whitebeam. This is important to provide a form of continuity to the local biodiversity and wildlife corridor between the quarry and local SAC / pNHA areas such as Deputy's Pass and Glenealy Woods, which has a nationally important oak plantation. **Noted and incorporated in Landscape and Restoration Plans**
4. NPWS provided recommendations in relation to the Deer Management Plan which was being considered by Kilsaran. Recommended options contain openings for fox, badger and otters. NPWS also provided guidance on new, humane rat traps that would be preferable to use rather than rodenticide on the site. **Suggestions will feed into the Landscape and Restoration Plan and the biodiversity enhancement proposals being prepared in respect of the proposed development. Kilsaran outlined other proposed biodiversity enhancement measures to be included in the scheme, including barn owl nesting boxes, a nesting wall for sand martins, bat roosting enhancement, planting of native trees, clearance of undergrowth to encourage natural propagation, retention and enhancement of existing ponds, retention of quarry face for Peregrine Falcon nesting, etc. Details of planned biodiversity enhancement measures and proposed mitigation measures are presented in Chapter 5 of the EIAR.**
5. The implications of a loss of water flow from the site following dewatering and harvesting of water for the soil washing plant were discussed. NPWS did not consider that this would adversely impact Potters River as the flow was always quite large at the river. However it was acknowledged that a small flow off site would aid the health of the ponds and streams. **Kilsaran considers it possible to maintain a small flow of water through the discharge ponds and on into the Ballinclare stream and will include this in its on-site operational measures.**
6. On groundwater, it is not considered that there is a risk to the underlying waterbody. **Data loggers will be maintained at four or five local wells, with permission from the relevant landowners.**
7. It was confirmed that only inert material would be used for infill, and a non-waste suitable clay type liner will be placed in layers beneath. **The liner material will be permeability tested and will be required to comply with engineering design specifications.**



3.3 Minister for the Environment Climate and Communications

The Department of the Environment, Climate and Communications confirmed by email on 23 August 2024 that it did not have any separate submissions to make on the proposals, further to those made by the Geological Survey of Ireland which is a division of the Department.

3.4 Inland Fisheries Ireland

Comments were provided by phone on 12 August 2024, and a summary note was provided the following day. Owing to heavy caseloads, the following comments were provided in note form.

1. What contaminants in inert soils from “previously developed or ‘brownfield’ sites” and what will be the acceptable levels of these contaminant. Clarify what is the understanding of “lightly contaminated”. **Refer to details provided in respect of inert waste intake requirements / limits presented in Chapter 2 of the EIAR.**
2. What is the “alternative, equally robust, water treatment infrastructure” and how will treatment (for nutrients and potentially harmful impurities) occur during the dormancy period of the ICW. **There are a number of alternative methods of managing any surface water run-off arising across the application site which will avoid requirement for any off-site discharge including recirculation within the waste mass, recycling to the soil wash plant, pumping to water storage tanks for on-site dust suppression, tankering off-site or pumping to temporary balancing ponds. Some of these measures will be deployed initially while the proposed ICW is constructed and becomes established. Consideration could also be given to routing the impacted surface waters through the Siltbuster treatment system to achieve low suspended solids and thereby also lower contaminant concentrations. The in-service performance of the existing Siltbuster system is proven in treatment of off-site discharges to date. Refer to details provided in Chapter 2 of the EIAR.**

3. Initial Development (Landfill Phase 1A)

Excess run-off to be tankered off-site to where and for what reason? **Any run-off in contact with imported wastes found to have elevated levels of metals / contaminants will be captured and tankered off-site to a water treatment facility operated by a private industrial undertaking on a commercial basis or to a wastewater treatment plant owed / operated by Uisce Eireann.**

Any excess water in sump on quarry floor treated prior to discharge - clarify where this will be discharged to. **Details of treatment for any surface water run-off across the application site which does not come into contact with imported inert wastes is provided in Chapter 2 of the EIAR. The impact of off-site discharges to the local surface water drainage network at the Ballinclare Stream / Potters River is assessed in Chapter 7 of the EIAR.**

After capping / restoring top surface of Phase 1A, SW run-off captured by perimeter toe drain and discharged off-site without treatment - clarify where this will be discharged to. **Off-site discharges of overground surface water run-off over the restored landform at the end of Phase 1A will be to the local surface water drainage network at the Ballinclare Stream / Potters River. Refer to Chapter 2 and Chapter 7 of the EIAR.**

4. Follow-on Phase 1 Landfill Development

How will treatment (for nutrients and potentially harmful impurities) occur during the dormancy period of the ICW? **Modern ICWs can be designed to function effectively throughout the entire year in temperate climates and many have**



been installed and are working effectively in Ireland. Should monitoring identify an issue or concern around quality of off-site discharge, there is scope to manage surface water run-off by alternative methods should it be necessary to do so on a short-term basis, including by recirculation within the landfilled soil mass, recycling to the soil wash plant, pumping to water storage tanks or temporary balancing ponds, routing through the Silbuster system or tankering off-site.

Excess water collecting in sump on quarry floor treated by Siltbuster system and settlement ponds prior to discharge before being discharged off-site - clarify where this will be discharged to. **Off-site discharges of overground surface water run-off over the restored landform at the end of Phase 1A will be to the local surface water drainage network at the Ballinclare Stream / Potters River. Refer to Chapter 2 and Chapter 7 of the EIAR.**

5. Phase 2 Landfill Development

Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility - clarify where these will be discharged to. **Off-site discharges of surface water treated at the ICW will be to the local surface water drainage network at the Ballinclare Stream / Potters River. Refer to Chapter 2 and Chapter 7 of the EIAR.**

Run-off from capped landfill areas and C&D waste recovery facilities collected and directed to temporary balancing ponds. Excess water collecting in balancing ponds (if any) to be treated by Siltbuster system and settlement ponds prior to discharge - clarify where these will be discharged to. **Off-site discharges of surface water treated by the Siltbuster system will be to the local surface water drainage network at the Ballinclare Stream / Potters River. Refer to Chapter 2 and Chapter 7 of the EIAR**

6. Phase 3 Landfill Development

Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility - how will treatment (for nutrients and potentially harmful impurities) occur during the dormancy period of the ICW? **Refer to answer provided previously in response to Point 4.**

Run-off from C&D waste recovery facility treated (by ICW and/or Siltbuster system and settlement ponds) prior to discharge. After capping / restoring top surface, SW run-off captured by perimeter toe drain and discharged off-site without treatment - clarify where these will be discharged to. **Off-site discharges of surface water treated by the Siltbuster system will be to the local surface water drainage network at the Ballinclare Stream / Potters River or to the Kilmacurragh Stream, depending on final restored levels and whether area can be drained by gravity flow in collector channels. Refer to Chapter 2 and Chapter 7 of the EIAR**

3.5 Environmental Protection Agency (EPA)

No submission was received from the EPA. Confirmation of receipt of the consultation documents was provided on 26 July 2024. A reminder email was sent inviting comment / feedback on 13 August 2024 and a follow up phone call was made on 29 August 2024 during which heavy caseloads were reported as being a barrier to providing submissions on consultation documents. The extended timeframe for receipt of comments to 13 September 2024 was communicated but no submission was ultimately received.



3.6 Fáilte Ireland

A teams meeting was held between SLR and Fáilte Ireland on 6 September 2024, and a follow up email submission was provided by the latter was provided on 10 September 2024.

1. EIA should follow the Fáilte Ireland (2023) guidelines on Tourism in EIA. **Noted**
2. Provide details of the potential impacts on National Botanic Gardens at Kilmacurragh (c. 1km southwest) and Avondale – Beyond the Trees (c. 6.5 km southwest). **Relevant details are provided in Chapter 4 of the EIAR**

3.7 An Taisce

No submission was received. A follow up email was sent on 13 August 2024, following which An Taisce confirmed they were unlikely to provide comment at this stage (15 August 2024).

3.8 Health Service Executive

1. Consider wider determinants of health and wellbeing and examine all likely significant impacts, positive and negative. **Noted, and addressed in Chapter 4 of the EIAR**
2. Nearest sensitive receptors (such as homes, farms, schools, medical facilities, sports facilities and food establishments) should be identified, including any potential newly permitted. **Noted, and addressed within each of the technical EIAR assessments as appropriate**
3. Early and meaningful public consultation should be undertaken. **Noted, and consultation has been undertaken as detailed elsewhere in this report**
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. Ensure drinking water sources, including private wells, are identified and protected. Proposals for the sanitary disposal of wastewater and the provision of a potable water supply to the site canteen should be included. **Extensive hydrological and hydrogeological investigations have been undertaken to address potential impacts on private wells, taking into account baseline environmental conditions. Provision is also made for treatment of sanitary wastewater and provision of a water supply from a new groundwater well. Refer to Chapters 2 and 7 of the EIAR**
6. The EIAR should establish baseline air and noise conditions at the nearest sensitive receptors by means of background air quality monitoring. Air and noise monitoring should be undertaken prior to the commencement of operations at the quarry and throughout the operation of the site, and a prediction of noise impacts of the operation of the proposed development should be made. Due to the nature of the proposed development, generation of airborne dust has the potential to have significant impacts on sensitive receptors. A Construction Environmental Management Plan (CEMP) should be included in the EIAR which details dust control and mitigation measures. **Noted. Issues including proposed mitigation and environmental control measures assessed and addressed in Chapters 8 and 10 of the EIAR**
7. Ensure the potential for cumulative impacts is identified. **A planning search has been undertaken to identify any other proposals in the wider area that could, together with the proposed development, cause a cumulative effect**



8. The EIAR should consider an assessment of alternatives, including using renewable energy options for plant and machinery. **An assessment of reasonable alternatives is provided in Chapter 3 of the EIAR. An assessment of the measures that will be made in relation to limiting climate impact is presented in Chapter 9 of the EIAR**

3.9 Transport Infrastructure Ireland

The developer/scheme promoter should have regard, inter alia, to the following:

1. Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes. **A meeting has been held with officials in WCC Roads Department to review indicative future road upgrade / improvement works in the area. Potential changes including carriageway widening, pavement strengthening and traffic control measures have been discussed**
2. TII would be specifically concerned with the potential significant impacts the development would have on the national road network (and junctions with national roads), in the proximity of the proposed development, including potential haul routes. **Chapter 14 of the EIAR presents an assessment of the impact of the proposed development on the roads and traffic and concludes that it will have no significant direct impact on the capacity of the national road network. Opportunities will be sought to upgrade / improve the local road network around the application site and to improve access to the future development**
3. The developer should assess the visual impacts of existing national roads. **Potential changes to views, including from local roads, are assessed in Chapter 13 of the EIAR**
4. The developer should have regard to any EIAR / EIS and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should in particular have regard for any potential cumulative impacts. **Noted. No potential road scheme has been identified in the area. A GIS search has been undertaken to identify any developments with potential for cumulative impact in the local area and where relevant, these are addressed in EIAR chapters**
5. The developer should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works). **Noted, standards are referenced with respect to matters of road improvement works and access parameters, including visibility.**
6. The EIAR should have regard to TII's Environmental Assessment and Construction Guidelines, including the Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (March 2014). **Noted**
7. The EIAR should consider the European Communities (Environmental Noise) Regulations, 2018, (S.I. No. 549 of 2018), 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 Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (National Roads Authority 2014)). **Noted**
8. It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. **Noted, EIAR Chapter 14 addresses Traffic and Transport.**



9. In relation to National Roads, TII's Traffic and Transport Assessment Guidelines (2014) should be referred to in relation to proposed development with potential impacts on the national road network. **Noted, the primary reference in the preparation of EIAR Chapter 14 is TII Publication PE-PDV-02045 'Traffic and Transport Assessment Guidelines' (May 2014)**
10. The scheme promoter is also advised to have regard to Section 2.2 of the NRA / TII Traffic and Transport Assessment Guidelines which addresses requirements for sub-threshold TTA. Any improvements required to facilitate development should be identified. It will be the responsibility of the developer to pay for the costs of any improvements to national roads to facilitate the private development proposed as TII will not be responsible for such costs. **Noted, no improvements are required to national roads to facilitate the proposed development.**
11. The designers are asked to consult TII Publications to determine whether a road safety audit is required. **Noted**
12. In the interests of maintaining the safety and standard of the national road network, the methods/techniques proposed for any works traversing / in proximity to the national road network should be identified. **Noted**
13. In relation to any proposed haul route, where abnormal 'weight' loads are proposed, separate structure approvals/permits and other licences may be required. All national road structures on the haul route through all the relevant County Council administrative areas should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal 'weight' load proposed. Requirements for any 'Exceptional Abnormal Loads' should also be considered. **Noted, the proposed development does not require any abnormal loads. The proposed development will generate traffic with similar characteristics to those already permitted to service the quarry.**
14. The national road network is managed by a combination of Public-Private Partnership (PPP) Concessions, Motorway Maintenance and Renewal Contractors (MMaRC) and local road authorities in association with TII. **Noted**
15. The applicant/developer should also consult with all PPP, MMaRC and road authorities over which the haul route traverses to ascertain any operational requirements, including delivery timetabling, etc. to ensure that the strategic function of the national road network is safeguarded. **Noted**
16. Where temporary works within any MMaRC boundary are required to facilitate the transport of abnormal length or weight loads to the site, the applicant/developer shall contact thirdpartyworks@tii.ie in advance, as a works-specific Deed of Indemnity will be needed by TII before the works can take place. **Noted**
17. Additionally, any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal loads (e.g. tearing of the surface course, etc.) shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the road authority prior to the commencement of any development on site. **Noted**
18. Any road safety audit requirements should be addressed. **Noted**
19. In relation to greenway proposals, consultation with Wicklow County Council's own internal project and/or design staff is recommended. **Noted.**

3.10 Eastern & Midland Regional Assembly (EMRA)

The EMRA confirmed by e-mail on 13 August 2024 that it did not have any submission to make in respect of the proposed development.



3.11 An Chomhairle Ealaíon (The Arts Council)

An Chomhairle Ealaíon (The Arts Council) confirmed by e-mail on 24 July 2024 that it did not have any submissions to make in respect of the proposed development.

3.12 The Heritage Council

No submission was received from the Heritage Council. Confirmation of receipt of the consultation documents was provided on 13 August 2024. A follow up phone call was made on 15 August 2024 but the relevant contact was not in the office. A follow up email was sent on that date, and a final email was sent on 27 August 2024 to advise of the extended timeframe for receipt of comments to 13 September 2024. No submission was received.

3.13 Health and Safety Authority (HSA)

The HSA confirmed by email on 6 August 2024 that it did not have any submissions to make in respect of the development proposals.

3.14 Eastern-Midlands Waste Regional Authority (EMWRA)

1. A submission letter dated 5 September 2024 was received from EMWRA. focussed on the positive alignment of the proposed development with several policies and objectives set out in the National Waste Management Plan for a Circular Economy 2024-2030 and specifically the achievement of 0% waste growth over the course of that Plan. Given that C&D waste makes up 60% of total waste (2021 data) generated in Ireland, the authority considered that the construction and development must shoulder much of the responsibility for meeting this ambition.
2. Attention was drawn to the need for the proposal to consider compliance with the waste hierarchy and the local planning authority's individual siting policies, as well as having regard to the volume of existing / established capacity in the relevant waste markets.
Noted
3. EMWRA requested that they be advised of lodgement of the SID application to An Bord Pleanála. **Noted**

3.15 Geological Survey of 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) during quarrying to check for interesting new stratigraphies / as they might become exposed and to establish if the quarry site is worthy of recognition post extraction and through aftercare/restoration planning.
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.

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 datasets and tools found under our Data & Maps section of our website 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: Geological Survey of Ireland - Irish Concrete Federation, 2008. Geological Heritage Guidelines for the Extractive Industry. **Noted**

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. 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. **It is not currently proposed to undertake any additional investigations. No new excavations / rock face exposures will be required or developed as part of the proposed development.**

3.16 Uisce Éireann

Uisce Éireann was not identified by ABP as a prospective consultee when making its decision in respect of SID. However, on receipt of an email query in respect of the proposed development from Uisce Éireann, the consultation documents were circulated to it on 1st October 2024. Feedback was received on the same date.

With the revised application, Uisce Éireann wants to see how the concerns raised / further information required previously have been addressed in the updated EIAR, including:

1. Existing flooded site contains elevated levels of arsenic – concentrations in watered void compared to boreholes on site would suggest the altering of topography within the site has altered the leachability of arsenic. **It is noted that arsenic levels in the ponded water in the quarry void and in the 3 groundwater monitoring boreholes at the application site is elevated above Groundwater Regulations threshold criteria. As arsenic is not used on site, it is deemed to be naturally occurring. It is understood that the arsenic concentrations in the quarry void is related to its dissolution from bedrock and geochemical reactions with other minerals which are likely present in rock faces exposed by past quarrying activities. Much of the impacted surface waters which had ponded in the quarry void have been successfully treated and discharged off site without any identifiable adverse impact on the status of the Potters River. Further details of treatment and monitoring of off-site discharges is presented in Chapter 7 of the EIAR.**



2. Proposed backfill has the potential to alter existing groundwater flows, levels and quality – a significant inflow was detailed at BH2 and it is not established that the proposed development will not alter groundwater flow in the area with potential impact on local domestic and agricultural wells. **When the application site was being actively quarried, it was reported that there was little inflow of groundwater from the quarry faces, not unsurprisingly as the diorite bedrock is a poorly productive aquifer. Historically, the three potential production wells installed at the quarry recorded no significant inflows at depth in the bedrock. It is also noted that the well survey undertaken around the application site identified multiple groundwater wells on adjoining properties which would strongly corroborate the view that there is poor yield from this aquifer. A near surface cavity was encountered in bedrock at one groundwater monitoring well with a significant inflow at 6m depth. However in the absence of any sustained inflows from the rock face at this location when the quarry was previously active, it is concluded that any near surface cavity at GW2 is localised, and not laterally continuous or persistent. Any yield encountered in bedrock at this location or indeed anywhere else around the quarry would not therefore be sustained.**

Following the completion of the proposed quarry backfilling / landfilling activities, groundwater levels within the bedrock which have been depressed by dewatering will rise and return to a higher natural (equilibrium) level across the site. It is likely that this would occur over an extended time period and given the low permeability of the bedrock, it is likely that the resultant rise would be localised around the quarry void and application site. Based on past experience of operating this site as a (dewatered) quarry and other evidence presented in Chapter 7 of the EIAR, it is concluded that the proposed inert landfill will not have a significant impact on groundwater supplies to local domestic and agricultural wells in the surrounding area and that any impact on groundwater levels beyond the localised quarry footprint is likely to be negligible.

3. Soil washing and C&D operations may alter pH which could affect the mobility of metals in the effluent. **All water used in soil washing activities at the application site is recycled and there is no off-site discharge from the wash plant to local surface water bodies. Notwithstanding this, the on-site water treatment plant and/or proposed integrated constructed wetland will have the capacity and flexibility to treat any expected elevated metal concentrations should they arise in run-off in contact with imported waste materials. Refer to Chapter 7 of the EIAR for further details.**
4. Details on the effectiveness of arsenic treatment during dewatering phase – additional inflows likely to occur during dewatering as the water table is lowered. Dewatering of base of flooded area could remobilise sediment which would affect treatment effectiveness. **As of October 2024, the former quarry void at Ballinclare is almost completely dewatered and it is notable that there is little if any groundwater inflow to the quarry sump from surrounding bedrock and that most inflow to the sump now comprises surface water run-off over the quarry floor and the surrounding catchment. As this surface water run-off is likely to be less impacted by elevated arsenic concentrations, it is expected that arsenic concentrations in off-site discharges will reduce over time rather than increase above the levels which have been successfully treated to date.. At the present time, pumping and treatment is being undertaken on an intermittent basis to maintain the water level within the final bench / large sump at a relatively constant (low) level above the deepest point on the quarry floor. It is envisaged that this sump wont ever be completely dewatered and that it will in time be backfilled with natural granular materials as future landfilling activities progress toward the centre of the quarry.**



5. Details of effectiveness of arsenic treatment during the operational phase – elevated arsenic in discharge could impact on the Potters Stream. **Based on experience and insights gained during the quarry dewatering activities over the past 2 years, it is expected that the concentrations of arsenic in any off-site discharge from the application site will reduce as the volume of groundwater inflow to the quarry will constitute only a small proportion of any off-site discharge and the volume of water in contact with exposed rock faces to effect geochemical reactions which could release arsenic in solution will be negligible. Notwithstanding this, it is reiterated that the impacted waters in the quarry void have been successfully treated and discharged off site over the past 2 years without any identifiable adverse impact on the status of the Potters River. This provides a high degree of confidence that the levels of arsenic in future run-off generated across the application site can be readily treated and managed so as to avoid any adverse environmental impacts. Refer to Chapter 7 of the EIAR for further details.**



4.0 FACILITATING PUBLIC CONSULTATION

A number of channels were used in the course of the pre-application consultation to provide information in respect of the proposed development to the local community and the wider public. The objectives of the consultation were to inform people in advance about the proposed future development at the application site and the upcoming SID application. It also provided an opportunity for the public to provide feedback in respect of the proposals and to make submissions and suggestions to reduce potential development impacts.

There was already a high level of public awareness about the proposed development at Ballinclare Quarry rising from the earlier SID application in 2021 (ABP-309991-21) and this exercise was, for many, an update on the development proposal and the amendments made to it on foot of the rejection of the previous earlier SID application by the Board.

The information and communication channels used for the public consultation are outlined in summary in Table 2 below and described further in the following sections.

Table 2
Information and Communication Channels Used

Information and Communication Channels
Project Website
Dedicated Email and Postal Address and Social Media Links
Open Forum Information Event held locally
Letters to Residents

4.1 Project Website

A dedicated project website, <https://www.ballinclarematerialsrecovery.ie/> went live on 12 August 2024, and provided the following information.

1. **Project Introduction:** It introduces the project team, the existing site layout and the changes to the proposed development since the previous SID application.
2. **Information on Aggregate Recycling:** Provides further detail on the extent of potential to reclaim valuable building materials from Construction and Demolition waste, with case study provided.
3. **Waste Acceptance Controls:** Detail regarding the stages of approval and traceability of waste to be brought to site, and compliance/testing 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. **Restoration of Site:** Further detail and visual aids to show the final planned restoration of the site.
5. **Traffic and Biodiversity Management:** Information regarding the proposed haul route and traffic management as well as proposals to enhance opportunities for wildlife at the site for the future.
6. **Video:** Explaining the processes proposed at the site using an example of an operational site.

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



4.2 Dedicated Email and Postal Address

A dedicated email address was created to allow members of the public to provide feedback regarding the development proposal. The email address was:

info@ballinclarematerialsrecovery.ie.

Kilsaran provided links to its social media accounts to enable contact via this method. It also provided details of a postal address for interested members of public to provide feedback or submit queries in respect of the proposed development:

Ballinclare Quarry Material Recovery and Recycling Project,
Kilsaran Concrete,
Piercetown,
Dunboyne
County Meath.

4.3 Letters to Residents

Information letters were hand delivered to homes, residential properties, farms and commercial properties within a 1km radius of the application site and to residential homes and other properties located along the L1157 Local Road leading to it from the R772 Regional Road (also known locally as the Breagura 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 provided in the letter for those that preferred to respond via e-mail or post. The letter also provided notice and invitation to all residents to the community consultation event detailed below.

A copy of the letter circulated to local residents is reproduced in Appendix E.

4.4 Community Consultation Event

A community consultation event was hosted at the Green Angel Skincare / Junction 18 Café premises (formerly 'The Tap' restaurant) in Kilbride on the evening of 21 August 2024, between 16.00 hours and 20.00 hours.

There was an open invitation for all interested parties to attend, as advertised on the dedicated project website, letters to residents and an advert / public notice published in the Wicklow People local newspaper on 14 August 2024.

The event was an informal and open forum where a series of display boards were on display, including photomontages of the proposed development and information on environmental topics. Kilsaran company representatives were available for question / discussion in relation to any potential concerns, together with a number of agents and technical specialist advising on the development impacts. Input and feedback was invited for incorporation and consideration in finalising the scheme design and development proposals, with particular interest and focus on suggestions as to how potential development impacts could be further reduced or minimised. Approximately 40 individuals attended the event.

4.5 Consultation Period and Opportunities to Issue Feedback

The public consultation period began with hand delivery of letters to neighbouring residents and launch of the dedicated project website on 12 August 2024, as described above. Comments were invited via email or post until 9 September 2024.

All means 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.



5.0 FEEDBACK FROM PUBLIC CONSULTATION

This Chapter of the report presents details of the principal issues raised at the public consultation event held on the 21st of August and in written feedback which was subsequently provided during the public consultation period. Each submission has been reviewed and considered in finalising the development proposals.

There were 31 written submissions received from the public, the main topics of which are summarised in tabulated format in Appendix F. The full contents of the 31 submissions received are also reproduced in Appendix F. For the purposes of confidentiality, identifier numbers from P1 to P31 have been assigned to each submission and identifiable personal details have been blacked out, apart from those of public representatives and community groups.

For convenience and consistency, the issues raised and discussed in the following sections, were categorised according to their environmental impact / topic and in most cases the relevant / corresponding EIA Chapter. These categories are outlined in Table 3 below.

Table 3
Most Frequent Issues Raised in Written Public Submissions

Broad Topic Area	# References
Traffic and Road Related	62
Water emissions, including potential release of asbestos to water, impacts on private wells and potential for flooding	44
Noise and dust emissions, including potential release of asbestos dust	41
Biodiversity, including potential impacts on wildlife, particularly new peregrine falcon community and opportunities to create new habitats	37
Community effects, through potential stress, impact on livelihoods/property values and inequitable allocation of proposed community fund	32
Cumulative effects of a large amount of traffic generating development such as other landfill/quarries, and tourist attractions such as Avondale Park and Kilmacurragh Gardens	15
Management of the Facility, including control of incoming materials	14
Criticism of the consultation process being limited in reach and during holiday period	11
General distrust of Kilsaran Team, due to perception that this is just a duplicate of last application that was refused and complexity of information presented	10
Tourist attractions, potential disturbance to amenity of Kilmacurragh Gardens and Avondale Park	10
Opportunities to offset CO ₂ impacts of the proposals to provide a conservation land bank	2
Other – 12 recommendations to enhance the proposals	1



The following sections provide an overview of the key points identified on foot of the consultation process undertaken with the public between August and September 2024. Submission points are presented as per the relevant category assigned, but additional headings are also included as required to ensure that all issues raised at the in-person consultation event on 21 August 2024 are addressed.

5.1 General Comments

1. The proposed development has already been refused permission by An Bord Pleanála. Apart from a change in wording / emphasis / manner or its presentation, it is still the same basic proposal. There is no real or significant or material difference in the development currently being proposed that would warrant its reappraisal by ABP. **The new proposals have been revised to incorporate a number of significant changes including more extensive biodiversity enhancement, advances in soil washing technologies and to reflect recent changes in EPA criteria with regard to materials that can be managed as non-waste by-product. In addition, the annual material intake will reduce from a maximum 800,000 tonnes per annum to a maximum of 600,000 tonnes per annum. There will be a new weighbridge on the inbound lane and queueing lanes will be provided within the site to facilitate queueing of inbound traffic at peak times. An additional wheelwash facility will also be provided to reduce mud being carried around the site and onto the local road network. A number of amendments to the indicative road upgrade works have been identified along the L1157 Local Road leading to the site, including widening it to 6m along its full length and removing passing bays at or close to farm accesses. A more comprehensive groundwater well survey at surrounding properties and evaluation of potential development impacts thereon has been carried out and a new Community Benefit Fund is also envisaged / proposed.**
2. The area already has a high concentration of landfills and dumps. The proposed development will be adding to an already over-burdened environment. Existing facilities have noticeable noise / dust / traffic / mud / road drainage impact. **Having regard to the conclusions presented in the EIAR accompanying the planning application, the permitted, pre-existing land use at the application site and cumulative impact assessments, Kilsaran considers that the environmental impact of the proposed development is broadly acceptable.**
3. Prior experience within the local community around the development of the municipal landfill facility at Ballynagran does not instil confidence in respect of the proposed development at Ballinclare. **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. As previously noted, Kilsaran recognises its responsibilities to local communities and will continue striving to develop and maintain good working relationships with local residents and enterprises nearby. 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.**
4. Local residents should not be made to pay for a private development, either through reduced property values or impingement on their freedom to live their daily lives in safety and without massive disruptions being imposed. **Refer to response to Point 2 above.**
5. Why did surveys prior to purchase of site by Kilsaran in 2014 not identify the presence of naturally occurring asbestos? This undermines confidence in the value



and reliability of surveys and assessments being presented in respect of this site / development. **Pre-purchase surveys are undertaken in good faith, based on the extent of available mapping, historical / baseline information, ground investigation and/or resource assessments available at the time. It is not possible to have absolute certainty about ground conditions until these can ultimately be exposed / excavated and observed. The occurrence of asbestos is relatively localised at the quarry and was not identified any time previously. Continual monitoring and testing of construction materials is carried out at Kilsaran extractive sites as excavations progress precisely for this reason and this is how the issue came to light at Ballinclare Quarry. Notwithstanding this, there are no concerns around naturally occurring asbestos as the proposed development will not require any further excavations to be developed in the local bedrock and in will in fact eliminate any concerns by covering any exposures with landfilled soils.**

6. Driving inert soil to and from the quarry in Ballinclare is not sustainable. Soil washing should happen at or close to the sources and only the unusable filter cake material should be transported to the site for final disposal. This is the only way to reduce the carbon footprint of the operation. **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. Potential alternatives are addressed in Chapter 3 of the EIAR and development impacts on Climate are assessed in Chapter 9.**
7. The planning application should include a list of all other sites considered for the stone washing and aggregate recovery operation, together with a full analysis of the studies / surveys conducted to determine their suitability and a justification for site activities at Ballinclare as opposed to (a number of) smaller sites closer to the sources. **Noted. Chapter 3 of the EIAR presents an assessment of a number of potential alternatives for the proposals, including alternative locations.**

5.2 Traffic and Road Related

1. The local narrow road network is completely unsuitable for such a high volume of HGV traffic travelling in opposing directions. The road is not wide enough for 2 HGVs to pass safely. The road surface is poor and is potholed. **There is a history of traffic movements on the local road network associated with permitted quarrying activity. The identified road improvement works submitted with the SID application includes for road repair, carriageway strengthening, and a scheme of carriageway widening to 6m along the full length of the L1157 Local Road. This will ensure that the road can satisfactorily accommodate all passing local traffic, including HGV traffic generated by the proposed development at the application site.**
2. The volume of HGV traffic that this development will bring onto the small rural roads could be a serious risk to local motorists' lives. **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 traffic related impacts and conflicts, including traffic management and speed reduction measures. Refer to Chapter 14 of the EIAR. 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.**



3. The volume of traffic being proposed would mean that the roads will be far too dangerous for pedestrians, cyclists, joggers, horse-riders, etc., all of whom currently use these local roads for such activities. **Refer to Point 2 above.**
4. The volume of traffic on the local road network has increased significantly since the quarry was operational / closed. **Significant levels of HGV movements are already permitted and established along this section of road under the existing quarry planning permission. Chapter 14 of the EIAR provides a comprehensive assessment of the volumes of traffic on the receiving road network taking account of permitted (quarry) development and both with and without the proposed development.**
5. The proposed two-way system on the L1157, and the widening of the road will cause serious damage to the habitat on that road, both during construction and operation. **Many of the impacts associated with the proposed development are similar in nature to those previously generated by long-established extractive land use at the application site. The L1157 Local Road widening works provide for localised pavement widening, carriageway strengthening and regrading of existing drainage swales and will not require any tree felling or hedgerow removal other than for reasons of traffic and/or public safety – as the Road Authority for the area, this is the responsibility of Wicklow County Council .**
6. Allowing Kilsaran to operate such a high volume of HGV traffic on the L1157 is effectively giving them a monopoly on the road and the equivalent of handing the control of a public road over to a private commercial company. It's unconstitutional. **The works identified along the L1157 Local Road are to be undertaken by or at the behest of the Local Authority for the benefit of all road users. EIAR Chapter 14 sets out the assessment criteria that gave rise to the Planning Authority preference for a revised haul route. Wicklow County Council is the authority responsible for maintenance and upkeep of the public road network. If this project is approved, Kilsaran would expect to make a contribution towards the upgrade and maintenance of the road over the life of the proposed development.**
7. Can you give an assurance that the L1113 will not be used as a haulage route? The L1113 is the most convenient route to the quarry – what measure are you taking to ensure that trucks stick to the chosen route? **Kilsaran will issue directions to drivers / hauliers regarding the permissible haul route and will also implement a number of measures to monitor and track haulier compliance, with sanctions imposed in the event of any detected non-compliance. Refer to Chapter 14 of the EIAR.**
8. The L1113 is unable to accommodate large numbers of HGVs. Traffic levels along the road have increased due to increasing popularity of Kilmacurragh Gardens as a tourist attraction and diversion of traffic between Wicklow and Rathdrum (away from Rathnew as it is now congested). **Noted. No HGV traffic to or from the proposed development will use L1113. The permitted quarry development would, if implemented, give rise to 150 HGV per day on L1113. The revised haul route associated with the proposed development will reduce that potential impact and thus have a potential positive effect on L1113.**
9. The proposal should provide for implementation of a one-way HGV traffic flow along the L1113 and the L1157 that will not necessitate widening of the L1157. **Extensive consultations with the Roads Authority and subsequent road condition and road traffic assessments identified a preference for the proposed haul route (instead of the referenced arrangement which was previously employed when the quarry was operational). Details of the consultations which influenced this decision are presented in Chapter 14 of the EIAR. This Chapter also provides a**



comprehensive assessment of the development impacts on the receiving road network. Since L1113 and L1157 are already trafficked by HGV, the need for opposed passage arises in both haul route scenarios.

10. Kilsaran has failed to acknowledge the local history of ‘accident black spots’ along the proposed haul route or to recognise that the re-introduction of large numbers of HGVs onto local roads will put local lives at risk. **Chapter 14 of the EIAR provides a comprehensive assessment of various scenarios modelled in the evaluation of potential impacts on the receiving road network. Road infrastructure improvements are identified and Chapter 14 evaluates various traffic flow scenarios including the permitted quarry operating at the permitted ceiling of 150 HGV loads per day. None of the local roads are identified as having ‘accident black spots’. It is understood that prior to the opening of the M11 the R772 (former N11) had an identified history of accidents. A contributory factor is understood to have been the volume of traffic using that route. Prior to opening the M1 volumes on the R772 (former N11) were in the order of 20,000 vehicles two-way per day including approximately 1,200 HGV. That flow has reduced by approximately 90% and it is understood that the R772 is no longer identified as an accident black spot.**
11. Reintroducing such a high volume of HGV traffic onto the Ballinameesda Bends will result in a step back in history when lives were lost and it was an infamous black spot. **Much of the accident record at the Ballinameesda Bends is related to the time when it formed part of the N11 National Primary Route between Dublin and Wexford / Rosslare and carried considerably higher levels of traffic than it does now. Much of this traffic is now carried by the M11 Motorway and traffic levels along this stretch of road (now part of the R772 Regional Road) is much reduced from historical levels, with a corresponding reduction in potential traffic safety hazard levels. The proposed development will not re-introduce the pre-existing volumes of traffic on the N11, it has the potential to re-introduce the traffic already permitted at Ballinclare Quarry.**
12. A hard shoulder and/or footpath should be provided along the Ballinameesda Bends to ensure the safety of pedestrians and cyclists. No new development is proposed outside existing quarry footprint. **Improvements to promote and support active transport across the wider road network where none currently exist are the responsibility of the Roads Authority and not the Applicant. As previously noted, this application includes indicative road improvement works for the length of the L1157 Local Road between the application site and its junction with the R772 Regional Road.**
13. Any traffic proposals should include reducing truck speed limits to a max of 60km/h, see the introduction of traffic calming measures, and the use of permanent speed cameras to police driver behaviour. **Significant levels of HGV movements are already permitted along this section of road under the existing quarry planning permission. The speed limit on L1157 is programmed to reduce from the current 80km/h to 60km/h in early 2025. Kilsaran will issue direction to drivers / hauliers that speed should be limited along the local road and will install traffic control measures and speed monitoring equipment along the road (subject to agreement with the Roads Authority).**
14. Increased HGV traffic will seriously impede and/or disrupt farming vehicle activity in the area. **The proposed development will give rise to removal of quarry generated HGV traffic from L1113 Coolbeg Road and will give rise to a modest increase in HGV on L1157 relative to that permitted at the previously operational quarry. It is considered that farming and traffic generated by**



proposed development activities can co-exist as before in an improved road environment.

15. The volume of trucks being proposed per annum needs to be drastically reduced. This can only be done by reducing the proposed intake from 600,000 tonnes to 300,000 tonnes per annum. **As indicated in Point 13 above, there is a history of traffic movements on the local road network associated with permitted quarrying activity. It should be noted at the outset that Kilsaran has reduced the proposed maximum intake / traffic limits from existing / previously permitted levels to address local resident's concerns around potential traffic related impacts. Chapter 14 of the EIAR provides an assessment of potential traffic impacts across the receiving road network.**
16. There needs to be a fixed daily limit on the number of trucks that can drive to and from the facility. The annual limit needs to be spread out evenly over the days of operation. **To provide a degree of operational flexibility, Kilsaran is seeking to have the maximum intake set on an annual maximum basis – this affords it a degree of flexibility in managing variations in the levels of intake as it is tied to development activity across the year. The intake and/or output of materials at comparable facilities is regulated on this basis by the bulk of existing planning permissions and EPA industrial / waste licences for this reason. Notwithstanding this, an assessment of the impact of upper value traffic levels on the local road network is provided in Chapter 14 of the EIAR.**
17. A strict, fixed hourly limit should be imposed on the number of trucks that can drive to and from the facility to avoid overly congested periods. **Refer to Point 16 above. This (amended) development proposal includes provision for queuing of HGVs within the application site to ensure that HGV queuing does not extend to the local road network. There is significant redundancy built into the reception and queuing system proposed and this is set out in Chapter 14 and the associated drawings provided in Appendix 14-C. The queuing regime can accommodate approximately 30% of a total daily HGV traffic and so is considered extremely robust.**
18. HGVs must be prevented from arriving before 08.00 and must not be allowed to queue on the road. **Kilsaran envisages that hauliers will arrive at the proposed facility after 07.00 hours and materials can be loaded or unloaded after that time, no waste processing activities will take place before 08.00hours. As noted in Point 17 above, provision will be made for HGV queuing internally within the application site to avoid early morning queuing along the local road network. The proposed development will not give rise to queuing in the public road.**
19. HGV traffic build up on the roads, and or HGV parking within 10km of the facility cannot be allowed. **Noted. Refer to Point 17 above.**
20. Kilsaran will need to guarantee that no hedgerows along the haul route will be removed or damaged. **All indicative works to strengthen and widen the L1157 Local Road are within the public road as defined in the Roads Act 1993 and will be undertaken by the local Road Authority. Only vegetation which presents a risk to traffic safety along the public road network will be removed as part of the proposed development. Refer to Chapter 5 and Chapter 14 of the EIAR.**
21. Kilsaran will need to give guarantees that no trees along the haul route will be removed, damaged or left dangerously close to the road edge where they could be damaged long term. **Only vegetation which presents a risk to traffic safety along the public road network will be removed as part of the proposed development. Refer to Chapter 5 and Chapter 14 of the EIAR.**



22. There should be a footpath inserted the length of the L1157 for safe passage of pedestrians. **It is noted that there are significant levels of HGV movements already permitted along the local road network by the existing quarry planning permission. Any new development required to promote or support active or sustainable travel beyond the application site is the responsibility of the Roads Authority and not the Applicant. The indicative improvements proposed for the L1157 will increase the width of the road and create more space for road users to pass safely. Kilsaran will also issue direction to drivers / hauliers that speed should be limited along the L1157 Local Road and will install traffic control measures and speed monitoring equipment along the road (subject to agreement with the Roads Authority).**
23. There is dedicated bus route on the chosen route for haulage trucks. How do you propose to guarantee the safety of those people who walk to the bus stops? **It is noted that there are significant levels of HGV movements already permitted along the local road network by the existing quarry planning permission. Any new development required to promote or support active or sustainable travel beyond the application site is the responsibility of the Roads Authority and not the Applicant.**
24. How can Kilsaran control the behaviour of hauliers and HGV drivers along local roads if they are not directly employed by them. **Kilsaran will issue direction to drivers / hauliers that speed should be limited along the L1157 Local Road and will install speed monitoring equipment along the road (subject to agreement with the Roads Authority). Any individual driver / haulier who fails to adhere to the traffic haul route will be subject to a series of escalating sanctions which could ultimately see them (or their vehicle) barred from delivering materials to the facility. This approach has proven to be effective in controlling hauliers at similar Kilsaran developments elsewhere in the region. The process of driver induction is set out in Chapter 14.**
25. Why are local roads considered suitable for a haul route for a large number of HGVs when they conflict with established use by walkers, cyclists, horse riders etc. This contravenes National Sustainability Mobility Policy and does not allow for the development of a local link transport system. **Construction and demolition waste (largely soil and stone) arising from construction and development activity must be transferred to well-managed waste facilities, which will invariably entail haulage by road by HGV. Irrespective of where the facility is located there will be potential conflict with other road users. It is arguable that the extent of potential conflict is lower at the application site than at many alternative locations. Although the provision of a local link transport system is not the responsibility of Kilsaran, the Community Fund established in respect of the proposed development could contribute to the funding of such a service.**
26. The old shop unit (Coles?) at the junction of the L1157 and the R772 is now a multiple dwelling with 6 or 7 different units opening directly onto the L1157 with no footpath as protection and cars parked randomly outside. This is a serious traffic hazard. **It is noted that there is a significant increase in the extent / width of paved surface in front of the reference property to accommodate parked or stationary vehicles without impeding traffic flow through the nearby road junction. As previously noted, significant levels of HGV movements are already permitted across the local road network by the existing quarry planning permission. This permission was informed by a traffic assessment undertaken at the time and the issue highlighted was not considered to be an impediment to the grant of permission.**



27. The majority of the truck movements in this instance will come from outside county Wicklow, adding more traffic to an already stressed motorway system. The M11 and N11 are already at capacity with the commute becoming longer every day. Diesel truck movements and the dirt and dust generated by them can only impact these roads negatively. **The proposed development accords with national planning policy in locating an important infrastructure facility generating high traffic volumes close to existing national and regional road infrastructure. An assessment of the proposed development impact on the local road network is presented in Chapter 14 of the EIAR. Transport of dust and particulate materials from the application site onto the local road network will be controlled by environmental management measures (including directing HGVs through wheelwashes and spraying in dry weather conditions etc.). Site activities will be subject to regulatory oversight and audit by way of any waste licence issued by the EPA in respect of the proposed facility. Further detail is provided in Chapter 8 of the EIAR.**

5.2.1 Climate Impacts / Road Miles

HGV Trucks on average emit 105g CO₂ per Km. If these trucks are doing a modest round trip of 120km, that will be the equivalent 12.6kg per truck, per trip. At 30,000 trucks per annum, that is the equivalent of 378,000 kg / 378 Tonnes of CO₂ emissions per year driving to and from the facility. To offset this would require the planting of circa 19,000 trees per annum.

Heavy Duty vehicles are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Why, when we have a requirement under European law, to reduce our CO₂ emissions from heavy vehicles by 90% by 2040, are Kilsaran proposing a plan that will see vastly increased journeys, for high volumes of HGV trucks, from distant sources to this facility?

The impact of the proposed development on Climate is assessed in Chapter 9 of the EIAR. Recycled aggregates that are otherwise treated as waste negates the requirement for CO₂ to be generated through new or further development of quarries to win virgin / natural aggregates, often at a considerably greater distance from principal urban markets. The proposed development also offers significant opportunities to reduce emissions through backloading of HGVs and ensuring that they are fully laden on each leg of a return trip to and from the quarry rather than travelling unladen on one leg of a return journey. as is so often the case with materials / waste / aggregate haulage at the present time. The proposed development also contributes to the development of the circular economy, which is a key objective of the EU in tackling the Climate Emergency.

5.3 Water

1. This quarry is below the water table, greatly increasing the risk of contamination and causing serious concern amongst nearby residents about local groundwater quality. **The impact of the proposed development on the local surface water and groundwater environment is assessed in Chapter 7 of the EIAR.**
2. All private wells and community well schemes within a 10km radius of the site should be baseline tested prior to commencement and then monitor tested on a six-month basis to ensure local water safety. This should continue for 10 years after the closure of the facility. **Groundwater monitoring of all wells within a 300km² area twice yearly for 35 years is considered wholly disproportionate to the level of risk associated with the proposed development at Ballinclare Quarry. Preliminary proposals in respect of surface water and groundwater monitoring are presented in the Chapter 7 of the EIAR but will ultimately be agreed with the**



EPA under the terms of any waste licence issued in respect of the facility, taking into account the findings presented in the EIA assessment.

3. Not all water and leachate leaving the site during operation and decades after completion will be treated before being discharged to Potters River. The proposal includes perimeter toe drains that will discharge off-site without treatment. **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 via proposed water treatment infrastructure (including the proposed integrated wetland facility) 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. Following site closure and landfill capping, drainage channels and swales will be installed across the application site as part of the long-term restoration plan to collect and control off-site discharges. As no surface water run-off after that time will be in contact with waste material, it can be discharged off site without any requirement for treatment. Refer to Chapters 2 and 7 of EIAR for details.**
4. Long term contamination of Potters River is a risk and consequently, contamination of the Special Area of Conservation at the mouth of Potters River in the Brittas Dunes (part of the Buckronee-Brittas Dunes and Fen SAC) is also a risk. **The Natura Impact Statement (NIS) accompanying the SID planning application provides a detailed assessment of the potential development impacts on the SAC as required by European legislation and concludes that no impact will arise.**
5. Why, when dewatering of the quarry was an intrinsic part of the previous SID application, did Kilsaran go ahead and commence dewatering of the quarry prior to any ABP decision. This is total disregard of the local community's concerns. **The quarry was previously dewatered on a continual, ongoing basis with any water arising within the site being re-used for concrete production and/or dust suppression. Following suspension of quarrying activity, water levels rose in the quarry and a water discharge licence was obtained from Wicklow County Council in November 2019 to facilitate its treatment (to remove elevated arsenic levels) and subsequent off-site discharge to the Potters River. Dewatering could have proceeded at any time under the existing consent, irrespective of whether or not the proposed development was approved or not. While ABP was considering the previous SID application, water levels in the quarry void continued to rise. In October 2022, mindful of the elevated levels of arsenic within the water, Kilsaran ultimately made a decision to commence dewatering of the quarry to prevent / avoid overspill from the quarry into the former production areas in the south-eastern corner of the quarry, to prevent any potential overspill out of the quarry into the zone of more permeable weathered and fractured rock across the upper bench of the quarry and to prevent the existing discharge licence lapsing (because of failure to activate within 3 years).**
6. There are no wells to the north of the site. It is not known how water moves in this area. **The updated water impact assessment presents baseline data in respect of several wells to the north of the application site and assesses development impacts in Chapter 7 of the EIAR.**
7. Mixing construction and demolition waste with inert soil will, when saturated with rain, produce leachate that contain high concentrations of Totals Dissolved Solids (TDS), high pH levels and sulphate. Other elements common to leachate for such waste also include calcium, aluminium, arsenic, copper, manganese and iron. All of these elements, as leachate pose serious risk not only to the groundwater but also the aquatic life in Potters River. **It is emphasised that the proposed landfill will**



provide for the disposal of inert particulate C&D wastes only, principally excess soil and stone from construction and development sites. The material to be imported and landfilled on site will be strictly controlled in accordance with EPA criteria. The clay liner to be constructed on the base and sides of the proposed inert landfill will comply with existing waste management design standards and will provide the required level of protection to the surrounding poor aquifer. Any surface water run-off across waste materials will be collected and subject to treatment prior to off-site discharge to the Potters River. Refer to Chapter 7 of the EIAR.

8. The planning application should include more in-depth study, testing and analysis of the hydrology of the site and the hydro-morphology surrounding the site and downstream along Potters River to its outlet at Brittas Bay. **Refer to Chapter 7 of the EIAR.**
9. An individual who stated they were the closest noise receptor to the site, as well as the owner of the closest fresh water well, described as indicative of Kilsaran's attitude to local residents the fact that they had not been approached by anyone regarding noise or water quality throughout this process. **All reasonable endeavours were made to establish contact with neighbours in advance of submitting this planning application, as set out in this document. Kilsaran will endeavour to identify and contact this neighbour and engage with them about any specific concerns they have in respect of this development.**
10. Examples should be provided of landfill facilities which have been permitted in Ireland since the change in legislations where the base of the landfill was below the water table / groundwater level. **One of only two existing licensed inert landfill facilities in the country, that at the Naul in North County Dublin operated by IMS Partnership, extends below the groundwater table. A number of licenced soil recovery facilities within the Eastern Midland region previously accepted inert waste intake until January 2020, including that operated by Kilsaran at Kilmessan in Co. Meath and a number of others operated by Roadstone Limited at Huntstown Quarry and Milverton Quarry in North Co. Dublin and Calary Quarry, near Kilmacanogue in Co. Wicklow.**

5.4 Noise and Dust Emissions

1. This development has the potential to have a serious impact on local tourism, particularly on Kilmacurragh Arboretum nearby (and the Tree Walk at Avondale further west). **The dust related impacts of the proposed development at all surrounding sensitive receptor locations are assessed in Chapter 4 and Chapter 8 of the EIAR. Chapter 4 specifically refers to Kilmacurragh Arboretum and the Tree Walk at Avondale. 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. This development will see an exponential increase in noise pollution in the area and along the haul routes. **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, albeit the volumes to be handled (a maximum of 600,000 tonnes per annum) will be lowed that the permitted by current planning permission for past quarry development (a maximum of 800,000 tonnes per annum). Concerns around the impact of environmental emissions are addressed in EIAR Chapter 7 (Water), Chapter 8 (Air Quality) and Chapter 10 (Noise).**



3. This development will see an exponential increase in dirt and dust pollution in the area and along the haul routes. **Refer to Point 2 above.**
4. What remedial measures have you taken to alleviate the dust and noise pollution caused by heavy traffic. Will trucks be covered? **A full schedule of mitigation measures is identified in Chapter 8 (Air Quality) and Chapter 10 (Noise) of the EIAR and also in Chapter 16 (Mitigation and Monitoring). Dust control measures will include dust suppression, use of existing and new wheelwash facilities, deployment of a road sweeper to clean the public road (if and when required). Noise control measures will include working below quarry faces or behind stockpiled materials / perimeter screening berms, maintaining plant and road pavements etc.**
5. The relentless noise generated by HGVs would be absolutely intolerable for residents living near the haul route and would severely disrupt the peace and tranquillity of the area, creating an environment that is not only unpleasant but potentially harmful to residents' well-being, both mentally and physically. **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.**
6. To mitigate noise pollution, a substantial sound barrier be installed along the route where residential properties front onto the haul route. **An assessment of noise related impacts along the L1157 Local Road along the haul route to the quarry is presented in Chapter 10 of the EIAR concludes that (relative to a no existing development scenario), noise related impacts from HGV traffic generated by the proposed development will range from minor to moderate at just one property fronting directly onto the road and that there is no requirement for a sound barrier along the road.**
7. The development will cause stress and disruption to local residents and lead to a reduction in property values in the area. **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. 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.**
8. The volume of HGV traffic raises concerns for the viability of local businesses, specifically a stud farm along the Breagura Road and the Green Angel Skincare / Junction 18 Café premises at the L1157 / R772 junction. **Refer to Points 2, 4 and 6 above.**
9. An individual who stated they were the closest noise receptor to the site, as well as the owner of the closest fresh water well, described as indicative of Kilsaran's attitude to local residents the fact that they had not been approached by anyone regarding noise or water quality throughout this process. **All reasonable endeavours were made to establish contact with neighbours in advance of submitting this planning application, as set out in this document. Kilsaran will endeavour to identify and contact this neighbour and engage with them about any specific concerns they have in respect of this development.**



5.4.1 Asbestos

1. The planning application should include mapping of the current site detailing exactly where the asbestos deposits are located. **Detail in respect of Naturally Occurring Asbestos is presented in Chapter 6 of the EIAR.**
2. A detailed description should be provided of how previous deposits, and contaminated material that was returned to site were remediated. **Although there are some stockpiled aggregates located around the quarry at the present time, ongoing monitoring and testing has not identified any associated airborne asbestos risk from them. Monitoring of air quality will continue on an ongoing basis to ensure there is no detectable change to this current position.**
3. A full independent analysis and detailed sampling of the site should be undertaken to ascertain asbestos content in the dust that has been exposed as a result of the recent quarry dewatering. **See Chapter 8 of the EIAR. There is no risk to public health posed by naturally occurring asbestos, as it tightly bound within the host rock formations at Ballinclare. No rock will be excavated or blasted as part of the proposed development. 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. As previously noted, dust control measures and dust emission limits will be subject to regulation, oversight and audit by the EPA as part of any future waste licensing obligations.**

5.5 Biodiversity

1. The measures being proposed for the protection of the breeding peregrine falcons nesting at the site are wholly inadequate. The height of rockface being left exposed is based on this year's observation of their nesting ledge and does not take into account previous years when they nested on lower ledges. These are a protected species under law. The height of the proposed rockface to be left exposed should be at least doubled to properly protect them from disturbance. **It is considered that the height of any exposed cliff face is sufficient to provide for continued peregrine nesting t the quarry. This measure has been discussed and agreed with local representatives of the National Parks and Wildlife Service (NPWS). Refer to Chapter 5 of the EIAR.**
2. The finished design for the backfilled quarry should be at a greatly reduced height from the current proposal and incorporate a lake at the base of the rockface. The lake should also incorporate floating, and/or small island, nesting areas for other bird life. **Rather than create surface water body in a closed depression and at the top of the landfilled mass, best practice in engineering landfill design is to provide for collection of all surface water run-off across the landfill in open drainage channels and to transfer it away from the waste body so as to minimise potential for long-term rainfall infiltration through the waste mass to the underlying groundwater table. Provision is made in this proposal for enhancement of existing water bodies / features on site and for the provision of an integrated constructed wetland. Refer to Chapters 2 and 5 of the EIAR.**
3. There are other protected species on and around the that could be put at risk by this development. Insufficient consideration has been given to other protected species at the site. **A full assessment of all protected species that are known or have any potential to use the site is presented in Chapter 5 of the EIAR.**
4. Not all water and leachate leaving the site during operation and decades after completion will be treated before being discharged to Potters River. The proposal



includes perimeter toe drains that will discharge off-site without treatment. **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 via proposed water treatment infrastructure (including the proposed integrated wetland facility) 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. Following site closure and landfill capping, drainage channels and swales will be installed across the application site as part of the long-term restoration plan to collect and control off-site discharges. As no surface water run-off after that time will be in contact with waste material, it can be discharged off site without any requirement for treatment. Refer to Chapters 2 and 7 of the EIAR for further details.**

5. Long term contamination of Potters River is a risk and subsequently, contamination of the Special Area of Conservation at the mouth of Potters River in the Brittas Dunes (part of the Buckroney-Brittas Dunes and Fen SAC) will also be at risk. **The Natura Impact Statement (NIS) accompanying the SID planning application provides a detailed assessment of the potential development impacts on the SAC as required by European legislation and concludes that no impact will arise.**
6. Kilsaran will need to guarantee that no hedgerows along the haul route will be removed or damaged. **All indicative works to strengthen and widen the L1157 are within the public road as defined in the Roads Act 1993 and will be undertaken by the Roads Authority. Only vegetation which presents a risk to traffic safety along the public road network will be removed as part of any works required to facilitate the proposed development. Refer to Chapter 5 and Chapter 14 of the EIAR.**
7. Kilsaran will need to give guarantees that no trees along the haul route will be removed, damaged or left dangerously close to the road edge where they could be damaged long term. **Only vegetation which presents a risk to traffic safety along the public road network will be removed as part of the proposed development. Refer to Chapter 5 and Chapter 14 of the EIAR.**
8. The lack of proven absence of impact on local biodiversity in the prior application undermines confidence in assertions about mitigation of environmental impact / risk. **The revised development proposals have been prepared alongside extensive additional ecology surveys and a biodiversity management plan. Refer to Chapter 5 of the EIAR**
9. As this site will take over 20 years to be fully restored and returned to nature, Kilsaran should invest in another degraded site that could be managed for wildlife, forest planting and/or bogland rewetting / restoration / rewilding to offset carbon emissions. A similar area of land to that proposed for the development should be purchased and managed as such. **Kilsaran is aware of its corporate responsibilities to enhance the sustainability of its business and is continually striving to achieve this and to minimise its carbon emissions. At the moment, this effort is being progressed through a wide range of projects and initiatives, of which the proposed development is one. As flagged elsewhere, the aim of this particular project is to progress the development of a circular economy in construction materials and manage disposal of any associated residual wastes in a manner which will also ultimately provide a beneficial outcome by restoring a previously disturbed landform to a native woodland habitat.**
10. This project should be designed to demonstrate and deliver biodiversity net gain upholding the EU Nature Restoration law which is now legally binding. **Refer to**



Point 9 above and details of the biodiversity enhancement measures provided in Chapter 5 of the EIAR.

11. Local wildlife will suffer from the proposed increase in traffic movements and the work on-site which will disturb the local habitat. I have on several occasions in the past had badgers dead on the road outside my house which is directly across from the quarry (along the L1113). An increase in activity will drive wildlife towards the roads at risk to themselves and motorists. **Significant levels of HGV movements are already permitted and established along this section of local road under the existing quarry planning permission. Most HGV movement will occur during daylight hours and not at night when badgers, as nocturnal animals, tend to be more active and mobile. Ecology surveys have identified areas where there is potential for protected species (such as badgers) and recommends a range of on-site biodiversity management measures to afford enhanced protection to them**
12. An individual raised the potential of invasive species being introduced to the site through the proposals. **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. Refer to details provided in Chapters 2 and 5 of the EIAR**

5.6 Community

1. Dispersion of the local community fund should be directed primarily to local residents who will be most impacted by the development and the proposed haul route. **Noted. In line with experience at other similar developments which support such funds, the future disbursement of community funds is most likely a matter to be determined and/or agreed with Wicklow County Council as Planning Authority for the area.**
2. The fund should not be administered by Wicklow County Councils or dispersed to clubs and groups who are some distance from the site and not directly impacted by it. **Kilsaran considers that it has demonstrated its bona fides in its community dealings through its engagement in the pre-planning consultation exercise and in the commitments and undertakings it has made in the EIAR. Ultimately any arrangements in respect of community funds are likely to be determined and/or agreed with Wicklow County Council.**
3. The community fund should be administered by Kilsaran and a local administrative group. **Noted. Refer to Points 1 and 2 above.**
4. The community fund should be based on a per tonne charge levied on material intake to the facility. This fund should be used to provide insulation (including noise insulation) energy efficiency, water well testing and nuisance abatement projects for those most impacted by the development. **Noted. Refer to Points 1 and 2 above.**
5. Residents should be compensated for the property devaluation and disruption caused by the development. **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 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. The EIAR**



indicates that the impacts associated with the proposed development are acceptable and there is not therefore any basis for the proposed compensatory payments to residents. As previously noted, Kilsaran will continue to actively engage with local residents to resolve (insofar as practicable) any adverse impacts, issues or concerns associated with future site activities.

5.7 Cumulative Effects with Other Developments

1. It was stated that the local area already has numerous 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. 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. The cumulative traffic effect of tourism related traffic from Kilmacurragh Gardens and Avondale Park was also raised. It was asserted that the proposed development and its impact cannot be considered alone but must be aggregated with those existing in the vicinity 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 within 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.**

5.8 Management of the Facility

1. Operations at the quarry should be limited from 9:00am to 5:00pm Monday to Friday. There should be no deliveries to, no exporting from, and no activity on the site at the weekends or public holidays. **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 will seek approval for weekday working hours between 08.00 hours and 18.00 hours in line with previous planning permission for extraction and production activities at the quarry with provision for loading and unloading of lorries from 7am each working day. In light of public feedback at public consultation stage however, Kilsaran will not operate the facility on weekend Saturday mornings other than to facilitate general housekeeping (site management) activities and plant maintenance work.**
2. The waste acceptance criteria being proposed at the site are inadequate and does not protect locals from the risk of contaminated loads being deposited there. **The proposed waste activities at the application site will be subject to regulation, oversight and control by way of an EPA waste licence which can only be issued if the Agency is satisfied there is no adverse impact on the local environment. Details of on-site waste handling are provided in Chapter 2 of the EIAR. 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.**
3. Kilsaran should give legally binding guarantees that no waste, other than inert waste (e.g. from Whitestown), will ever be accepted at the site. **In addition to any grant of planning permission for the proposed development, the proposed waste activities at the application site and at Whitestown will both be subject to regulation, oversight and control by way of an EPA waste licence.**
4. Kilsaran should give legally binding guarantees that no waste will ever be accepted from another waste facility that may have previously accepted contaminated waste. **Refer to Point 2 above.**



5. With its prior application, Kilsaran sought derogations / changes in the proposed waste acceptance criteria between the time of making the application to ABP and applying to the EPA for a waste licence. Kilsaran should give legally binding guarantees that they will never seek future derogations to seek an increase in their waste acceptance criteria limits. **The nature, scale and duration of any site-based activities and requirements for future site operations, specifically in respect of waste intake limits and acceptance procedures is described in Chapter 2 of the EIAR. These proposals are subject to review and risk assessment by the EPA in its assessment of any future application for a waste licence in respect of the proposed development.**
6. Any C&D waste containing bitumen should not be accepted at the facility. **The intake of waste materials and acceptance procedures at the proposed development will be subject to agreement, control and oversight of the EPA under the conditions attaching to any future waste licence.**
7. There is no such thing as safe waste, inert or not. Mixing construction and demolition waste with inert soil will, when saturated with rain, produce leachate that contain high concentrations of Totals Dissolved Solids (TDS), high PH levels and sulphate. Other elements common to leachate for such waste also include calcium, aluminium, arsenic, copper, manganese and iron. All of these elements, as leachate pose serious risk not only to the groundwater but also the aquatic life in Potters River. **It is emphasised that the proposed landfill will provide for the disposal of inert particulate C&D wastes only, principally excess soil and stone from construction and development sites. The material to be imported and landfilled on site will be strictly controlled in accordance with EPA criteria. The clay liner to be constructed on the base and sides of the proposed inert landfill will comply with existing waste management design standards and will provide the required level of protection to the surrounding poor aquifer. Any surface water run-off across waste materials will be collected and subject to treatment prior to off-site discharge to the Potters River. Refer to Chapter 7 of the EIAR.**
8. Has Kilsaran ever been prosecuted for failing to comply with a waste licence in respect of waste accepted at any of its facilities? **A prosecution was taken against the company in 2022 for allegedly not ensuring that documentation was checked at the point of entry to its licensed recovery facility at Kilmessan (and that waste was then weighed) and not certifying that reports were accurate and representative. However, the judge did not impose any conviction because he noted that there were no environmental or health and safety concerns.**
9. Has Kilsaran ever been prosecuted in respect of failure to uphold Health and Safety regulations at any of its facilities? **Kilsaran has been prosecuted on two occasions by the Health and Safety Authority (HSA) arising out of incidents in 2011 and 2014 at the head office location in Dunboyne.**
10. All waste intake should be tested at the source site in advance and given prior approval for intake. There should not be a reliance solely on testing on site. You cannot detect contamination just by looking at soil / intake. Number of personnel based onsite in previous application was not sufficient to monitor soil / waste intake. **Waste acceptance will be by prior testing and pre-approval only, as described in Chapter 2 of the EIAR. Haulage contractors and trucks will be assigned to a particular project / contract, so can be easily traced and identified. Waste intake and acceptance procedures will be strictly controlled by way of procedures agreed with the EPA as part of overall waste licence compliance obligations.**
11. If only 20%-30% of the waste intake will be placed in the landfill, the extent of quarry backfilling / landfilling will not be complete within the projected 20-year lifespan of the



development. **As indicated in Chapter 2 of the EIAR, it is envisaged that, on average, between imported inert waste, filter cake material generated on site and soil by-product materials used for landfill engineering purposes, the average intake to the landfill facility will be of the order of 300,000 to 350,000 tonnes per annum. With a total intake capacity of 6.5 million tonnes, this suggests an operational lifespan for the landfill facility between and 18.5 and 21.5 years. Allowing for a number of additional years for proposed restoration and aftercare measures, brings the expected lifespan of the facility to 25 years and application for the proposed development is made on this basis.**

12. The finished design of the landfill needs to be revised to reduce the overall height of the restored site. The site should be finished to a much lower level. **Kilsaran's objective is that the proposed development should result in the application site being substantially, though not entirely, restored to a landform similar to that which existed prior the quarry development.**

5.9 Consultation Process

1. Only a very small number of local residents received a letter from Kilsaran notifying them of the public consultation meeting. Little effort was made by the developer to inform many locals. Attendance at the meeting was due to local concerned citizens informing their neighbours. **As described elsewhere in this report, Kilsaran notified all residents within 1km of the application site and along the L1157 Breagura Road by advance flier about the consultation event at the Green Angel Skincare premises on 21st August. The wider community was informed by public notice in the Wicklow People published on 14th August.**
2. What was the criteria for selecting households who would receive the written notification of the public consultation and how many households received timely written notification. **As indicated above, information letters were hand delivered to homes, residential properties, farms and commercial properties within a 1km radius of the application site and to residential homes and other properties along the L1157 Local Road between the application site and the R772 Regional Road.**
3. Why was the consultation held during the annual summer holiday period? **An overall programme for the preparation of a planning application was prepared following refusal of permission for the previous SID application which facilitated seasonal ecological surveys as well as commercial considerations. The consultation period was commenced once sufficient baseline environmental information had been acquired and collated to inform the scheme design and facilitate meaningful engagement and consultations with prescribed bodies, the local community and wider public.**
4. Kilsaran is only holding a public consultation for the optics. **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. 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.**
5. Further formal engagement, beyond the minimal legal requirement is required. Kilsaran should agree to hold another meeting on site, at the quarry, to explain its proposals in more detail and in a site context. **A small number of follow-up meetings took place between the Applicant and members of the local community after the public consultation event over the course of September**



and October 2024. There was further discussion at these meetings around some of the issues and concerns identified at the consultation event. Refer also to Point 4 above.

6. Slides at public consultation / on website were not clear or large enough. Kilsaran endeavoured to present information in respect of the proposed development in as accessible and easy to understand format as possible for the consultation event. It accepts that some further discussion or explanation may have been required to assist people in understanding some of the project particulars and advised attendees that its representatives were available to answer any queries, both on the day and subsequently as required.

5.10 General Distrust

1. There was a general feeling of distrust conveyed in relation to comments regarding the consultation process and compliance with planning permissions to date. **While recognising that there may have been some disillusionment with consultation processes within the local community on account of experiences with other high-profile development in the past, Kilsaran cannot be responsible for the past actions (or inactions) of others. The company considers that it has made its best endeavours to engage with stakeholders and the local community and provided sufficient detail at pre-application consultation stage to enable members of the public to identify and articulate any concerns they may have had in respect of development impacts prior to finalising and submitting the SID application to ABP.**

5.11 Impact on Tourist Attractions

1. Comments in relation to traffic, noise and dust disturbance, as well as a growing cumulation of developments in the wider area often mentioned the relationship between these and local tourist attractions of Avondale Park and Kilmacurragh Gardens. **The proposed development at Ballinclare Quarry will not give rise to any additional traffic movements along the L1113 Local Road which is the principal rout connecting the M11 Motorway (at Junction 18) to Kilmacurragh Gardens nor will there be any additional traffic along the R752 Regional Road running to Rathdrum / Avondale Park. Concerns around the potential development impacts on tourist attractions are addressed in Chapter 4 of the EIAR.**

5.12 Opportunities to Offset CO₂ emissions

1. Two submissions commented on the potential for Kilsaran to invest in another degraded site that could have its land managed for wildlife, forest planted and/or a bogland rewetted/restored/rewilded to off-set the carbon emissions of the proposed development. **Kilsaran is aware of its corporate responsibilities to enhance the sustainability of its business and is continually striving to achieve this and to minimise its carbon emissions. At the moment, this effort is being progressed through a wide range of projects and initiatives, of which the proposed development is one. As flagged elsewhere, the aim of this particular project is to progress the development of a circular economy in construction materials.**

5.13 Site-specific Queries

1. One submission raised concerns about the impact of HGV traffic on roadside drainage (and risk of flooding) along the length of the all-weather gallops on the L1157 Local Road. **A follow up meeting was held with the party concerned (submission P15) to discuss concerns. A follow up submission is also presented in Appendix F.**



2. The old shop unit (Coles?) at the junction of the L1157 and the R772 is now a multiple dwelling with 6 or 7 different units opening directly onto the L1157 with no footpath as protection and cars parked randomly outside. This is a serious traffic hazard. **It is noted that there is a significant increase in the extent / width of paved surface in front of the reference property to accommodate parked or stationary vehicles without impeding traffic flow through the nearby road junction. As previously noted, significant levels of HGV movements are already permitted across the local road network by the existing quarry planning permission. This permission was informed by a traffic assessment undertaken at the time and the issue highlighted was not considered to be an impediment to the grant of permission.**
3. The proposed haulage route will see trucks turn right towards the quarry at Green Angel and the return journey will see the trucks take the same route in reverse. Our house is located at the junction where these vehicle movements will take place (directly across the road from Green Angel). The proposed development will impact our quality of life, our privacy, our property value and even the ability to sell if we ever needed to. **Refer to Chapter 10 and Chapter 14 for an assessment of potential noise related impacts at this property and an assessment of any implications for road carrying capacity and traffic safety as a result of proposed traffic routing.**



6.0 CONCLUDING THE CONSULTATION PROCESS

The Consultation process in respect of the proposed materials recovery / recycling facility and inert landfill at Ballinclare Quarry 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 in support of the application for development consent to be submitted directly to An Bord Pleanála under the Strategic Infrastructure approval process.

Early consultation can greatly assist in the early identification of potentially significant local issues, allowing them to be considered and addressed in the development and finalisation of development proposals. It provides the best opportunity to identify design alternatives (where available) and to implementing appropriate measures to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the surrounding environment (including Natura 2000 sites).

Every endeavour has been made to facilitate an accessible and open consultation process through the channels and processes described in Chapter 2 and Chapter 4 of this report. Written submissions were received via a dedicated e-mail and postal address.

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 some members of the public, who requested to review same. This was principally because the documents were still in development at the consultation stage, 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 dedicated 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.
15 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.	Numerous attempts were made to follow up consultees for submissions. Comments were received from representatives of 7 of these while 5 confirmed that they had no comments. A further 3 bodies did not provide a final response following an extension to the deadline for feedback to 13 September 2024.
Uisce Éireann	Was not identified as a Prescribed Body by An Bord Pleanála but requested to be consulted on 1 October 2024. Submission received on 1 October 2024.
4 meetings were held with prescribed bodies regarding the proposed development.	A MS Teams meeting has held between SLR and Fáilte Ireland. On-site walkovers and meetings were held with WCC Environment representatives, WCC Roads representatives and the National Parks and Wildlife Services.
31 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.
An open forum community event was held for local residents	
A flier / letter was issued to local residents informing them of the proposals and advising of the community event, website and means of commenting.	





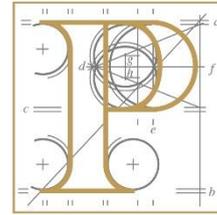


APPENDIX A
ABP Determination on
Strategic Infrastructure Development



Our Case Number: ABP-318997-24

Your Reference: Kilsaran Concrete Unlimited Company



An
Bord
Pleanála

SLR Environmental Consulting (Ireland) Limited
7 Dundrum Business Park
Windy Arbour
Dublin 14
D14N2Y7

Date: 21 May 2024

Re: Proposed Resource Recovery and Recycling Facility incorporating an Inert Engineered Landfill Facility for Quarry Backfilling and Restoration Request for Pre-Application Consultation.
Ballinclare Quarry, 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.

In accordance with the fees payable to the Board and where not more than one pre-application meeting is held in the determination of a case, a refund of €3,500 is payable to the person who submitted the pre-application consultation fee. As a meeting was not required / only one meeting was required in this case, a refund of €3,500 will be sent to you in due course.

Please find enclosed a list of prescribed bodies to be notified of the application for the proposed development.

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 following information relates to challenges to the validity of a decision of An Bord Pleanála under the provisions of the Planning and Development Act 2000, as amended:

Teil	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1800 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

Judicial review of An Bord Pleanála decisions under the provisions of the Planning and Development Acts (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, as amended/substituted by sections 32 and 33 of the Planning and Development (Amendment) Act 2010 and as amended by sections 20 and 21 of the Environment (Miscellaneous Provisions) Act 2011) 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(7) 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 and that the applicant has a sufficient interest in the matter which is the subject of the application or in cases involving environmental impact assessment is a body complying with specified criteria.

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. The Court however may award costs against any party in specified circumstances. There is also provision for the Court to award the costs of proceedings or a portion of such costs to an applicant against a respondent or notice party where relief is obtained to the extent that the action or omission of the respondent or notice party contributed to the relief being obtained.

General information on judicial review procedures is contained on the following website, www.citizensinformation.ie.

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.

If you have any queries in the meantime, please contact the undersigned officer of the Board or email laps@pleanala.ie, quoting the above mentioned An Bord Pleanála reference number in any correspondence with the Board.

Yours faithfully,



Eimear Reilly
Executive Officer
Direct Line: 01-8737184

Teil	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 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

The following is a list of prescribed bodies to be notified of the application for the proposed development:

The Board recommended the application documents should be forwarded the list of Prescribed Bodies below for their consultation and consideration for the purposes of Section 37E (3) (c) of the Act:

1. Minister for Housing, Local Government and Heritage (Development Applications Unit)
2. Minister for the Environment, Climate and Communications
3. Wicklow County Council
4. Eastern & Midland Regional Assembly
5. Transport Infrastructure Ireland
6. An Chomhairle Ealaíon
7. Fáilte Ireland
8. Inland Fisheries Ireland
9. The Heritage Council
10. Environmental Protection Agency
11. An Taisce – the National Trust for Ireland
12. Health Service Executive

The following are not Prescribed Bodies for the purposes of Section 37E(3)(c), but are bodies which should be notified:

13. Health & Safety Authority
14. Eastern-Midlands Waste Regional Authority
15. Geological Survey of Ireland

Further notifications should also be made where deemed appropriate.

Teil
Glaó Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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LoCall
Fax
Website
Email

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Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



APPENDIX B
Prescribed Body Consultation Material
Sample Cover Letter and Briefing Document



23 July 2024

CONTACT NAME
CONSULTEE BODY
Address 1
Address 2
Address 3

SLR Project No.: 501.065366.00001

Client Reference No.: 0036

BY E-MAIL

RE: Application under Section 37E of the Planning and Development Act 2000 (as amended) : An Bord Pleanála (ABP-318997-24)

Proposed Resource Recovery and Recycling Facility Incorporating an Inert Engineered Landfill Facility for Quarry Backfilling and Restoration at Ballinclare Quarry, Co. Wicklow

Pre-Application Consultation with **CONSULTEE BODY**

The above-referenced project has been the subject of a Strategic Infrastructure Development (SID) pre-application stage consultation with An Bord Pleanála (ABP-318997-24).

On the 17th May last Kilsaran Concrete Unlimited Company was formally advised by An Bord Pleanála that the proposed development falls within the scope of paragraphs 37A(2)(a) and (b) of the Act and would be classified as Strategic Infrastructure Development within the meaning of Section 37A of the Planning and Development Act 2000, as amended. Accordingly any application for permission for the proposed development must therefore be made directly to An Bord Pleanála under Section 37E of the Act.

In pre-application discussions with the Board, it was recommended that pre-application consultations in respect of the proposed Resource Recovery and Recycling Facility / Inert Engineering Landfill Facility at Ballinclare Quarry be held with 12 No. Prescribed Bodies, including **[Statutory Consultee]**, in advance of submitting the SID planning application.

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 around the end of Quarter 3 2024.

Following on from An Bord Pleanála's recommendation, we have provided some outline 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 and/or any related impacts on the local environment or community, 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 EIAR.

Submissions or feedback should be forwarded before 24 August 2024 via post to SLR's Dublin office, at the address provided below, or via email to lhassett@slrconsulting.com.

We trust that this is in order, but should you have any queries in respect of the project or would like to receive further information or arrange a follow-up meeting, please do not hesitate to contact us.

We look forward to your response.

Yours sincerely,

SLR Environmental Consulting (Ireland) Ltd

Lynn Hassett

Lynn Hassett

Associate

lhassett@slrconsulting.com

Attachments

Pre-Application Consultation Briefing

cc Liam Murphy, Eftim Ivanoff Kilsaran Concrete Unlimited Company





Ballinclare Quarry

Material Recovery and Recycling Facility with Quarry Backfilling / Restoration

Strategic Infrastructure Development

Section 37E Planning Application to An Bord Pleanála

Pre-application Consultation.

July 2024

Kilsaran
ideas taking shape



Kilsaran Concrete : Introduction



- Founded in 1964, a wholly Irish owned private company, employing 900+ people directly
- **Principal business is production of materials for the construction industry** in Ireland and UK - ready-mix concrete, concrete blocks, pre-cast concrete, trowel-ready mortar, aggregates, hardcore / selected fills, asphalt, macadam
- Also undertakes surfacing contracts for road construction, building and civil engineering works
- Operates from 12 hard rock quarries and 12 sand and gravel pits. Concrete products manufactured at 20 locations principally in the east, midlands and south of country. Asphalt plants located at 3 No. strategic quarry sites
- Company is currently **backfilling and restoring a small number of pits and quarries using imported inert soil waste under EPA Waste Licence**
- It has also established a number of **construction and demolition waste recycling facilities**, principally to manage concrete wastes – operating under **Local Authority waste facility permits**





Ballinclare Quarry : Background to Application



- Ballinclare Quarry acquired by Kilsaran in 2014. Total permitted quarry area of 24 hectares, of which 9.3 hectares within existing quarry footprint
- Operated up to June 2016 when small quantities of Naturally Occurring Asbestos (NOA) identified in Diorite bedrock being quarried
- SLR Consulting appointed to examine feasibility of a range of potential backfilling and restoration options having regard to need/demand, market entry and establishment costs, availability of materials etc.
- Arising from review, Kilsaran decided to backfill and restore quarry void with imported inert waste (principally soil) and to operate an **inert waste landfill** (with clay liner at base and sides to protect groundwater). It also decided to establish a **soil washing plant** to produce recycled aggregates at the former concrete production yard (from natural / waste soils) and a **construction and demolition (C&D) waste recovery facility** at paved area west of access road to produce recycled aggregate from mass / reinforced concrete, blocks, paving stones, hardened asphalt returns)
- A Strategic Infrastructure Development (SID) application made to An Bord Pleanála in April 2021 (**ABP Ref. PA27.309991**) was refused permission primarily due to deficiencies in baseline ecological surveys. All other aspects of the scheme, including need, compliance with policy and traffic impact were deemed satisfactory.



Ballinclare Quarry Development – SID Classification

As cumulative waste intake envisaged at the planned integrated materials management facility is expected to **exceed 100,000 tonnes per annum**, the development must be referred to An Bord Pleanála (ABP) under S37A of the P&D Acts (2000-2023) to confirm if it constitutes strategic infrastructure development (SID) or not.

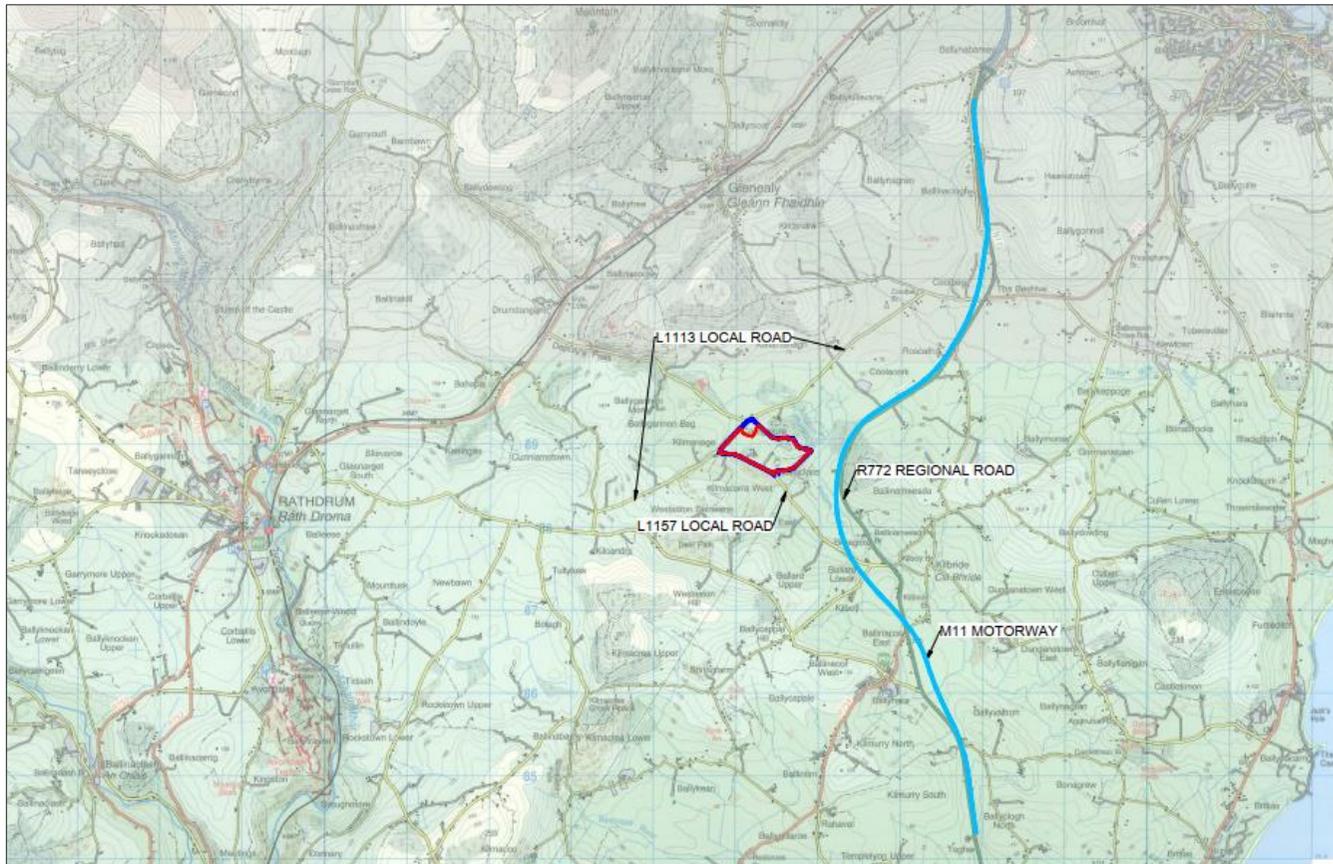
On the **6th February 2024** Kilsaran Concrete Unlimited Company made a pre-application request to ABP under the provisions of Section 37B of the Planning and Development Act 2000 for the proposed development (**ABP Ref: PC27.318997**).

On the **17th May 2024** the Board determined that the project constitutes strategic infrastructure as follows:

*'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.'*

Wicklow County Council, as the Planning Authority for the area, is a Prescribed Body (for the purposes of Section 37E (3) (c) of the Act) and is included on the consultee list provided by the Board when making its decision.

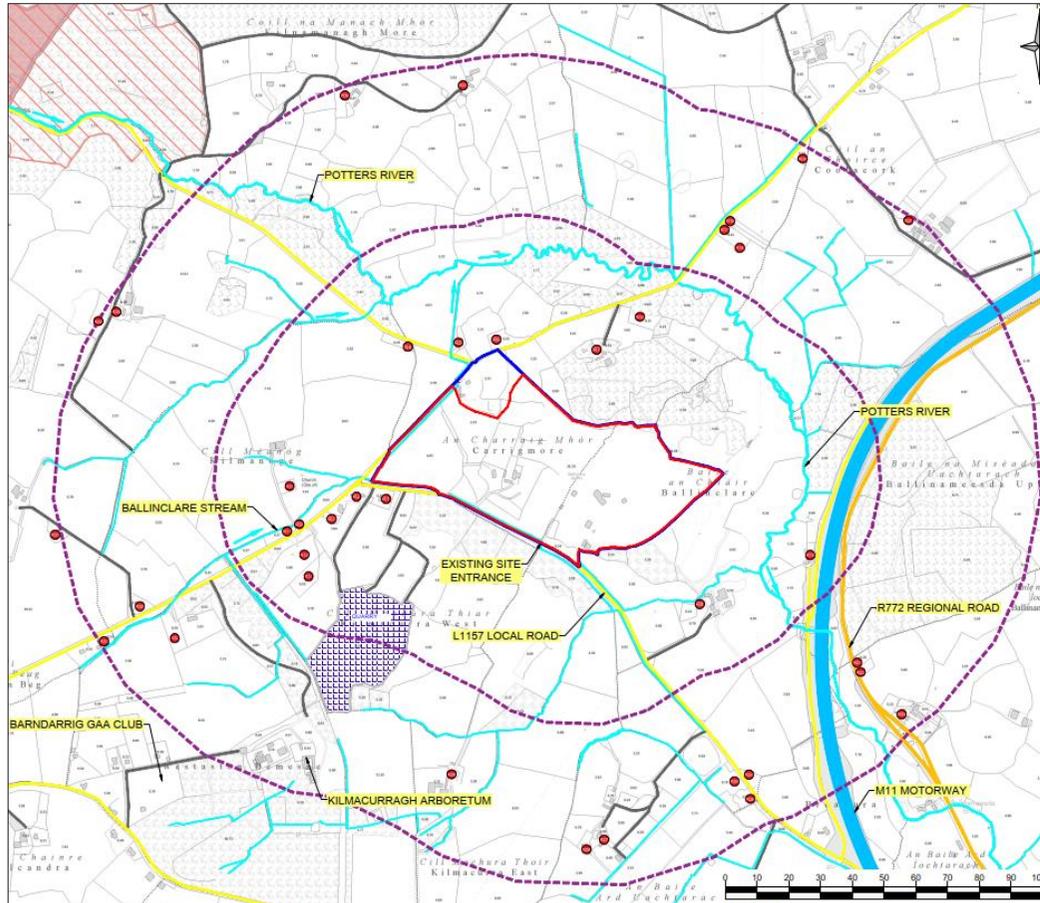
Ballinclare Quarry : Location



Located 2.5km NW of Kilbride and 2.5km SW of Glenealy

Higher ground to the north and south-west

Ballinclare Quarry : Surrounding Land Use



Residences within 1km
dotted red

Commercial properties
within 1km dotted blue

Potters River flows to
north and east

Former quarry on
southern (opposite) side
of L1157 local road

Kilmacurragh Arboretum
and Gardens

Glenealy Woods pNHA
to NW (stripes)

Deputy's Pass SAC
further to NW

Ballinclare Quarry : Planning History



- Quarry activity pre-dated first P&D Act in 1964
- Registered with Wicklow Co. Co. under Section 261 of P&D Act in March 2005 by S.M. Morris (Ref QY/4). Operator was required to apply for planning permission for continued operation of quarry and to submit an accompanying Environmental Impact Statement (EIS)
- Planning permission granted by Local Authority in February 2008 for 20 years quarry operation – including continued working of existing quarry (over 6.6 hectares), deepening to 25mOD and extension of 10.6 hectares to west (Ref. 07/45)
- Section 261A review of compliance with EIA and Habitats Directive determined no further action required
- Planning permission was granted in February 2016 for further 25 years operation of quarry – including deepening of quarry to 1mOD over 16.5 hectares, increase in output to c. 150 HGV / truck loads per day (c. 800,000 tonnes per annum), new aggregate washing plant and concrete block manufacturing plant / concrete block yard (Ref 14/2118).

Ballinclare Quarry : Recent Regulatory Change



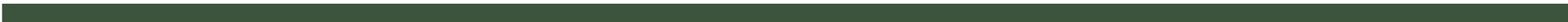
- The National Waste Management Plan (published in March 2024) reports that **9 million tonnes** of construction and demolition (C&D) waste was generated in Ireland in 2021 and that this accounted for **60% of all waste** generated in the State in that year. Of this 9 million tonnes, **85% (or 7.7 million tonnes) comprised soil and stone waste.**
- In October 2023, the EPA published draft **national by-product criteria in respect of soil and stone from greenfield sites** in accordance with **Article 27** of EC Waste Directive Regulations. These criteria provide for designation of greenfield soil and stone as (non-waste) by-product by a Contractor or Developer provided it can demonstrate that defined criteria are satisfied.
- The effect of the new national by-product criteria will be to provide greater confidence and certainty around the status of excess soil and stone generated by construction activity and this will, as a consequence,
 - (i) significantly REDUCE the volume of soil and stone generated / managed as waste in Ireland (which aligns with the national policy objective to promote waste avoidance and/or prevention at the upper tier of the waste hierarchy); and
 - (ii) promote circularity and the development of the circular economy, whereby resources and materials are no longer discarded, but put re-purposed as a resource and put to practical and beneficial use.
- EPA indicated national by-product criteria would be finalised by **June 2024**



Ballinclare Quarry : Recent Regulatory Change



- Designation of greenfield soil and stone as (non-waste) by-product will also **ease the regulatory burden** under planning / land-use and waste management legislation as in future it can be managed as a resource rather than as waste.
- In so doing, it will also facilitate reduced establishment cost for operators and more ready market access for new entrants. It will also mark a significant milestone in the development of the circular economy in Ireland.
- In October 2023, the EPA also published national **End of Waste (EoW) criteria in respect of recycled aggregates from construction and demolition (C&D) waste** in accordance with **Article 28** of the EC Waste Framework regulations.
- These provide greater end-user certainty and confidence around the status and permitted uses of recycled aggregates resulting from the treatment and/or processing of several prescribed wastes generated by the construction and development sector (including crushed concrete, brick, tile and excess soil / stone).
- As with draft by-product criteria, the publication of End of Waste criteria will promote circularity and the development of the circular economy and ensure that C&D wastes are no longer discarded but re-used and upcycled for higher value uses and applications than they heretofore (in the absence of any definitive regulations or regulatory framework).



Ballinclare Quarry : Technological Innovation



- In recent years, technology has been developed which allows sand and gravel aggregate to be won from naturally occurring marginal or claybound soils or from mixed brownfield (i.e. previously developed) sites.
- The publication of national by-product criteria in respect of soil and stone from greenfield sites provides an early opportunity to establish a **soil washing plant** at the site to win **natural aggregates from excess, naturally occurring soils** generated by construction and development activities (and managed as a by-product). Aggregates could also be won from unprocessed natural deposits brought from other extractive sites.
- Aggregates could also be won from soil and stone waste once a waste licence is secured, once they are compliant with the End of Waste Criteria for recycled aggregates published by the EPA.
- Such development is deemed **consistent with the past (and currently consented) land-use activity** at the quarry.
- Ireland currently produces ~ **30m tonnes** of aggregate per annum. This will **need to double if the State is to meet the requirements of the Government's Project Ireland 2040** plan. This clearly raises a requirement for additional sources of aggregate to be identified and brought to market.



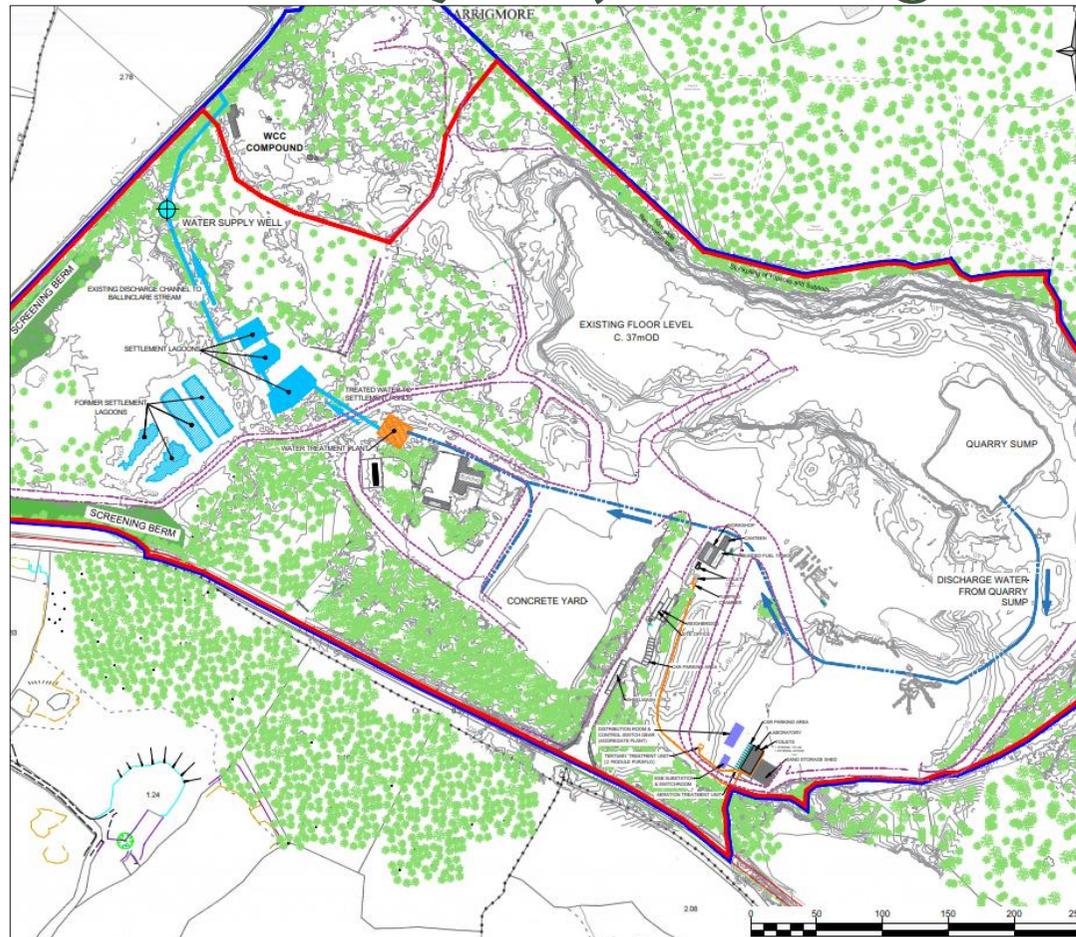
Ballinclare Quarry : Technological Innovation



- Research and testing undertaken by Kilsaran's in-house Sustainability and Innovation team indicates that using modern soil washing / processing technologies can **yield between 60% and 75% (by weight) of clean, high-quality aggregate from excess soil and stone** generated by construction and development activity
- The soil washing process uses **90%-95% recycled water**. At Ballinclare, this can be sourced from quarry dewatering
- Non-aggregate sized particulates (fines) arising from the soil washing process are dewatered and compressed in the processing plant to produce a filter cake material
- Cell construction will consist of non-waste or by-product material being used as a liner.
- The filter cake material, will be used to fill the existing quarry void, together with imported excessively clayey and naturally occurring greenfield soil and stone which does not readily lend itself to soil washing. Opportunities for further off-site use of filter cake materials will also be explored.
- Indicative maximum by-product intake to the facility (for soil washing / quarry backfill purposes) is projected to be **200,000 t/annum**



Ballinclare Quarry : Existing Site Layout



Last worked in 2016

Ongoing quarry dewatering – discharge to Potters River (via Ballinclare Stream)

Existing water treatment infrastructure in place (installed and operated in accordance with WPL116, issued November 2019)

Ballinclare Quarry : Existing Site Layout



Last worked in 2016

Aerial Photograph taken
in October 2023

Ongoing quarry
dewatering – discharge
to Potters River (via
Ballinclare Stream)

Existing water treatment
infrastructure in place
(installed and operated
in accordance with
WPL116, issued
November 2019)

Ballinclare Quarry : Proposed Development



- On foot of the refusal for the SID application for an inert waste management facility at Ballinclare Quarry, Kilsaran undertook a further review of development options for the site.
- The company remains committed to establishing a licensed, integrated construction materials recycling / recovery facility at the quarry comprising
 - installation of a soil washing plant to win aggregate from imported soil and stone;
 - a construction and demolition (C&D) waste recycling facility and
 - an inert landfill to facilitate backfilling and restoration of the quarry void.

Soil Washing Plant

- Soil and stone intake to the facility will be up-cycled and re-purposed as resource materials wherever possible by processing at the soil wash plant.
- In addition to processing soil and stone by-product from greenfield sites, that the soil washing plant will also process inert soil and stone waste to produce recycled aggregate (albeit **separately** to any by-product materials).
- Aggregates recovered from soil waste can be supplied to market once they comply with End of Waste criteria recently published by the EPA (as well as any future related EoW decisions which may be published by the Agency).

Ballinclare Quarry : Washing Plant



Sand and gravel wash plant to be established in former concrete yard

Water sourced from sump on quarry floor

No discharge from wash plant - water continually recycled

When operational, filter cake material and excessively clayey greenfield soils will be used to backfill the western quarry void

Ballinclare Quarry : Proposed Development



Inert Landfill

- The development provides for the construction and operation of an **inert engineered (clay-lined) landfill** facility extending across the eastern and central parts of the quarry void.
- This will be of smaller scale and reduced intake capacity than that previously applied for in 2021, with an indicative maximum permitted intake of the order of **350,000 t/annum**.
- Soil and stone by-product (from greenfield sites) will be imported to the landfill facility for site engineering purposes (e.g. liner construction and capping) or for long-term (final) restoration works.
- The remaining landfill intake will comprise
 - inert (i.e. lightly contaminated) / non-hazardous soil and stone wastes generated by the construction and development sector which are more likely to arise at previously developed or 'brownfield' sites
 - inert soil and stone waste which cannot be processed (or upcycled) to win recycled aggregate and
 - filter cake generated by washing soil and stone by-product material and inert waste at the soil wash plant.

Ballinclare Quarry : Proposed Development



C&D Waste Recovery

- The development provides for the construction and operation of a **C&D waste recovery** facility at an existing paved area to the west of the site access
- This facility will comprise a large portal frame structure and an external paved yard for materials storage – with an indicative maximum annual throughput of **50,000 t/annum (of concrete, brick, bituminous waste / asphalt, tiles etc)**.

Water Treatment

- The development includes provision for future installation of a Constructed Integrated Wetland (ICW) or an alternative, equally robust, **water treatment infrastructure capable of treating any potentially contaminated run-off** arising at the inert landfill and/or C&D recovery facilities

Annual Throughput

- Taking account of the above, the indicative **maximum annual intake** will comprise **550,000 tonnes of soil and stone** (managed as by-product and waste) and **50,000 tonnes of C&D waste**
- The indicative cumulative **maximum intake of 600,000 t/annum is a reduction of 200,000 t/annum** on the extraction limit permitted in the current quarry permission (Ref 14/2118) and the waste intake envisaged by the previous (2021) SID application (Ref. ABP-309991-21) .



Intake

- Over its projected 20-year life, backfilling of the quarry void and development of the engineered landfill facility will have a total intake capacity (cumulatively between by-product and landfilled inert waste as described above) of approximately **6,500,000 tonnes**.
- Within the application, flexibility will be sought to vary the quantity of soil and stone by-product above the minimum volume required for lining and capping of the landfill facility and to supplement backfilling of the quarry void using waste. Were this to occur, it would generally enhance the level of protection provided to the underlying groundwater table and the surrounding environment.

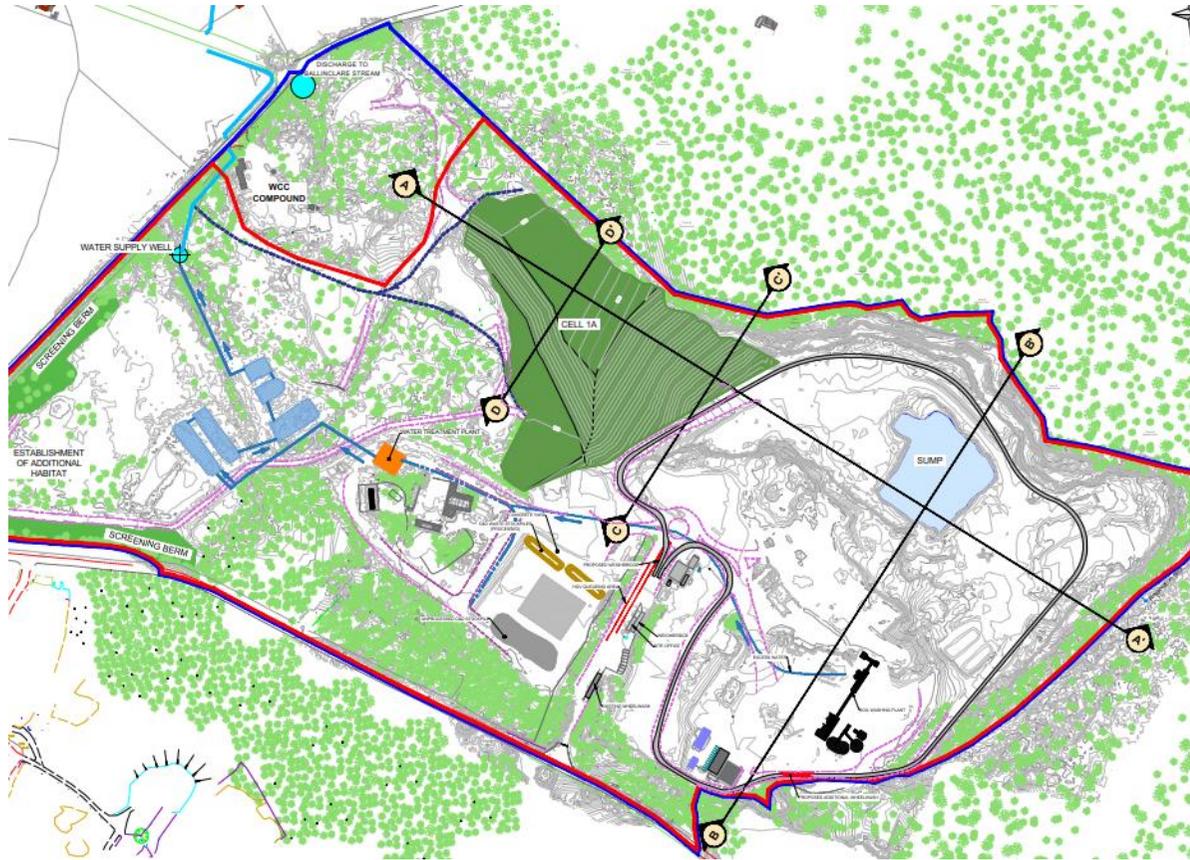
Traffic

- Given restrictions / limitations on traffic movements, in order to maximise throughput and efficiency, it will be necessary to provide for a **high degree of backloading – whereby HGVs and articulated trucks carry loads on both legs of a trip to and from the quarry**.
- The requirement to optimise haulage journeys in this way will drive **more sustainable transport practices and lead to reduced carbon emissions** (compared to those prevailing at current time)

The proposed development is confirmed as SID as annual waste intake will exceed 100,000 tonnes per annum. As its also provides for **waste intake in excess of 25,000 t/annum, it will also require Environmental Impact Assessment (EIA)**. The planning application will also be accompanied by a **Natura Impact Statement (NIS)**.



Ballinclare Quarry : Initial Development (Landfill Phase 1A) ✨



Continued use of established site infrastructure. C&D waste recovery facility and soil wash plant to be established

SW run-off from active inert landfill areas captured and recirculated (or supplied to soil wash plant) Any excess run-off tankered off-site.

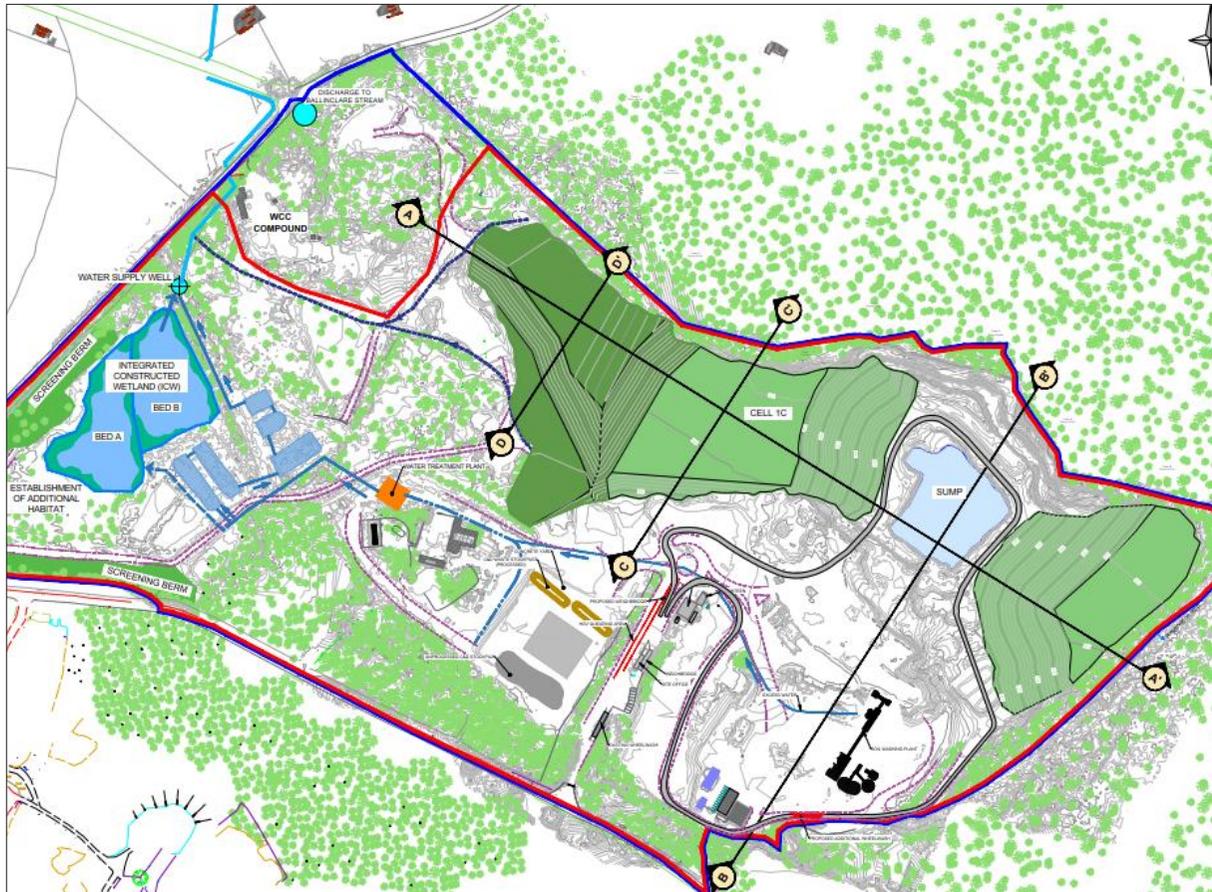
SW run-off from C&D shed roof discharged off-site. Run-off from C&D recovery yard captured and supplied to soil wash plant.

Run-off from soil processing area (in SE corner) directed to sump beside the wash plant and used in process (closed system – no emissions).

Any excess water in sump on quarry floor treated prior to discharge

After capping / restoring top surface of Phase 1A, SW run-off captured by perimeter toe drain and discharged off-site without treatment

Kilsaran Ballinclare Quarry : Follow-on Phase 1 Landfill Development



Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility

Run-off from C&D waste recovery and soil processing areas supplied to soil wash plant. Plant can also be supplied from sump on quarry floor if required.

Excess water collecting in sump on quarry floor treated by Siltbuster system and settlement ponds prior to discharge before being discharged off-site

Ballinclare Quarry : Phase 2 Landfill Development



Landfill raised to 80mOD with section of existing quarry face (up to 15m high) remaining exposed

Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility

Run-off from capped landfill areas and C&D waste recovery facilities collected and directed to temporary balancing ponds.

Soil wash plant to be supplied by run-off from C&D waste recovery yard, soil processing area and balancing ponds.

Excess water collecting in balancing ponds (if any) to be treated by Siltbuster system and settlement ponds prior to discharge.

Ballinclare Quarry : Phase 3 Landfill Development



Soil wash plant in former concrete production yard (in the south-eastern corner) decommissioned

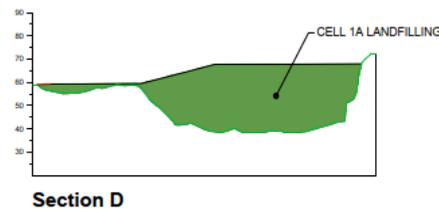
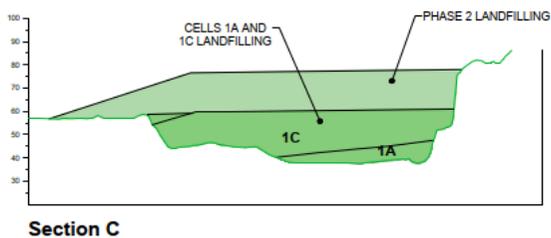
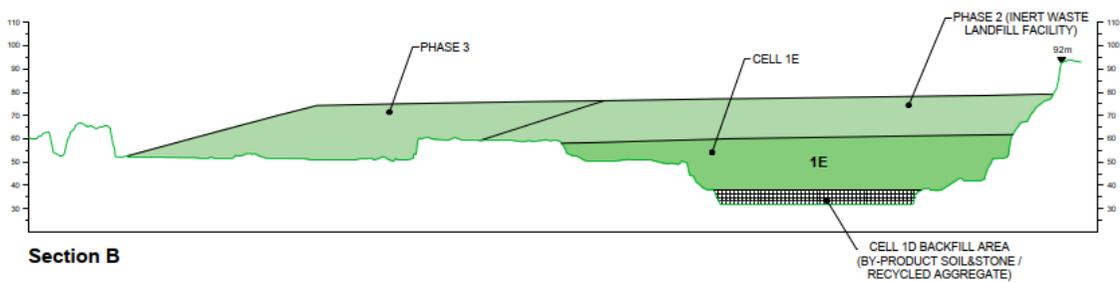
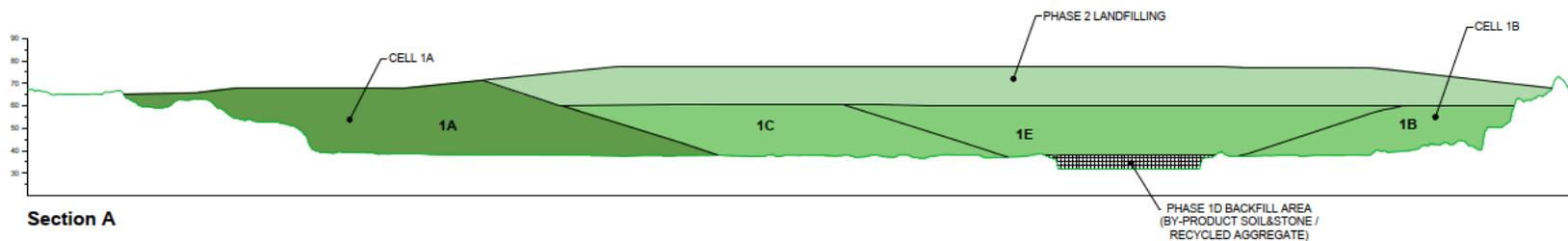
Landfill footprint extended into former production yard

Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility

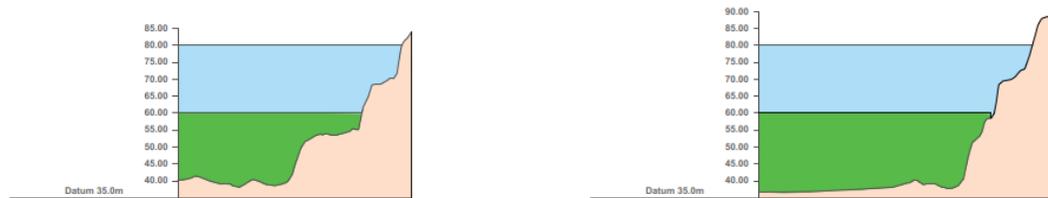
Run-off from C&D waste recovery facility treated (by ICW and/or Siltbuster system and settlement ponds) prior to discharge.

After capping / restoring top surface, SW run-off captured by perimeter toe drain and discharged off-site without treatment

Ballinclare Quarry : Landfill Cross-Sections

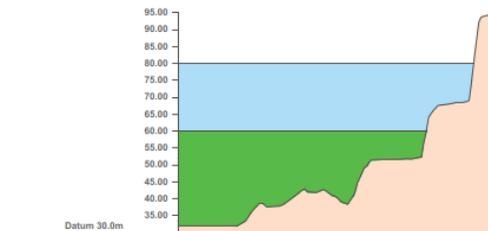


Ballinclare Quarry : Cross-Sections at Quarry Face

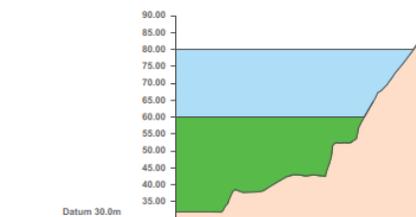


SECTION 1

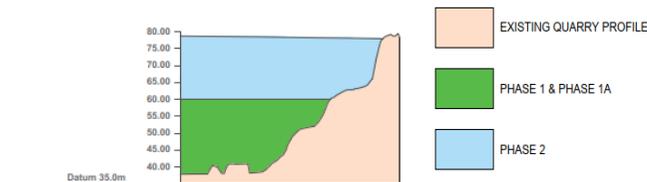
SECTION 2



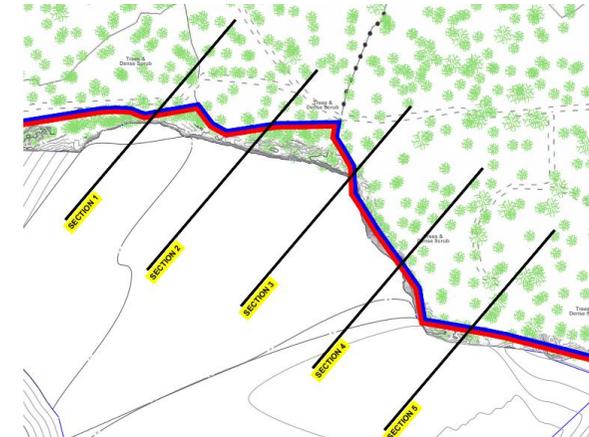
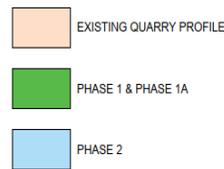
SECTION 3



SECTION 4

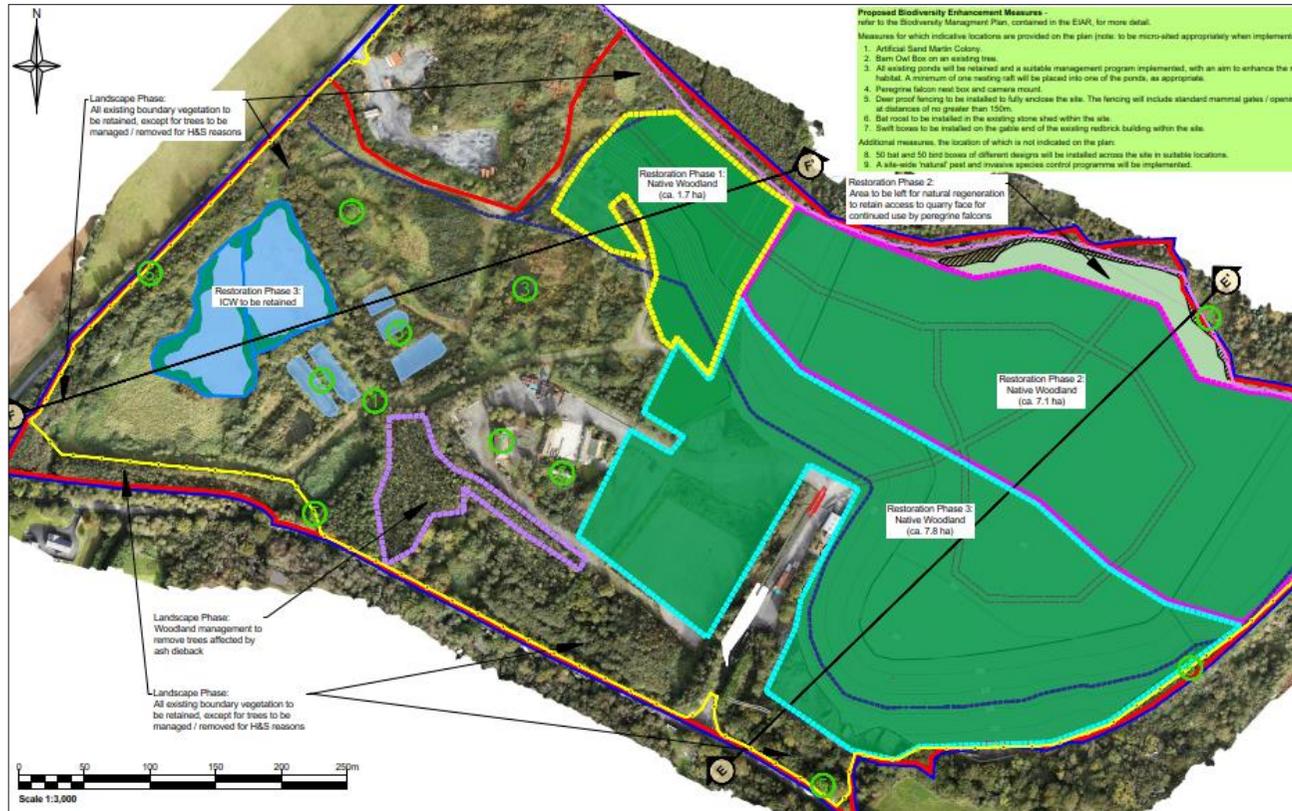


SECTION 5



- The amended scheme provides for retention of rock exposures at upper levels of the existing quarry face to **facilitate continued nesting by peregrines**
- The retained quarry face is approximately 240m long and increases in height from 0m to a **maximum of 15m** in the centre

Ballinclare Quarry : Long Term Restoration



Final restoration scheme provides for establishment of a **native woodland** across entire area of backfilled quarry

Water treatment system to be retained but will not be actively managed – will be left to evolve as **wetland feature / habitat to promote an increase in local biodiversity**

Several areas identified for ongoing **biodiversity enhancement (BEA)** over life of project

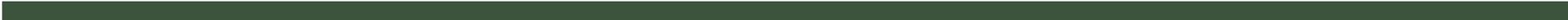


Ballinclare Quarry – Material Changes v 2021 Scheme



The proposed development of an integrated material management facility at Ballinclare Quarry will incorporate several changes from the previous SID proposal submitted to ABP

- The annual material intake will **reduce from a maximum 800,000 tonnes per annum to an indicative maximum of 600,000 tonnes per annum** – comprising 550,000 tonnes of soil and stone (waste and by-product) and 50,000 tonnes of C&D waste (principally concrete, brick, bituminous waste / asphalt, tiles etc.)
- The total volume of landfilled / deposited soil and stone will be **reduced from c. 8m tonnes to c. 6.5m tonnes**
- The **new weighbridge on the inbound lane** will be moved further north (into the site) and queueing lanes provided within the site to **facilitate queueing of inbound traffic at peak times**
- An **additional wheelwash facility** will be provided along the egress from the backfill / landfill areas within the quarry void to immediately remove soil and mud carried on wheels or truck underbodies (rather than carry it through the site)





Ballinclare Quarry – Material Changes vs 2021 Scheme



Cont'd

- More extensive pre-planning ecology surveys will be undertaken and a **biodiversity management plan** will be prepared as part of new planning application. This will incorporate a number of measures such as
 - **Establishment of native / sessile oak plantation** in defined areas around the site
 - Leaving section of **upper quarry face exposed for peregrine falcon(s)**
 - **Retention of settlement / treatment ponds**
 - Provision for **roosting bats** and **breeding / roosting birds** (including Barn Owl)
 - Establishment of artificial **sand martin colony**
 - Establishment of perimeter **Deer Fence**
- Review of design for **upgrading works along local access road (L1157)**, specifically removal of passing bays at or close to farm accesses
- More comprehensive groundwater well survey at surrounding properties and evaluation of potential development impacts thereon
- Establishment of appropriately funded **community benefit scheme** administered by WCC



APPENDIX C
Prescribed Body Consultation Feedback



Wicklow County Council (WCC)

From: Derek Luby
Sent: 27 September 2024 17:17
To: Derek Luby

Meeting date Wednesday 24th July.

Meeting commenced at 10.30am.

WCC Environment Section

Robert Kelly (RK) – Senior Executive Technician

Michael Boland (MB) - Executive Scientist

Tom Byrne (TB) - Technician

Kilsaran

Eftim Ivanoff (EI) – MD Materials Recovery & Recycling division

Shane Dolan (SD) – Environmental Officer

Ecology Ireland

Gavin Fennessy (GF) – Director and Principal Ecologist

The objective of the meeting was to outline the proposed development and seek comment from Wicklow County Council’s Waste Management Section.

In addition, it was proposed to conduct a walk around the site to view the areas of development and areas of interest.

The meeting started at 10.30 at the weighbridge / site office.

After everyone had signed in EI carried out a brief site familiarisation and induction.

SD then brought those present through a presentation on the proposed development.

The presentation detailed the site history, proposed development, and the material changes from the previous application.

MB was interested in the reduced volume proposed to be accepted at the site and how this was broken down between waste and non-waste.

EI explained that the design proposed a maximum intake of up to 600,000 tons of waste. He explained that with recent developments and changes in legislation in relation to by-product material and non-waste, likely a large percentage of the material to enter the site would actually be non-waste. The non-waste would be subject to the same control measures as the waste material.

RK was keen to get an understanding of our proposed waste acceptance procedures. SD outlined the procedures currently in place at our soil recovery sites at Halverstown and Kilmessan, both of which are licensed by the EPA.

SD explained that the same procedures would be in place at the proposed development at Ballinclare.

EI outlined the current dewatering at the site and gave some detail on the water treatment plant.

RK outlined the demand for soil recovery sites in Wicklow now and stated the importance for such a facility in the region.

EI explained the soil washing operations and outlined that the material accepted at the facility could be recovered at a rate of 75%.

SD spoke about the need to capture as much surface water run off as possible to supply the soil washing plant.

GF provided detail on the proposed biodiversity measures at the site.

Following the presentation a site visit was carried out. This started at the quarry void with a view of the peregrine falcon nesting site, then onto the location where the soil washing plant will be constructed and finally finished at the water treatment plant.

EI explained the purpose of the water treatment plant and the principles of operation.

There was a discussion in relation to the community fund.

RK suggested might be worth considering carbon / energy related home improvements for locals .

EI said this can be considered / discussed . EI explained how the Community Fund which is in place at our Kilmessan quarry worked and the benefits of it.

EI mentioned that through face-to-face meetings with some of the neighbour in the immediate vicinity of the quarry / haul route, it had been suggested that a kind of local committee be set up to meet the quarry management on a regular basis, to provide feedback on the community fund and community engagement. EI said they were in favour of local consultation and always encouraged communication.

Robert Kelly & Michael Boland expressed the view that the Waste Management Section would be in support of the project, especially as the number of sites available for the acceptance of inert soil and stone are continuing to decrease in the county. They noted the number of vehicles from Dublin passing through County Wicklow on the way to County Wexford Inert Recovery Facilities

and the negative environmental impact this has from increased transport carbon emissions due to the distances involved. Additionally, they noted the process change in the new application that will allow for the washing of soils and the increased recovery levels of aggregates, thereby reducing the need for new/ virgin material in the construction industry.

That they recognised the circular economy benefits of the project and the benefits of the proposed highly regulated site with capacity to deal with scalable arisings.

Meeting closed at 12.30

Derek Luby

Technical Director and Technical Discipline Manager - Geotechnical Engineering

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E dluby@slrconsulting.com

SLR Consulting Ireland

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Wicklow County Council Roads Department Meeting

Minutes from meeting

Venue: Arklow Municipal District Chamber

Date: 4th September 2024

Attendees:

WCC - Avril Hill (SEE) AH, Declan O'Brien (Exec Engineer) DOB, Damien Byrne DB

**Kilsaran - Derry McKeown DMK, Eftim Ivanoff EI, Liam Murphy LM,
Derek Luby (SLR Consulting Ireland) DL, Julian Keenan (Trafficwise) JK**

Apologies: Michael Flynn (Senior Engineer)

Meeting commenced at 11.05am

- DL opened the meeting, thanked Council officials for attending the pre-planning meeting. He referenced the two presentations sent to WCC prior to the meeting and proposed that if everyone was familiar with the project background presentation that he kick the meeting off by running through the presentation specific to the Roads Department. This was accepted and agreed by all.
- DL uploaded the presentation to the large screen and explained the slides. This invited discussion as the presentation proceeded.
- DL explained that following feedback from the public consultation, it is proposed that the site would be open for maintenance and other quarry related works but would not be operating (i.e. receiving or sending out materials) on Saturdays, Sundays or Bank Holidays. He highlighted that this would limit potential development impacts on local amenity at weekends
- DL presented a draft drawing showing the details of the proposed vehicle queuing arrangement at the proposed development with capacity for up to 18 HGVs to queue within the site (and more if circulated within facility).
- JK explained the capacity of the inbound lanes and the ultimate capacity of the circulating system could accommodate a queue greater than 30% of average daily HGV arrivals, which is self-evidently a robust arrangement.
- JK clarified that the plans and particulars of the current quarry development under Planning Reg. Ref. 14/2118 estimated average HGV traffic generation as 150 No. loads plus 19 No. deliveries of additives such as cement. The permission conditions state that the quarry is restricted to generating no more than the forecast average which suggests that that would be the upper daily limit. The permitted scenario equates to

an average of 169 no HGV trips per day. If adhering to the informal one-way system, it would be 169 No. HGV movements per day travelling southbound from the quarry along the L1157 (in circumstances where there is only provision for road strengthening and no provision for road widening in the current 14/2118 permission). Based upon a 70/30 split in articulated / rigid-body HGVs, the forecast average arising from the proposed SID development is 91 No. HGV trips per day. This equates to a total of 182 No. daily HGV movements to and from the site in a **two-way** system along the L1157. This is an effective-daily increase of 13 no. HGV movements per day over and above the quarry permission were it to adhere to the **one-way** system.

- JK Highlighted that the worst case for the permitted quarry is an average of 169 No. HGV movements in both directions on L1157 were the one-way system not in use. In that scenario, which must be considered, the total flow on L1157 is 338 No. HGV movements per day. Under that scenario, the HGV flow generated by the proposed new SID development equates to a 47% reduction in the average HGV traffic generation along L1157.
- DO'B asked that some justification for the suggested 70/30 split in HGV types be provided in the EIAR.
- EI confirmed that Kilsaran had two other operational sites, and that considerable data was available and would be shared as soon as possible.

Kilsaran Post Meeting Note :

Following the meeting, this split has been confirmed by Kilsaran by reference to 50,000 individual loads delivered to its licensed facilities at Halverstown and Kilmessan. The Halverstown facility is demographically directly comparable and has similar motorway access to the proposed development. The split there is 80/20 in favour of the articulated HGV. This reduces the forecast average daily traffic generation if the proposed SID to 88 No. HGV trips or 176 No. HGV movements along L1157. So, this would be 7 No. additional HGV per day over the quarry operating on the informal one-way system and would be a 48% reduction from the other scenario where all quarry traffic uses the L1157 exclusively.

- AH noted the proposed improvements to the L1157 including resurfacing, and widening. She highlighted that the speed limit on the road is due to be reduced to 60km/h in November 2024 (of foot of forthcoming national direction by DoT). All acknowledged that there was a 'Catch 22' situation where the proposed road improvements (strengthening and widening) may encourage higher speeds and speeding and in that way reduce road safety. AH advised that traffic calming schemes are generally only put forward where all other measures have failed
- EI noted that the potential for higher speed had been a concern expressed by some individuals at the public consultation.

- AH suggested that the road improvement could include provision for solar-powered 'driver feedback' electronic signing. Potentially 2 signs on the way in and 2 signs on the way out (install on straight sections where drivers are most likely to speed). She noted that these signs would record data including vehicle speed and vehicle type and that that data could be used to monitor and influence driver behaviour. Kilsaran confirmed that the drawings would identify potential locations for such signing and that the detailed engineering design and their precise locations and configuration would be agreed with Council officials post decision.
- EI mentioned that all loads accepted at the facility will have time stamped record from the weighbridge and it would be very easy for Kilsaran to track back a driver who was over the speed limit. In addition, he explained that at existing Kilsaran Soil Recovery sites a driver induction training process was in place, all drivers must partake, the rules concerning the route in and out of the location are enforced, speed limits are enforced, a no-parking rule is enforced along the access route ; with serial offenders banned from the site.
- AH noted that An Garda Síochána often found it difficult, in rural locations, to set up roadside speed enforcement patrols and asked that consideration could be given to the provision of a suitable pull-in area. The Applicant agreed to investigate the matter and although the pull-in may not be shown on the planning application drawings the initial objective will be to identify potential suitable location(s) since the final decision would require some level of input from An Garda Síochána which it is understood would be managed and co-ordinated by WCC.
- DL highlighted that although provision would be made for HGVs to access to the quarry site after 7am on weekday mornings, no material would be unloaded before 8am, nor would any recycled aggregate be loaded / dispatched off-site until after then.
- JK recounted the road condition surveys and detailed topographical survey that underpinned the previous SID application. JK also recounted the level of consultation with the then Arklow Area Engineer Rob Mulhall.
- AH advised that she checked Rob's files – they considered surface dressing in road specifications – although Stone Mastic Asphalt (SMA) wasn't allowed at the time by the DoT, it is permitted now.
- JK mentioned that the Area Engineer had been provided with the road condition survey report and the topographical survey. JK recounted that it had been the Area Engineers recommendation and initial objective to abandon the informal one-way system and instead to use only L1157 as the haul route serving the SID development at the quarry. This would affect a reduction in HGV on the L1113 Coolbeg Road. The Area Engineer ideally wanted to widen the L1157 to 6.0m. Having prepared preliminary drawings of the road improvement works for the previous SID application, Kilsaran

representatives and Area Engineer undertook a walkover survey of the L1157 haul route noting areas of the road that would require special attention with regards to strengthening works, widening and/or passing bays. These areas were expressly identified on the drawings submitted with the previous SID application.

- Given the passage of time and the continued use of the L1157 by HGVs in the interim, JK indicated that a new road condition survey including FWD, and cores had recently been conducted and that he would share the report with AH when it was fully prepared.
- JK asked that AH, armed with the road strengthening drawings from the previous walkover, might repeat the walkover exercise with the objective of marking up those additional areas requiring strengthening as may have developed since the previous examination, as well as additional areas proposed to be widened to 6m.
- EI mentioned that some of the local farmers had asked for markers to be placed at the entrance gateways to fields, to both mark the entrance but also to prevent any parking at the gates.
- AH agreed to carrying out the joint inspection and said that Michael Flynn (Senior Engineer) would also look to attend.
- EI agreed to propose a date for the walkover exercise.

Meeting finished at 12.40

Lynn Hassett

From: Fergal Keogh <FKeogh@wicklowcoco.ie>
Sent: 23 July 2024 15:32
To: Lynn Hassett; Siobhan O'Brien
Cc: Edel Bermingham; Michael Boland; Pat Clarke
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in WCC
Attachments: RE: Ballinclare Quarry - Strategic Infrastructure Development - Request for Pre-Application Consultation

Hi Lyn

I have attached an email sent to your colleague Derek Luby in relation to this matter. I also spoke to Tim Paul.

As I advised both of them, the Planning Authority has no statutory role in relation to pre-app consultations for an SID proposal.

Where you have specific technical questions in relation to any matter that the Council may have some knowledge on, such specific queries should be sent to the relevant personnel. In this regard, I advised Tim Paul that they may wish to engage with Michael Boland, the Chemist in our Environment Section in relation to Waste Management issues. If you have any queries in relation to traffic/roads matters, you should contact Pat Clarke, the Wicklow Municipal District Engineer.

On the basis of the my previous contacts as noted above, your submission will not be reviewed and hence no feedback will be given on same.

Kind Regards
Fergal

Fergal Keogh
Senior Engineer
Planning & Development
Wicklow County Council
00 +353 404 20107

From: Lynn Hassett [mailto:lhassett@slrconsulting.com]
Sent: Tuesday 23 July 2024 14:55
To: Siobhan O'Brien; Planning - Planning and Development Secretariat
Cc: Edel Bermingham; Fergal Keogh
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in WCC

Dear Siobhan

Thank you for confirming the plandev@wicklowcoco.ie as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry.

We would very much appreciate acknowledgement that this has been received by the relevant person/s and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

Please let me know if you would like a hard copy of the attach posted to you. I will assume you don't otherwise.

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

O +353 1 296 4667
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From: Siobhan O'Brien <SOBrien@wicklowcoco.ie>
Sent: Thursday, July 11, 2024 10:06 AM
To: Lynn Hassett <lhassett@slrconsulting.com>
Cc: Edel Bermingham <EBerming@wicklowcoco.ie>; Fergal Keogh <FKeogh@wicklowcoco.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in WCC

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Good Morning,

With reference to your email, please send all communication in respect of the above to plandev@wicklowcoco.ie

Kind Regards,

Siobhan O'Brien,
Administrative Officer,
Planning

From: Lynn Hassett [<mailto:lhassett@slrconsulting.com>]

Sent: Wednesday 10 July 2024 15:05

To: Edel Bermingham; Planning - Planning and Development Secretariat; Fergal Keogh

Subject: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in WCC

Hi Edel / Fergal

I am getting in touch because you were previously identified as the appropriate contacts in Wicklow County Council in relation to consultation on a Strategic Infrastructure Development (SID) application to An Bord Pleanála (under Section 37E (3) (c) of the Planning and Development Act).

- **Ballinclare Quarry, townlands of Ballinclare and Carrigmore, Kilbride, Co. Wicklow - Background**

SLR acted as agents for Kilsaran Concrete Unlimited Company for a previous planning application in relation to the backfilling and restoration of the existing Ballinclare quarry void with imported inert waste with the development of a construction and demolition (C&D) waste recovery facility and a soil washing plant at the site. A SID application was made to An Bord Pleanála in 2021 and ultimately was refused in October 2023, principally on account of perceived deficiencies in baseline ecological surveys around the application site. All other aspects of the proposed development, including need, compliance with policy objectives and traffic impact were deemed satisfactory by the ABP Inspector in his report to the Board.

- **Revised Proposals**

SLR is again acting as agent for Kilsaran Concrete Unlimited Company, who have developed revised proposals to incorporate more extensive biodiversity enhancement, advances in soil washing technologies, and to respond to recent changes in EPA criteria with regard to materials that can be managed as non-waste by-product. It has undertaken pre-application consultation with ABP, who has confirmed that a SID planning application can be made directly to it.

- **Next Steps**

Wicklow County Council has been specified by ABP as a prescribed body to be notified of the upcoming application. We will shortly be issuing a Briefing Document on the revised proposals and intended application. In order to ensure that maximum time is given to consultees for their consideration of the proposals we would greatly appreciate if you would advise if you are still the appropriate contact/s in this regard and please confirm the appropriate email and/or postal

address preferences for receipt of communication. If there is a more appropriate contact please can you put us in touch so that we can send the information to the appropriate person and allow them adequate time for comment?

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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E lhassett@slrconsulting.com

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Minister for Housing, Local Government and Heritage (Development Applications Unit)

Lynn Hassett

From: Lynn Hassett
Sent: 27 August 2024 13:21
To: Housing Manager DAU
Cc: Derek Luby
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Submission

Dear Diarmuid

Whilst we had asked for any comments on our Ballinclare consultation document by 24th August, we noted that your general timeframe for providing comments is 6 weeks. With this in mind, and with the heavy workloads/annual leave season, we hope that extending our target date for submissions to 13 September would be of assistance to you in providing some feedback?

If you could let me know if this helps and if we can expect a submission from your department that would be great.

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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M +353 87 4296525
E lhassett@slrconsulting.com

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From: Housing Manager DAU <Manager.DAU@npws.gov.ie>
Sent: Wednesday, July 24, 2024 9:36 AM
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Briefing Document

Our Ref: G Pre00224/2024 (Please quote in all related correspondence)

A Chara
I acknowledge receipt of your recent consultation.

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU).

Lynn Hassett

From: Housing Manager DAU <Manager.DAU@npws.gov.ie>
Sent: 24 July 2024 09:36
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Briefing Document

Our Ref: G Pre00224/2024 (Please quote in all related correspondence)

A Chara

I acknowledge receipt of your recent consultation.

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU).

The normal target turnaround for pre-planning and other general consultations is six weeks from date of receipt In relation to general consultations from public bodies under the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 to 2011, the Department endeavours to meet deadline dates, where requested. (24th of August)

If you have not heard from DAU and wish to receive an update, please email manager.dau@npws.gov.ie stating the above reference.

Regards
Diarmuid

Diarmuid Buttimer
Executive Officer

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta
Department of Housing, Local Government and Heritage

Aonad na nIarratas ar Fhorbairt
Development Applications Unit

Oifigí an Rialtais
Government Offices

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

—
Diarmuid.Buttimer@npws.gov.ie
Manager.DAU@npws.gov.ie

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday 23 July 2024 15:00
To: Housing Manager DAU <Manager.DAU@npws.gov.ie>; Diarmuid Buttimer (Housing) <Diarmuid.Buttimer@npws.gov.ie>
Subject: Ballinclare Quarry - Revised SID Application -Consultation Briefing Document

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Dear Diarmuid

Thank you for confirming the manager.dau@npws.gov.ie as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow.

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

Please let me know if you would like a hard copy of the attached posted to you. I will assume you don't otherwise.

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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From: Housing Manager DAU <Manager.DAU@npws.gov.ie>
Sent: Wednesday, July 10, 2024 3:18 PM
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the DAU, DHLGH

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Good Afternoon Lynn,

Please note Development Applications Unit (DAU) is the coordinating unit for the Department of Housing, Local Government and Heritage, coordinating responses/submission from National Parks and Wildlife Service, National Monuments Service, Underwater Archaeology Unit and Architectural Heritage.

All Correspondence to be issued to **Development Applications Unit**.

Please forward relevant Briefing documents along with site location map, where we will coordinate any observations with our professional staff.

Please also note, National Parks and Wildlife recently met with your colleague Derek Luby regarding Pre-Planning Consultation at Ballinclare Quarry along with Kilsaran staff.

Regards
Diarmuid

Diarmuid Buttimer
Executive Officer

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreacht
Department of Housing, Local Government and Heritage
Aonad na nIarratas ar Fhorbairt
Development Applications Unit
Oifigi an Rialtais
Government Offices
Bóthar an Bhaile Nua, Loch Garman, Contae Loch Garman, Y35 AP90
Newtown Road, Wexford, County Wexford, Y35 AP90

—
Diarmuid.Buttimer@npws.gov.ie
Manager.DAU@npws.gov.ie

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Wednesday 10 July 2024 15:06
To: manager.dau@chg.gov.ie; Housing Manager DAU <Manager.DAU@npws.gov.ie>
Subject: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the DAU, DHLGH

Good Afternoon

I am looking for an appropriate contact in the DAU in relation to consultation on a Strategic Infrastructure Development (SID) application to An Bord Pleanála (under Section 37E (3) (c) of the Planning and Development Act). We previously used a generic email address (for DAU, Dept of CHG) in relation to consultation on a previous planning application but it would be preferable to have a named contact if possible?

- **Ballinclare Quarry, townlands of Ballinclare and Carrigmore, Kilbride, Co. Wicklow - Background**

SLR acted as agents for Kilsaran Concrete Unlimited Company for a previous planning application in relation to the backfilling and restoration of the existing Ballinclare quarry void with imported inert waste with the development of a construction and demolition (C&D) waste recovery facility and a soil washing plant at the site. A SID application was made to An Bord Pleanála in 2021 and ultimately was refused in October 2023, principally on account of perceived deficiencies in baseline ecological surveys around the application site. All other aspects of the proposed development, including need, compliance with policy objectives and traffic impact were deemed satisfactory by the ABP Inspector in his report to the Board.

- **Revised Proposals**

SLR is again acting as agent for Kilsaran Concrete Unlimited Company, who have developed revised proposals to incorporate more extensive biodiversity enhancement, advances in soil washing technologies, and to respond to recent changes in EPA criteria with regard to materials that can be managed as non-waste by-product. It has undertaken pre-application consultation with ABP, who has confirmed that a SID planning application can be made directly to it.

- **Next Steps**

The Minister for Housing, Local Government and Heritage (Development Applications Unit) has been specified by ABP as a prescribed body to be notified of the upcoming application. We will shortly be issuing a Briefing Document on the revised proposals and intended application. In order to ensure that maximum time is given to consultees for their consideration of the proposals we would greatly appreciate if you would advise if you are still the appropriate contact/s in this regard and please confirm the appropriate email and/or postal address preferences for receipt of communication. If there is a more appropriate contact please can you put us in touch so that we can send the information to the appropriate person and allow them adequate time for comment?

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

Pre-Planning Consultation meeting



Date:	28 th June 2024
Time:	10.00-13.30
Venue:	Ballinclare Quarry, Carrigmore, Co. Wicklow
Attendees:	<p>NPWS team</p> <p>Ciara Flynn - Divisonal Ecologist (CF) John Griffin – DRM (JG) Myles Conway – CO (MC) Wesley Atkinson – RM (WA) Apologies</p> <p>Kilsaran team – KC unless named</p> <p>Derek Luby - SLR Lead Consultant (DL) Liam Murphy - Kilsaran Senior Planning Project Manager (LM) Gavin Fennessy – Principal Ecology Ireland & Project Ecologist (GF) Eftim Ivanoff – MD Kilsaran Material Recovery & Recycling (EI)</p>

Item no.	Topic
1	Introductions followed by sign in and site safety briefing. Invitation to conduct a site walk over prior to reviewing the presentation.
2	The walkover viewed the following areas: <ul style="list-style-type: none">• Peregrine Falcon nest viewing area• Quarry viewing point• Location of proposed soil washing plant• Waste water treatment plant• Discharge settlement ponds• In situ stone build building preservation efforts
3	GF provided a telescope through which the nesting site was viewed. It was explained that it had been a successful nesting season with two chicks hatched and now left the nest. The chicks were observed locally. One of the parents was observed hunting a pigeon. KC explained that they had facilitated many visits form NPWS staff to both observe and tag the chicks. KC also explained that they had installed additional CCTV on site to maintain 24-hour surveillance on the chicks and parents. The CCTV is monitored. The extent of the quarry void was viewed from the same position. The lower bench could be seen. KC explained that the intention was to retain the lower bench as a sump to capture the surface water. No contaminated water would be allowed to enter the sump.

	<p>KC also outlined the area of the upper rock face that would be preserved post filling of the quarry void to allow continuous nesting opportunities for peregrine falcons. KC explained that the filling would take place over a long period, up to 20 years.</p>
4	<p>The location of the soil washing plant was reviewed. KC explained that the soil would be fed to the soil wash plant at the upper level. The processing part of the plant would be at the lower level. This would be a wet process with little noise or dust generated. It was explained this facilitated a clean area for finished product at the lower level.</p>
5	<p>A tour was conducted of the waste-water treatment plant (WWTP) This treats the water in the quarry water during de-watering and prior to discharge. KC explained that there was a discharge consent licence in place with Wicklow County Council. The discharge consent licence contains 18 parameters with emission limit values. KC showed NPWS the 24-hour continuous sampler which takes a representative sample daily. This sample is sent to a laboratory along with an upstream and downstream sample from Potters River. Seven parameters are tested daily and a further 11 are tested weekly.</p> <p>In addition, KC contract an independent consultant to carry out once monthly Q Index kick sample analysis reporting on upstream and downstream conditions of Potters River.</p> <p>KC explained that monthly biological Q Value sampling has been carried out at MP1 and MP2 since December 2022. No sampling was carried out in October 2023 due to weather conditions and high flows at both monitoring points. Upstream and downstream Q Values have been recorded as fluctuating between Q 3-4 and Q4. Based on the conducted kick sampling and using a direct comparison of samples taken upstream and downstream from December 2022 to April 2024 it can be concluded that discharges from dewatering at Ballinclare Quarry have not had any notable adverse impact on the aquatic ecosystem of the Potter's River. WCC also carried out kick sampling up and downstream of the discharge to check on the Q-value of the river on the 20/05/24.</p> <p>They recorded a Q4-5 assigned at both stations.</p> <p>KC also explained the function of the laboratory equipment on site at the WWTP where daily analysis is carried out. This is as per the discharge consent licence. It was also explained that this was in accordance with good practice, and it allowed KC staff to monitor daily and maintain the plant. In addition, all results from the samples are uploaded to WCC on a regular basis.</p>
7	<p>The discharge settlement ponds were viewed and the discharge from the ponds into a channel which leads to the Ballinclare stream and onwards to Potters River. It was noted on the walk around the efforts that were being made to preserve and maintain the stone buildings on site. An owl nest box has been kindly supplied by NPWS staff and erected inside one of the barns.</p> <p>In addition, plans are afoot to create a bat nesting area within the roofscape of one of the stone build barns. NPWS local staff have provided advice on how to construct and maintain the space.</p> <p>A lot of information was discussed and explained during the site walk around</p> <p>Once the walk around was completed, DL lead the presentation which was reviewed at the site office / weighbridge facility.</p>
8	<p>It was explained that the proposed planning and plan for the quarry was changed from previous application.</p> <p>The intention now is to divert all suitable material away from the void and to the soil wash plant.</p> <p>The soil wash plant as proposed and based on KC research and development will have the potential to recover up to 75% of this material as sand and stone. This sand and stone can then be used to manufacture concrete. It would be transported from the quarry on the same vehicle that brought in the soil and stone on a back-load principal.</p> <p>EI explained that some of the material used at the nearby Kilpeddar concrete plant was transported from as far away as Rochfortbridge in Westmeath and the back-load principal will benefit transport efficiencies and have a much-reduced carbon footprint.</p>

9	<p>DL also outlined the notable changes in this proposal compared to previous.</p> <p>EI explained that informal meetings had been held on a FTF basis with the nearest neighbours. These consultation and discussions were taken on board and can be demonstrated in the changes to total tons per year, total void to be filled, traffic management and additional equipment to ensure road cleanliness.</p>
10	<p>CF asked would waste material from the Poolbeg incinerator come to the proposed landfill</p> <p>EI explained that in the proposed application only inert material would be placed in the void.</p> <p>That the focus of this application was to minimize the material going to the void, that the project centred around material recovery and recycling.</p> <p>DL explained that by recovering and recycling material on the site it would mean less virgin material would be required to be harvested from rock quarries or sand and gravel pits.</p> <p>EI further explained that the soil wash plant proposed would recycle up to 95% of the water.</p> <p>CF asked where did the 5% go, it was explained this was contained in the finished products, sand, and stone and in the filter cake.</p> <p>It was explained that in a traditional sand and gravel pit the very fine sub-63-micron material, which is not suitable to go into concrete sand, is pumped as a sludge to large holding lagoons.</p> <p>It is proposed at Ballinclare to use a state-of-the-art filter press process to produce a 'cake' which is effectively dewatered fines.</p> <p>This solid material can then be placed in the void and typically will represent only 25% of the material fed into the soil wash plant and delivered to the site.</p>
11	<p>DL outlined in the presentation the draft finished levels and proposed planting of these areas.</p> <p>CF asked where the seed for the proposed Sessile Oak would be sourced. She strongly encouraged that trees should be sourced locally grown from local seeds. This was important to provide a form of continuity to the local biodiversity and wildlife corridor between the quarry and local SAC/NHA areas such as Deputy's Pass and Glenealy Woods, which has a nationally important oak plantation.</p> <p>JG suggested that Coillte has a local nursey that he has obtained tress from for NPWS, and he believed the seeds were locally sourced.</p> <p>CF mentioned that Irish Whitebeam were also known locally and asked could we investigate planting some in the quarry as part of the biodiversity enhancement measures.</p>
12	<p>JG asked did KC have or intend to have a Deer Management Plan. GF explained this was in development and asked JG did he have any suggestions.</p> <p>JG expressed a preference to see the site perimeter deer fenced to allow propagation of native species that would not be then competing with deer. He gave an example of areas in the national park where they had fenced and explained the benefits to native tree and plant propagation were very impressive.</p> <p>GF asked what type of fence they would recommend. JG explained they were moving towards Clipex type fencing, with two sheep wire height and a strand on top.</p> <p>This would have in built openings for fox, badger and otter at standard lengths.</p> <p>EI explained that KC were working with one of the neighbours already to erect a deer fence along once section of the boundary.</p>
13	<p>GF explained the survey types and biodiversity enhancement measures set out in the Ecology chapter within the project EIAR. These included barn owl nesting boxes internal and external, a nesting wall for sand martins, bat roosting enhancement, planting of native trees, clearance of undergrowth to encourage natural propagation, retention and enhancement of existing ponds, retention of quarry face for Peregrine Falcon nesting. etc. There was some discussion on eDNA sample results from the ponds. GF explained the Aquatic ecology electrofishing survey would be carried out on the first week or two of July.</p>
14	<p>JG asked could we look toward a policy of not using rodenticide on the site. He felt it may be possible by good housekeeping and / or using traps.</p> <p>He gave an example of a new type of rat trap which used gas or air canisters which was both humane and provided a ready source of food for some of the predators on site.</p>

15	<p>CF asked after the quarry was de-watered and given that we needed to harvest water on site to feed the soil wash plant, what would the effect be on the Ballinclare stream and Potters River if we went from c.70m³ per hour to no discharge.</p> <p>This was discussed by the parties. GF felt that Ballinclare stream locally would dry up in the summer season. EI explained that KC had experience of this in the summer of 2022 when the flow was so low it was not possible to even get a sample for lab analysis.</p> <p>He also felt that a zero discharge would not affect Potters River as the flow was always quite large at the river but a small flow off site would aid the health of the ponds and streams. KC said that they felt that if the site was operational, they would be able to maintain a small flow of water through the discharge ponds and on into the Ballinclare stream.</p>
16	<p>CF asked about ground water and did the quarry draw in any. DL explained that even though the quarry operated below the water table, the experience at the quarry was of a 'dry' quarry. He explained that the rock is diorite, and this was typically a very 'tight' rock which did not normally have cracks and is known to be very tight. He also explained that the cone of depression was extremely low. He said that all of this would be covered in detail in the hydrology section of the application which was being completed by Michael Gill of Hydro Environmental Ireland (HES) Ltd.</p> <p>EI explained that part of Michaels survey and data capture for the report was to install data loggers at local wells, he had four to five in place locally, with permission from the owners of the well.</p>
17	<p>CF asked what liner would be in place. DL explained the concept was to have a non-waste suitable clay type liner, which was placed in layers with permeability testing and an engineering spec to meet. He further explained that only inert material would be placed in the cell.</p> <p>EI explained that inert soil and stones and slightly contaminated soil and stones would be the principal material accepted at the site. And part of the proposal was to take in C&D material, principally being clean hard concrete, bricks, and stone from demolition sites.</p>
18	<p>There was discussion on NPWS efforts to aid breeding colonies of Little Tern and Lapwing at Cahore marshes SPA and Kilcoole reserve (Birdwatch Ireland). KC commended NPWS on these efforts.</p> <p>CF requested that the minutes of the meeting should be shared. KC agreed to do so.</p>

18 June 2024

Minister for Housing, Local Government and Heritage
c/o The Manager, Development Applications Unit
Department of Housing, Local Government and Heritage
Newtown Road
Wexford
Y35 AP90

SLR Project No.: 501.065366.00001

Client Reference No.: 0036

BY E-MAIL

RE: Application under Section 37E of the Planning and Development Act 2000 (as amended) : An Bord Pleanála (ABP-318997-24)

Proposed Resource Recovery and Recycling Facility incorporating an Inert Engineered Landfill Facility for Quarry Backfilling and Restoration at Ballinclare Quarry, Co. Wicklow

Request for Pre-Application Consultation Meeting with National Parks and Wildlife Service (NPWS).

The above-referenced project has been the subject of a Strategic Infrastructure Development (SID) pre-application stage consultation with An Bord Pleanála (ABP-318997-24).

On the 17th May last Kilsaran Concrete Unlimited Company was formally advised by An Bord Pleanála that the proposed development falls within the scope of paragraphs 37A(2)(a) and (b) of the Act and would be classified as Strategic Infrastructure Development within the meaning of Section 37A of the Planning and Development Act 2000, as amended (a copy of this letter is attached with this correspondence). Accordingly any application for permission for the proposed development must therefore be made directly to An Bord Pleanála under Section 37E of the Act.

In addition, the Board recommended that planning consultation documents should be forwarded to a defined list of 12 No. Prescribed Bodies for their consultation and consideration for the purposes of Section 37E (3) (c) of the Act (refer to attached letter). The Minister for Housing, Local Government and Heritage (Development Applications Unit) is the first noted Prescribed Body on this list, reflecting the importance attached to the biodiversity / ecology topic by an Bord Pleanála during the SID consultation procedure.

On behalf of the applicant, Kilsaran Concrete Unlimited Company we now wish to initiate pre-application consultations in respect of this project with the National Parks and Wildlife Service (NPWS) through this contact with the Development Applications Unit. We would specifically, like to request an in-person meeting with the Divisional Ecologist and Regional Team to discuss the development proposals and potential opportunities to enhance local biodiversity.

The supporting presentation sets out the background and provides a description of the ecological assessments and field surveys undertaken to date as well as summarising a series of proposed biodiversity enhancement measures. Feedback is sought from the NPWS as to its view on the scope of the surveys and proposed mitigation / enhancement measures.

A summary of the key contacts within the project team is provided in the table below:

Project Team Details

Description	Name	Contact Name	Contact Details
Applicant	Kilsaran Concrete Unlimited Company	Liam Murphy	Liam.Murphy@kilsaran.ie
Agent	SLR Consulting Ireland	Derek Luby	dluby@slrconsulting.com
Project Ecologist	Ecology Ireland	Gavin Fennessy	info@ecologyireland.ie

We trust that this is in order, but should you have any questions on the above please do not hesitate to contact us.

We look forward to your response.

Yours sincerely,

SLR Environmental Consulting (Ireland) Ltd



Derek Luby
Technical Director
dluby@slrconsulting.com

Attachments ABP Correspondence
Consultation Presentation

cc Liam Murphy, Eftim Ivanoff Kilsaran Concrete Unlimited Company



Minister for the Environment, Climate and Communications

Lynn Hassett

From: DECC Planning Notifications <PlanningNotifications@decc.gov.ie>
Sent: 23 August 2024 15:32
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - GSI Comments Received

Hi Lynn,

Apologies for the delay in responding.

There will not be a separate submission from DECC.

Many thanks,
Luke

Luke Thompson, Administrative Officer
Planning Advisory Division

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

Teach Tom Johnson, Bóthar Haddington, Baile Átha Cliath, D04 K7X4
Tom Johnson House, Haddington Road, Dublin, D04 K7X4

M +353 (0)87 336 7599
luke.thompson@decc.gov.ie

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Wednesday, August 21, 2024 11:15 AM
To: DECC Planning Notifications <PlanningNotifications@decc.gov.ie>
Cc: Derek Luby <dluby@slrconsulting.com>
Subject: RE: Ballinclare Quarry - GSI Comments Received

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Hi Luke

Many thanks for the GSI comments, gratefully received.

Will there be a separate submission from the DECC as a whole as well (ABP listed the DECC and GSI as two separate consultees)? I just do not want to make any assumptions.

If anybody from the wider DECC remit would like to make a submission we can extend the target date for responses until mid-September as we are mindful of the holiday season and heavy workloads.

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

O +353 1 296 4667
M +353 87 4296525
E lhassett@slrconsulting.com

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



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From: DECC Planning Notifications <PlanningNotifications@decc.gov.ie>
Sent: Tuesday, August 20, 2024 2:30 PM
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Document

Dear Lynn,

Please see attached a submission on behalf of Geological Survey Ireland (a division of the Department of the Environment, Climate and Communications) with regard to the subject entity.

Please send an acknowledgement of receipt to PlanningNotifications@decc.gov.ie at your earliest convenience.

Many thanks,
Luke Thompson

Luke Thompson, Administrative Officer
Planning Advisory Division

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

Teach Tom Johnson, Bóthar Haddington, Baile Átha Cliath, D04 K7X4
Tom Johnson House, Haddington Road, Dublin, D04 K7X4

PlanningNotifications@decc.gov.ie

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, July 23, 2024 3:07 PM
To: DECC Planning Notifications <PlanningNotifications@decc.gov.ie>
Subject: Ballinclare Quarry - Revised SID Application -Consultation Document

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Dear Luke

Thank you for confirming planningnotifications@decc.gov.ie as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow.

Please find attached a cover letter and briefing letter which provides information on the proposals.

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

As you have indicated that you do not require a hard copy, I have not posted in hard copy. Do let me know if you would like it in hard copy though.

Many thanks
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

O +353 1 296 4667
M +353 87 4296525
E lhassett@slrconsulting.com

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



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From: DECC Planning Notifications <PlanningNotifications@decc.gov.ie>
Sent: Thursday, July 11, 2024 10:04 AM
To: Lynn Hassett <lhassett@slrconsulting.com>
Cc: DECC AIE Unit <aie.unit@decc.gov.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in DECC

Hi Lynn,

I confirm PlanningNotifications@decc.gov.ie is the correct contact for the Department in relation to consultations on SID applications.

Future correspondence can be sent by email to PlanningNotifications@decc.gov.ie.

We do not require hard copies of documents.

Many thanks,
Luke Thompson

Luke Thompson, Administrative Officer
Planning Advisory Division

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

Teach Tom Johnson, Bóthar Haddington, Baile Átha Cliath, D04 K7X4
Tom Johnson House, Haddington Road, Dublin, D04 K7X4

Inland Fisheries Ireland

Lynn Hassett

From: Matthew Carroll <Matthew.Carroll@fisheriesireland.ie>
Sent: 13 August 2024 15:31
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Documents
Attachments: Kilsaran, Balinclare Quarry.docx

Hi Lynn,

I had a quick look at the consultation document and have attached a few queries which you might consider when advancing the application.
The Potters River will be the receiving environment for treated and untreated surface water run-off, sump water from the various activities on-site.
The Potters is an extremely important salmonid river and there must be zero impact to it from the activities, which will be challenging considering the scale and duration of the activity.
I hope that the commentary is of some assistance.
It is also worth keeping in mind that the controls to keep roads clean at the access and egress points of the facility are important as there is indirect connectivity to the potters via the road drainage network.

Regards
Matt

Matthew Carroll
Fisheries Environmental Officer

✉ Matthew.Carroll@fisheriesireland.ie • ☎ +353 (0)1 8842 600 • 🌐 www.fisheriesireland.ie • 🏠 D24 CK66



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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, August 13, 2024 1:59 PM
To: Roisin O'Callaghan <Roisin.O'Callaghan@fisheriesireland.ie>
Cc: Michaela Kirrane <Michaela.Kirrane@fisheriesireland.ie>; Matthew Carroll

<Matthew.Carroll@fisheriesireland.ie>

Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Documents

Dear Roisin, Michaela, Matthew

I just want to ensure that you received the below consultation document and if IFI intends to make a submission? I will phone tomorrow to make sure you have received it if I haven't heard.

Many thanks

Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

O +353 1 296 4667

M +353 87 4296525

E lhassett@slrconsulting.com

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From: Lynn Hassett <lhassett@slrconsulting.com>

Sent: Tuesday, July 23, 2024 3:11 PM

To: Roisin O'Callaghan <Roisin.O'Callaghan@fisheriesireland.ie>

Cc: Michaela Kirrane <Michaela.Kirrane@fisheriesireland.ie>; Matthew Carroll <Matthew.Carroll@fisheriesireland.ie>

Subject: Ballinclare Quarry - Revised SID Application -Consultation Documents

Dear Roisin

Thank you for confirming the correct contacts to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow. Please find attached consultation documents as promised.

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

Please let me know if you would like a hard copy of the attached posted to you. I will assume you don't otherwise.

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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From: Roisin O'Callaghan <Roisin.O'Callaghan@fisheriesireland.ie>
Sent: Thursday, July 11, 2024 2:35 PM
To: Lynn Hassett <lhassett@slrconsulting.com>
Cc: Michaela Kirrane <Michaela.Kirrane@fisheriesireland.ie>; Matthew Carroll <Matthew.Carroll@fisheriesireland.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in IFI

You don't often get email from roisin.o'callaghan@fisheriesireland.ie. [Learn why this is important](#)

Hi Lynn,

Gretta has retired and has been replaced by Matt Carroll (cc'd). Matt and myself now cover the Wicklow area south to Arklow and are the appropriate contacts.

Kind Regards,

Roisin

Roisin O'Callaghan
Senior Fisheries Environmental Officer

✉ Roisin.O'Callaghan@fisheriesireland.ie • ☎ +353 (0)1 8842 600 • 🌐 www.fisheriesireland.ie • 🏠 D24 CK66



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From: Lynn Hassett <hassett@slrconsulting.com>

Sent: Wednesday, July 10, 2024 3:08 PM

To: Michaela Kirrane <Michaela.Kirrane@fisheriesireland.ie>; Gretta Hannigan <Gretta.Hannigan@fisheriesireland.ie>; Roisin O'Callaghan <Roisin.O'Callaghan@fisheriesireland.ie>

Subject: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in IFI

Hi Michaela / Gretta / Roisin

I am getting in touch because you were previously identified as the appropriate contacts in Inland Fisheries Ireland in relation to consultation on a Strategic Infrastructure Development (SID) application to An Bord Pleanála (under Section 37E (3) (c) of the Planning and Development Act).

- **Ballinclare Quarry, townlands of Ballinclare and Carrigmore, Kilbride, Co. Wicklow - Background**

SLR acted as agents for Kilsaran Concrete Unlimited Company for a previous planning application in relation to the backfilling and restoration of the existing Ballinclare quarry void with imported inert waste with the development of a construction and demolition (C&D) waste recovery facility and a soil washing plant at the site. A SID application was made to An Bord Pleanála in 2021 and ultimately was refused in October 2023, principally on account of perceived deficiencies in baseline ecological surveys around the application site. All other

aspects of the proposed development, including need, compliance with policy objectives and traffic impact were deemed satisfactory by the ABP Inspector in his report to the Board.

- **Revised Proposals**

SLR is again acting as agent for Kilsaran Concrete Unlimited Company, who have developed revised proposals to incorporate more extensive biodiversity enhancement, advances in soil washing technologies, and to respond to recent changes in EPA criteria with regard to materials that can be managed as non-waste by-product. It has undertaken pre-application consultation with ABP, who has confirmed that a SID planning application can be made directly to it.

- **Next Steps**

Inland Fisheries Ireland has been specified by ABP as a prescribed body to be notified of the upcoming application. We will shortly be issuing a Briefing Document on the revised proposals and intended application. In order to ensure that maximum time is given to consultees for their consideration of the proposals we would greatly appreciate if you would advise if you are still the appropriate contact/s in this regard and please confirm the appropriate email and/or postal address preferences for receipt of communication. If there is a more appropriate contact please can you put us in touch so that we can send the information to the appropriate person and allow them adequate time for comment?

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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Inert Landfill

The remaining landfill intake will comprise of

inert (i.e. lightly contaminated) / non-hazardous soil and stone wastes generated by the construction and development sector which are more likely to arise at previously developed or 'brownfield' sites

Q- What contaminants in inert soils from “previously developed or ‘brownfield’ sites” and what will be the acceptable levels of these contaminant. Clarify what is the understanding of “lightly contaminated”

Water Treatment

The development includes provision for future installation of a Constructed Integrated Wetland (ICW) or an alternative, equally robust, water treatment infrastructure capable of treating any potentially contaminated run-off arising at the inert landfill and/or C&D recovery facilities

Q. What is the “alternative, equally robust, water treatment infrastructure” and how will treatment (for nutrients and potentially harmful impurities) occur during the dormancy period of the ICW

Ballinclare Quarry : Initial Development (Landfill Phase 1A)

SW run-off from active inert landfill areas captured and recirculated (or supplied to soil wash plant) Any excess run-off tankered off-site.

Q. Tankered off to where and for what reason ?

Any excess water in sump on quarry floor treated prior to discharge

Q- Discharges to where, clarify

After capping / restoring top surface of Phase 1A, SW run-off captured by perimeter toe drain and discharged off-site without treatment.

Q- Discharges to where, clarify

Ballinclare Quarry : Follow-on Phase 1 Landfill Development

Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility.

Q- How will treatment (for nutrients and potentially harmful impurities) occur during the dormancy period of the ICW ?

Excess water collecting in sump on quarry floor treated by Siltbuster system and settlement ponds prior to discharge before being discharged off-site

Ballinclare Quarry : Phase 2 Landfill Development

Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility

Q- Discharges to where, clarify

Run-off from capped landfill areas and C&D waste recovery facilities collected and directed to temporary balancing ponds.

Excess water collecting in balancing ponds (if any) to be treated by Siltbuster system and settlement ponds prior to discharge.

Q- Discharges to where, clarify

Ballinclare Quarry : Phase 3 Landfill Development

Discharge / SW run-off from active inert landfilling areas collected and treated at Integrated Constructed Wetland (ICW) facility.

Q- How will treatment (for nutrients and potentially harmful impurities) occur during the dormancy period of the ICW ?

Run-off from C&D waste recovery facility treated (by ICW and/or Siltbuster system and settlement ponds) prior to discharge.

After capping / restoring top surface, SW run-off captured by perimeter toe drain and discharged off-site without treatment.

Environmental Protection Agency (EPA)

Lynn Hassett

From: Lynn Hassett
Sent: 23 August 2024 11:08
To: EIAPanning
Subject: RE: Ballinclare Quarry - Extension til 13 Sept for comments

Hi Marian / Máire

Just following our call @Máire, thank you for taking the time to talk to me. We have been finding the same issue with most of our Prescribed Consultees (identified by An Bord Pleanála for pre application consultation on a Significant Infrastructure Development, a mix of heavy workloads and annual leave making it difficult for comments to be provided. This being the case we are hoping that an extension to our requested date for comments to 13th September might be helpful?

The proposed materials management facility comprises installation of a soil washing plant to win aggregate from imported soil and stone, a C&D waste recycling facility and an inert landfill to facilitate backfilling and restoration of the quarry void (quarry was operated until 2016 when discovery of small quantities of naturally occurring asbestos was found in extracted material). A planning application for the development as proposed was refused in 2023 on foot of deficiencies in ecological baseline work. The revised planning application will address this and incorporate enhancements in soil washing and processing technology that have emerged since the last application was made in 2021.

Following pre application consultation, the planning application will be made and accompanied by an EIAR. It is anticipated that an EPA Waste Licence will be sought for the importation of inert soil and stone, from which aggregates can be gained once they are compliant with the End of Waste Criteria for recycled aggregates published by the EPA.

I hope this is helpful.

Thank you
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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E lhassett@slrconsulting.com

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Lynn Hassett

From: Lynn Hassett
Sent: 13 August 2024 14:19
To: EIAPanning
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EPA

Hi Marian

I just wanted to touch base to check if we can expect a submission on this application and if so, to remind on the target date we had set for responses (24 August). If I haven't heard I will follow up with a call in the next few days.

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Thursday, July 18, 2024 12:39 PM
To: EIAPanning <eiaplanning@epa.ie>

Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EPA

Hi Marian

Noted and many thanks for confirming all of this, we will be in touch shortly.

Thank you
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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M +353 87 4296525

E lhassett@slrconsulting.com

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From: EIAPanning <eiapanning@epa.ie>

Sent: Thursday, July 18, 2024 10:05 AM

To: Lynn Hassett <lhassett@slrconsulting.com>

Subject: FW: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EPA

Good morning Lynn,

The contact email in the EPA for planning related correspondence is eiapanning@epa.ie

Our preference is to receive electronic correspondence and a link to documents on website, or otherwise using OneDrive or ShareFile.

The postal address is:

Philomena Kelly
EIA Planning
Environmental Licensing Programme
Environmental Protection Agency
PO Box 3000
Johnstown Castle Estate
County Wexford
Y35 W821

Kind regards,
Marian Doyle

Environmental Licensing Programme
Office of Environmental Sustainability
An Clár um Cheadúnú Comhshaoil
Oifig um Inbhuanaitheacht Chomhshaoil



053-916 0600 (Switch)

eiaplanning@epa.ie

www.epa.ie



From: Lynn Hassett <lhassett@slrconsulting.com>

Sent: Wednesday, July 10, 2024 3:08 PM

To: EIAPanning <eiaplanning@epa.ie>

Subject: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EPA

Good afternoon

I am looking for an appropriate contact in the EPA in relation to consultation on a Strategic Infrastructure Development (SID) application to An Bord Pleanála (under Section 37E (3) (c) of the Planning and Development Act). We previously used this email address in relation to consultation on a previous planning application but it would be preferable to have a named contact if possible?

- **Ballinclare Quarry, townlands of Ballinclare and Carrigmore, Kilbride, Co. Wicklow - Background**

SLR acted as agents for Kilsaran Concrete Unlimited Company for a previous planning application in relation to the backfilling and restoration of the existing Ballinclare quarry void with imported inert waste with the development of a construction and demolition (C&D) waste recovery facility and a soil washing plant at the site. A SID application was made to An Bord Pleanála in 2021 and ultimately was refused in October 2023, principally on account of perceived deficiencies in baseline ecological surveys around the application site. All other

aspects of the proposed development, including need, compliance with policy objectives and traffic impact were deemed satisfactory by the ABP Inspector in his report to the Board.

- **Revised Proposals**

SLR is again acting as agent for Kilsaran Concrete Unlimited Company, who have developed revised proposals to incorporate more extensive biodiversity enhancement, advances in soil washing technologies, and to respond to recent changes in EPA criteria with regard to materials that can be managed as non-waste by-product. It has undertaken pre-application consultation with ABP, who has confirmed that a SID planning application can be made directly to it.

- **Next Steps**

The EPA has been specified by ABP as a prescribed body to be notified of the upcoming application. We will shortly be issuing a Briefing Document on the revised proposals and intended application. In order to ensure that maximum time is given to consultees for their consideration of the proposals we would greatly appreciate if you would advise if you are still the appropriate contact/s in this regard and please confirm the appropriate email and/or postal address preferences for receipt of communication. If there is a more appropriate contact please can you put us in touch so that we can send the information to the appropriate person and allow them adequate time for comment?

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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Lynn Hassett

From: EIAPanning <eiapanning@epa.ie>
Sent: 26 July 2024 10:15
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EPA

Hi Lynn,
I can confirm that we've received your email of July 23rd and attachments to eiapanning@epa.ie
Kind regards,
Marian

Marian Doyle, Inspector II
Business Support & Environmental Assessment Team
Water, Energy and Business Support Programme
Foireann Tacaíochta Gnó & Measúnaithe Comhshaoil
An Clár Tacaíochta maidir le hUisce, Fuinneamh agus Gnó



01-268 0100 (Switch)

eiapanning@epa.ie

www.epa.ie



From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, July 23, 2024 3:15 PM
To: EIAPanning <eiapanning@epa.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EPA

Dear Philomena

Thank you for confirming eiapanning@epa.ie as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow. Please find the consultation documents attached as promised. The project website is not live yet but I will send you the link when it is (it will be a couple of weeks, around the same time as the public information event).

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

Please let me know if you would like a hard copy of the attached posted to you. I will assume you don't otherwise.

Many thanks

Fáilte Ireland

Lynn Hassett

From: Shane Dineen <Shane.Dineen@failteireland.ie>
Sent: 09 September 2024 09:40
To: Lynn Hassett
Cc: Derek Luby
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation
Attachments: Fáilte Ireland EIAR Guidelines 2023.pdf

Hi Lynn, Derek

Many thanks for the briefing call in relation to the SID Application for Ballinclare Quarry on Friday last. As promised, please see attached a copy of Fáilte Ireland's Guidelines for the Treatment of Tourism in an EIA, which may be found informative for the preparation of the Environmental Impact Assessment for the proposed project. 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.

Furthermore, as discussed, the proposed development is in close proximity to National Botanic Gardens – Kilmacurragh (approx. 1km) and also it is noted that Avondale - Beyond the Trees (approx. 6.5km) are considered tourism receptors in the vicinity of the proposal. The impact of the proposed development on these receptors should be considered regarding issues such as noise, dust, traffic etc.

<https://www.discoverireland.ie/wicklow/national-botanic-gardens-kilmacurragh> 2023 Visitor numbers – 123,000

<https://www.discoverireland.ie/wicklow/beyond-the-trees-avondale> 2023 Visitor numbers 354,000

I hope the above is of help and don't hesitate to contact me if further information is required.

Best Regards,

Shane Dineen
Environment & Planning Manager | Fáilte Ireland
M +353 (0)86 7966200



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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Wednesday, September 4, 2024 10:48 AM

To: Shane Dineen <Shane.Dineen@failteireland.ie>
Cc: Derek Luby <dluby@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

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Many thanks for getting back to me Shane and for providing those options. I have sent a MS Teams invitation for Derek and I to meet you on Friday 11am, we would be really grateful to hear your plans and views.

Talk to you then.

Thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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E lhassett@slrconsulting.com

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From: Shane Dineen <Shane.Dineen@failteireland.ie>
Sent: Tuesday, September 3, 2024 5:49 PM
To: Lynn Hassett <lhassett@slrconsulting.com>
Cc: Derek Luby <dluby@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

Hi Lynn,

Thanks for the update and clarification. Happy to have a quick chat with Derek on this and provide some top line considerations from a tourism perspective and highlight tourism amenities and plans for the area that should be considered in the EIAR etc. I am free Thursday pm or Friday 9-10 or 11-1pm if that suits, if not early next week is pretty free at the moment.

Best Regards,

Shane Dineen

Environment & Planning Manager | Fáilte Ireland

M +353 (0)86 7966200



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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Monday, September 2, 2024 12:02 PM
To: Shane Dineen <Shane.Dineen@failteireland.ie>
Cc: Derek Luby <dluby@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

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Hi Shane

It is a pre application consultation programme under the provisions of the Significant Infrastructure Development legislation (application to An Bord Pleanála who indicated Fáilte Ireland as a Prescribed Body, as per below). It is not an EIA Scoping consultation but we are progressing with an Environmental Impact Assessment in advance of a planning application and would be happy to receive any advice you may have in that regard.

If you would like a call on this I will try to get Derek Luby on as he is the best person to talk through the detail of it. Let me know if you would like to give me some potential times and I will co-ordinate.

Many thanks
Lynn

The following is a list of prescribed bodies to be notified of the application for the proposed development:

The Board recommended the application documents should be forwarded to the list of Prescribed Bodies below for their consultation and consideration for the purposes of Section 37E(3)(c) of the Act:

1. Minister for Housing, Local Government and Heritage (Development Applications Unit)
2. Minister for the Environment, Climate and Communications
3. Wicklow County Council
4. Eastern & Midland Regional Assembly
5. Transport Infrastructure Ireland
6. An Chomhairle Ealaíon
7. Fáilte Ireland
8. Inland Fisheries Ireland
9. The Heritage Council
10. Environmental Protection Agency
11. An Taisce – the National Trust for Ireland
12. Health Service Executive

The following are not Prescribed Bodies for the purposes of Section 37E(3)(c), but are bodies which should be notified:

13. Health & Safety Authority
14. Eastern-Midlands Waste Regional Authority
15. Geological Survey of Ireland

Further notifications should also be made where deemed appropriate.

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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E lhassett@slrconsulting.com

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From: Shane Dineen <Shane.Dineen@failteireland.ie>
Sent: Monday, September 2, 2024 11:55 AM
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: Re: Ballinclare Quarry - Revised SID Application -Consultation

Hi Lynn,

Many thanks for the info on this, can you confirm if this is a general consultation or is it for the purposes of EIAR Scoping.

Happy to have a quick call on this if it suits later in the week?

Best Regards,

Shane Dineen
Environment & Planning Manager | Fáilte Ireland
M +353 (0)86 7966200

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, August 27, 2024 1:24:11 PM
To: planning applications <planning.applications@failteireland.ie>
Cc: Shane Dineen <Shane.Dineen@failteireland.ie>; Derek Luby <dluby@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

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Dear Yvonne / Shane

Whilst we had asked for any comments on our Ballinclare consultation document by 24th August, but bearing in mind heavy workloads/annual leave season, we hope that extending our target date for submissions to 13 September would be of assistance to you in providing some feedback?

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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From: planning applications <planning.applications@failteireland.ie>
Sent: Thursday, August 15, 2024 11:32 AM
To: Lynn Hassett <lhassett@slrconsulting.com>
Cc: Shane Dineen <Shane.Dineen@failteireland.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

Hello Lynn,

Thank you for your email and phone message regarding the revised SID Application for Ballinclare Quarry - Revised SID Application. We will review the details and revert with comments if necessary by the 24th of August 2024.

Regards & thanks ,

Yvonne

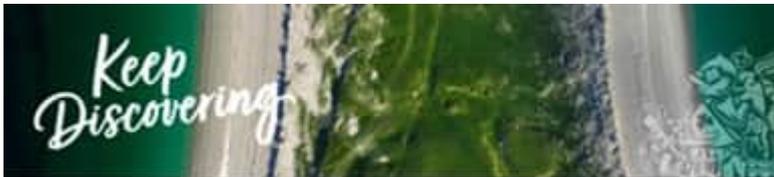
Yvonne Jackson

Product Development-Environment & Planning Support | Fáilte Ireland

88-95 Amiens Street, Dublin 1, D01 WR86
M +353 (0)86 0357590



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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, August 13, 2024 2:51 PM
To: planning applications <planning.applications@failteireland.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

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Hi there

As I have had an out of office reply from Shane saying he is out until 2nd September, is there anybody else that I can contact in relation to this consultation please?

Thank you
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, August 13, 2024 2:49 PM
To: planning applications <planning.applications@failteireland.ie>; Shane Dineen <shane.dineen@failteireland.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

Hi Shane

I just want to ensure that you received the below consultation document and if Fáilte Ireland intends to make a submission (24th August is the date we were hoping for comments by)? I will phone tomorrow to make sure you have received it if I haven't heard.

Many thanks
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, July 23, 2024 3:20 PM
To: planning applications <planning.applications@failteireland.ie>; Shane Dineen <shane.dineen@failteireland.ie>
Subject: Ballinclare Quarry - Revised SID Application - Consultation Documents

Dear Yvonne and Shane

Thank you for confirming planning.applications@failteireland.ie as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow. Please find the consultation documents attached as promised. The project website is not live yet but I will send you the link when it is (it will be a couple of weeks, around the same time as the public information event).

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

Please let me know if you would like a hard copy of the attached posted to you. I will assume you don't otherwise.

Many thanks
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

O +353 1 296 4667
M +353 87 4296525
E lhassett@slrconsulting.com

An Taisce

Lynn Hassett

From: An Taisce Advocacy Queries <advocacyqueries@antaisce.org>
Sent: 15 August 2024 13:39
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

Hi Lynn,

Thanks for sending the pre-application briefing document for the Ballinclare Quarry development. At this moment, due to our large workload, it is unlikely we would be commenting on this phase of the process.

Kind regards,

Seán O'Callaghan
Planning Officer
An Taisce – The National Trust for Ireland

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, August 13, 2024 2:46 PM
To: An Taisce Advocacy Queries <advocacyqueries@antaisce.org>; Phoebe Duvall <Phoebe.Duvall@antaisce.org>; An Taisce Planning <planning@antaisce.org>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation

Some people who received this message don't often get email from lhassett@slrconsulting.com. [Learn why this is important](#)

Hi Seán

I just want to ensure that you received the below consultation document and if An Taisce intends to make a submission (24th August is the date we were hoping for comments by)? I will phone tomorrow to make sure you have received it if I haven't heard.

Many thanks
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, July 23, 2024 3:23 PM
To: An Taisce Advocacy Queries <advocacyqueries@antaisce.org>; Phoebe Duvall <Phoebe.Duvall@antaisce.org>; An Taisce Planning <planning@antaisce.org>
Subject: Ballinclare Quarry - Revised SID Application -Consultation Documents

Dear Seán

Thank you for confirming advocacyqueries@antaisce.org as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow. Please find the consultation documents attached as promised.

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

As you have indicated that you do not require a hard copy, I have not posted in hard copy. Do let me know if you would like it in hard copy though.

Many thanks
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

☎ +353 1 296 4667

Health Service Executive

Lynn Hassett

From: JOANNA TROUGHTON <JOANNA.TROUGHTON@hse.ie>
Sent: 23 August 2024 09:57
To: Lynn Hassett
Cc: CarmelA Lynch
Attachments: HSE Submission Report EIA Scoping for Kilsaran Proposed Resource Recovery Facility Ballinclare Quarry Wicklow.pdf

Hi Lynn

Please find the National Environmental Health Service submission on behalf of the HSE for the scoping at Kilsaran Quarry

Kind regards

Joanna

Joanna Troughton

**Senior Environmental Health Officer/ Oifigeach Sláinte Comhshaoil, Sinsearach
Seirbhís Sláinte Comhshaoil Náisiúnta FSS | National Environmental Health Service HSE**

Joanna.troughton@hse.ie



"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. Seains 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](tel:+353818300300) nó ar an ríomhphost chuig service.desk@hse.ie agus ansin glan an ríomhphost seo ded' chóras."

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Ms Lynn Hassett
Associate
SLR Environmental Consulting (Ireland) Ltd.
7 Dundrum Business Park,
Windy Arbour,
Dublin

23rd August 2024

Applicant: Kilsaran Concrete Unlimited Company .

Proposal: EIA scoping for a Strategic Infrastructure Development - Proposed resource recovery and recycling facility incorporating an inert engineering landfill facility for Quarry Backfilling and Restoration at Ballinclare Quarry, Co Wicklow

Your Ref: 501.065366.00001

Dear Ms Hassett,

The HSE Environmental Health Consultation report regarding the above application is attached below. The following HSE departments were made aware of the consultation request for the proposed development on 29 July 2024.

- HSE Estates – Helen Maher/Stephen Murphy
- Emergency Planning – Brendan Lawlor
- Director of National Health Protection – Eamonn O'Moore/Ina Kelly
- CHO – Martina Queally

All commitments to future actions including mitigation and further testing have been taken as read and all data results have been accepted as accurate. No additional investigations or measurements were undertaken. This report only refers to those sections of the documents which are relevant to the HSE.

If you have any queries regarding the report, please contact me.

Yours Sincerely,

A/Principal Environmental Health Officer



23rd August 2024

EHIS Reference No. 4115

HSE EIA SCOPING

Environmental Health Service Consultation Report

Report to: Lynn Hassett, Associate, SLR Consulting (Ireland) Ltd.

Type of consultation: EIA Scoping - Strategic Infrastructure Development

Applicant: Kilsaran Concrete Unlimited Company

Proposal: EIA scoping for Proposed resource recovery and recycling facility incorporating an inert engineering landfill facility for Quarry Backfilling and Restoration at Ballinclare Quarry, Co Wicklow

Ref: 501.065366.00001

Introduction

This report only comments on Environmental Health impacts of the proposed development. The National Environmental Health Service (NEHS) has made observations and submissions on the following specific environmental health areas.

Description of proposed development

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. A Strategic Infrastructure Development application for an inert waste management facility at the Quarry was refused in 2021 (Ref ABP 309991-21).

The applicant now intends to apply for planning permission for an integrated construction materials recycling/recovery facility at the quarry comprising:

- Installation of a soil washing plant to win aggregate from imported soil and stone;
- A construction and demolition (C&D) waste recycling facility and
- Inert landfill to facilitate backfilling and restoration of quarry void.

The applicant intends to install sand and gravel washing plant at the site to treat soil and stone to produce recycled aggregates. It is understood that water for this process would be sourced from the existing sump on the quarry floor and there will be no discharge from the wash plant as water will be recycled continuously.

The proposed development comprises of the construction and operation of an inert engineered land fill facility with an annual intake capacity of up to 350,000 tonnes/annum. The applicant intends to import soil and stone by-product to construct a liner and capping with the remaining land fill intake comprising of inert/non-hazardous soil and stone wastes from the construction sector, inert soil and stone which cannot be processed to win recycled aggregate and filter cake generated from the soil washing plant.

The applicant also intends to operate a Construction and Demolition waste recovery facility in a large portal frame building and external paved yard for materials storage. Up to 50,000t/annum of concrete, brick, bitumous waste/asphalt, tiles etc may be processed at the proposed facility per year.

The planning application will include a Constructed Integrated Wetland or an alternative water treatment infrastructure capable of treating any potentially contaminated run-off arising at the proposed landfill or C&D recovery facilities.

The pre-consultation documents advise that approximately 6.5 million tonnes of material will be brought to the site over a projected 20 year operational period – up to a maximum of 600,000 tonnes per year. The applicant advises that back loading will be employed where lorries will carry loads coming to and leaving the quarry.

The various phases of the proposed development are outlined in the pre-consultation documents and described how surface water will be managed at each stage of the development. It is understood that the



final restoration scheme provides for the establishment of a native woodland across the entire backfilled quarry, the water treatment system will be retained but not actively managed and a section of quarry face shall be retained to facilitate continued nesting of peregrines.

General Scoping Introduction

The following documents should be taken into consideration when preparing the Environmental Impact Assessment Report:

- Guidelines on the information to be contained in EIAR, 2022, www.epa.ie.
- 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

The applicant should also consider the findings of the following High Court Judgements issued in the judicial review of the Derryadd Wind Farm (2021 IEHC 390 (20202 No. 557 JR) P. Sweetman v An Bord Pleanála).

Generally the Environmental Impact Assessment should examine all likely significant impacts and provide 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 enhanced requirement to assess likely significant impacts on Population and Human Health. The impacts on human health must be fully assessed in the EIAR, it is recommended that the wider determinants of health and wellbeing are considered. Guidance on wider determinants of health can be found at www.publichealth.ie

In addition to any likely significant negative impacts from the proposed development, any positive likely significant impacts should also be assessed.

The National Environmental Health Service (NEHS) recommends that the following matters are included and assessed in the EIAR:

- Public consultation
- Population and Health
- Water (Hydrology and Hydrogeology)
- Lands and Soils
- Air Quality including dust and Odour
- Climate Change and opportunities for health gain
- Noise and Vibration
- Waste Management
- Ancillary facilities
- Cumulative Impacts

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
- Schools



- Childcare facilities
- Medical facilities and nursing homes
- Sports and community facilities and
- Food premises.

Public Consultation

Public consultation, where the local community is fully informed of the proposed development must be undertaken. Members of the public should be given sufficient opportunities to express their views on the proposed development. Early and meaningful public consultation with the local community should be carried out to ensure all potentially significant impacts have been adequately addressed. All parties affected by the proposed development, including those who may benefit financially from the project, must be fully informed of what the proposal entails especially with regard to potential impacts on surrounding areas.

Sensitive receptors and other stake-holders should be identified to ensure all necessary and appropriate mitigation measures are put in place.

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

The NEHS recommends that the applicant considers the appointment of a community liaison officer and the development of a project specific website. The Environmental Impact Assessment Report (EIAR) should clearly demonstrate the link between public consultations and how those consultations have influenced the decision-making process in the EIAR.

Decommissioning

The EIAR should indicate the proposed future use of the development site at the end of the planning permission period.

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

Assessment of Consideration of Alternatives

The EIAR should consider an assessment of alternatives. The NEHS recommends that consideration is given to operating plant and equipment using renewable energy options and this should be assessed as part of the EIAR.

Noise and Vibration

The potential impacts for noise and vibration from the proposed development on all noise sensitive locations must be clearly identified in the EIAR. The EIAR must also consider the appropriateness and effectiveness of all proposed mitigation measures to minimise noise and vibration.

A baseline noise monitoring survey should be undertaken to establish the existing background noise levels.

In addition, an assessment of the predicted noise impacts during the operational phase of the proposed development must be undertaken which details the change in the noise environment resulting from the proposed development.

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

Air Quality

The EIAR 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 operations at the quarry and throughout the operation of the site. Due to the nature of the proposed development, generation of airborne dust has the potential to have significant impacts on sensitive receptors.

A Construction Environmental Management Plan (CEMP) should be included in the EIAR which details dust control and mitigation measures. Measures should include:



- Sweeping of hard road surfaces
- Provision of a water bowser on site, regular spraying of haul roads
- Wheel washing facilities at site exit
- Restrict speed on site
- Provide covers to all delivery trucks to minimise dust generation
- Inspect and clean public roads in the vicinity if necessary
- Material stockpiling provided with adequate protection from the wind
- Dust monitoring at the site boundary
- Truck inspection and maintenance plan
- Details of a road maintenance agreement between the operator and the Local Roads Authority to clarify responsibility for the upkeep and repair of access roads during the construction phase of the project.

Surface and Ground Water Quality

The proposed development has the potential to have a significant impact on the quality of both surface and ground water.

All drinking water sources, both surface and ground water, must be identified. Public and Group Water Scheme sources and supplies should be identified in addition to any private wells supplying potable water to houses in the vicinity of the proposed development. Measures to ensure that all sources and supplies are protected should be described.

The National Environmental Health Service recommends that a walk-over survey is undertaken in addition to a desktop analysis of Geological Survey of Ireland data in order to identify the location of private wells used for drinking water purposes. Any potential significant impacts to drinking water sources should be assessed. Details of bedrock, overburden, vulnerability, groundwater flows, aquifers and catchment areas should be considered when assessing potential impacts and any proposed mitigation measures.

Ancillary Facilities

The EIAR should include details of the location of the site office, construction compound, fuel storage depot, sanitary accommodation, canteen and first aid facilities. Proposals for the sanitary disposal of wastewater and the provision of a potable water supply to the site canteen should be included.

Cumulative Impacts

All existing or proposed quarries/industries or developments/housing in the vicinity should be clearly identified in the EIAR. The impact on sensitive receptors of the proposed development combined with any other developments in the vicinity should be considered. It is noted that there is another disused quarry at Kilmacurragh West. Any proposals to re-activate or restore this quarry should be referenced in the EIAR. The EIAR should include a detailed assessment of any likely significant cumulative impacts of the proposed development.

Note:

As this is an existing quarry – operating until 2016 – a review of any complaints received and any action taken to resolve complaints should be undertaken, particularly around noise and dust emissions and use of the local road network as part of the activities of the quarry.

Any assessment of likely significant impacts from the proposed development should be supported by data of actual impacts during the operational phase of this quarry. This assessment should include the effectiveness of any existing mitigation measures and identify where mitigation should be continued and/or reviewed.

Carmel Lynch
Environmental Health Officer
Environment and Climate Change Network Support Unit

Joanna Troughton
Senior Environmental Health Officer
National Environmental Health Service

Transport Infrastructure Ireland

From: INFO <Information@tii.ie>
Sent: 09 August 2024 11:55
To: Lynn Hassett
Subject: TII24-128161 - Ballinclare Quarry Wicklow, Resource Recovery and Recycling Facility proposal, pre-SID Application Scoping Consultation.

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Dear Ms. Hassett,

Thank you for your correspondence of 23 July 2024 in relation to the above. The position in relation to your enquiry is as follows.

Transport Infrastructure Ireland (TII) will endeavour to consider and respond to planning applications and other development proposals referred to it given its status and duties as a statutory consultee under the planning acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines as outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

Regard should also be had to other relevant guidance available at www.TII.ie.

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 planning application referred.

National Strategic Outcome 2 of the National Planning Framework includes the objective of maintaining the strategic capacity and safety of the national road network. In addition, Chapter 7 'Enhanced Regional Accessibility' of the National Development Plan, 2021 – 2030, sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. This requirement is further reflected in the publication of the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities.

With respect to EIAR scoping issues, the recommendations indicated below only provide general guidance for the preparation of an EIAR, which may affect the National Road Network.

The developer/scheme promoter should have regard, inter alia, to the following:

- Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes,
- TII would be specifically concerned with the potential significant impacts the development would have on the national road network (and junctions with national roads), in the proximity of the proposed development, including potential haul routes,
- The developer should assess the visual impacts of existing national roads,

- The developer should have regard to any EIAR/EIS and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should in particular have regard for any potential cumulative impacts,
- The developer should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).
- The EIAR should have regard to TII's Environmental Assessment and Construction Guidelines, including the Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (March 2014),
- The EIAR should consider the European Communities (Environmental Noise) Regulations, 2018, (S.I. no. 549 of 2018), 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 Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (National Roads Authority 2014)),
- It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads.

In relation to national roads, TII's Traffic and Transport Assessment Guidelines (2014) should be referred to in relation to proposed development with potential impacts on the national road network.

The scheme promoter is also advised to have regard to Section 2.2 of the NRA/TII Traffic and Transport Assessment Guidelines which addresses requirements for sub-threshold TTA. Any improvements required to facilitate development should be identified. It will be the responsibility of the developer to pay for the costs of any improvements to national roads to facilitate the private development proposed as TII will not be responsible for such costs.

- The designers are asked to consult TII Publications to determine whether a road safety audit is required,
- In the interests of maintaining the safety and standard of the national road network, the methods/techniques proposed for any works traversing/in proximity to the national road network should be identified,
- In relation to any proposed haul route, where abnormal 'weight' loads are proposed, separate structure approvals/permits and other licences may be required. All national road structures on the haul route through all the relevant County Council administrative areas should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal 'weight' load proposed. Requirements for any 'Exceptional Abnormal Loads' should also be considered.

The national road network is managed by a combination of Public-Private Partnership (PPP) Concessions, Motorway Maintenance and Renewal Contractors (MMaRC) and local road authorities in association with TII.

The applicant/developer should also consult with all PPP, MMaRC and road authorities over which the haul route traverses to ascertain any operational requirements, including delivery timetabling, etc. to ensure that the strategic function of the national road network is safeguarded.

Where temporary works within any MMaRC boundary are required to facilitate the transport of abnormal length or weight loads to the site, the applicant/developer shall contact thirdpartyworks@tii.ie in advance, as a works-specific Deed of Indemnity will be needed by TII before the works can take place.

Additionally, any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal loads (e.g. tearing of the surface course, etc.) shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the road authority prior to the commencement of any development on site.

Any road safety audit requirements should be addressed.

- In relation to greenway proposals, consultation with Wicklow County Council's own internal project and/or design staff is recommended.

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 trust that the above comments are of use in your application preparation.

Yours sincerely,

Rachel Begley
Regulatory & Administration Executive
Transport Infrastructure Ireland



From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, July 23, 2024 3:36 PM
To: Landuse Planning <LandUsePlanning@tii.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Documents

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Dear Olivia

Thank you for confirming LandUsePlanning@tii.ie as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow. Please find the consultation documents attached as promised.

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

As you have indicated that you do not require a hard copy, I have not posted a version. Do let me know if you would like it in hard copy though.

Many thanks
Lynn

Lynn Hassett
Associate-Environmental & Social Impact Assessment

O +353 1 296 4667
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SLR Consulting Ireland
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From: Landuse Planning <LandUsePlanning@tii.ie>
Sent: Wednesday, July 10, 2024 3:18 PM
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in TII

Dear Lynn

Thank you for your email regarding the above.

I wish to advise that all planning related documentation and correspondence should be sent electronically to landuseplanning@tii.ie which will then be dealt with appropriately.

I hope this is of assistance to you.

Thank you
Kind regards
Olivia

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Wednesday, July 10, 2024 3:10 PM
To: Olivia Morgan <Olivia.Morgan@tii.ie>; Landuse Planning <LandUsePlanning@tii.ie>
Subject: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in TII

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Hi Olivia Morgan

I am getting in touch because you were previously identified as the appropriate contact in TII in relation to consultation on a Strategic Infrastructure Development (SID) application to An Bord Pleanála (under Section 37E (3) (c) of the Planning and Development Act).

- **Ballinclare Quarry, townlands of Ballinclare and Carrigmore, Kilbride, Co. Wicklow - Background**

SLR acted as agents for Kilsaran Concrete Unlimited Company for a previous planning application in relation to the backfilling and restoration of the existing Ballinclare quarry void with imported inert waste with the development of a construction and demolition (C&D) waste recovery facility and a soil washing plant at the site. A SID application was made to An Bord Pleanála in 2021 and ultimately was refused in October 2023, principally on account of perceived deficiencies in baseline ecological surveys around the application site. All other aspects of the proposed development, including need, compliance with policy objectives and traffic impact were deemed satisfactory by the ABP Inspector in his report to the Board.

- **Revised Proposals**

Eastern & Midland Regional Assembly (EMRA)

Lynn Hassett

From: Shane O'Donnell <sodonnell@emra.ie>
Sent: 13 August 2024 14:57
To: Lynn Hassett
Cc: Eastern and Midland Regional Assembly; Padraig O'Shea
Subject: RE: Ballinclare Quarry - Revised SID Application - Consultation

Hi Lynn,

Just to confirm, we will not be making a submission at this time.

Kind regards,

Shane O'Donnell

Executive Planner

Eastern and Midland Regional Assembly

Floor 3 North, Ballymun Civic Centre, Main Street, Ballymun, Dublin 9

Ph: 087 032 2878 | sodonnell@emra.ie | www.emra.ie



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of Ireland



Arna chomhchistiú ag
an Aontas Eorpach

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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, August 13, 2024 2:25 PM
To: Shane O'Donnell <sodonnell@emra.ie>
Cc: Eastern and Midland Regional Assembly <info@emra.ie>; Padraig O'Shea <poshea@emra.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application - Consultation

Hi Shane/ Padraig

I just wanted to touch base to check if we can expect a submission on this application and if so, to remind on the target date we had set for responses (24 August). If I haven't heard I will follow up with a call in the next few days.

Many thanks

Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

O +353 1 296 4667

M +353 87 4296525

E lhassett@slrconsulting.com

SLR Consulting Ireland

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



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From: Shane O'Donnell <sodonnell@emra.ie>

Sent: Tuesday, July 23, 2024 4:48 PM

To: Lynn Hassett <lhassett@slrconsulting.com>

Cc: Eastern and Midland Regional Assembly <info@emra.ie>; Padraig O'Shea <poshea@emra.ie>

Subject: Ballinclare Quarry - Revised SID Application

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Dear Lynn,

As requested, I confirm receipt of the email by the Planning Section of the Eastern and Midland Regional Assembly. We **do not** require a hardcopy of the documentation pack.

Kind regards,

Shane O'Donnell

Executive Planner

Eastern and Midland Regional Assembly

Floor 3 North, Ballymun Civic Centre, Main Street, Ballymun, Dublin 9.

Tel: 087 032 2878 ✉ sodonnell@emra.ie | 🌐 www.emra.ie



An Chomhairle Ealaíon (The Arts Council)

Lynn Hassett

From: Planning <planning@artscouncil.ie>
Sent: 24 July 2024 12:59
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in An Chomhairle Ealaíon

Hi Lynn,

I can confirm receipt of your email.
This particular application will not require a comment from the Arts Council.

Many thanks and best wishes,

Louise

From: Lynn Hassett [mailto:lhassett@slrconsulting.com]
Sent: Friday 19 July 2024 12:15
To: Planning <planning@artscouncil.ie>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in An Chomhairle Ealaíon

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Hi again Louise

Following my earlier email and just clarifying based on what I see from your autoreply and information on the link within it, below is a screenshot from the letter to us from An Bord Pleanála advising you as a Prescribed Body, it is under a different part of the P&D Act to which you refer as standard, so I just thought I better clarify in case it helps.

Thanks
Lynn

The following is a list of prescribed bodies to be notified of the application for the proposed development:

The Board recommended the application documents should be forwarded to the list of Prescribed Bodies below for their consultation and consideration for the purposes of Section 37E(3)(c) of the Act:

1. Minister for Housing, Local Government and Heritage (Development Applications Unit)
2. Minister for the Environment, Climate and Communications
3. Wicklow County Council
4. Eastern & Midland Regional Assembly
5. Transport Infrastructure Ireland
6. An Chomhairle Ealaíon
7. Fáilte Ireland
8. Inland Fisheries Ireland
9. The Heritage Council
10. Environmental Protection Agency
11. An Taisce – the National Trust for Ireland
12. Health Service Executive

The following are not Prescribed Bodies for the purposes of Section 37E(3)(c), but are bodies which should be notified:

13. Health & Safety Authority
14. Eastern-Midlands Waste Regional Authority
15. Geological Survey of Ireland

Further notifications should also be made where deemed appropriate.

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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From: Planning <planning@artscouncil.ie>
Sent: Friday, July 19, 2024 12:07 PM
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: Automatic reply: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in An Chomhairle Ealaíon

Thank you,

We acknowledge receipt of your email.

The Arts Council / An Chomhairle Ealaíon respectfully request that the Planning Authority / Body ensures that it is **properly notifying** The Arts Council / An Chomhairle Ealaíon of planning applications (including receipt of further information):

1. Only when the planning application, as it appears to the planning authority, prescribes to the provisions of Article 28(1)(a) and (1)(c) of the Planning and Development Regulations 2001 (as amended); and
2. In the event of the above, any notification issued to The Arts Council / An Chomhairle Ealaíon adheres to the requirements of Article 28(2) of those Regulations; that **it shall receive a copy of the planning application form** and shall be **notified of the date of receipt** by that authority of the application.
3. The Arts Council / An Chomhairle Ealaíon does not accept that receipt of weekly 'Planning lists' as notification of new planning applications
4. We are currently not accepting submissions in hard copy.

To assist you in ensuring that relevant and appropriate submission are made the to the Arts Council, please see our website for further clarification. <http://www.artscouncil.ie/Arts-in-Ireland/Strategic-development/Prescribed-Body---Planning/>

Kind regards,

Planning Team

The Arts Council / An Chomhairle Ealaíon

The Heritage Council

Lynn Hassett

From: Lynn Hassett
Sent: 27 August 2024 13:29
To: Planning; Derek Luby
Subject: RE: [External] Ballinclare Quarry - Revised SID Application -Consultation Document

Dear Shay

While we had asked for any comments on our Ballinclare consultation document by 24th August, we realise that our consultation period crossed the annual leave season. We have extended our target date for receipt of submissions to 13 September to provide more opportunity for those prescribed bodies that wish to comment. If I do not hear from you before then I will assume no comment.

Many thanks
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

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From: Planning <planning@heritagecouncil.ie>
Sent: Tuesday, August 13, 2024 4:23 PM

To: Lynn Hassett <lhassett@slrconsulting.com>

Subject: RE: [External] Ballinclare Quarry - Revised SID Application -Consultation Document

Lynn,

Just to confirm we have received this email and attachments.

Kind regards

Shay Kelleher

From: Lynn Hassett <lhassett@slrconsulting.com>

Sent: Tuesday, July 23, 2024 3:45 PM

To: Ger Croke <gcroke@heritagecouncil.ie>; Planning <planning@heritagecouncil.ie>

Subject: [External] Ballinclare Quarry - Revised SID Application -Consultation Document

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This email originated outside of the organisation. Do not click on links or open attachments unless you recognise the sender's email address and know the content is safe. If for any reason you are suspicious, please contact IT.

Dear Ger and Shay

Thank you for confirming the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow. Please find the consultation documents attached as promised.

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

Please let me know if you would like a hard copy of the attached posted to you. I will assume you don't otherwise.

Many thanks

Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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E lhassett@slrconsulting.com

SLR Consulting Ireland

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

Lynn Hassett

From: Lynn Hassett
Sent: 15 August 2024 10:44
To: Planning
Subject: RE: [External] Ballinclare Quarry - Revised SID Application -Consultation Document

Hi Shay

I just rang the office but you weren't in. Not meaning to pressure you, I was going to leave a follow up call until Monday but realised that would be just the day before our target date for consultation responses. So just a heads up if you do intend on sending a submission, I just want to be sure that I have made all reasonable endeavours for a meaningful consultation exercise.

Many thanks
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

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E lhassett@slrconsulting.com

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From: Planning <planning@heritagecouncil.ie>
Sent: Tuesday, August 13, 2024 4:23 PM
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: RE: [External] Ballinclare Quarry - Revised SID Application -Consultation Document

Health and Safety Authority (HSA)

Lynn Hassett

From: Tara Horigan <tara_horigan@hsa.ie>
Sent: 06 August 2024 10:11
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Document

Good Morning Lynn,

Thank you very much for sending on the documentation in relation to the Ballinclare Quarry. The Health and Safety Authority acknowledges receipt of the documentation and confirm that we have no observations or submission to make.

Kind Regards,

Tara Horigan

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, July 23, 2024 3:47 PM
To: Tara Horigan <tara_horigan@hsa.ie>
Subject: Ballinclare Quarry - Revised SID Application -Consultation Document

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Dear Tara

Thank you for confirming that you are the right person to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow. Please find the consultation documents attached as promised.

We would very much appreciate acknowledgement that this has been received and we would be grateful for feedback by 24th August to ensure that we can address your comments prior to lodgement of the application.

As you have indicated that you do not require a hard copy, I have not posted a version. Do let me know if you would like it in hard copy though.

Many thanks
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

O +353 1 296 4667
M +353 87 4296525

Eastern-Midlands Waste Regional Authority (EMWRA)

Lynn Hassett

From: Una Fitzgerald <una.fitzgerald@dublincity.ie>
Sent: 09 September 2024 16:42
To: Lynn Hassett
Cc: Derek Luby; Hugh Coughlan
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EMWRA
Attachments: RWMPO Consultation Response_Sept 2024.pdf

Hi Lynn

Please find attached letter in response to the consultation invite.

I'd be grateful if you could let us know when the application is submitted; ABP don't always notify us.

Thank you and regards

Úna

From: Una Fitzgerald
Sent: 21 August 2024 11:14
To: 'Lynn Hassett' <lhassett@slrconsulting.com>; Hugh Coughlan <hugh.coughlan@dublincity.ie>
Cc: Derek Luby <dluby@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EMWRA

That's grand Lynn, will do, thank you.

Úna

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: 21 August 2024 11:10
To: Una Fitzgerald <una.fitzgerald@dublincity.ie>; Hugh Coughlan <hugh.coughlan@dublincity.ie>
Cc: Derek Luby <dluby@slrconsulting.com>
Subject: RE: Ballinclare Quarry - Revised SID Application -Confirmation of Appropriate Contact for Consultation in the EMWRA

Hi Úna,

That's great, your comments will be appreciated. If you could aim for around Friday 13 September as a target date then and get in touch nearer the time if you need another few days.

Many thanks for keeping us in the loop.

Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

☎ +353 1 296 4667

Ms Lynn Hassett,
Associate,
SLR Environmental Consulting (Ireland) Ltd,
7 Dundrum Business Park,
Windy Arbour,
Dublin,
D14 N2Y7.

5th September 2024

**Re: Application under Section 37E of the Planning and Development Act
2000 (as amended) : An Bord Pleanála (ABP-318997-24)**

**Proposed Resource Recovery and Recycling Facility Incorporating an Inert
Engineered Landfill Facility for Quarry Backfilling and Restoration at
Ballinclare Quarry, Co. Wicklow**

Dear Lynn

Thank you for the invitation to the Eastern-Midlands Regional Waste Management Planning Office (RWMPPO) to contribute to the pre-planning application consultation for the above proposed development.

The proposed development is very much aligned with several of the policies of the National Waste Management Plan for a Circular Economy 2024 - 2030 (NWMP); Figure 1 below illustrates the policies in question.

The proposed development would contribute towards Ireland achieving the ambition of the NWMP which is to achieve 0% total waste growth over the course of the plan from 2024 to 2030. C&D waste makes up 60% of total waste (2021 data) which means the C&D sector must shoulder much of the responsibility for Ireland meeting this ambition.

The proposed development would contribute towards Ireland achieving National Target 1B of the NWMP which relates to construction materials. Target 1B is for a reduction of 2% per annum in the quantity of C&D waste generated, leading to a cumulative 12% reduction overall, over the course of the NWMP from 2024 to 2030.

We wish to draw your attention to two NWMP policies of note which you may wish to consider in the preparation of the planning application and associated documents; Figure 2 below illustrates the policies in question.

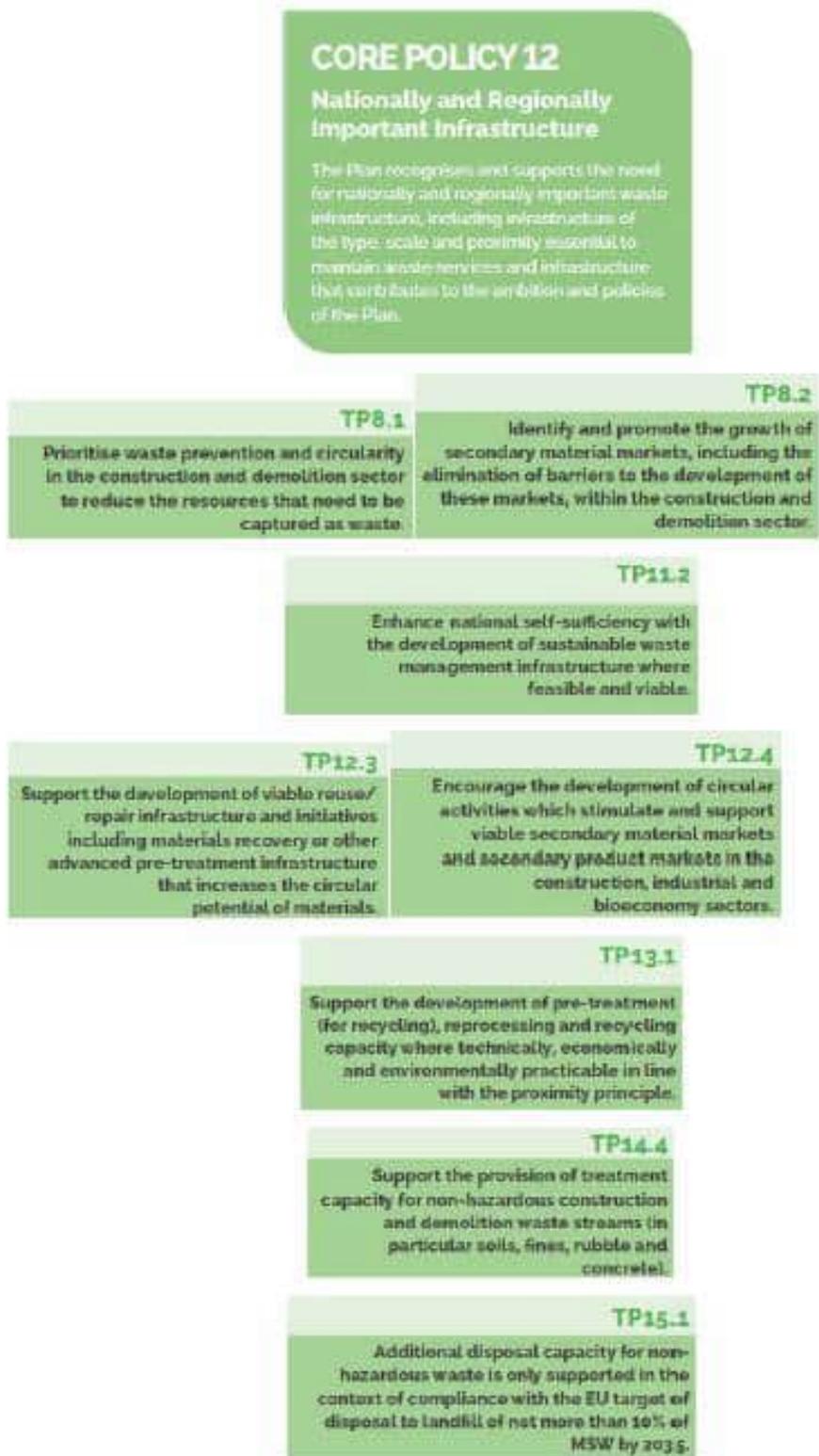


Figure 1: Plan Policies to which the proposed development is aligned

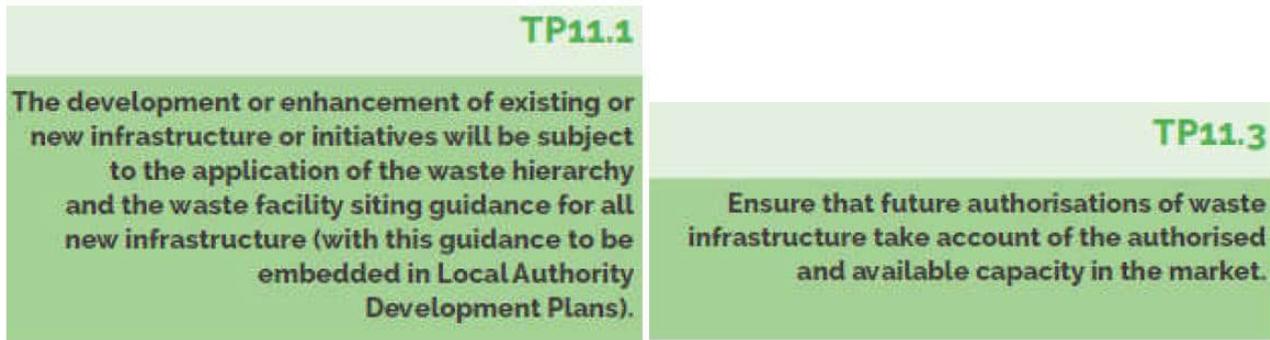


Figure 2: Plan policies to note

If you have any queries in relation to the above or wish to discuss further, please don't hesitate to contact the undersigned.

Yours sincerely,

Hugh Coughlan

Hugh Coughlan
Co-ordinator
Eastern-Midlands RWMPO
Dublin City Council
Environment & Transportation
Blackhall Walk
Queen Street
Dublin 7
Email: hugh.coughlan@dublincity.ie

Geological Survey of Ireland

Lynn Hassett

From: DECC Planning Notifications <PlanningNotifications@decc.gov.ie>
Sent: 20 August 2024 14:30
To: Lynn Hassett
Subject: RE: Ballinclare Quarry - Revised SID Application -Consultation Document
Attachments: image001.png; image002.png; 20240820_GSI Submission.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lynn,

Please see attached a submission on behalf of Geological Survey Ireland (a division of the Department of the Environment, Climate and Communications) with regard to the subject entity.

Please send an acknowledgement of receipt to PlanningNotifications@decc.gov.ie at your earliest convenience.

Many thanks,
Luke Thompson

Luke Thompson, Administrative Officer
Planning Advisory Division

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

Teach Tom Johnson, Bóthar Haddington, Baile Átha Cliath, D04 K7X4
Tom Johnson House, Haddington Road, Dublin, D04 K7X4

PlanningNotifications@decc.gov.ie

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, July 23, 2024 3:07 PM
To: DECC Planning Notifications <PlanningNotifications@decc.gov.ie>
Subject: Ballinclare Quarry - Revised SID Application -Consultation Document

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Dear Luke

Thank you for confirming planningnotifications@decc.gov.ie as the preferred email to receive the briefing document in relation to an upcoming Significant Infrastructure Development application at Ballinclare Quarry, Co. Wicklow.



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

19 August 2024

Re: Application under Section 37E of the Planning and Development Act 2000 (as amended): Proposed Resource Recovery and Recycling Facility Incorporating an Inert Engineered Landfill Facility for Quarry Backfilling and Restoration at Ballinclare Quarry, Co. Wicklow. Pre-Application Consultation with GSI

An Bord Pleanála Ref: ABP-318997-24

Your Ref: 501.065366.00001

Our Ref: 24/272

Dear Lynn,

Geological Survey Ireland is the national earth science agency and is a division of the Department of the Environment, Climate and Communications. We provide independent geological information and gather various data for that purpose. Please see our [website](#) for data availability. We recommend using these various data sets, when conducting the EIAR, SEA, planning and scoping processes. Use of our data or maps should be attributed correctly to 'Geological Survey Ireland'.

The publicly available data referenced/presented here, should in no way be construed as Geological Survey Ireland support for or objection to the proposed development or plan. The data is made freely available to all and can be used as independent scientific data in assessments, plans or policies. It should be noted that in many cases this data is a baseline or starting point for further site specific assessments.

With reference to your letter received on the 25 July 2024, concerning the proposed Ballinclare Quarry development, Geological Survey Ireland would encourage use of and reference to our datasets. Please find attached a list of our publicly available datasets that may be useful to the environmental assessment and planning process. We recommend that you review this list and refer to any datasets you consider relevant to your assessment. The remainder of this letter and following sections provide more detail on some of these datasets.

Geoheritage

Geological Survey Ireland is in partnership with the National Parks and Wildlife Service (NPWS, Department of Housing, Local Government and Heritage), 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 (CGSs), 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 Geological Survey Ireland are categorised as CGS pending any further NHA designation by NPWS. CGSs 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 [here](#). **Our records show that there is a CGS adjacent to the proposed quarry 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 410Ma, slightly older than the Leinster Granite. Wallrocks are slates of the Ordovician Kilmacrea Formation. The quarry is abandoned and partly flooded, with deep water and high vertical quarry faces. It is of interest mainly to geologists and is not suitable for promotion to the general public. Link to site report [WW038](#).



With the current plan, there are no envisaged impacts on the integrity of Kilmacurra Quarry CGS by the proposed development.

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 restoration / closure plan) and be included as a condition of planning as deemed appropriate by the planning authority:

1. Allowing access to quarry faces by appropriate scientists (upon request and with due regards to Health and Safety requirements) during quarrying to check for interesting new stratigraphies / relationships as they might become exposed and to establish if the quarry site is worthy of recognition post extraction and through aftercare/restoration planning.
2. If deemed appropriate in (1) above, leaving a representative section of the quarry face at the end of the quarry life or inclusion of information panels to promote the geology to the public or develop tourism or educational resources if appropriate depending on the future use of the site. Natural exposures are few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface.

The Geoheritage Programme tries to promote a partnership between geological heritage and active quarrying, with such measures as those outlined in the 'Geological Heritage Guidelines for the Extractive Industry', which can be downloaded [here](#). This document, written in association with Irish Concrete Federation, acts as a comprehensive guide in the sustainable extraction of natural resources while preserving the geological heritage of Ireland.

Groundwater

Geological Survey Ireland's [Groundwater and Geothermal Unit](#), provides advice, data and maps relating to groundwater distribution, quality and use, which is especially relevant for safe and secure drinking water supplies and healthy ecosystems. Proposed developments need to consider any potential impact on specific groundwater abstractions and on groundwater resources in general. We recommend using the groundwater maps on our [Map viewer](#) which should include: wells; drinking water source protection areas; the national map suite - aquifer, groundwater vulnerability, groundwater recharge and subsoil permeability maps. Background information is also provided in the Groundwater Body Descriptions. Please read all disclaimers carefully when using Geological Survey Ireland data.

The Groundwater Data Viewer indicates aquifers classed as a 'Poor Aquifer - Bedrock which is Generally Unproductive except for Local Zones' and a 'Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones' underlie the proposed quarry development.

The Groundwater Vulnerability map indicates the range of groundwater vulnerabilities within 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' in your assessments, as any groundwater-surface water interactions that might occur would be greatest in these areas.

[GWClimate](#) is a groundwater monitoring and modelling project that aims to investigate the impact of climate change on groundwater in Ireland. This is a follow on from a previous project (GWFlood) and the data may be useful in relation to Flood Risk Assessment (FRA) and management plans. Maps and data are available on the [Map viewer](#).

Geological Survey Ireland has completed Groundwater Protection Schemes (GWPSs) in partnership with Local Authorities, and there is now national coverage of GWPS mapping. A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. **The Groundwater Protection Response overview and link to the main reports is here: <https://www.gsi.ie/en-ie/programmes-and-projects/groundwater/projects/protecting-drinking-water/what-is-drinking-water-protection/county-groundwater-protection-schemes/Pages/default.aspx>.**



Geological Mapping

Geological Survey Ireland maintains online datasets of bedrock and subsoils geological mapping that are reliable and accessible. We would encourage you to use these data which can be found [here](#), in your future assessments.

Please note we have recently launched QGIS compatible bedrock (100K) and Quaternary geology map data, with instructional manuals and videos. This makes our data more accessible to general public and external stakeholders. QGIS compatible data can be found in our downloadable bedrock 100k .zip file on the Data & Maps section of our website.

Geohazards

Geohazards can cause widespread damage to landscapes, wildlife, human property and human life. In Ireland, landslides, flooding and coastal erosion are the most prevalent of these hazards. 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.

Geological Survey Ireland has information available on landslides in Ireland via the National Landslide Database and Landslide Susceptibility Map both of which are available for viewing on our dedicated [Map Viewer](#). Associated guidance documentation relating to the National Landslide Susceptibility Map is also available. **Landslide susceptibility in the area of the quarry development is variable and is classed from Moderately Low to Moderately High.**

Geological Survey Ireland also engaged in a national project on Groundwater Flooding. The data from this project may be useful in relation to Flood Risk Assessment (FRA) and management plans, and is described in more detail under 'Groundwater' above.

Geochemistry of soils, surface waters and sediments

Geological Survey Ireland provides baseline geochemistry data for Ireland as part of the Tellus programme. Baseline geochemistry data can be used to assess the chemical status of soil and water at a regional scale and to support the assessment of existing or potential impacts of human activity on environmental chemical quality. Tellus is a national-scale mapping programme which provides multi-element data for shallow soil, stream sediment and stream water in Ireland. At present, mapping consists of the border, western and midland regions. Data is available at <https://www.gsi.ie/en-ie/data-and-maps/Pages/Geochemistry.aspx>.

Geophysical data

Geological Survey Ireland produces high-resolution geophysical data (Magnetic field, electrical conductivity, natural gamma-ray radiation) of soils & rocks as part of the [Tellus programme](#). These data currently cover approximately 75% of the country and provide supporting geological information on a regional scale useful for assessing environmental impact and risk. [Tellus programme](#) provides expertise to the Environmental Protection Agency (EPA) for the determination of radon risk. The data is used in mineral exploration or is useful in aiding site investigation works for large scale projects.

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. 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 the Geological Mapping Unit, at <mailto:GeologicalMappingInfo@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 the Geological Survey Ireland Planning Team at GSIPlanning@gsi.ie.

Yours sincerely,

Geoheritage and Planning Programme

Enc: Table - Geological Survey Ireland's Publicly Available Datasets Relevant to Planning, EIA and SEA processes.

Geological Survey Ireland's Publicly Available Datasets Relevant to Planning, EIA and SEA processes
following European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018
(S.I. No. 296 of 2018)

Geological Survey Ireland Programme	Dataset	Relevant EIA Topic	Coverage	Description / Notes	Link to Geological Survey Ireland map viewer
Geohazards	Landslide: National landslide database and landslide susceptibility map	Land & Soil/Climate/Landscape	National	Associated guidance documentation relating to the National Landslide Susceptibility Map is also available.	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b68cf1e4a9044a5981f950e9b9c5625c
Geohazards	Groundwater Flooding (Historic)	Water	Regional	Provide information of historic flooding, both surface water and groundwater. [A lack of flooding presented in any specific location of the map only indicates that a flood has not been detected. It does not indicate that a flood cannot occur in that location at present or in the future]	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc
Geohazards	Groundwater Flooding (Predictive)	Water	Regional	Provides information on the probability of future karst groundwater flooding (where available). [The maps do not, and are not intended to, constitute advice. Professional or specialist advice should be sought before taking, or refraining from, any action on the basis of the flood maps]	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc
Geohazards	Radon Map	Land & Soils/Air	National		https://gis.epa.ie/EPAMaps/Radon?&lid=EPA:RadonRiskMapofIreland
Geoheritage	County Geological Sites as adopted by National Heritage Plan and listed in County Development Plans	Land & Soils/Landscape	Regional	All geological heritage sites identified by Geological Survey Ireland are categorised as CGS pending any further NHA designation by NPWS.	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b245c2bd11a64162a1632ad6bccf8e34
Geological Mapping	Bedrock geology:	Land & Soils	National	1:100,000 scale and associated memoirs.	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5
Geological Mapping	Bedrock geology:	Land & Soils	Regional	1:50,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5
Geological Mapping	Quaternary geology: Sediments	Land & Soils	National	1:50,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5
Geological Mapping	Quaternary geology: Geomorphology	Land & Soils	National	1:50,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5
Geological Mapping	Physiographic units:	Land & Soils	National	Broad-scale physical landscape units mapped at 1:100,000 scale in order to be represented as a cartographic digital map at 1:250,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=afa76a420fc54877843aca1bc075c62b
Geological Mapping	GeoUrban: Spatial geological data for the greater Dublin and Cork areas	Land & Soils	Regional	includes 3D models	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9768f4818b79416093b6b2212a850ce6
Geological Mapping	Geotechnical database	Land & Soils	National	Digitised geotechnical and Site Investigation Reports and boreholes which can be accessed through online downloads	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=a2718be1873d47a585a3f0415b4a724c
Goldmine	Historical data sets including geological memoirs and 6" to 1 mile geological mapping	Land & Soils/Water	National	available online	https://secure.decc.gov.ie/goldmine/index.html
Groundwater & Geothermal	Groundwater resources (aquifers)	Water	National	Data limited to 1:100,000 scale; sites should be investigated at local scale	https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	Groundwater recharge.	Water	National	Data limited to 1:40,000 scale; sites should be investigated at local scale; long term annual average recharge	https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	Groundwater vulnerability.	Water	National	Data limited to 1:40,000 scale; sites should be investigated at local scale	https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	Group scheme and public supply source protection areas.	Water	National	Not all PWS / GWS have SPZ / ZOC. Check with IW / coco / NFGWS for private supplies.	https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	Groundwater Protection Schemes	Water	National	Data is limited to scale of 1:40,000. Data does not include all of the source protection areas	https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	Catchment and WFD management units.	Water	National		https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	karst specific data layers	water	National	For areas underlain by limestone, includes karst features, tracer test database; turlough water levels (gwlevel.ie).	https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	Wells and Springs	Water	National	Not comprehensive, there may be unrecorded wells and springs	https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=d333a8a9b6ab44378411fc0d973db4ef
Groundwater & Geothermal	Groundwater body Descriptions	Water	National	Not exhaustive; only those in designated SACs; could be other GWDTES; for more information contact NPWS / EPA / site investigations	https://www.gsi.ie/en-ie/programmes-and-projects/groundwater/activities/understanding-ireland-groundwater/Pages/Groundwater-bodies.aspx
Groundwater & Geothermal	Geothermal Suitability maps	Land & Soils/Water	National	Also, Roadmap for a Policy and Regulatory Framework for Geothermal Energy, November 2020	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9ee46bee08de41278b90a991d60c0b9e
Marine & Coastal Unit	INFOMAR - Ireland's national marine mapping programme; providing key baseline data for Ireland's marine sector.	Water	National		https://gsi.geodata.gov.ie/portal/apps/webappviewer/index.html?id=85b8ecf8832e40cca6d923a0688f08e
Marine & Coastal Unit	CHERISH - Coastal change project (Climate, Heritage and Environments of Reefs, Islands, and Headlands)	Water	Regional		http://www.cherishproject.eu/en/
Marine & Coastal Unit	Coastal Vulnerability Index (CVI).	water /Land & Soils	Regional	Currently the project is being carried out on the east coast and will be rolled out nationally	https://www.gsi.ie/en-ie/programmes-and-projects/marine-and-coastal-unit/projects/Pages/Coastal-Vulnerability-Index.aspx
Minerals	Aggregate potential	Land & Soils/Material Assets	National	Consideration of mineral resources and potential resources as a material asset which should be explicitly recognised within the environmental assessment process	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956
Minerals	Active quarries	Land & Soils	National		https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956
Minerals	Historic mines	Land & Soils/Cultural Heritage	National	Inventory and Risk Classification 2009. Environmental Protection Agency, Economic Minerals Division and Geological Survey Ireland (DECC).	https://gis.epa.ie/EPAMaps/default?eastings=?&northing=?&lid=EPA:LEMA_Facilities_Extractive_Facilities https://www.epa.ie/enforcement/mines/
Tellus	Geochemical data: multi-element data for shallow soil, stream sediment and stream water	Land & Soils	Regional	A national mapping programme	https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707ff72f754
Tellus	Airborne geophysical data including radiometrics, electromagnetics and magnetics	Land & Soils	Regional	A national mapping programme	https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707ff72f754
Tellus	urban geochemistry mapping (Dublin SURGE project).	Land & Soils	Regional		https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707ff72f754

Notes:

1. The maps and data listed above are available on the Geological Survey Ireland map viewer <https://www.gsi.ie/en-ie/data-and-maps/Pages/default.aspx>
2. Please read all disclaimers carefully when using Geological Survey Ireland data
3. Geological Survey Ireland and Irish Concrete Federation published guidelines for the treatment of geological heritage in the extractive industry in 2008.
4. Please read the GSI Data Licence Agreement and the Groundwater Flooding Data Licence Agreement (<https://www.gsi.ie/en-ie/data-and-maps/Pages/default.aspx>)

Uisce Éireann

From: Aisling McGrath(C) <aisling.mcgrath@water.ie>
Sent: 01 October 2024 14:56
To: Lynn Hassett
Subject: RE: Ballinclare Materials Recovery Upcoming Planning Application - Uisce Éireann Comments

Hi Lynn,

Uisce Eireann encourage applicants especially for this type of development to engage at EIAR scoping stage so we can review and provide advice on the EIAR as early as possible.

With this application, Uisce Eireann want to see how the concerns raised/further information required previously have been addressed in the updated EIAR

These included –

Existing flooded site contains elevated levels of arsenic – concentrations in watered void compared to boreholes on site would suggest the altering of topography within the site has altered the leachability of arsenic.

Proposed backfill has the potential to alter existing groundwater flows, levels and quality – a significant inflow was detailed at BH2 and it is not established that the proposed development will not alter groundwater flow in the area with potential impact on local domestic and agricultural wells.

Soil washing and C&D operations may alter pH which could affect the mobility of metals in the effluent.

Details on the effectiveness of arsenic treatment during dewatering phase – additional inflows likely to occur during dewatering as the water table is lowered. Dewatering of base of flooded area could remobilise sediment which would affect treatment effectiveness.

Details of effectiveness of arsenic treatment during the operational phase – elevated arsenic in discharge could impact on the Potters stream.

Noting that an overall fresh review of the revised application particularly the EIAR chapter on Water will be need to be done.

With the information submitted, Uisce Eireann can only provide high level comments at this point.

Aisling McGrath
Development Management Planning

Uisce Éireann
Smithlands Centre, Waterford Road, Loughboy, Co.Kilkenny R95 W023

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From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Tuesday, October 1, 2024 10:52 AM
To: Aisling McGrath(C) <aisling.mcgrath@water.ie>
Subject: RE: Ballinclare Materials Recovery Upcoming Planning Application - Uisce Éireann Comments

CAUTION: The email originated from outside of your organisation. Do not click links or open attachments unless you recognise the sender and are sure that the content is safe. If you suspect any suspicious activity, please raise an IT Incident ticket to the IT Service Desk.

No problem Aisling, and sorry again that you were missed off.

The EIA process is still ongoing, so we do not have an EIAR available yet. The EIAR will accompany the planning application. If there is any information specifically that you are looking for let me know and I will see if I can send on.

Thank you
Lynn

Lynn Hassett
Associate - Environmental & Social Impact Assessment

O +353 1 296 4667
M +353 87 4296525
E lhassett@slrconsulting.com

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



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From: Aisling McGrath(C) <aisling.mcgrath@water.ie>
Sent: 01 October 2024 09:51
To: Lynn Hassett <lhassett@slrconsulting.com>
Subject: RE: Ballinclare Materials Recovery Upcoming Planning Application - Uisce Éireann Comments

Hi Lynn,

Thank for you forwarding this on so promptly.

Can you send the EIAR for Uisce Eireann's review and comment?

Aisling McGrath
Development Management Planning

Uisce Éireann
Smithlands Centre, Waterford Road, Loughboy, Co.Kilkenny R95 W023

M +353 85 136 2434
aisling.mcgrath@water.ie
www.water.ie
[Facebook](#) | [Twitter](#) | [LinkedIn](#)

From: Lynn Hassett <lhassett@slrconsulting.com>
Sent: Monday, September 30, 2024 2:07 PM
To: Planning <Planning@water.ie>
Cc: Aisling McGrath(C) <aisling.mcgrath@water.ie>; Derek Luby <dluby@slrconsulting.com>
Subject: Ballinclare Materials Recovery Upcoming Planning Application - Uisce Éireann Comments

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Dear Planning Team

Further to an email sent by Aisling McGrath via the Ballinclare Materials Recovery Project website, I am getting in touch to provide the project briefing documents and an invitation to comment. I apologise for the oversight in not providing this document previously, the Board had not indicated Uisce Éireann as a prescribed body (see their Section 37 letter attached).

We would very much value your comments and we are aware of general workloads/resource shortages in responding to high volumes of consultation requests. We had initially requested comments from the other consultees by the end of August but has extended this until mid September to encourage comments and to allow for the summer holiday period. The applicant is keen to submit the planning application shortly (the target had been for Q3), so we would be very grateful to receive your comments as soon as possible. If it would be easier / more efficient to arrange a Teams meeting for you to provide your feedback we are happy to arrange that.

Please let us know what works best for you and if you will be able to provide comments within a short timeframe.

Apologies again that you were not included in the Prescribed Body consultation.

Regards
Lynn

Lynn Hassett

Associate - Environmental & Social Impact Assessment

O +353 1 296 4667
M +353 87 4296525
E lhassett@slrconsulting.com

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



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Is don duine amháin nó don eintiteas amháin ainmnithe ar an seoladh an fhaisnéis agus d'fhéadfadh ábhar faoi rún, faoi phribhléid nó ábhar atá íogair ó thaobh na tráchtála de a bheith mar chuid den fhaisnéis. Tá toirmeasc ar aon daoine nó aon eititis; nach dóibh siúd an fhaisnéis- aon athbhreithniú a dhéanamh, aon atarchur a dhéanamh nó aon athdháileadh a dhéanamh, nó aon úsáid eile a bhaint as an bhfaisnéis, nó aon ghníomh a bhraithfeadh ar an bhfaisnéis seo a dhéanamh agus d'fhéadfaí an dlí a shárú dá ndéanfaí sin. Séanann Uisce Éireann dliteanas as aon ghníomh agus as aon iarmhairt bunaithe ar úsáid neamhúdraithe na faisnéise seo. Séanann Uisce Éireann dliteanas maidir le seachadadh iomlán agus ceart na faisnéise sa chumarsáid seo agus séanann Uisce Éireann dliteanas maidir le haon mhoill a bhaineann leis an bhfaisnéis a fháil. Má tá an



APPENDIX D
Public Consultation Material
Project Website



Ballinclare Materials Recovery

<https://www.ballinclarematerialsrecovery.ie/>

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[Public Consultation Event](#)

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12th August 2024

PROPOSED DEVELOPMENT AT BALLINCLARE QUARRY
STRATEGIC INFRASTRUCTURE DEVELOPMENT APPLICATION
TO AN BORD PLEANÁLA

Dear Resident,

Kilsaran Concrete Unlimited Company ('Kilsaran') intends to lodge a planning application in Autumn 2024 for Strategic Infrastructure Development at Ballinclare Quarry, Kilbride, Co. Wicklow.

The proposed development is for a **materials recovery and recycling facility** and will include provision for an engineered (i.e. lined) landfill facility to backfill and restore the existing quarry void. The development will comprise 3 key elements as follows:

- installation of a soil washing plant to produce construction grade aggregate (sand and gravel) from excess soil and stone imported from construction and development sites;
- a construction and demolition (C&D) waste recycling facility which will produce aggregate from construction and demolition waste (principally concrete); and
- an inert engineered (i.e. lined) landfill which will accept
 - (a) imported clayey (i.e. heavy) soil and stone waste which cannot be readily processed (or 'upcycled') to produce recycled aggregate;
 - (b) compacted filter cake material generated by the washing / processing of imported soil and stone at the soil wash plant; and
 - (c) inert (i.e. lightly contaminated) soil and stone wastes generated by the construction and development sector (which are more likely to occur at previously developed (or 'brownfield') sites).

It is envisaged that the existing quarry void will be progressively backfilled and restored (in stages) over an extended time-period, of up to 20 years, and that the original sloped landform at the site will ultimately be re-established and restored to native woodland habitat.

The production of recycled aggregates from excess soil and stone or C&D waste, as proposed, is compatible with past development activities at Ballinclare Quarry and consistent with long-established (and currently consented) land-use at the site.

The proposed development, if consented, will be strategically important in supporting the drive within the Irish construction sector to meet the requirements of a circular economy. Kilsaran also believes that this project will deliver a leading-edge materials recovery and recycling facility which will benefit the entire Mid-East Region and provide good sustainable rural-based employment opportunities for local communities in Co. Wicklow



PUBLIC CONSULTATION EVENT

An Bord Pleanála (ABP) has advised that the proposed development at Ballinclare Quarry constitutes Strategic Infrastructure Development, and as such, any application for development consent must be made directly to it (ABP) rather than to the Planning Authority (Wicklow County Council).

In line with legislation governing Strategic Infrastructure Development, Kilsaran is organising a public consultation event for the benefit of the local community in advance of finalising our development proposals and submitting a planning application to An Bord Pleanála.

The consultation event will be hosted at the Green Angel premises (formerly 'The Tap' restaurant) in Kilbride on the evening of 21 August 2024, between 18.00 hours and 20.00 hours and you, as our neighbour and a member of the local community, are cordially invited to attend.

The consultation event will be informal and an open forum where you will have an opportunity to

- view a series of display boards which will present an overview of the proposed development, including preliminary layout / planning drawings, photomontages and information on environmental topics;
- meet with company representatives to question them about the proposed development and obtain more detailed information about it;
- share and discuss any concerns you may have in respect of potential development related impacts on your household and/or wider community; and
- provide your input and feedback in advance of finalising the scheme layout / design and identify / discuss options to further reduce or minimise potential impacts.

The information to be presented at the public consultation event will be also shared via a dedicated project website

www.ballinclarematerialsrecovery.ie

The website will initially go live on Monday of this week (12 August 2024) with the details of the consultation event. More detailed project information will be uploaded to the website in advance of the consultation event.

Before we finalise and submit the planning application, you are invited to submit feedback with any views, concerns and/or suggestions you may have in respect of the proposed development at Ballinclare Quarry. This can be done in person, by attending the public consultation event on 21st August 2024, or alternatively via post or email to the contact addresses provided below. Submissions should be made on or before 9th September 2024.

All comments and feedback received as part of the public consultation event will be reviewed, and where appropriate, will be addressed in finalising the development scheme at the quarry.

Yours faithfully,

KILSARAN CONCRETE

Email: info@ballinclarematerialsrecovery.ie

Post: Ballinclare Quarry Materials Recovery and Recycling Project

Kilsaran Concrete, Piercetown, Dunboyne, Co. Meath

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Ballinclare Materials Recovery

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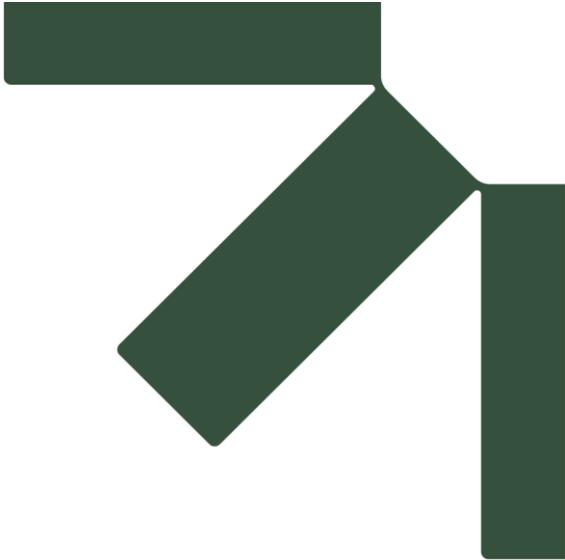
Public Consultation Boards

[View Here](#)

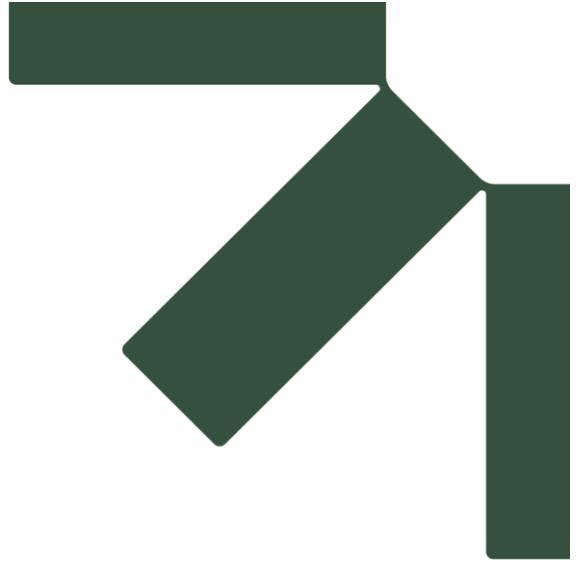
Soil Recycling Plant

[View Here](#)





APPENDIX E
Public Consultation Material
Letter to Residents



Public Information Event Notice

Published in Wicklow People dated 14th August 2024

As part of the public consultation exercise in respect of the proposed development by Kilsaran Concrete Unlimited Company ('Kilsaran') at Ballinclare Quarry, Kilbride, Co. Wicklow comprising a MATERIALS RECOVERY AND RECYCLING FACILITY with provision for an engineered (i.e. lined) landfill facility to backfill and restore the existing quarry void, Members of the public are invited to attend a public information and consultation event at any time between 4pm and 8pm at the Green Angel Premises (formerly 'The Tap' Restaurant), Kilbride, Co. Wicklow on 21 August 2024.

Details of the proposed development will be on display and Kilsaran personnel will be available to answer any queries.

Details of the proposed development can also be viewed online at www.ballinclarematerialsrecovery.ie

Members of public are invited to submit observations and feedback online to info@ballinclarematerialsrecovery.ie up to and including 9 September 2024



As part of the public consultation exercise in respect of the proposed development by Kilsaran Concrete Unlimited Company ('Kilsaran') at Ballinclare Quarry, Kilbride, Co. Wicklow comprising a MATERIALS RECOVERY AND RECYCLING FACILITY with provision for an engineered (i.e. lined) landfill facility to backfill and restore the existing quarry void, Members of the public are invited to attend a public information and consultation event at any time between 4pm and 8pm at the Green Angel Premises (formerly 'The Tap' Restaurant), Kilbride, Co. Wicklow on 21 August 2024.

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Letter Sent to Local Residents

12th August 2024

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TO AN BORD PLEANÁLA

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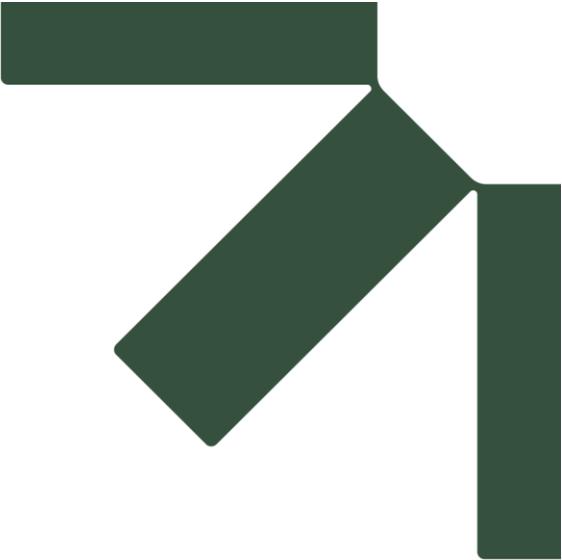
All comments and feedback received as part of the public consultation event will be reviewed, and where appropriate, will be addressed in finalising the development scheme at the quarry.

Yours faithfully,

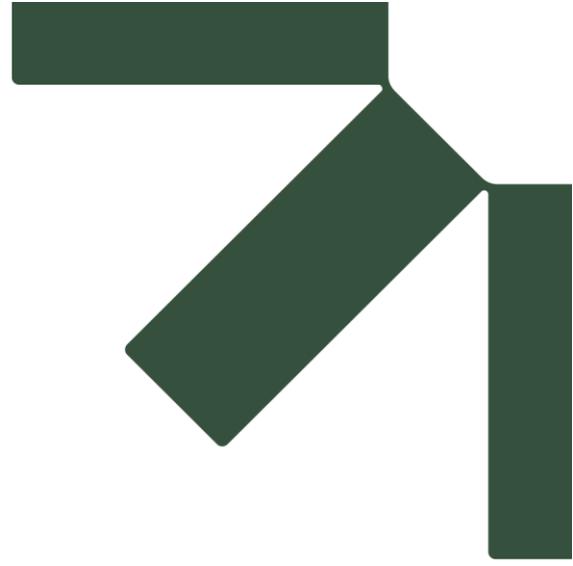
KILSARAN CONCRETE

Email: info@ballinclarematerialsrecovery.ie

Post Ballinclare Quarry Materials Recovery and Recycling Project
Kilsaran Concrete, Piercetown, Dunboyne, Co. Meath



APPENDIX F
Submissions from the Public



Ref No. P1

Due to the short notice given, I was unable to attend at the Public Consultation in August. However I would like to comment as follows with regard to your proposal to reapply for planning permission for Ballinclare Quarry.

I have been a resident in this area for many years and seen devastating change to our beautiful rural area, especially in recent years. What was once a narrow quiet country road on which I live, has had such an increase in both volume and size of vehicles that our quality of life has been negatively impacted. I used to walk on our road every day but now I can only do so at the weekends due to the amount of traffic. Indeed even the weekends have become very busy. With large vehicles it is not just the fear of being hit, but also the backdraft they create as they pass that makes it frightening when they pass by and this says nothing of the dust, noise and damage to our roadside verges.

I understand the haulage route proposed does not include my road (L1113) and I would like your assurance that my road will not be used by drivers should your permission be granted.

I feel that this area of Wicklow already has too many quarries and landfills. I know you contend that you have existing permission to operate Ballinclare quarry and that the proposed development would not represent additional activity in our area, but in the years since the quarry has been closed, the volume of traffic has grown considerably and between temporary land contouring, the regional landfill at Ballyngran and the construction of homes in our area, the rural character of our area is changing to be like an industrial zone.

It is already noticeable the impact of mud (in wet weather) and dust (in dry weather) accumulating on the roads, affecting visibility and entering the drainage ditches along our roads.

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 be as high as former levels of blasting etc. the operation of mechanised equipment brings a level of disturbance to what is currently a peaceful area.

I am very concerned about the impact on local wildlife from the proposed activity in what has become a wildlife haven. While I recognise the need for construction of much needed housing, the proliferation of housing estates stretching ever further out from Wicklow town and other local villages, has put wildlife under severe pressure with the destruction of habitat where it lived undisturbed for decades and longer. Now on top of the destruction of habitat and the driving of wildlife into smaller and smaller safe areas, you propose to destroy a site where peregrine falcons and other wildlife have in recent years found a safe home. This impact must be considered, not on the site alone but all along the access routes. The many mature trees in our area provide a habitat for many animals while the hedgerows and verges provide shelter and food and allow many species of plants to exist. The disturbance caused by your proposed activity will be devastating for the wildlife inhabiting this area and the few measures proposed in your plan will not suffice to offset the harm done.

Your previous application was refused on grounds that you had not demonstrated that you would not cause damage to the local environment and given the fact that you propose to operate below the ground water level and I believe have already been discharging into Potters river, I am very concerned for water quality in our area. As you will be aware we have no water mains and rely on our private wells for our drinking water. While you may include testing local wells in your proposal, it is of little help to us, if testing reveals contamination of our drinking water that may have been happening for a period of time since any prior tests were undertaken. How regularly do you propose to test wells in our area and what guarantees can you provide that our drinking water will not be affected. I live within 1 km of Potters River and would be very concerned that contamination from the waste stored in the quarry could affect my well.

Given that the site was closed because of the discovery of naturally occurring asbestos which you had not discovered before buying the quarry, 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.

How can you justify the transport of waste from what are most likely going to be sites in the Dublin all the way down to Wicklow to be recycled and then transported back to your premises in Meath and Dublin. In a time when we are trying to reduce carbon emissions, it does not make sense to move the same material, albeit in a changed format, 50-100 km plus up and down the country. If you are saying that only 20-30% of the waste taken in will actually go into the quarry then surely it will take many more years to fill the cavity, and can you guarantee that no waste will be accepted from other landfill sites as they become full or need to move illegally accepted waste.

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

Ref No. P2

Comments, concerns and observations on the forthcoming planning application at Ballinclare

Public Consultation Meeting

Although I was one of the few to have received notification, only a very small number of local residents received a letter from Kilsaran notifying them of the public consultation meeting. My general feeling is that Kilsaran are going through the motions of consulting the public but don't have any real wish to make changes that were suggested at or before the meeting. The timeframe for this consultation period was far too short and timed to coincide with the end of the summer holidays.

Protection of Drinking Water

If granted permission, all wells within a 1km radius of the site boundary should be baseline tested prior to commencement and then tested biannually to ensure water safety. This should continue for a minimum of 5 years after the closure of the facility.

Much of the quarry is below the water table and when back filled with waste materials causes me grave concerns for contamination to my wells. A consultant telling me he believes the rock is impervious doesn't inspire me with confidence. While the dolorite rock in the area is mostly considered a poor aquifer, it none the less is occasionally as my very good quality well proves.

No further test wells were drilled to the north of the quarry since the first application so how water moves is unknown for this area.

Kilsaran Presentations

Charts and photomontages at the public presentation as well as on the website were not clear or large enough to read and interpret properly. There was also much contradiction of facts between the various consultants, managers and owner presenting at the meeting. All gives rise to much confusion about details.

Traffic

The local narrow road network is completely unsuitable for such a high volume of HGV traffic travelling in opposing directions despite permission for such numbers when the quarry was in operation. Traffic volumes have increased significantly since then and it is quite enough as is.

The volume of HGV traffic that this development will bring onto the small rural roads could be a serious risk to all road users lives. For this reason, the volume of trucks being proposed per annum needs to be drastically reduced but not to the detriment of the lifespan of the landfill.

The volume of traffic being proposed would mean that the roads will be far too dangerous for pedestrians, cyclists, joggers, horse-riders, etc., all of whom currently use these local roads. The famous Ballinameesda bends Black Spot will effectively come back into existence if the trucks start using this route again!

If granted permission, the entrance to the quarry needs to be engineered in such a way as to prevent trucks from entering or exiting in the direction of the already too busy L1113.

Operational Hours

If granted permission, operations at the site should be limited from 9:00am to 5:00pm Monday to Friday. There should be no deliveries to, no exporting from, and no activity on the site at the weekends or public holidays.

Project Proposal

This proposal has already been refused permission by An Bord Pleanála. Apart from a change in wording with emphasis on “materials recovery”, it’s still the same basic proposal. There is no real or significant difference in the end result being proposed.

The Ballinclare site was closed in 2016 due to the discovery of naturally occurring asbestos and subsequently the quarry void filled with water. De-watering of the quarry lake commenced without planning permission. Kilsaran maintains this was allowed under their previous quarrying licence but that was from prior to asbestos being found at the location. The current dry lake bed sediments are now open to becoming air born. It only takes one fibre of asbestos to cause asbestosis of the lungs! For this reason it is unsafe to open up this site again in my opinion.

The area already has a high concentration of landfills and dumps. This proposal will be adding to an already over-burdened environment.

Nature of the Proposed Facility and Waste

If granted permission, Kilsaran should give legally binding guarantees that no waste will ever be accepted from another waste facility that may have previously accepted contaminated waste.

If granted permission, Kilsaran should give legally binding guarantees that they will never seek future derogations to seek an increase or change in their waste acceptance criteria limits.

I would not like to see any C&D waste containing bitumen or waste containing invasive species accepted at the facility owing to the pollution risk and risk of alien plants spreading into neighbouring lands.

Wicklow residents do not want more Dublin waste so if given permission, I propose a 30km limit on all sources of waste coming to this facility.

Water Quality and European Sites

There is no such thing as safe waste, inert or not. Mixing construction and demolition waste with soil fines will, when saturated with rain, produce leachate that potentially contains high concentrations of elements, chemicals and manmade contaminants. All of this leachate poses serious risks not only to the groundwater but also the aquatic life in Potters River. Mechanical filter systems will eventually break down or be affected by human error. Not all water and leachate leaving the site during operation and decades after completion will be treated before being discharged to Potters River. The proposal includes perimeter toe drains that will discharge off-site without treatment. Long term contamination of Potter’s River and the Special Area of Conservation at the mouth of Potter’s River in the Brittas Bay Dunes (part of the Buckroneys- Brittas Dunes & Fen SAC) will also be a risk.

Local Tourism

This development has the potential to have a serious impact on local tourism such as at Kilmacurragh Arboretum where the site can be seen from. Tourism, materials recovery and landfill are not suitable side by side businesses.

If granted permission, this development will see an exponential increase in noise and dust pollution in the area and along the haul routes.

If granted permission, a local affected residents fund should be prioritised to residents who will be most affected by the development site and the proposed haul route and not to distant and little affected sports/recreation/church groups etc. This site has been picked partly because of its low population density and lack of a village/town so administering to a relatively small number of affected residents should not be an issue.

Climate Change and Carbon Emissions

HGV Trucks emit on average 100g CO₂ per Km. If these trucks are doing a modest round trip of 110km, that will be the equivalent 11kg per truck, per trip. At 30,000 trucks per annum, that is the equivalent of 330,000 Kg / 330 Tonnes of CO₂ emissions per year driving to and from the facility. Heavy Duty vehicles are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Why, when we have a requirement under European law, to reduce our CO₂ emissions from heavy vehicles by 90% by 2040, are Kilsaran proposing a plan that will see vastly increased journeys, for high volumes of HGV trucks, from distant sources to this facility?

Driving inert soil to and from the quarry in Ballinclare does not make circular economic sense. The soil washing should happen at or close to the sources and only the unusable cake material to be transported to Ballinclare for final disposal. This is the only way to reduce the carbon footprint of such an operation.

Quality of Life

Local citizens should not be made to pay for a private development, either through reduced property values or impingement on their quality of daily lives in safety and without massive disruptions being imposed. (noise and traffic)

Conservation Land Banking

As this site will take the lifetime (20 years plus) to see it fully restored and returned to nature, I propose a commitment by the Kilsaran company to invest in another degraded “greenfield” site that could have its land managed for wildlife, forest planted and/or a bogland rewetted/restored/rewilded to off-set its significant carbon emissions. This would show a genuine commitment by the company to be environmentally conscientious in this carbon intensive and environmentally damaging industry. This is in line with industry best practice and is known as conservation land banking. A conservation land bank is a dedicated section of land devoted to creating, preserving and increasing the biodiversity inside its boundaries. A similar area of land to that proposed for the development should be purchased and managed as such.

Biodiversity Net Gain

This project should be designed to demonstrate and deliver biodiversity net gain upholding the EU Nature Restoration law which is now legally binding.

Ecology and Nature Conservation

The measures being proposed for the protection of the Peregrine Falcons nesting at the site are considered inadequate. Currently there is over 500 meters of cliff face with ledges on multiple levels and many options for the birds to nest and use as plucking posts. The proposal suggests a short cliff face retained, only 15 meter in height with a single nesting platform. Restricting them to one spot wouldn't in my expert opinion (from watching these birds for over thirty years) be enough. The height of the cliff being kept is based on this year's observation of their nesting ledge and does not take into account most previous years when they nested on lower ledges. The height of the proposed rock face to be kept exposed should be from the natural water level in the quarry void.

I propose that if permitted an artificial lake be created over the waste filled pit that would allow the Peregrines, Kestrels, Ravens and Jackdaws a relatively disturbance free safe haven both during works and after.

This also has the effect of stopping tall tree growth directly in front of the cliff which would render it a less suitable nest site.

Residents Fund

The local affected residents fund should not be given to Wicklow County Council to administer but go directly and unconditionally to affected residents in a pre-agreed manner.

I propose a five euro a tonne levy for such a fund. This may seem extravagant to the developer but as someone who has lived with the inconvenience of a large quarry all my life and is expected to live a further 20 years with a waste facility, this is very reasonable.

The proposed development is supposed to be of strategic county and national importance so there should be no problem in compensation to those that have to live with it.

Ref No. P3

My name is [REDACTED]
[REDACTED]
[REDACTED]

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

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

[REDACTED]

Knowing the proximity of our property to the applicant site and the proposed haulage route and knowing the scale of the development being sought by Kilsaran and the volume and frequency of HGV's being proposed by the applicant, I am sure you can appreciate that our objection to this development is not merely about inconvenience, but rather about a need to try and protect ourselves and our business. Should this development be granted permission, it will have a massive adverse effect on our farming business, our livelihood, our personal health and well- being, and with the introduction of such huge volumes of HGV's on our small, narrow, rural road, it could potentially put our lives at risk.

[REDACTED]
[REDACTED]
[REDACTED]

This proposal has already been refused permission by An Bord Pleanála. Apart from a change in wording and developers proposed emphasis, it's still the same basic proposal. There is no real or significant difference in the end result being proposed.

I feel that I should not be made to pay for a private development, either through reduced property values or impingement on our freedom to live their daily lives in safety and without massive disruptions being imposed.

This quarry is below the water table and causes serious concern for contamination to the local groundwater and so all private wells and community well schemes within a 10km radius of the site should be baseline tested prior to commencement and then monitor tested on a six month basis to ensure local water safety. This should continue for 10 years after the closure of the facility.

The volume of trucks being proposed per annum needs to be drastically reduced. This can only be done by reducing the proposed intake from 600,000 tonnes to 300,000 tonnes per annum.

There needs to be a fixed daily limit on the number of trucks that can drive to and from the facility. The annual limit needs to be spread out evenly over the days of operation.

Operations at the quarry should be limited from 9:00am to 5:00pm Monday to Friday. There should be no deliveries to, no exporting from, and no activity on the site at the weekends or public holidays.

The Ballinclare site was closed in 2016 due to the discovery of asbestos at the site. It is unsafe to open up this site again and have dust raised in the process of moving and filling.

Kilsaran will need to give guarantees that no trees along the haul route will be removed, damaged or left dangerously close to the road edge where they could be damaged long term.

The volume of traffic being proposed would mean that the roads will be far too dangerous for pedestrians, cyclists, joggers, horse-riders, etc. All of whom currently use these local roads for such activities.

The proposed two-way system on the L1157 is unacceptable and the proposed widening of the road will cause serious damage to the habitat on that road, both during construction and operation.

I am disappointed that the previous commitments with regard to road widening are not being adhered.

Ref No. P4

I am writing as a resident in the area re the above proposed development to register our observations re the proposed works.

My foremost observation would be in relation to the issue of haulage route and traffic. We run a large dairy operation with farm and residential access via the L1113.

Despite the cessation of operations at Ballinclare Quarry, we have noted a considerable increase in traffic along our road since our last observation on this proposed development in 2020.

We have multiple stock movements across the L1113 road during the year, which are proving more and more difficult with increased traffic levels, even as they are. So, although we feel for our neighbours on the proposed designated route L1157, any further increase in traffic on the L1113 would be nearly unworkable.

Regarding traffic volume, in part the HGV traffic was due to other quarries/ landfill opening in the area, but there is also a considerable increase in commuter and tourist traffic, the latter due to the success of both Kilmacurragh and the new Avondale Tree Walk facility.

We also believe that volumes have now increased considerably due to the development of housing around Rathnew. Previously drivers heading to Rathdrum would have turned off at Junction 16 and used the R752 via Glenealy. However, with the new developments in Rathnew/Wicklow Town Environs and resulting traffic lights (Aldi, Merrymeeting) we are finding that traffic (presumably prompted by Google / Waze etc) is now using the L1113/ Deputies Pass and then R752 to avoid traffic congestion in Rathnew.

I am interested in how the designated route can be enforced as we could imagine drivers wanting to take the L1113 as a "short-cut".

I also wonder what provision is made for a route for HGVs bringing materials from the west of the site (rather than from Dublin) and how this will be monitored?

Thank you for taking on board these observations.

Ref No. P5

Following the Kilsaran Public Consultation meeting on Wednesday 21 August 2024, these are my concerns about the proposed planning application.

1. To many quarries/landfills in the area already

There are already far too many quarries and landfills concentrated in this small area between the M11 and Rathdrum, severely impacting the environment and the well-being of local residents. Some of these are listed below:

- Ballynagran Landfill
- Dan Morrissey & Co (Plazamont Ktd)
- Ballinaclane Quarry
- Ballinaberney Quarry
- ECT Sand and Gravel

The addition of another quarry/landfill at Kilsaran would exacerbate existing problems, including noise, dust, and pollution, further diminishing the quality of life and threatening the area's natural beauty. These cumulative effects make it clear that the plans for another quarry must not proceed. Protecting this community and its environment from further degradation is crucial for the long-term sustainability of the area. What can the Kilsaran planning applicants justify having more landfills/quarries in the already over-subscribed area?

2. Significant Traffic issues

(a) See Annex 1 – the definition of Irish Roads

Local Primary Routes are defined below:

Local Primary Routes are the next step below Regional Roads and are intended to carry mainly non-HGV traffic through rural areas or along link routes between Regional Roads and towns/villages. All Local Roads cater for Heavy Goods Vehicles (HGVs) used in the **Agricultural sector**. These roads are numbered within the range of L1000 - L4999 and sometimes the prefix LP is used to denote a Local Primary Road.

The local primary and secondary roads in this area are too small and were never designed to accommodate the frequent passage of HGVs from quarries and landfills. They Local Roads are not intended for HGVs (see definition). These narrow, rural roads are already under strain, with increased traffic leading to dangerous conditions for local residents and damage to the road infrastructure. The addition of more HGVs from new quarries would only worsen the situation, leading to more wear and tear, higher maintenance costs, and a greater risk of accidents. Therefore, the plan for another landfill/quarry should not move forward. How do the Kilsaran planning applicants address the use of Local Primary and Local Secondary Roads if they were never intended for HGVs?

(b) **Compensation to residents** if road has to be upgraded to Regional Routes

If the Local Primary roads in the area are upgraded to Regional Routes, it would be essential that all local residents are compensated for the necessary construction of safe pathways from their homes to the roads. These upgrades will significantly impact residents' access and safety, requiring them to adapt their properties to accommodate increased traffic and larger vehicles. Compensation should cover the costs of constructing safe entry and exit points, ensuring that residents are not financially burdened by the changes imposed by the road improvements. Are Kilsaran willing to fund these works?

(d) **Misuse of HGV** i.e. using unapproved routes

Local residents have repeatedly witnessed dangerous driving by HGVs from the existing quarries and landfills. These vehicles frequently exceed safe speeds and often violate the designated routes they are supposed to follow. This reckless behaviour poses significant safety risks for the community and further degrades the already stressed road infrastructure. The ongoing violations highlight the need for stricter enforcement and reconsideration of any plans to introduce additional quarries in the area. How do Kilsaran propose to manage HGV driver behaviour?

(f) **Danger** to pedestrians and cyclists

The presence of HGVs on local roads poses a significant danger to pedestrians and cyclists. These narrow roads were not designed for large vehicles, making it difficult for them to safely navigate around non-motorized road users, increasing the risk of accidents and injuries. How will this be addressed?

(i) **Damaging verges**

HGVs frequently damage the verges on the local primary roads, creating deep ruts that reduce visibility for residents when exiting from their driveways. This makes it especially dangerous when encountering speeding traffic, as limited sightlines increase the risk of collisions. Proper road maintenance and regulation are essential to ensure safety for all road users. How will this issue be addressed?

(l) **Lack of traffic speed calming and detecting speed violations** in the area

Wicklow County Council has shown little willingness to implement traffic calming measures on these roads, despite repeated concerns from residents. They have reduced the speed limit to 60 KPH, but the lack of action on other fronts, such as ramps, complicates the efforts of the Garda, who struggle to enforce speed limits effectively. Without proper infrastructure, maintaining safe driving conditions remains a significant challenge, leaving the community at risk. Will this be addressed by Kilsaran in its planning application?

3. Environmental issues

A major concern regarding the proposed Kilsaran landfill is its impact on the local rural area, as it can cause significant environmental damage. Water pollution is a major concern, as toxic leachate can seep into groundwater, contaminating drinking water sources. Noise pollution from heavy machinery disrupts the tranquillity of the countryside. Additionally, the presence of a landfill can harm local plant and animal life due to the release of harmful chemicals and toxins into the soil and air. This can lead to a decline in biodiversity, affecting the overall health of the ecosystem and potentially impacting local agriculture and natural habitats. What guarantees will the Kilsaran planning applicants give that water pollution will be fully addressed?

4. Effect on residents and tourism in the area

A landfill in a rural area can severely impact tourism and the quality of life for residents. The sight and smell of a landfill deter visitors, harming local businesses reliant on tourism. The area has recently become very attractive to visitors because of the Rathdrum Tree-top walk, the Kilmacurragh Botanic Gardens to name but a few. The constant noise from trucks and machinery, along with the potential for air and water pollution, diminishes the peace and natural beauty that attract people to rural areas. For residents, the presence of a landfill can lead to health concerns, reduced property values, and a general decline in the area's desirability as a place to live. What guarantees will the Kilsaran planning applicants give that they will work to limit the impact on residents and tourism?

Annex 1: The definition of Irish Roads

Roads Schedule

Each Road Authority is required to maintain a Roads Schedule, which consists of a map of all of the roads in its charge along with a written schedule containing information on all road segments, such as road classification, road number, length, width, and a description of the start and end points of that segment (usually junction to junction). This schedule is to be updated on a regular basis as new roads are added or existing public roads abandoned or existing rights of ways extinguished over public roads.

National Routes and Regional Routes generally have a sign at each junction depicting the road number of the side road.

National Primary Routes generally run along arterial routes between the main centres of urban population and to/from ports. They may be motorways, dual carriageways or simply wide two-way roads. They are numbered within the range N1-N50 with the N being replaced by an M on those portions of the network that are to Motorway standard. Numbering for the National Primary and National Secondary Networks generally starts anti-clockwise from Dublin. In Wicklow we have the M11/N11.

National Secondary Routes generally run between centres of lesser population but still important towns, many of which are tourist routes that become quite busy with tourist buses in the summer. They tend mainly to be good quality two-way roads and some are to dual carriageway standard. They are numbered within the range N51-N99. In Wicklow we have the N81.

Regional Routes provide the link between National Routes and towns and villages that are not located on the busier routes. They also provide strategic links between the towns and villages themselves. Heavy goods vehicles that come off National Routes are generally directed to use the Regional Road Network to access destinations that are more rurally based.

Local Primary Routes are the next step below Regional Roads and are intended to carry mainly non-HGV traffic through rural areas or along link routes between Regional Roads and towns/villages. All Local Roads cater for Heavy Goods Vehicles (HGVs) used in the Agricultural sector. These roads are numbered within the range of L1000 - L4999 and sometimes the prefix LP is used to denote a Local Primary Road.

Local Secondary Routes generally make up interlink roads between the Local Primary and Regional Road network providing through road access to more rural locations. Housing estate roads are also classified as Local Secondary Roads due to the high traffic volumes albeit over long lengths. Local Secondary Roads are numbered within the range of L5000 - L 8999 and sometimes the prefix LS is used to denote a Local Secondary Road.

Local Tertiary Routes generally make up the remainder of the Public Road network and would constitute roads with very low traffic volumes, including cul-de-sac roads. These roads are numbered within the range of L9000 - L99999, generally with five digits. Sometimes the prefix LT is used to denote a Local Tertiary Road.

Ref No. P6

I refer to your recent public consultation and to your invitation to comment by email on your proposed re-application for planning permission to reopen the Ballinclare site.

Firstly I feel that the public consultation was undertaken at a time when many people were on holidays prior to the reopening of schools after the summer holidays, the period of notice given was insufficient being less than two weeks and in addition, I did not receive notice from Kilsaran despite the fact that I live within 5km of Ballinclare and you will have had my address from your previous application.

I understand that a further meeting was to take place on site with residents who had requested this and that this has not happened. I would in fact suggest that a site visit to one of your already operational waste recycling and landfill sites would better serve the purpose of alleviating residents fears.

However, I also understand a select group of residents were invited to private meetings prior to the public consultation and again I would like to understand if this forms part of the public consultation, given that this opportunity was not offered to the wider local resident group.

The updated proposal appears to have been amended to present a better case to An Bord Pleanála but offer no benefit to local residents. I fail to see the case for transporting construction waste from outside Wicklow down to this site especially given that I was told at the consultation that the resulting aggregate would be used by Kilsaran and therefore transported back to Kilsaran sites. Why is the recycling then not carried out at existing Kilsaran sites which remove the need for construction waste to be transported many kilometers just to be reduced to aggregate.

Given the huge amount of construction already undertaken in recent years in east Wicklow and south county Dublin, it is difficult to see how much further development potential exists given the poor road infrastructure, the already congested road network, the absence of public transport appropriate to further housing construction and the huge difficulty already evident in seeking improvements to the M11/N11 road structure.

At a time when Ireland is under pressure to reduce our carbon emissions to agreed levels, why would you undertake these unnecessary long HGV journeys which will cause issues of safety, noise, pollution, disruption and severe reduction to the quality of life of local residents as well as the many walkers, cyclists, tourists, horse riders who use the local road network.

We already have several quarries, landfills and construction waste recycling facilities in the immediate area. We also live within 1km of Ballynagran. These facilities all give rise to large numbers of HGVs on our road network, so we are very familiar with the issues, caused in particular by drivers seeking to maximise the number of site visits in one day.

While many drivers do show some consideration to local residents, a great number do not and disrupt the safe enjoyment of our homes, gardens and local roads.

You gave assurances at the public consultation that the L1113 would not be used as a haulage route, yet in your previous documentation, you complained about the fact that WCC had not given the green light to reinstate the prior one way system. This totally overlooked the large increase in the volume and size of traffic on the L1113 which effectively is used to bypass the parallel regional road which has been beset in recent years by construction work in Rathnew and along the roadside.

Now, at the public consultation, we were told that you now recognise the unsuitability of the L1113 for the additional volume of traffic you propose to generate. Can you give an assurance at this point that the L1113 will not be used as a haulage route?

From the level of detail provided at the public consultation a huge concern remains for the possible contamination of both Potters River and the ground water downhill from the quarry site. In this area we all obtain our water from wells and any possible contamination of our wells is unacceptable. Given the impossibility of predicting water flows especially in these uncertain times of climate change, I cannot see that you can give undertakings to local residents that their well water will be free from contamination either by run off from the waste recycling plant or waste storage or from the filling of the quarry void.

This is especially relevant to construction waste given the National Construction Plans emphasis on the use of brown field sites. Depending on the industries located previously on such sites, the waste removed could be contaminated with anything from diesel to chemicals to asbestos and the storage, handling and use of such waste as landfill could give rise to leaching of such contaminants into the ground water. It is not sufficient to rely on those extracting the waste to ensure that no contamination has occurred before the waste is transported to site and, in your previous proposal the number of personnel on site appeared insufficient to even oversee the safe operation of waste delivery never mind the effective screening of waste before its offloading on site. Remote screening of the top layer of waste cannot suffice to ensure that no contaminants are contained within the waste before it is offloaded and once off loaded the dispersal of such contaminants has potential to cause run off into local waterways especially in times of heavy rainfall which is projected to occur more frequently into the future.

Apart from the impact on local residents, the proposed measures to offset the disturbance of wildlife appear to be only superficial. Wildlife is already under severe pressure as construction drives it from long established habitats and every more mechanised agricultural methods and in particular the creation of large fields, destroy hedgerows, habitats and food sources. The disused quarry space was a haven for wildlife which will now also be destroyed putting more pressure on the tiny amount of undisturbed local land. I cannot see how even curtailed activity in the quarry area will not disturb the resident

Peregrine falcons and to prevent any distress to their breeding at a minimum, no activity causing noise or other disruption should be carried out during their nesting season. In your list of measures to offset the disturbance of wildlife you mention owl nesting boxes but is it not the case that owls can prey on the young of falcons and surely this is not compatible and illustrates that such proposed wildlife initiatives are just designed to appease locals whose expressed concern for wildlife and biodiversity is genuine and a major issue with the proposed project.

I understand that the dewatering of the quarry already carried out was done under licence granted for the operation of the site as a quarry. In fact you have offered your opinion that the prior permission for the quarry means that local residents were already obliged to suffer the traffic, noise, dust and general hardship imposed by your activities at Ballinclare and that this proposal is no different.

Firstly, I would question whether local residents were ever given any choice as to the imposition of quarrying activity on their lives, and whether one can equate the impacts both of traffic volume and vehicle size when the original quarrying started, to current vehicle sizes and current traffic volumes in the local area. The fact that residents have suffered the impact of Ballinclare quarry, in addition to the proliferation of other quarries, landfills in the area in the past, is no justification for continuing the disruption and in fact increasing it long into the future.

That you failed to detect the presence of asbestos when purchasing the quarry in 2014 may well be explained by the occurrence only in parts of the site as explained by your representative at the public consultation. However, that you failed to find it when applying for permission to extend the area to be quarried in Early 2016 but the presence of asbestos was revealed in June of that year, certainly does not inspire confidence in the level of investigation you undertook when applying to extend the quarry. That, added to the lack of proof of no potential negative impact on biodiversity you provided to An Bord Pleanála in your recent refused application, does nothing to alleviate our fears of significant irreversible harm to the environment and in particular water quality should your current assertions of mitigation of any risk prove inaccurate

Given that local residents are severely curtailed in their safe use of the local road network during the week, especially for healthy activities, such as walking, running and cycling, it is unacceptable for any activity at the site to occur at weekends. Surely residents are entitled to some period of peace and quiet at weekends and this can be prioritised over commercial activities.

I am sending this email after yet another sleepless night, among the many such, since you first proposed to reopen the quarry, the closure of which was a major influencer in our decision to move to the area. The level of distress caused to local residents of all age groups is I am sure of no interest to you in calculating the profitability of this project, but you must be aware that the stress and worry this proposal causes to us all far exceeds its value in monetary terms.

Ref No. P7

I would like to share my concerns and objection to the development of Ballinclare Quarry

Only a very small number of local residents received a letter from Kilsaran notifying them of the public consultation meeting. Little effort was made by the developer to inform many locals. Attendance at the meeting was due to local concerned citizens informing their neighbours.

This quarry is below the water table and causes serious concern for contamination to the local groundwater.

All private wells and community well schemes within a 10km radius of the site should be baseline tested prior to commencement and then monitor tested on a six month basis to ensure local water safety. This should continue for 10 years after the closure of the facility.

The local narrow road network is completely unsuitable for such a high volume of HGV traffic travelling in opposing directions.

The volume of HGV traffic that this development will bring onto the small rural roads could be a serious risk to local motorists lives.

The volume of traffic being proposed would mean that the roads will be far too dangerous for pedestrians, cyclists, joggers, horse-riders, etc. All of whom currently use these local roads for such activities.

The proposed two-way system on the L1157, and the proposed widening of the road will cause serious damage to the habitat on that road, both during construction and operation.

Allowing Kilsaran to operate such a high volume of HGV traffic on the L1157 is effectively giving them a monopoly on the road and the equivalent of handing the control of a public road over to a private commercial company. It's unconstitutional.

Reintroducing such a high volume of HGV traffic onto the Ballinameesda Bends will result in a step back in history when lives were lost and it was an infamous black spot.

Any traffic proposals should include reducing truck speed limits to a max of 60km/h, see the introduction of traffic calming measures, and the use of permanent speed cameras to police driver behaviour.

Increased HGV traffic will seriously impede farming vehicle activity in the area.

This proposal has already been refused permission by An Bord Pleanála. Apart from a change in wording and developers proposed emphasis, it's still the same basic proposal. There is no real or significant difference in the end result being proposed.

The area already has a high concentration of landfills and dumps. This proposal will be adding to an already over-burdened environment.

HGV Trucks on average emit 105g CO₂ per Km. If these trucks are doing a modest round trip of 120km, that will be the equivalent 12.6kg per truck, per trip. At 30,000 trucks per annum, that is the equivalent of 378,000 Kg / 378 Tonnes of CO₂ emissions per year driving to and from the facility. To offset this would require the planting of circa 19,000 trees per annum.

Heavy Duty vehicles are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Why, when we have a requirement under European law, to reduce our CO₂ emissions from heavy vehicles by 90% by 2040, are Kilsaran proposing a plan that will see vastly increased journeys, for high volumes of HGV trucks, from distant sources to this facility?

Driving inert soil to and from the quarry in Ballinclare does not make circular economy sense. The soil washing should happen at smaller facilities closer to the sources and only the by-product cake material to be used in the landfill should be transported to Ballinclare. This is the only way to reduce the carbon footprint of such an operation.

Local citizens should not be made to pay for a private development, either through reduced property values or impingement on their freedom to live their daily lives in safety and without massive disruptions being imposed.

The volume of trucks being propose per annum needs to be drastically reduced. This can only be done by reducing the proposed intake from 600,000 tonnes to 300,000 tonnes per annum.

There needs to be a fixed daily limit on the number of trucks that can drive to and from the facility. The annual limit needs to be spread out evenly over the days of operation.

Operations at the quarry should be limited from 9:00am to 5:00pm Monday to Friday. There should be no deliveries to, no exporting from, and no activity on the site at the weekends or public holidays.

The Ballinclare site was closed in 2016 due to the discovery of asbestos at the site. It is unsafe to open up this site again and have dust raised in the process of moving and filling.

The measures being proposed for the protection of the breeding peregrine falcons nesting at the site are wholly inadequate. The height of rockface being left exposed is based on this year's observation of their nesting ledge and does not take into account previous years when they nested on lower ledges. These are a protected species under law. The height of the proposed rockface to be left exposed should be at least doubled to properly protect them from disturbance.

The finished design for the quarry should at a greatly reduced height from the current proposal and incorporate a lake at the base of the rockface. The lake should also incorporate floating, and/or small island, nesting areas for other bird life.

Insufficient consideration has been given to other protected species at the site.

The waste acceptance criteria being proposed at the site are inadequate and does not protect locals from the risk of contaminated loads being deposited there.

Kilsaran should give legally binding guarantees that not waste, other than inert waste, will ever be accepted at the site.

Kilsaran should give legally binding guarantees that no waste will ever be accepted from another waste facility that may have previously accepted contaminated waste.

Kilsaran should give legally binding guarantees that they will never seek future derogations to seek an increase in their waste acceptance criteria limits.

Any C&D waste containing bitumen should not be accepted at the facility.

There is no such thing as safe waste, inert or not. Mixing construction and demolition waste with inert soil will, when saturated with rain, produce leachate that contain high concentrations of Totals Dissolved Solids (TDS), high PH levels and sulphate.

Other elements common to leachate for such waste also include calcium, aluminium, arsenic, copper, manganese and iron. All of these elements, as leachate pose serious risk not only to the groundwater but also the aquatic life in Potters River.

Not all water and leachate leaving the site during operation and decades after completion will be treated before being discharged to Potters River. The proposal includes perimeter toe drains that will discharge off-site without treatment.

Long term contamination of Potter's River is a risk and subsequently, contamination of the Special Area of Conservation at the mouth of Potter's River in the Britta Dunes (part of the Buckroneys-Brittans Dunes & Fen SAC) will also be at risk.

HGV Traffic build up on the roads, and or HGV parking within 10km of the facility cannot be allowed.

Kilsaran will need to guarantee that no hedgerows along the haul route will be removed or damaged.

Kilsaran will need to give guarantees that no trees along the haul route will be removed, damaged or left dangerously close to the road edge where they could be damaged long term.

There should be a footpath inserted the length of the L1157 for safe passage of pedestrians.

This development has the potential to have a serious impact on local tourism

This development will see an exponential increase in noise pollution in the area and along the haul routes.

This development will see an exponential increase in dirt and dust pollution in the area and along the haul routes

The local community fund should be prioritised to residents who will be most affected by the development site and the proposed haul route.

The local community fund should not be given to Wicklow County Council Executive to administer.

Ref No. P8

As a [REDACTED] within a 5km radius we are writing to you to express our major concern for your planning application for a waste landfill and recycling facility at Ballinclare Quarry.

We [REDACTED] would like to address our concerns about the infrastructure of the road where this will be located and the surrounding roads of the routes the HGV will be travelling on.

As you are aware the fatalities on the stretch of the N11 from the Beehive to Jack Whites before the road was by passed were amongst the highest in the country, families left with pure devastation after the death of loved ones due to traffic collisions on this stretch of the road both north and south bound roads from the junction turn off on the old N11 (previous known as the tap pub junction) to Ballinclare. That stretch of on the N11 is now by passed which in turn had resulted in no fatalities since that was done.

The fact that this is not an issue is rather concerning! Why by pass a stretch of road to reduce traffic volume to then allow HGV travel these roads as the main route in and out of Ballinclare.?

Will there be an new road infrastructure put in allowing these HGV enter and Exit off the by pass on the M11 motorway? Is this part of the plan?

Is the flooding issue, road structure and road resurfacing getting upgraded on the back road where Ballinclare is located? Will there be footpaths put in for the local people that live on that road to allow them to walk safely?

Ref No. P9

I wish to express my deep concerns about the plans for the Ballinclare Quarry. I am a member of a number of local environmental and community groups in Wicklow and my concerns relate to the following:

1. This quarry is below the water table which has the potential to cause serious contamination to the local groundwater. The impact on local water supplies from wells and community schemes are therefore at serious risk. As a result, there will be no fail-safe mitigation systems. The owners of local properties risk experiencing a substantial drop in their property values due to the proposed activities on this site. The waste acceptance criteria being proposed at the site are inadequate and do not protect local residents from the risk of contaminated loads being deposited there. There is no such thing as safe waste, mixing construction and demolition waste with inert soil will, when saturated with rain, produce leachate that contain high concentrations of Totals Dissolved Solids (TDS), high PH levels and sulphate. Other elements common to leachate for such waste also include calcium, aluminium, arsenic, copper, manganese and iron. All of these elements pose serious risk, not only to the groundwater, but also the aquatic life in Potter's River. Long term contamination of Potter's River is a risk, and with it is the risk of contamination of the Special Area of Conservation at the mouth of Potter's River in the Britta Dunes (part of the Buckronev-Brittis Dunes & Fen SAC) . Not all water and leachate leaving the site during operation and decades after completion will be treated before being discharged to Potters River. The proposal includes perimeter toe drains that will discharge off-site without treatment.
2. The local narrow road network is completely unsuitable for such a high volume of HGV traffic travelling in opposing directions, and there is a serious risk to motorists, pedestrians, cyclists, joggers, horse-riders, etc. Increased HGV traffic will also seriously impede farming vehicle activity. We, in Delgany, have had several near misses with HGVs because of narrow country roads in this area due to the huge level of residential construction. A high volume of HGV traffic onto the Ballinameesda Bends will also risk creating the infamous black spot again with the likely loss of lives.

3. This proposal, which is basically the same as the previous one apart from re-wording in parts, has been refused permission, for very sound planning reasons, by An Bord Pleanála. In addition, this area, which is already an over-burdened environment, has too high a concentration of landfills and dumps. The Ballinclare site was closed in 2016 due to the discovery of asbestos, it is, therefore, unsafe to open up this site again and have dust raised in the process of moving and filling.
4. HGVs are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Ireland has to reduce our CO2 emissions from HGVs by 90% by 2040, and we, as a country, are paying large fines to the EU for not reaching our targets on time. The Kilsaran plan would be amended substantially if the "polluter cost pay principle" was applied. At the moment, the Kilsaran plan proposes long HGV journeys creating huge CO2 emissions, as well as potentially significant water pollution. Driving inert soil to and from the Ballinclare Quarry does not make circular economy sense. The soil washing should happen closer to the sources and only the by-product cake material should be transported to Ballinclare Quarry. This is the only way to reduce the carbon footprint of such an operation.
5. The Pelegrine Falcons on site are protected under EU law, and insufficient consideration has been given to other protected species at the site.

On the basis of points 1 to 5 above, Kilsaran's proposal, should not, in line with ABP's decision, be permitted to proceed. There are too many environmental and health risks for local people and risks to ecosystems and SACs in this area.

Ref No. P10

My right to write is that this my home place.

I spent many years walking the land and nearby roads. I love the area and return frequently. We grew up [REDACTED] and I love every surviving leaf of it.

My dad planted all the trees nearby. I got married in the barn in the yard. My baby had his warmest welcome there.

Growing up, we spent most of our time outside unsupervised in the lovely countryside. Each season brought her special graces.

It is an area of exceptional beauty and nature, lush in its enthusiastic growth, humming with bird life and busy with insects.

[REDACTED] City slickers rocked up in their polished fingernails and white pants but rusty marriages to learn the ways of horses and simple living. For most of our caravan people it was a positively transformative experience. For us kids it was a window into all the different ways horses and nature are good to mankind.

I walked the road to the Tap every morning to the school bus. The dappled light, gentle clean air just taken for granted.

Roll on the years and the trucks came.

Every few minutes. Hurtling down the road. No caravan, no horse, no pram walker was safe. It became clear that the caravans had to move. They took to the hills, literally.

Having taken all the valuable rock, the plan now is to take builders rubble and dump it there, below the water table, and destroy mother natures restoration efforts on the new quarry face.

Builders work with materials from varied sources, and as we have seen with the recent mica scandal, regulatory enforcement along the chain of custody is variable.

Rather than sort the recyclable variables close to the building site, the plan is to truck it down and beside the big hole consider what can and cannot go into it, with the wind of commercial pressure behind the teams.

Ref No. P11

We write to you with concern over the proposal for Ballinclare Quarry you are going to again put forward to An Bord Pleanála, a proposal which has already been refused permission. Apart from a change in wording and proposed emphasis on sustainable, it is still the same basic proposal. In our opinion there is no real or significant difference being proposed.

Again, in our opinion the region already has a very high concentration of landfills and dumps. This proposal will again be adding to an already struggling environment.

[REDACTED]

[REDACTED]

[REDACTED]

We were very interested in the article published by Wicklow council in June this year, (see the link below).

<https://www.leinsterleader.ie/news/home/1517875/money-provided-for-wicklow-roads.html>

The one thing we felt stood out in the article was the emphasis on making the roads safer.

"It will improve driving conditions and make our roads safer."

"Keeping roads safe is a top priority because people in the area are heavily reliant on their cars due to a lack of other public transport options"

Taking the above statement into consideration we believe the local narrow road network is completely unsuitable for HGV traffic travelling in opposing directions which the proposed Kilsaran development at Ballinclare Quarry would create.

The volume of traffic being proposed would mean that the roads will be far too dangerous for pedestrians, cyclists, joggers, horse-riders, etc. All of whom currently use these local roads for such activities. They will also be very dangerous for motorised vehicles, such as tractors, regular cars and motor bikes. However, because the proposal is considered a Strategic Infrastructure Development (SID) it bypasses the local council and the local people and we believe it is unconstitutional for this to happen.

The proposed two-way system on the L1157, and the proposed widening of the road will also cause serious damage to the habitat on that road, both during construction and more importantly, during its proposed 20 year operation.

If this project were to be approved, and HGVs reintroduced in such a high volume, it will result in a step back in time and be a serious accident waiting to happen and, due to the size and sheer numbers of HGV vehicles involved, very likely a fatal one. Many fatal accidents have already occurred along the roads in question before the road was by-passed.

We also noted when we read the Road Safety Plan for Wicklow County, for the period 2023 to 2030, in particular, the following point: -

To date in 2023 six people have lost their lives on County Wicklow Roads, each of them a tragedy. In line with the Road Safety Authority's Strategy 'Vision Zero' this plan will focus on reducing road deaths and serious injuries by 50% over the next ten years.

"County Wicklow Road Safety Working Together Committee" also commented: -

County Wicklow Road Safety Working Together Committee is committed to achieving the actions set out in this road Safety Plan 2023 – 2030 to reduce the numbers of casualties and serious injuries on County Wicklow Roads and to provide focus on making Wicklow a safer county for all road users.

Safe mobility is central to the quality of life of all who live and work in County Wicklow. This Plan sets out our vision for road safety and the policies and actions the Council pursue to achieve this goal. The Road

Safety Plan 2023 to 2030 will be delivered with an increased focus on

the provision of better infrastructure, improved road user behaviour, and better enforcement.

Residents of County Wicklow should be able to go about their daily lives without being placed under undue risk of injury from traffic.

County Wicklow should be a County where it is safe for everyone to walk and cycle and travel to their destination safely.

The above again is being ignored as this project is considered a Strategic Infrastructure Development (SID) and by-passes the local council.

Apparently very few of the Wicklow Council were aware of the former application for the project until very late in the day (which was refused by An Bord Pleanála September 2023).

SIDs are quoted on An Bord Pleanála website as: -

applications for planning permission directly to An Bord Pleanála for major infrastructure developments by local authorities and others. Examples include motorways, railway lines, pipelines, airports, ports or major facilities like hospitals.

<https://www.pleanala.ie/en-IE/Strategic-Infrastructure-Development-Guide/SID-Pre-application-consultations>

Essentially by passing the local council.

We are also concerned that Ballinclare quarry is below the water table and causes serious concern for contamination to the local groundwater and we have a well which supplies our food business.

We are also concerned that Ballinclare site was closed in 2016 due to the discovery of asbestos at the site. It is unsafe to open up this site again and have dust raised in the process of moving and filling.

We bought the [REDACTED] property in a county referred to, all over the world, as "The Garden of Ireland". The following details will not help Wicklow County to maintain this title if this proposal goes ahead.

HGV Trucks on average emit 105g CO₂ per Km. If these trucks are doing a modest round trip of 120km, that will be the equivalent 12.6kg per truck, per trip. At 30,000 trucks per annum, that is the equivalent of 378,000 Kg / 378 Tonnes of CO₂ emissions per year driving to and from the facility. To offset this would require the planting of circa 19,000 trees per annum.

Heavy Duty vehicles are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Why, when we have a requirement under European law, to reduce our CO2 emissions from heavy vehicles by 90% by 2040, are Kilsaran proposing a plan that will see vastly increased journeys, for high volumes of HGV trucks, from distant sources to this facility?

Driving inert soil to and from the quarry in Ballinclare does not make circular economy sense. The soil washing should happen at smaller facilities closer to the sources and only the by-product cake material to be used in the landfill should be transported to Ballinclare. This is the only way to reduce the carbon footprint of such an operation.

An extract from the website of Kilsaran International:-

At Kilsaran, we believe that the type of company we are filters down into every area of our business. While a customer's primary concern is naturally the quality of the products and reliability of the service, we take seriously our commitment to Corporate Social Responsibility.

█ and I have always believed that Corporate Social Responsibility is the way in which companies make a concerted effort to operate in ways that enhance rather than harm society and the environment.

We believe there are many alternative uses for Ballinclare Quarry which would achieve the above and still make Kilsaran a healthy profit. Saint Andrews is just one example of a disused quarry being turned into something useful and of benefit to the local community, <https://www.standrewswatersports.co.uk/>. Centre Parks in Longford has just posted a huge profit with a 98.5% occupancy rate.

Why don't Kilsaran invest and develop something like this and make a profit. You quote that this isn't your type of business, so why not in the same way Hotel property owners do, employ a company to run the operation. People attending the place would be much less dangerous to the public on the roads than potentially massive HGVs every 2 minutes in a working week, for the next 20 years.

Ref No. P12

I am writing to express my concern about the proposed usage of the Ballinclare Quarry.

I am worried about contamination of groundwater leachate could leak out into the groundwater and eventually come in to the well water of people living nearby.

However my main concern is that there will be more lorries on our road. Currently our road is extremely busy with lorries drawing stone from quarries, cars going to Kilmacurragh and a lot of residents in Rathdrum and beyond use our road to get to and from the M11 as it is quicker than going through Rathnew. I actually find it very difficult to pull out onto our road due to the amount of traffic on it. I was told that this road would not be used however when put into Google maps from Rathnew to Ballinclare Quarry it directs traffic onto our narrow road. It is also faster than going to the Tap and turning up there so I believe the lorries will use our road.

I hope you will take my concerns into consideration. Kind regards,

Ref No. P13

eight years ago I built a beautiful house for my wife and two small children, in an idyllic part of the Wicklow countryside, away from the noise and pollution of city life. so as you can imagine my anger and worries that the proposal for the L1157 dump that was rightly turned down by An Bord Pleanala is still being sort by Kilsaran. My house and garden are directly on the L1157 and god forbid this awful plan gets the green light as my whole family will suffer from the noise of trucks every few minutes all day long, along with the dust this creates .I'm very concerned about the pollution to our drinking water and surrounding water systems rivers and streams. Also the value of our property will be greatly diminished due to the noise and danger of a huge volume of HGVs passing just feet from our house. No letters about this proposal or any information has been sent to me from Kilsaran ,i only know about this from a concerned neighbor. This proposed dump will ruin this beautiful natural part of Wicklow and surely the amount of HGVs that would service it would have a huge carbon footprint ,adding to the inevitable pollution.

Ref No. P14

I attended your public consultation meeting on Wednesday August 21, 2024

Below are some observations, concerns and submissions I have as a result of the above meeting and also as a result of reviewing your project website.

AVOIDANCE OF NOISE AND NUISANCE;-

We live at [REDACTED]. When Ballinclare was previously operating as a quarry we could occasionally hear the noise of the crushers and other equipment.

We submit that the operating times of the proposed project must be restricted to 0800 to 1800, Monday to Friday and, for the avoidance of noise and nuisance, must not operate outside of these hours / days. HGVs must be prevented from arriving before 0800 and must not be allowed to queue on the road waiting for the proposed facility to open. We have had experience of this happening in the area when land infill was taking place at other local facilities.

ROADS AND TRAFFIC;-

We understand that there could be up to 30 truck movements per hour (1 HGV movement every 2 minutes) with trucks coming to and going from the proposed facility. We use the L1157 road regularly going to and from Kilmacurra, Rathdrum and Deputy's Pass. We know how bad this road surface and quality is - we also know how dangerous this road can be. We also regularly meet people using this road to walk and for other recreational purposes - we met 2 people walking on this road when driving on it on the morning of September 3. We are concerned at the proposal to use this road to both access and egress the proposed facility. The L1157 road is not suitable or safe for the use by HGVs for even a fraction of the number of truck movements proposed. At minimum the road will need to be widened, resurfaced for HGV use and a footpath installed to separate pedestrians from HGVs using the road.

We strongly request that the HGVs use L1113 from the Beehive to access the proposed facility and then use the L1157 to leave the facility in the direction of Green Angel (formally The Tap). The speed limit on the L1113 is currently 60KPH - the speed limit on the L1157 (currently 80KPH) should be changed to a general limit of 60KPH - with a limit of 50KPH for trucks exiting the proposed facility.

On reaching the R772 (former N11) - HGVs should be restricted to turning left or right to access the M11. HGVs should not be allowed to cross the R772 to head towards Wicklow Town through Kilbride past St. Brigit's Church.

COMMUNITY FUND

A community fund must be put in place to recognise and alleviate the inconvenience and nuisance caused by the proposed facility. This fund should be based on a per Tonne charge levied on material entering the facility. This fund should be used towards insulation (including noise insulation), energy efficiency, well water testing and nuisance abatement projects for homeowners in the area. A significant amount of the funding must go towards households within 0.5KM of the proposed facility, other amounts should go to households 1KM, 2KM and 3 KM of the facility. This is to recognise the impact of the proposed facility on residents in the area. The fund would be somewhat similar to the one put in place for the Ballynagran Waste Facility - however, it should be managed by Kilsaran and a local representative group. In the absence of information on the charge being levied by Kilsaran on material entering the proposed facility - a percentage per tonne charge or a charge of €1 per tonne seems like a reasonable contribution to this local fund.

I hope our concerns, observations and submissions are taken into account by Kilsaran and ABP. I look forward to receiving your response to this submission.

Ref No. P15

As a local resident to Ballinclare Quarry, and someone who is extremely concerned about your planning application, I attended your consultation event at Green Angel on 21 August 2024.

[REDACTED]

[REDACTED] Can you imagine the chaos with the said amount of lorries using this road??

- A) my property has frontage to the L1157 for a distance of 130M, with 120M having a 1.6M deep drain, at 1.3M distance from the metallic road edge. This has an earthen bank with a white thorn hedge on top as a retainer. I submit that this will not withstand the impaction caused by the "over intensification" of this narrow country road (4.9M wide), which the suggested frequency of movement will amount to, i.e. 150 trucks going in and the same coming out, per day. Can you now confirm, that if this should in anyway impede the drain, that your Company will accept liability and make good any collateral damage it may cause, and to recompense me for any loss I may sustain as a result.
- B) I believe too, that the volume of heavy goods traffic accessing and egressing from the old N11 is totally impractical and very dangerous - 1) because of the road width, referred to above. 2) because of the acute angle of the old N11 coming from a northerly direction. 3) The old shop premises, formally Coles, seem now to be a multiple dwelling, consisting of 6 or 7 separate units, or maybe more. They open directly onto the L1157 with no footpath as protection. This is further aggravated by cars parked outside at various random times. This in itself, must be a serious traffic hazard, before ever the over intensification takes place.

You are fully aware no doubt, that the previous Quarry operated a one way in, and one way out system, in fact, the signs are still in place and visible. In this regard, if you compare the infrastructure that was installed for the Ballynagran Fill Site was necessary, which I suggest has nothing near the anticipated frequency of lorries you envisage - the proposal is untenable.

Whilst I am sure An Bord Pleanala will very closely examine your proposal, I trust that they have full sight of the difficulties in using this very narrow country road for the purpose of heavy vehicles you will be using. A few of my concerns of which I list here under:

- A) metallic surface 4.9M wide at ground level, the orifice reducing substantially as it rises, due to the canopy of the trees which are very mature and copious. How two lorries will pass - beggars belief
- B) The surface of the said road is very undulating and pot holed, particularly in the area of my frontage, and is very subjected to flooding, as is my front field next to the road, due to the soil texture and is further aggravated by the outfall of the water course being very very lazy.

- C) I have adjoining neighbours with grassland both sides of the road, and they are constantly moving livestock and machinery.
- D) We use the said road for the purpose of young horses, and Wicklow Co Council, agreed and did a number of years, put up signs warning of people riding on the road.

Ref No. P16

to the men and women working on behalf of kilsaran concrete company unlimited in relation to the proposed landfill at the ballinclare quarry on the land of kilbride in wicklow

i [REDACTED] a living woman and dweller on the land of kilbride wicklow am declaring to you my clear and strong objection to prospect of any planning application potentially being submitted to wicklow local council or an board pleanála by kilsaran concrete unlimited company to propose the development of a landfill on the land of kilbride wicklow in the ballinclare quarry which is situated on the same road as my private dwelling in kilbride wicklow where i dwell with my young offspring

the land and water where i dwell is at an extremely high risk of becoming dangerously and harmfully contaminated and polluted if this planning application for a landfill were to be accepted and approved of which would pose a high risk of harm to the health and wellbeing of myself a living woman and it would also propose a high risk and threat of harm to the health and wellbeing of my young offspring through the extremely high risk of the pollution and contamination of the land the water and the air

this planning application for landfill in ballinclare quarry must be rejected in order to protect the health and wellbeing of all of the men and women and their offspring who live and dwell here on the land of Kilbride the women men and our offspring and the land here in Kilbride must be protected over the financial gains and interests of a private company

those who work on behalf of Wicklow local council and an board pleanála have a duty of care and a moral duty to protect all of the men and women along with their offspring and also to protect the land and the water and the air quality in kilbride Wicklow from the extremely high risks to our health and wellbeing that this landfill would impose upon us were it to be approved

my god given unalienable rights as a living woman and my offsprings unalienable rights is to live safely on the land upon which we dwell and with access to safe drinking water and clean air quality whilst living on this land supersedes the powers of any company and private entity operating through and within contract law and maritime law entities operating within man made contract and maritime law are inferior to the powers and the unalienable god given rights of living men and women who dwell on the land of Kilbride wicklow and also some of who are natives of the land of éire

i am also making a strong complaint to kilsaran concrete company unlimited that i have received no communication from anyone working on behalf of kilsaran concrete company unlimited about any meetings regarding any of the proposals for any new potential applications for planning permission to develop a landfill on the land of ballinclare quarry kilbride wicklow

i am aware that kilsaran previously applied for planning application for this landfill at the ballinclare quarry and it was refused and rejected by an bord pleanála

i am aware that kilsaran concrete unlimited have since changed the words that are included in this new potential application for a landfill at ballinclare quarry with a view to apply again for planning permission for a landfill on the land at ballinclare quarry kilbride however despite the alteration of words used in this recent planning application it is important to state that this recent planning application it would still pose the same high level of risk of harming and damaging the healths of all of those who dwell on the land of kilbride Wicklow

i have only received information about said potential future planning application this week from an extremely concerned man in our community who also dwells in kilbride Wicklow i have since been in communication with the rest of community here in kilbride about this extremely serious threat to our health and safety and together we are committed to stopping this landfill from being ever being approved of due to the catastrophically high risks it would pose to which would harm our healths and the health of the land and the water and the air and to our homes in which we dwell in on this land

all of the dwellers of this land have been denied fair and sufficient opportunity to gain information in relation to said potential future planning application in order to have the time needed and information necessary to put forward our objections to this planning application for a landfill and this has been done very dishonestly and covertly by not communicating with all of us that dwell on this land this is a clear violation of my rights as a living woman to be denied the clear and transparent communication of information from kilsaran concrete unlimited company about this potential future planning application at the meeting held

august 2023 for this proposed toxic and contaminated landfill
I have since been informed of the relevant information by a man who also dwells on this
land

it would be a violation of our basic and inalienable rights as living men and women to
approve of this planning application for this landfill as it would pose an extremely high
risk of contamination and pollution to the land and the water of Kilbride as well
as the air

it is imperative that the lives of the men and women and their offspring who dwell here
and also the protection of the nature and land of kilbride wicklow
are protected over and above the interests and profits of a private
company

i [REDACTED] a living woman will now proceed to outline the seventeen extremely
valid reasons for objecting to any potential future planning permission for a landfill
at the ballinclare quarry site
which is in extremely high proximity to the land on which my young family and i
dwell

one

this quarry is below the water table and so this causes a serious risk of
contamination and pollution to the groundwater on the land of kilbride
posing a high risk of harming the health of those who dwell on the land and drink the
water from the land
this is a clear violation of our god given rights to clean and healthy drinking water which
must be protected by the men and women working for wicklow local council who have a
duty of care and a moral duty to protect our god given rights to live and dwell in a safe
environment which also provides safe drinking water to our wells from
which both we and our offspring drink from it
is unconscionable that such a development would be approved of due to high level of
risk of harming the men and women and their offspring who dwell on this land

two

the ballinclare quarry in kilbride wicklow was closed in the year two thousand and
sixteen due to the discovery of asbestos present in the
land at ballinclare quarry it is
extremely unsafe to open up this quarry again and to have the asbestos dust raised into
the atmosphere in the process of moving and filling this quarry and again this poses an
extremely high threat of the pollution and contamination of the air and atmosphere in the
area of kilbride Wicklow where i live
with my offspring
which would threaten the healths of all of the men and the women and their sons and
daughters who dwell on the land of Kilbride it
is imperative that the men and women who work on behalf of wicklow local council protect
us from the extreme health risk of air borne asbsbestos in our air and atmosphere which is a
cancer causing substance

three

this proposal has already been refused planning permission by an bord pleanála in a previous planning application for a landfill at ballinclare quarry from

kilsaran concrete company unlimited
apart from a change in the words that they have used in this most recent planning application

the outcome remains the same and even you the kilsaran company who are potentially applying with another planning application have emphasized that it is still the same basic proposal and that there is no real or significant difference in the end result of this planning application that is now being proposed

four

the high volume of hgv traffic that this development would bring onto the small rural roads of the Kilbride area would be a very serious risk to the young boys and girls lives who dwell here and all of those who dwell on this land and use this road as well as the lives of all the men and the women traveling in their cars and on bicycles on this road

the volume of traffic if this potential planning application was approved of would mean that the roads would be far too dangerous for our sons and daughters and ourselves to use in our daily lives and also for the other cyclists the joggers and the horse riders and all of whom presently use these local roads for such activities

this would harm and inhibit our ability and freedom to safely use the road outside of our home dwellings which is a violation of our god given right to the freedom to travel unobstructed & freely and peacefully on the land on which we dwell as living men and women along with our offspring reintroducing such a high volume of hgv traffic onto the ballinameesda road bends would result in a regressive step back in history when many innocent lives were lost on this road as it was an infamous high risk black spot to travel upon the protection our lives and our offsprings lives must take precedence over the financial interests and profits of a private company

five

the local narrow road system is completely unsuitable and therefor unsafe for such a high volume of hgv trucks traveling in opposing directions which would also exponentially increase the level of ground vibrations on the road beside my dwelling due to the extremely high volume of hgv trucks which poses a high risk of potentially damaging the structural conditions and safety of our home

six

the proposed two way system on the L1157 and the proposed widening of the road would cause serious and irreversible damage to the wildlife habitat on that road

both during construction and during operation of which the men and women working on behalf of wicklow local council and an board pleanála have a duty of care and also a moral duty to protect this wildlife and their natural habitats

seven

increased hgv traffic will seriously impede farming vehicle activity in the area which would harm and cause damage to the livelihoods of the farming men and women in the Kilbride area which would violate their right to practice their livelihoods unimpeded and peacefully

eight

the area already has a high concentration of landfills and dumps already at present so this proposal will be adding to an already over burdened land and environment which needs to be protected for the health and wellbeing of the land itself and all the inhabitants

here who dwell on the land of kilbride Wicklow

i will reiterate again that the men and women working on behalf of wicklow local council and an board pleanála have a duty of care to protect the environment and land of Kilbride Wicklow over and above the interests of a private companys developments and their financial profits

nine

hgv's on average emit 105 kilograms of CO2 per kilometre and so If these trucks are doing a modest round trip of 120 kilometres then that would be the equivalent 12.6 kilograms per truck, per trip

at 30,000 trucks each year then that is the equivalent of 378,000 Kilograms or three hundred and seventy eight tonnes of CO2 emissions per year from driving to and from the facility

to offset this it would require the planting of approximately 19,000 trees per year wicklow local council and an board pleanála have a duty of care to protect the environment

of the land of kilbride wicklow especially with the present climate change crisis and so approving this planning application for a landfill on the ballinclare quarry would be in direct conflict with both the wicklow local councils and board pleanálas climate change protection responsibilities and also the duty of care that they must uphold in their duty and responsibility to protect our land and environment and to protect all

of those who dwell upon it

heavy duty vehicles are responsible for more than twenty five percent of greenhouse gas emissions from road transport in the european union the

question must be asked as to why when we have a requirement under european law to reduce our CO2 emissions from heavy vehicles by ninety percent by the year twenty forty are Kilsaran proposing a plan that will see vastly increased journeys for high volumes of hgv trucks from distant sources to this proposed landfill?

ten

it is unfathomable and unjust that the men and women who live in our dwellings on the land of kilbride wicklow would have to pay for a private company's development both through significantly reduced home values and also through the impingement on their freedom to live our lives in safety upon the land due to the high risk of threats to our health and well being that would be imposed upon us by a

private company who would financially gain

and profit from this proposed landfill the

rights of men and women and our offspring to live in a safe and healthy environment and to drink safe water and to breath safe air must take precedence over a private companys interests for financial gains through the operation of this

landfill

eleven

the measures being proposed for the protection of the breeding peregrine falcons nesting at the site are wholly inadequate the height of rock face being left exposed is based on this year's observation of their nesting ledge and does not take into account previous years when they nested on lower ledges these are a protected species and approving of the planning application would pose an extremely high risk to these protected bird species the men and women working on behalf of wicklow local council and an board pleanála all have responsibility and a duty of care to safeguard these protected species

twelve

insufficient consideration has been given to all of the other protected species on the land of kilbride this poses a direct threat to the natural habitats and well being of a whole plethora of natural and native wildlife species and it would be unconscionable to proceed with this landfill considering the utter destruction and devastation and harm it would subjugate the natural wildlife to in this area who are living on the land

thirteen

the waste acceptance criteria being proposed at the site are absolutely inadequate and does nothing to protect locals from the risk of contaminated loads being deposited there which is again posing a threat to the local environment and the land as well as the dwellers of this land

fourteen

there is no such thing as safe waste inert or not and mixing construction and demolition waste with inert soil will when saturated with rain produces leachate that contains high concentrations of totals dissolved solids high PH levels and sulphate other elements common to leachate for such waste also include calcium aluminium arsenic copper manganese and iron all of these elements and leachate pose serious risk not only to the groundwater but also the aquatic life in potters river

fifteen

not all water and leachate leaving the site during operation and decades after completion will be treated before being discharged to potters river the proposal includes perimeter toe drains that will discharge off site and off the land at ballinclare quarry without treatment which poses an extremely high risk of contamination of the potters river long term contamination of potters river is a risk and subsequently contamination of the special area of conservation at the mouth of potters river in the brittas dunes which are part of the buckronev brittas dunes and fen SAC which would also be at risk of pollution and contamination

sixteen

this proposed landfill would see an exponential increase in noise pollution in the area

and my family and i would be directly affected and harmed by this noise pollution as this road is situated at one side of my land where we live in our dwelling as a family

seventeen
the development of this landfill would see an exponential increase in dirt and dust pollution in the area and along the haul routes from the hgv trucks which alongside the high risks of cancer causing and airborne asbestos would also pollute the air quality and atmosphere and our ability to breath safely whilst living and breathing and dwelling on our land

i have already been in communication with journalists who work for the wicklow people newspaper about this matter and should it be necessary for me to approach and publicly expose this very serious matter with the national media in order to inform them that we as a community of men and women who dwell upon this land are collectively working together to halt any future planning application to implement a landfill at ballinclare quarry next to our homes if public exposure through nationwide media outlets is necessary i will take this step out of our need to protect my own and my offsprings lives I would do all that is necessary and required in this matter in order to protect and maintain my unalienable god given rights and the rights of my offspring to live and dwell on safe land and have access to safe water and breath safe air and if necessary i would also contact and appeal for the support of all of the local wicklow councillors to support us in this matter and whos roles and responsibilities are to protect the men and women and the land of Kilbride wicklow

again this landfill would pose high risks and danger of drinking contaminated and polluted water and breathing airborn asbestos which is carcinogenic these dangers alone are more than sufficient reasons to reject this planning

application and
to reiterate once again an bord pleanála have already rejected kilsarans previous planning application which posed the same level of high risk of harm to all of life and the land and nature here in kilbride

regular testing of the land and the water and the air of the Kilbride are is a highly insufficient and ineffective and unacceptable proposal as a method to protect our health and our offsprings health against inhaling airborne asbestos and also the toxic contamination of our water due to the fact that the risks are unpredictable and dangerous and volatile and so this would pose a high risk of harm to our health in between the times of testing the water the land and the air here in kilbride and so to suggest that regular testing would be a sufficient enough method of protection for our health and the health of the land and the wildlife would be ineffectual and unconscionable as well as outrageous and scandalous

to end this letter of objection i am requesting that i am sent a letter or an email of

confirmation to confirm that you have received this objection from me to the above
forementioned address or to this email address please
i will also be forwarding this email to another email address for proof of sending my
objection to you today before the end of the objection period

thank you

Ref No. P17

I am writing as a resident in the area re the above proposed development to register our observations re the proposed works.

My foremost observation would be in relation to the issue of haulage route and traffic. We run a large dairy operation with farm and residential access via the L1113.

Despite the cessation of operations at Ballinclare Quarry, we have noted a considerable increase in traffic along our road since our last observation on this proposed development in 2020.

Regarding traffic volume, in part the HGV traffic was due to other quarries/ landfill opening in the area, but there is also a considerable increase in commuter and tourist traffic, the latter due to the success of both Kilmacurragh and the new Avondale Tree Walk facility.

We also believe that volumes have now increased considerably due to the development of housing around Rathnew. Previously drivers heading to Rathdrum would have turned off at Junction 16 and used the R752 via Glenealy. However, with the new developments in Rathnew/Wicklow Town Environs and resulting traffic lights (Aldi, Merrymeeting) we are finding that traffic (presumably prompted by Google / Waze etc) is now using the L1113/ Deputies Pass and then R752 to avoid traffic congestion in Rathnew.

We have multiple stock movements across the L1113 road during the year, which are proving more and more difficult with increased traffic levels, even as they are. So, although we feel for our neighbours on the proposed designated route L1157, any further increase in traffic on the L1113 would be nearly unworkable.

I am interested in how the designated route can be enforced as we could imagine drivers wanting to take the L1113 as a "short-cut".

I also wonder what provision is made for a route for HGVs bringing materials from the west of the site (rather than from Dublin) and how this will be monitored?

Thank you for taking on board these observations.

Ref No. P18

I HAVE SEVERAL CONCERNS WITH YOUR PLANS FOR USING THE DISUSED QUARRY AS A RECEIVING STATION FOR INERT WASTE TAKEN FROM DUBLIN. NOT IN ANY PARTICULAR ORDER OF IMPORTANCE, AS THEY ARE ALL IMPORTANT.

1. DESTRUCTION of flora and fauna, and demolition of natural habitats of local animal species.

The suggested removal of verges on the L1157, which I believe stretches for about 2.5 miles in both directions, will amount to a sizable area. Not only during construction, but for the lifespan of the landfill HGVs will be causing damage to trees and creating dust and nuisance to living creatures. Have you considered a dedicated nature reserve in your plans? Will this nature reserve be professionally managed and will it be open to the public?

GROUNDWATER. All the houses in this area are on private wells. What precautions have you taken against seepage of leachate into the aquifers? I was told that you were going to line the rock with a meter thick of clay. Do you have a specific clay allocated for this purpose? Have you located this clay? And what quantities of it have you reserved? If you can answer in the positive, would you consider having a public meeting on site and demonstrating this chosen impervious barrier? In the event of you getting planning permission, and in the undesirable event of ground water becoming contaminated, what remedial measures will you put in place? Given that the bottom of the quarry is found to be lower than the existing water table, the possibility of water contamination is quite probable.

2. HGV TRAFFIC. I was told that there would be on average, one HGV every 6 minutes along the chosen route. Not so. That will be for oncoming vehicles. What about returning vehicles? Therefore the average would be one HGV every 3 minutes. What consequence will this have on the existing traffic? What remedial measures have you taken to alleviate the dust and noise pollution caused by this heavy traffic? Will the trucks be covered? This will be likened to a motorway without the buffer zone. How will you police the trucks sticking to the speed limit? How will you keep the dust down? How will you avoid a pile up of trucks when there is a delay with off loading? ALSO, there is another route, a shorter route, the L1113.

What measures have you taken to police the trucks, so that they DO NOT use this shorter, more convenient route? I have personally witnessed trucks taking this shorter route when leaving the Ballynagran landfill, even though by law they are forbidden to do so. So what is to stop them from using the L1113? This road has been decimated from the time of the building of the motorway and onwards. The verges have been whittled down by a third, the soil washed into the ditches, causing major flooding in places. It is already supporting HGV traffic from several landfills in the area, plus daily traffic from inland towns and villages. The L1113 is the most convenient route for all this traffic. It is not possible to carry any more. And as there are more and more estates being built inland, there will be more and more traffic on this road. How are you going to MAKE SURE that the trucks travelling to the Ballinclare quarry stick to the chosen route?

Then again what about consideration for pedestrians and cyclists? There are a good few people who have to walk to work, or walk to the bus stops. There is now a designated bus route, or several I think, on your chosen route for the haulage trucks. How do you propose to guarantee the safety of these people who are on foot or cycles? Experience on the L1113 has shown an impatience with drivers who tend to bully pedestrians, cyclists and local residents who are entering or exiting their property. With a constant stream of HGVs what chance is there of safety? How do you propose to handle this situation? In recent years the surrounding area to the quarry has become increasingly attractive to tourists. The increase of the HGVs is going to interfere with this growing industry.

COMPENSATION. At your last public meeting at the Green Angel we were told that Kilsaren had allocated a sum of E250,000 to be spent over the 20 year period, as compensation. The first year would see E50,000 being spent and the balance over the next 19 years. That works out at just a little over E10,000 per year. Have you worked out how much each household will get per year? A paltry sum I think in comparison to the fortune Kilsaren will be making over the 20 years. Do you know how many households are going to be affected?

If, God forbid, Kilsaren do get planning permission, I would like to see a similar sum of money given to the people affected by this project, as has been given to the residents of the Small Grants Scheme for the Ballynagran landfill. That contribution worked out at E1.80 per tonne taken in. Of course that amount was set in 1993. With inflation I reckon that amount should be much higher. It should be a fixed amount per tonne. ALSO I do not believe that the account should be handled by the County Council.

There is a tendency to favour sports clubs and politicians, bypassing the people who really deserve it. AND THOSE ARE THE RESIDENTS WHO LIVE ALONG THE CHOSEN HAULAGE ROUTE, THE RESIDENTS WHO LIVE WITHIN A FEW KILOMETERS OF THE PROPOSED LANDFILL AND PEOPLE WHOSE WORK SUFFERS DUE TO THE ADDED TRAFFIC ON THE ROADS.

These are just some of the concerns I have with regard to Kilsaren's plans to fill Ballinclare with inert waste taken from the building sites of South Dublin or so we're told.

What guarantee is there that you will stick to South Dublin, and not increase the catchment area in time to come.

What guarantee is there that you will take in ONLY inert waste, and not allow hazardous waste to be mixed in .

Does it make sense to haul all that waste down the M11, treat it at Ballinclare and then haul it back up again? Would it not be better for the environment and cheaper for Kilsaren to treat all this inert waste on a site closer to where it is produced? This plan contravenes the National Sustainable Mobility policy. It also goes against the international targets set for achieving the reduction of CO2 emissions. Is the term RECYCLING being used in order to give this project some respect, rather than just call it a dump for inert waste?

Do Kilsaren know, and are they willing to disclose approximately how much they will make on this project?

I do hope you will take ALL my concerns, and everyone else's as well to heart, and consider that you are totally destroying a very beautiful, natural area of Wicklow.

Ref No. P19

These are our concerns as residents along the proposed route and close to the Quarry.

Date: 08/09/24

1. The Ballinclare site was originally shut down in 2016 following the discovery of asbestos, a hazardous material known to pose severe health risks. Reopening this site and initiating excavation and filling activities would undoubtedly reintroduce significant safety concerns, particularly due to the potential release of asbestos dust into the environment. This dust, if disturbed, can become airborne, putting workers and nearby residents at risk of serious, long-term health conditions such as respiratory diseases and cancer. Given these dangers, it is essential that an independent, thorough study be conducted by a reputable company, selected by Wicklow County Council, to evaluate the current state of the site. Such an assessment must provide concrete evidence that the area is truly safe for any further work. If asbestos contamination led to the closure of the site in the first place, it is deeply troubling and raises serious questions about how it is now suddenly being deemed safe for operations. Without rigorous investigation and transparency, any reopening of the site would be reckless and potentially hazardous, compromising the health and safety of the community and environment. The situation demands clear, accountable answers and precautions, not rushed decisions with far-reaching consequences.
2. It's insanity to reintroduce significant heavy load traffic on the Ballinameesda Bends, this would be a total regression to a time when the area was an infamous accident black spot. Most people driving that road on a regular basis over the years would know it (even the Taxi drivers nicknamed them the 'psycho corners'). I have lived on these bends for over 35 years both in the Mill House and now Casita. So many lives lost on these bends with many trucks involved in collisions and coming off the road. I can not believe that the RSA would even entertain such a plan with so many trucks. On a personal note my father had to be heavily compensated at the Mill House when a truck had come off of the road and oil had leaked and leached into the ground, this had implications to the lakes, rivers and well water at the house and was there for many years after. Whenever there was an accident on the Ballinameesda bends it was often fatal, I can remember times where myself and my brother would run up the drive whenever we heard a crash and even when it was minor, ambulance services were sent out immediately from Wicklow Town as they knew how treacherous it could be. On one sad occasion one of the ambulance drivers arrived at a scene and tragically his wife's car was underneath a truck. The incidents in the last few years since the road was bypassed have thankfully reduced dramatically. Now my family live at Casita, we were exposed to many trucks outside our house on a daily basis for a couple of years when the N11 was being built. This was a time in our history of living here which was absolutely HELL! We could feel the house vibrating and shaking when the heavy traffic was at it's peak which was nothing in comparison to the amount suggested in the proposal. The dust and dirt from HGVs turned the green hedgerows and surrounding environment that we lived in into a monotone grey dusty mess... as if we'd landed on the moon.

The noise of trucks going up and down the road was intolerable turning a peaceful area into a noisy industrial sounding nightmare that didn't let up until the day was done. The drivers often parked causing obstruction to our gate and with ignorance and reluctance they moved to let us out causing many a confrontation just to leave our own house... unfortunately the company in charge of the trucks had ZERO influence to the drivers on the ground that had their engines ticking over which would wake us up every morning or speeding on the bends and coming around the corner of the Tap in a dangerous way.

We've learnt first hand that there's very little that can be done when the transport companies are not beholden to the operator (in this case Kilsaran) As much as the operator promises they will put this in place or that in place the reality is unfortunately a totally different experience. For us the road being built, although was traumatic from a mental health perspective, we understood that this was necessary to make the route safe which was claiming lives and would also reduce the noise levels overall, all of which happened and we're out the other side with reduced deaths and a peaceful neighbourhood with cyclists, runners, and the environment flourishing again. The proposal of so many HGVs to this peaceful, clean community is frightening. We barely made it through a couple of years of hell with less vehicles than the proposal. Twenty years with a massive increase of HGVs is INSANE.

3. The accumulation of HGV traffic on the surrounding roads or the parking of HGVs within a 10 km radius of the facility must be strictly prohibited. Such congestion not only poses significant safety risks to local residents and road users but also contributes to increased noise pollution, wear and tear on the infrastructure, and overall disruption to the community. It is essential to enforce stringent regulations to ensure that the flow of traffic remains smooth and that the local environment is not adversely impacted by the presence of heavy vehicles in close proximity to the facility.
4. The local narrow roads are entirely inadequate for handling the high volume of HGV traffic traveling in opposite directions.
5. All traffic proposals should mandate a maximum truck speed limit of 60km/h, implement traffic calming measures, and install permanent speed cameras to enforce driver compliance.
6. The substantial increase in HGV traffic will severely disrupt and hinder the movement of farming vehicles in the area. Local farmers, who rely on these roads for essential daily operations, will face significant challenges as the influx of heavy goods vehicles will create congestion, limit accessibility, and lead to dangerous road conditions. The already narrow and rural roads, which are not designed to accommodate such a high volume of large vehicles, will make it increasingly difficult for agricultural machinery to navigate safely and efficiently. This will not only impede the farmers' ability to carry out time-sensitive tasks such as transporting crops, livestock, and equipment but also increase the risk of accidents, causing unnecessary delays and posing a threat to the safety of those working in the agricultural sector. The heavy traffic will severely impact the livelihoods of local farmers and the smooth functioning of the agricultural community.

7. The absence of a hard shoulder along the bends at Ballinameesda and extending up through Ballinameesda Upper poses a significant safety risk, particularly with any anticipated increase in traffic. To accommodate this rise in vehicle flow and to ensure the safety of pedestrians and cyclists, it is imperative that a hard shoulder or a dedicated footpath be constructed. The R772 is a route heavily utilized by both locals and residents from Wicklow, valued for its quiet, peaceful nature, which has been further enhanced by the reduction in traffic over recent years. Without adequate infrastructure improvements, the safety of those who rely on this road for walking, cycling, or leisurely travel could be severely compromised, threatening the well-being of the community and altering the character of this much-loved roadway.
8. Quarry operations should be restricted to 9:00am to 5:00pm, Monday through Friday. No deliveries, exports, or any activities should occur on weekends or public holidays.
9. This quarry is below the water table and causes serious concern for contamination to the local groundwater. We are drinking from a well on our site, we are 2.4km from ground zero and fear this will be a serious problem for future generations, fluffy words and slide shows from the operator are not enough to satisfy those fears especially when we all know the operator is motivated by financial gain.
10. All private wells and community water systems within a 10 km radius of the site should undergo comprehensive baseline testing before the commencement of the project to establish a clear benchmark for water quality. Regular monitoring should be conducted every six months throughout the project's duration to ensure the ongoing safety of the water supply. This vigilance must continue for at least 10 years after the facility's closure to detect any potential long-term impacts. All testing should be performed by an independent, certified company, approved by Wicklow County Council, to guarantee impartiality and transparency. Such rigorous monitoring is crucial to safeguarding the health and well-being of the local community and preserving the integrity of the area's water resources.
11. As a family that has grown up in the area, deeply connected to and appreciative of the natural environment, we have long been aware of the peregrine falcons nesting and breeding at the site. These magnificent birds, a vital and irreplaceable part of our local ecosystem, are particularly fragile given that there are fewer than 500 breeding pairs of peregrine falcons remaining in all of Ireland. The protection measures currently being proposed for this endangered species are woefully insufficient and fail to recognize the critical importance of preserving their habitat. It is understandable, and indeed necessary, that peregrine falcons are a protected species in Ireland, but the lack of robust, comprehensive measures to ensure their safety and survival at this site is alarming. Stronger, more effective conservation actions are essential to safeguard their future in our region.
12. Insufficient consideration has been given to other protected species in general at the site and surrounding areas.

13. After thoroughly reviewing the updated proposal, I find myself struggling to understand its rationale, especially considering that this very proposal has already been denied permission by An Bord Pleanála. Despite some changes in wording and the developers' apparent shift in emphasis, the core essence of the proposal remains fundamentally unchanged. It's essentially the same plan, with no substantial or meaningful differences in the outcome being presented. The modifications appear more cosmetic than functional, and the end result being proposed is virtually identical to what has already been rejected. This raises the question of why it should now be considered any more acceptable than it was previously.
14. Allowing Kilsaran to operate such an overwhelming volume of HGV traffic on the R772 essentially hands them de facto control over this public thoroughfare, creating a situation where a private company dominates and monopolizes its use. This scenario effectively transfers control of what should remain a shared and public resource into the hands of a single private entity, fundamentally undermining the principles of fair and equitable access. Such an arrangement is not only unjust but also strikes at the very core of constitutional protections, as it violates the notion that public roads should be available for all citizens and not disproportionately controlled by any one party. Granting Kilsaran this level of authority over a public road would set a dangerous precedent, eroding the rights of the community and placing undue power in the hands of a private corporation. This is not merely a matter of inconvenience, but a serious infringement on public rights, and should be viewed as unconstitutional.
15. The carbon footprint of this proposal is enormous. On average, HGV trucks emit 105g of CO₂ per kilometer. For a round trip of 120km, each truck would produce 12.6kg of CO₂. With 30,000 truck trips per year, this amounts to 378,000kg (378 tonnes) of CO₂ emissions annually from journeys to and from the facility. Offsetting this would require planting approximately 19,000 trees each year just to neutralize the emissions from the truck traffic associated with the facility.
16. Heavy-duty vehicles account for over 25% of road transport greenhouse gas emissions in the EU. Given the European legal mandate to reduce CO₂ emissions from heavy vehicles by 90% by 2040, why is Kilsaran proposing a plan that will significantly increase HGV journeys from distant locations to this facility?
17. A strict daily limit must be established on the number of trucks permitted to travel to and from the facility to prevent excessive traffic congestion and minimize the environmental and infrastructural impact on the surrounding area. Furthermore, the total annual truck limit should be evenly distributed across all operational days to ensure a consistent, manageable flow of heavy vehicles. This will help avoid overburdening the roads on any particular day, reduce noise and air pollution, and mitigate the disruption to local communities. Implementing such measures is essential for preserving both the safety and quality of life for residents while maintaining the integrity of the local infrastructure.
18. Kilsaran should provide legally binding assurances that they will never request future exemptions to raise their waste acceptance criteria limits.

19. There is no such thing as truly safe waste, whether inert or not. When construction and demolition waste is mixed with inert soil, the inevitable saturation from rainfall will lead to the formation of leachate, which contains high concentrations of Total Dissolved Solids (TDS), elevated pH levels, and sulphates. This leachate often carries harmful elements such as calcium, aluminum, arsenic, copper, manganese, and iron. These pollutants, when released into the environment, present a serious threat not only to the groundwater but also to the fragile aquatic ecosystem of the Potters River. Growing up in the Mill House, located beside the Potters River, I have witnessed firsthand the richness of the river's wildlife. The river supports incredible biodiversity, including salmon runs, trout, kingfishers, and otters. The introduction of such contaminants into this environment would have catastrophic consequences, endangering both the river and its surrounding ecosystem. This proposal would be devastating, jeopardizing the natural beauty and delicate balance of life in and around the Potters River, a place that holds immense ecological and personal value to many.
20. Not all water and leachate generated at the site, both during its operational phase and for decades after its closure, will undergo treatment before being discharged into the Potters River. This presents a serious environmental concern, as untreated water can carry a host of pollutants, including harmful chemicals and debris, into the river system. The current proposal includes perimeter toe drains that will allow water to be released off-site without any form of filtration or treatment. This lack of safeguards raises significant red flags regarding the environmental soundness of the plan. Allowing untreated water to flow freely into the Potters River could lead to contamination of the waterway, endangering aquatic ecosystems, threatening local wildlife, and potentially impacting human health. Such a practice is far from environmentally responsible, especially given the long-term consequences it could have on the river and surrounding habitats. It is imperative that more robust, environmentally conscious measures be put in place to prevent irreversible damage to the ecosystem.
21. Kilsaran must provide absolute guarantees that no hedgerows along the haul route will be removed or damaged, as these natural barriers play a critical role in maintaining the local ecosystem and supporting biodiversity. Furthermore, Kilsaran must also offer firm assurances that no trees along the route will be removed, harmed, or left precariously close to the road edge, where they could face long-term damage from passing traffic or infrastructure strain. Trees and hedgerows are vital not only for wildlife habitat and ecological health but also for the aesthetic and environmental well-being of the area. It is essential that they be preserved and protected from any potential harm caused by construction activities or increased vehicular movement. Kilsaran's commitment to safeguarding these natural features is crucial to maintaining the integrity of the landscape and ensuring the long-term sustainability of the local environment.

22. The local community fund must prioritize the residents who will be most directly affected by the development site and the proposed haul route. These individuals stand to bear the greatest burden in terms of disruption, safety concerns, and the inevitable devaluation of their properties. Like many others in the community, my life savings and future financial security are tied to the value of my property, and the reduction in property values along the haul route is an unavoidable consequence of this project. To fully understand the financial impact on the lives of affected residents, a thorough and independent property valuation must be carried out before any work begins. This is essential to ensure that residents are properly compensated for the devaluation and disruption they will face. Furthermore, it is crucial that the local community fund not be managed or administered by the Wicklow County Council Executive, as doing so could undermine transparency and fairness in how the fund is allocated. The fund should be overseen by an impartial body that can guarantee that those most impacted are prioritized, and that the community receives the full benefit of the resources intended to mitigate the effects of the development.
23. We were informed that an HGV would be entering the site every 6 minutes for the next 20 years, but what was conveniently left unsaid is that each truck will also need to exit the site. This means that, logically, the actual time between heavy vehicles passing by homes will be reduced to an alarming 3 minutes. Even the original estimate of 6 minutes is utterly unacceptable, let alone 3. Such an incessant flow of heavy traffic is beyond disruptive—it's completely intolerable for any community to endure over such a prolonged period. No reasonable person, including the directors of Kilsaran themselves, could possibly consider this an acceptable environment to live in. The constant noise, vibration, and pollution from trucks passing every few minutes would make day-to-day life unbearable for residents, transforming what should be a peaceful community into a noisy and unsafe industrial thoroughfare. This proposal fails to take into account the profound impact it would have on the quality of life for those who live along the haul route.
24. The proposed waste acceptance criteria for the site are insufficient and fail to protect the local community from the risk of contaminated materials being deposited.
25. Kilsaran must offer legally binding guarantees that only inert waste will ever be accepted at the site, ensuring the protection of both the environment and local communities. Additionally, they must commit to never accepting any waste from other facilities that may have previously handled contaminated materials, eliminating the risk of cross-contamination and the introduction of hazardous substances into the area. Beyond these assurances, Kilsaran must also provide a detailed and transparent plan outlining the specific methods they will use to rigorously monitor and inspect the contents of each load that arrives at the site. This should include a comprehensive policing system, with clear protocols for testing and verifying that all materials meet the strict inert waste criteria. Such measures are critical to maintaining accountability and ensuring the long-term safety and integrity of the project, leaving no room for ambiguity or oversight. Only with these robust safeguards in place can the community have any confidence in the responsible management of the site.

26. The relentless noise generated by such a high volume of HGVs over the extended duration proposed would be absolutely intolerable for residents living near the haul route. The constant roar of heavy trucks passing by would severely disrupt the peace and tranquility of the area, creating an environment that is not only unpleasant but potentially harmful to residents' well-being, both mentally and physically. To mitigate this overwhelming noise pollution, it is imperative that a substantial sound barrier be installed along the route where residential properties border the road. Such a barrier would serve as an essential buffer, helping to protect local homes from the deafening noise of continuous truck traffic. Without this measure, the quality of life for those living nearby would be drastically diminished, turning their homes into uninhabitable spaces where daily life is marred by constant disturbance. The installation of a sound barrier is not merely a suggestion, but an absolute necessity to preserve the health, peace, and well-being of the community for the duration of this project.

Ref No. P20

Public Consultation held on 21 August 2024 at Green Angel, Ballard Lower, Kilbride, Co. Wicklow.

Notice letter from Kilsaran issued on 12 August 2024. Nine days notice given at a time of year when significant numbers would be away on holidays.

Circulation of Kilsaran's notice letter was very limited with significant numbers in the locality receiving no notification, including significant households in the immediate vicinity of the proposed development site and along the proposed haul route.

Kilsaran failed in their duty to a) adequately circulate notification, and b) give sufficient pre-notice time, of their proposed public consultation.

Attendance at the consultation was primarily driven by local concerned residents who publicised the event to the locality.

History:

10 April 2021 - Kilsaran apply for "*Inert Waste Landfill and Construction and Demolition (C&D) Waste Recovery Facility*" at Ballinclare Quarry.

26 September 2023 - An Bord Pleanála REFUSE PERMISSION on the following grounds:

"... having regard to the previous use of the site for quarrying and to the lack of survey information submitted with this application and the appeal under An Bord Pleanála reference number ABP- 301135-18, regarding the existing environmental and ecological status of the subject site and surroundings, the Bord is not satisfied, on the basis of the documentation submitted with this application and the appeal ABP-301135-18, that it can be demonstrated that adverse impacts on water quality, habitat and species can be avoided, managed and mitigated or that the extent of such impacts have been identified with certainty. In this regard, it is considered that the proposed development would have unacceptable direct and indirect impacts on biodiversity and would, therefore, be contrary to the proper planning and sustainable development of the area."

April 2024 - Kilsaran commence pre-consultation with ABP with a view to submitting a new planning application for "*Resource Recovery and Recycling Facility incorporating an Inert Engineered Landfill Facility for Quarry Backfilling and Restoration*" at Ballinclare Quarry

In reality, the description of the proposal in 2021 and the revised proposal in 2024 may be using different words, but the end result is the same. There is no real or substantial difference in the permissions being sought in relation to the impacts it will have on the locality.

Inert or Non-Hazardous Waste:

The Kilsaran proposal focuses on Inert waste in their project description, but this is misleading. As the new proposal is centred around recovery and recycling, involving soils, the classification of waste will be different to inert.

“INERT” isn’t a waste classification for soils. Soils generated from construction activities are only ever Hazardous or Non-hazardous, that’s it.

Leachate from landfills for non-hazardous waste is a highly polluting liquid. Most landfill leachates have high BOD, COD, ammonia, chloride, sodium, potassium, hardness and boron levels. The leachate from landfills for non-hazardous waste may produce reducing conditions beneath the landfill, allowing the solution of iron and manganese from the underlying deposits.

Leachates from landfill sites for non-hazardous waste often contain complex organic compounds, chlorinated hydrocarbons and metals at concentrations which pose a threat to groundwater and surface waters.

Landfills have the potential to produce leachate for several hundred years.

Projects tend to use site investigation to determine their waste classification which is often not fit for purpose. The assessment needs to include analysis of all possible contaminants based on a number of factors and the testing needs to be of the air-dried variety

If you are dealing with waste soils and looking for inert disposal there are a few key rules to remember:

- You need to determine if the waste is hazardous or not, this will require relevant air-dried soil analysis
- Air dried analysis will only tell you if the waste is hazardous or not. There aren’t “inert air-dried levels”
- WAC testing CANNOT be used for waste classification only, to determine landfill acceptance
- You must ensure the testing data is relevant to the waste you are dealing with e.g location and depth of the samples were taken from where the waste is being excavated from
- You cannot tell waste is clean just by looking at it.

There is no such thing as safe waste, inert or not. Mixing construction and demolition waste (which will invariably include gypsum, treated woods, possibly tars, etc) with inert waste and non-hazardous soil waste will, when saturated with rain, produce leachate that contain high concentrations of Totals Dissolved Solids (TDS), high PH levels and sulphate, as well as other elements like, aluminium, arsenic, copper, manganese and iron. All of these elements, as leachate pose serious risk not only to the groundwater but also the aquatic life in Potters River.

In compiling their planning application, Kilsaran need to:

1. Be absolutely transparent about the waste that will be accepted into the facility and publish a clearly defined list, in clear English and not in scientific terms, of exactly what can or cannot be brought to the facility.
2. Provide more detailed information to the public about the percentages of each type of waste that will make up the total intake (inert, non-hazardous, C&D, etc.)
3. Give legally binding guarantees that no waste with tar or bitumen constituents will be accepted at the facility.
4. Give full details of the testing process that will be undertaken before waste can be accepted at site.
5. Give legally binding guarantees that no waste from any other waste or landfill facilities listing in particular, but not limited to, Whitestown) will be accepted at the Ballinclare site.
6. Give legally binding guarantees that they will never seek future, or retrospective, derogations (from any planning and/or licencing authorities) to increase any of their waste criteria limits.
7. Give legally binding guarantees that the criteria set for any waste accepted at the Ballinclare site will not be in excess of any of the criteria limits set by the EU.
8. Give legally binding guarantees that they, and they alone, accept sole legal responsibility for all loads that are delivered to the site in Ballinclare. This is on the basis that they have confidence in their proposed acceptance protocol of having their clients test their own samples on their sites to be submitted to Kilsaran for approval. If Kilsaran does not give this sole responsibility guarantee, it is indicative of a lack of trust they have in the security of their own acceptance protocols.
9. Agree a pre-determined punitive fine level and structure for any breaches in loads outside of the strict acceptance criteria being accepted at the Ballinclare site.
10. Compile a detailed potential incident plan for every possible scenario of waste outside the strict acceptance criteria levels being delivered to Ballinclare. This 'War Games' modelling should produce a pre-determined plan of immediate remedial action for each and every eventuality to minimise and control potential contamination.
11. Increase load sample testing ratios at the Ballinclare facility from one in every hundred loads to one in every twenty-five loads being delivered.

Site Suitability:

Throughout this process (previous application, and now this new application) there has been an assumption that, because Ballinclare Quarry was deemed suitable for extraction, that it should be easily suitable for infill. In lay man's terms "*sure it's only filling back in the hole that was dug out in the first place*". Not the case.

Under The Waste Framework Directive (Directive 2008/98/EC on waste) EU member states must ensure that the disposal and recovery of waste does not present a risk to water, air, soil, plants and animals. Furthermore, they must not allow such activities to constitute a public nuisance through excessive Environmental noise of unwanted or harmful outdoor sound created by human activities, including noise from transport, road traffic, and from sites of industrial activity (EU Noise Directive 2002/49/EC)

As the proposed development at Ballinclare would breach all of the above, it is not a suitable site.

In assessing site suitability, one needs to consider both aspects of the proposed facility as individual activities. a) The filling of the void and the materials used for that, and b) The recycling and stone washing activity that Kilsaran propose should take place at the site.

First, the infill activity.

In the previous planning application, landfilling the quarry was the primary focus. In this revised application, it is being sold as the secondary focus, with the recycling as the main activity. But, when we put the sales and marketing spin aside, the end result is still the same. Fill the quarry with waste.

We already know that there will be harmful by-product and leachate as a result of the landfill, but this is then further accentuated by:

- The fact that the quarry floor is currently below the water table and there is already evidence of ingress of water into the quarry from the groundwater. This will place the groundwater in the area at an extremely high level of risk.
- Given the potential life span of leachate, any phase of the project that allows untreated surface water to drain untreated into the Potter's river via perimeter toe drains, is wholly placing the long term environmental and aquatic welfare of the area at undue risk.
- The knowledge that asbestos is present at the site. I have been told by a Kilsaran representative, that the asbestos is not an issue, and that they could resume quarrying activity there, if they wanted. Really?!? So, whereas the asbestos discovered in 2016 was sufficient to have all contaminated product recalled and the site closed down ... it's no longer an issue? It is an issue, and it will remain an issue. The level of activity at the site, earth moving and resulting dust particulates are a very big issue. Because of this, the site is not suitable to be worked, either as a quarry, or as a landfill.
- There are a number of protected species at the site, both flora and fauna, that would be put at risk by this activity. Thus making the site unsuitable.

Given that the proposed landfill will present a risk to water, air, plants and animals (four out of the five categories stipulated under the EU Waste Framework Directive), this proposed site is not suitable for this proposed development.

Add to this, the fact that the area around Ballinclare is already over-burdened with a disproportionate number of quarries and landfills. The environment and those living in it already have enough of this activity to contend with. We are not a dumping ground for the greater Dublin area. It is wholly unjust to expect the locality to have to live with another long term project such as this, and suffer the burden of the potential risk it puts on our environment and our ability to live there.

Any Kilsaran Planning Application should include:

1. Baseline water testing of all private wells and community well schemes within a 10 km radius of the proposed site.
2. Continued six monthly monitoring of all baseline tested wells throughout the lifetime of the operation and for fifteen years after the completion and closure of the facility.
3. New and more in depth study, testing and analysis of the hydrology of the site under consideration and the hydro-morphology surrounding the site and downstream of Potter's River to its outlet at Brittas Bay.
4. With increased rainfall, and with current climate change patterns, expected further increases in rainfall in the future, there will need to be greater attention paid to the behaviour of surface water and the resulting flooding that currently takes place just south of the quarry along Potters river. This is already a very significant issue that is expected to get exponentially worse as rainfall increases. Kilsaran studies will need to include robust predictive models of the future effects of filling the quarry void and subsequent surface water run-off.
5. The current preliminary proposals include perimeter toe drains to allow surface water run off the site and flow untreated into Potter's River. This needs to change. There can be no untreated surface water, and potential leachate contaminants, allowed to flow untreated into the local river, either now or into the distant future, long after Kilsaran have departed the site.
6. A full mapping of the current site detailing exactly where the asbestos deposits are located. A detailed description of how previous deposits, and contaminated material that was returned to site were remediated. A full independent analysis and detailed sampling of the entire site to ascertain asbestos content in the dust that has been exposed as a result of the recent site de-watering.
7. Examples of landfill facilities in Ireland where the base of the landfill was below the water table / groundwater level, that have been permitted since the changes in legislation.

8. Detailed study and analysis of the groundwater ingress and egress at the site, to be verified by the Kilsaran expert and the Local Community independently appointed expert.

Secondly, the recycling activity.

If there's one thing that the history of development has taught us, repeatedly, it's that intensification of any development and/or activity always has long term negative ramifications. You don't need to look far to see examples of how policies of intensification have lead us to our current world crisis in biodiversity loss.

What Kilsaran are proposing is the introduction of an intensive activity into a very small rural community. If they succeed in their aim, history will be on course to repeat itself and the local community will be the innocent victims who have to live with the consequences, now and long into the future, long after Kilsaran have closed their gates and moved on.

This intensification model is old-fashioned, broken and no longer fit for purpose, either now, or more importantly, into the future. Even if the intent is good, it's practice is damaging - look at the problems now associated with lithium mining as the world feeds it's need for Electric Vehicles; look at the rainforests being destroyed as the world seeks cheaper food; look at the Netherlands and its massive problems with nitrogen oxides as a result of their intensive farming and transport policies; the examples are endless. Intensification is dangerous and completely out of step with the world's greatest and most holistically educated planning minds. Kilsaran may claim that you can't compare something like lithium mining or rainforest destruction to their proposed development, but when you consider it in the context of proportionality, and the massive scale of their proposed development in this very small community, then it's totally relatable.

It's simple laws of physics "*Every action has an equal and opposite reaction*" ... Large scale activity will have large scale impact, and it's this proposed large scale activity on a small scale community, that renders this site, in terms of what is right and just, as enshrined in our constitution, completely unsuitable for this development.

It's very simply about the right to live in a healthy environment, and the Supreme Court in Ireland is certainly gearing up, and making supportive utterances, in preparation to defend this right.

2020 Supreme Court Judgement

Friends of the Irish Environment v's The Government of Ireland:

Reflection is needed on the implications of the refusal to recognise a derived right to a healthy environment - the doors of the courtroom have importantly been left wide open for individuals to litigate existing constitutional rights and state obligations.

Further to this, the April 2023 report published by the Citizens Assembly on Biodiversity Loss in Ireland, gave further teeth to the Supreme Court by recommending a referendum for constitutional change to include:

- Human substantive environmental rights, e.g. a right to a clean, healthy, safe environment; a right to a stable and healthy climate; rights of future generations to these or other environmental rights.
- Human procedural environmental rights, e.g. the Aarhus rights regarding access to environmental information, public participation in environmental decision-making and justice in environmental matters.
- Substantive rights of nature, recognising nature as a holder of legal rights, comparable to companies or people e.g. to exist, flourish/perpetuate and be restored if degraded; not to be polluted/harmed/degraded.
- Procedural rights of nature, e.g. to be a party in administrative decision-making, litigation, etc. where rights are impacted/likely to be impacted.

This may be a small community trying to face down big business (David V's Goliath), but we as citizens have rights that need to be maintained and upheld, irrespective of whom may be trying to impinge on them.

In their planning application submission, Kilsaran must be made to uphold the highest standards of due diligence in their assertion that they feel this site is suitable for their proposed activity. That due diligence must include the following:

1. A detailed list of all other sites considered for this activity, complete with a full analysis of the studies / surveys conducted and their subsequent reports, at these sites to determine their suitability.
2. A detailed breakdown of all production / activity models considered, complete with a full analysis of the studies / surveys conducted and their subsequent reports, prior to settling on this proposed production / activity model.
3. A detailed analysis of why the Kilsaran plan deems it necessary to site their stone washing and aggregate recovery operation at the proposed site and not at smaller sites closer to the sources. This analysis should also contain details of the studies conducted and subsequent reports on the latter option.
4. A detailed compensation package to local individual citizens directly affected by the development, both at site and along the haul routes, who will have to pay the price for Kilsaran's private business plans through the reduced value in their properties.

The Circular Economy:

The term Circular Economy has become a 'catch-all buzz word' that requires caution. The truth of any circular economy proposal is revealed in its details and not in its overarching claims. It needs to be holistic and make sense on all levels.

In this instance, Kilsaran are claiming that the aggregate recovery is the over-riding benefit of this project and required to derive, what they claim to be, much needed resources for the construction industry. But, in true circular economics, the journey to the end result is as important as the end result itself. The calculations are not purely fiscal, but rather more complicated when you introduce environmental and social collateral into the equation ... as they should be.

Kate Raworth's much acclaimed 'Doughnut Economics' where she encapsulates an alternative economic system for a future that meets every person's basic needs while safeguarding the living world on which we all depend is a great example of the new thinking required when undertaking the complexity of calculating a true metric for what qualifies as a proper circular economy activity.

A full and in-depth assessment of the Kilsaran proposal will be required to ascertain if the math adds up. I'm not going to go into it in detail now, but I've gone through the basic math of the proposal, and it doesn't add up.

Firstly, the proposal is to run the operation for twenty years. But, based on the information supplied by Kilsaran, they expect 80% of the facility intake to be re-exported as treated aggregate. That leaves 20% to infill the quarry void. Based on these figures, the volume of waste being used for landfill falls way, way below the volume they project they will require to complete the landfill. And we're not just talking about being short, we're talking about super significantly under calculated. Why is this important? Well it's extremely important because the math requires that calculations are based on the entire lifetime of the activity. So, if it takes, let's say, 40 years, then the carbon footprint calculations are doubled.

Next, the proposal is dependent on the source material being transported from significant distances to a remote and rural part of Wicklow. We are told it will primarily be from the Dublin region, but that is just based on what we know today. The reality is that as Dublin-centric property prices are quickly moving out of range of most homeowners, there will be exponential suburban sprawl over the coming decades that will necessitate even greater distances to be travelled by HGV'S delivering source material to the facility. This spread and distance increase needs to be calculated into the overall carbon footprint of HGV's transporting material to one site.

Heavy Duty vehicles are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Why, when we have a requirement under European law, to reduce our CO2 emissions from heavy vehicles by 90% by 2040, are Kilsaran proposing a plan that will see vastly increased journeys, for high volumes of HGV trucks, from distant sources to this facility?

The main road network leading to the small community where the proposed facility will be located is already under very significant pressure. The lack of a proper public transport network to this region necessitates the use of cars for all commuters to and from Dublin. The exponential increase in housing developments, currently being undertaken, along that route will only further accentuate this already significant traffic problem. We already know that there is not sufficient capacity for other future housing development proposals in the region. So, the introduction of 1,200 HGV traffic movements, per week, onto this road network will be the equivalent of adding another 120+ kilometres of hard body vehicles to this road network every week. This has the potential to ground that road network to a halt and render it just one continuous tailback. This needs to be included in the calculations, not only in terms of carbon footprint, but also in relation to social collateral.

Moving closer to the location of the facility itself, the dangers and disruptions to local community life, become an even more complex element in the equation. Firstly, what value do we put on human life? I argue that you can't. One life lost, or one life changing accident is a price too high to pay for any development, infrastructural or not. We, the locals, who know these local roads, know the real and significant dangers of introducing such a high volume of HGV's onto this rural local road network.

Nobody seems to want to listen, and would rather use selective statistics to circumnavigate our real concerns about this. But, I am telling you now, if this volume of HGV's are reintroduced onto these roads, it WILL result in accidents, and MOST LIKELY RESULT IN DEATHS. Calculate that into your circular economy metrics.

Outside of that grim, but realistic prediction, there is a need to calculate the constant noise and disturbance that local residents will have to live with for 20+ years (and a lot more years when the math is calculated correctly). With the excessive volume of HGV traffic being proposed, residents and business' along the proposed haul route, will be living with a constant barrage of HGV trucks passing at close proximity, generating not only noise and vibration, but also excessive dirt and pollution. This psychological effect and impact on quality of life is very real collateral that needs to be calculated into the equation.

Likewise, those living within close proximity of the facility itself will also be confronted with the additional noise, dust, pollution and fear of asbestos contamination associated with the activity on site. There is nothing quiet and/or clean about materials recovery and landfill. Anybody who says otherwise is being knowingly disingenuous. This additional cost to their everyday lives needs to be calculated into the equation.

Kilsaran propose widening the narrow L1157 for their own purpose. None of the locals want this beautiful, aesthetic, unique, environmentally rich road widened into a commercial road purely for the purposes of private enterprise. Widening this road to a sufficient safe width will not be possible within the current topography without causing serious damage to the environment along that road. Irrespective of what may be proposed, the reality is that during the construction phase, derogations will definitely need to be sought to overcome their inability to complete the widening project that will invariably have a real and negative impact on the habitat and biodiversity on that road. This needs to be calculated into the equation.

The recreational and social equity of the rural road networks being proposed for the haul route has a very significant value. Should Kilsaran be granted permission for the volume of HGV trucks they are proposing along this stretch of rural roads, it will mean the cessation of all recreational activity on this road. Walking, jogging, cycling and horse riding will all have to cease. These roads are already a well-established amenity, and should be treated as areas of exceptional value based on their amenity status. This will have to be considered as a very significant part of any equation that is devised to calculate the validity of their circular economy claim.

Finally, the site itself. We already know the very significant biodiversity status of the site itself. With breeding peregrine falcons and other very significant species protected under EU law, the impact that this proposed development will have on this area will have to be considered exceptionally carefully, not only in terms of Irish legal ramification but also in terms of European Law ramifications, should it's value not be properly calculated into the equation.

The reality is that once you consider all of the collateral that must be considered and included into any calculations to determine the true holistic validity of the claims that this is a true circular economy driven project, rather than being a fiscal economic driven project, then the math simply doesn't add up. This circular economy buzz-word claim should, and will, be interrogated and challenged.

The only realistic way that this proposal could qualify for true circular economy status is if some of the basic component elements are changed. These changes should be reflected in the planning proposal and include:

1. Split the recovery & recycling, and the landfill elements of the proposal into two separate proposals.
2. The recovery and recycling proposal should be based on locating the stone washing and aggregate recovery facilities closer to the sources. These locations may need to change over a period of time depending on areas where demand is greatest, but this means that the activity can be future proofed by being more mobile and being able to relocate to areas of highest source demand..
3. Reduce the specifications on the aggregate recovery equipment from one mega structure on one site to two or three smaller, more mobile units that, combined, will offer the same throughput from different locations closer to source.
4. Propose that the only HGV vehicles that will transport material to the Ballinclare site, are those that are transporting the aggregate recovery cake residue and approved waste to the site purely for landfill.
5. Reduce the HGV traffic required to travel to site to 20% of the current proposed amount (based on Kilsaran's figures that only 20% of the materials will end up in the landfill anyway).
6. Propose an alternative solution, based on a greatly reduced HGV traffic flow, that will allow for a strictly managed traffic system that will not necessitate the widening and destruction of the L1157 (a simple and workable example of this could be the implementation of an odd-even one way HGV traffic flow along the R772 and the L1157)
7. Revise their end plan design to reduce the volume of waste being proposed at the quarry void.
8. Only fill the quarry to the current ground level and leave the entire rockface exposed for the nesting peregrine falcons, other birds of prey and bat populations
9. Include a lake at the base of the rockface that will incorporate floating platforms and/or islands for other nesting birds.
10. Come back with additional details of their plans to safeguard other protected species on and around the site, and their habitats.
11. Change their proposal focus from mitigations to protect the habitat to how they can bring enhancements to the biodiversity of the area. A subtle, but meaningful change of focus.
12. Kilsaran need to include full and detailed metrics in their proposal that include all of the values listed in this section (lifespan of operation, carbon footprint, social and public health and mental health, risk to human life, environmental damage, biodiversity loss, traffic congestion, amenity loss, citizen's right to a healthy environment, local pollution, versus their fiscal economic benefits).

Traffic:

Local residents and representatives have raised this issue time and time again with Kilsaran, but all approaches have been ignored.

Excessive HGV traffic volumes and the dangers associated with that are a very real concern and they need to be dealt with in a meaningful, constructive and empathetic way.

To date, Kilsaran and their traffic advisors have been dismissive of objections to the large volumes of HGV traffic being proposed by nonchalantly stating “Well we do have historic permissions for such a volume dating back to an increase granted in planning in 2014” ... not good enough. Having historic permissions should have no bearing on this current application. As time changes, the knowledge of adverse effects of activity increases, and the decisions of what is right and wrong, based on that new knowledge, has to change to keep in step with acceptable societal behaviours.

Let me give you an extreme example for illustrative purposes. The slave trade, a heinous activity, was a perfectly legal activity in The British Empire until the introduction of the Slavery Abolition Act of 1833, which saw the start of banning slave trading. The historic right of traders was revoked because it was the right thing to do.

Let's bring that revocation of historic rights closer to modern times. Smoking inside pubs, workplaces, cinemas and buses was a completely acceptable activity, based on historical permissions, until it was finally banned in Ireland in 2004. Why? Well simply because the modern day thinking knew it to be harmful and not in the best interests of public health.

Historic permissions are exactly that, permissions that were granted based on the information that was available at that time. They have no value other than that. They cannot be automatically transposed to current day without interrogating whether those permissions are reflective of the changed societal backdrop, in the best interest of the public, or whether they have a positive or negative effect on the current climate. It is quite obvious that the shield of historic permissions that Kilsaran are standing behind should be challenged and revoked. This is a whole new time, a whole new proposal, and should be assessed solely on its merits now and into the future and not founded on some out of date, out of step permissions.

Just for the avoidance of doubt, I'm going to restate the main concerns related to traffic, that have been communicated to Kilsaran on multiple occasions, without any meaningful acknowledgement, response or demonstration of willingness to resolve.

Kilsaran are proposing to import 600,000 tonnes of material to the site. The traffic movements generated will be in the region of one HGV truck movement every two minutes. Obviously it is unlikely that the deliveries and exportations will be evenly spread throughout the days, so there will be times when hose ruck movements are more intensive. This level of truck movements is wholly unsuitable for these small rural roads.

The Ballinameesda Bends (R772) are an infamous accident black spot. Since the construction of the M11 in 2014, the vast majority of HGV traffic has been diverted off this small regional road. The proposed reintroduction of high volumes of HGV traffic on this road will result in increased potential for accidents and further fatalities.

The small road network being proposed for the main haul route is completely unsuitable for this volume of HGV traffic. The L1157 is a narrow local road that is currently not even wide enough to warrant centreline road markings because it is below the NRA width requirement for markings. Currently, you cannot have two HGV trucks passing in opposing directions. Kilsaran are proposing to widen this road to the minimum allowable, of 6m, for opposing traffic. Achieving this 6m minimum continuously will be extremely difficult without causing serious damage to the habitat, and the reality is that even if it is achieved, it will be the bare minimum permissible and still neither safe nor suitable.

The proposed use of the L1157 for HGV Trucks travelling to and from the Ballinclare facility is solely focussing on the needs of the developer and ignoring the needs of the local users. Farming vehicles will be impeded, local road users will be at risk as they attempt to leave their properties, all amenity activities (walking, running, cycling, horse-riding, etc) will have to cease. Tourist traffic (cars, caravans, camper vans, etc), most of whom will be unfamiliar foreign drivers will be put at risk. Essentially, if this proposed use of the L1157 is granted to Kilsaran, it will in effect be handing over a public road network for the primary use of private enterprise. This is unconstitutional and should, and will, be challenged.

Driver behaviour, once outside of the Ballinclare facility, is something that Kilsaran will have little control over. They claim that they can instil good driver behaviour by taking punitive actions against any drivers who breach a safe code of conduct. But this is not sufficient enough of a guarantee to safeguard local driver welfare. The drivers will be independent contractors. It is in their interests to do as many deliveries a day as they can. Human nature will prevail and override any rules laid down by Kilsaran. Even a small minority of drivers behaving recklessly can have devastating ramifications for protecting local lives and welfare.

Clear evidence of the above is a photograph of a HGV truck, overturned on its side, at the door of a house, located on the corner of the junction of the L1157 and the R772. Further evidence is CCTV footage of a HGV truck driving over the centre island and traversing to the other side of the road at the junction of the L1157 and the R772. Further evidence is the demolition of an entrance gate wall at a property on the L1157 opposite Kilboy road. The evidence pointing towards a litany of bad driver behaviour, over which Kilsaran will have no real control, is indisputable.

Kilsaran claim that the decision to propose the L1157 as a two-way, opposing HGV traffic route, is as a result of the insistence of Wicklow County Council that this is the only option they will consider. This is a cop out and places undue sole responsibility upon the council for such a decision. Kilsaran have stated that the council didn't want to continue the historic one-way route that had been in successful operation at the quarry during its extractive activity prior to its closure in 2016. The reason given was that there had been too many objections to HGV traffic on the other local road that completed the one way route. This is no fair or good reason to concentrate the additional onus and danger onto one road along the L1157. This decision will be challengeable.

The council may indicate a preference, but the reality is that any decisions they make will be primarily based on proposal submitted by Kilsaran, and not the other way around. Kilsaran have it within their power to make any alternative proposals that could be safer, less destructive to the habitat, less disruptive to local living, and the council will be obliged to assess any and all such proposals. To claim that these road plans are purely within the remit of the council to propose to Kilsaran, and that Kilsaran have no real power of input, are disingenuous. For Kilsaran to suggest that they are only doing as they are told by the council, simply doesn't wash.

Kilsaran must engage meaningfully, with the local community, on this very serious issue. The Kilsaran planning application needs to reflect these concerns and should include:

1. Suggestion of an alternative haul route that does not necessitate two way opposing traffic along the L1157.
2. A massive reduction of the HGV traffic travelling to and from the site in Ballinclare (from one movement every two minutes to a maximum of one movement every five minutes).
3. A proper road management plan (e.g. odd-even traffic flow) that does not necessitate the widening of the L1157 and the destruction of its habitat.
4. The use of traffic calming measures along the proposed haul route to better control driver behaviour.
5. A reduction of HGV speed limits along the haul route to 60km/hr.
6. The introduction of HGV speed camera and CCTV cameras along the haul route to monitor driver behaviour.

7. The construction of a footpath along the complete length of the L1157.
8. Impose a strict, fixed daily limit on the number of trucks that can drive to and from the site, based on the annual truck movement limit being spread evenly over the days of operation.
9. Impose a strict, fixed hourly limit on the number of trucks that can drive to and from the facility to avoid overly congested periods.
10. Restrict the site activity to the hours of 9:00am to 5:00pm, Monday to Friday only, with a complete ban on deliveries to, exportation from, or activity on the site at weekends and public / bank holidays.
11. Impose a complete ban on HGV traffic build up, and/or HGV parking on the surrounding road networks, within a 10km radius of the facility.

Environment / Habitat:

Kilsaran have made some progress on this all important issue since their last planning application, but there is still an awful lot more to be done. It is within Kilsaran's interests, the public's interests, and the environment's interests for this to be held up as a 'best in class' example of how such a project should be run. Achieving the mere minimum is not enough.

I'm not going to go into too much detail on this at the moment, because realistically this is such a big topic that will be better dealt with by round table engagement with the locals who know and live in this environment and are acutely aware of the diversity of its habitat. But I will say this, the allowance for the retention of rockface for the nesting breeding peregrine falcons, whereas appreciated, is not the best that could be done. The height of the rockface that needs to be retained, needs to be at least doubled. Over the years, the falcons have nested at different heights on different ledges. The current proposal limits their ability to choose different ledges, and leaves the falcons completely exposed to intruders. The use of CCTV cameras to monitor them is no solution, just like CCTV does not stop house burglars. The only real way to protect the peregrine falcons is to make their nesting site inaccessible, and this can only be done by increasing the height of the rockface and introducing a lake at the base of that rockface to make access extremely difficult.

The finished design of the landfill needs to be revisited to reduce the overall height of the finished site. The greater the height and slope of the finished design, the greater the surface water and leachate run off from the site. The site should be finished to a much lower level, with just sufficient slope to direct any surface water run off to the small lake and attenuation wetlands and avoid the need for any run-off having to go into perimeter toe drains and enter the Potters River untreated.

The risk of any contamination entering Potters River that may affect aquatic life within, which will invariably then affect the river bank habitats and species there, is still a very big concern. In addition to that, any contamination that enters Potters River that will eventually come in contact with the SAC at Brittas Dunes is still a very real threat. Since the last application, the dunes along Brittas Bay have been subjected to exponential erosion and are already under attack. As a result, the changing topography of the area has become a serious issue that makes any proper assessment of the potential for damage to the habitat, as a result of contaminated waters from Potters river, one that is currently impossible to predict with any real scientific certainty.

The current Kilsaran proposals have detailed nice ecological inclusions like bird boxes, bat boxes, owl boxes, sand martin habitats, planting proposals, etc, etc. But we have yet to see any full and proper assessment of the habitat within and without the site area, and the consideration being given to any and all protected species that will be affected. This will be essential before we can make significant comments on the proposal. So, we will reserve the right to comment until such time as we see more in-depth details, studies and reports.

Needless to say, there are a lot of elements to consider and we will be interrogating any and all areas that will need to be challenged.

Further Public Engagement:

Local representative have requested further meaningful engagement with Kilsaran representative to discuss in more detail all of the concerns of local residents. At the public consultation meeting, Kilsaran gave such a commitment that further engagement would take place prior to the final formulation of the planning application that will be submitted. Locals are awaiting further information from Kilsaran as to when this engagement may take place.

Kilsaran must engage further with the local community in a meaningful, transparent and genuine manner to ensure that the community's concerns are properly considered and that they play a fundamental role in the formation of Kilsaran's planning application. For the public bodies involved in this decision making process, to not insist on such further engagement, could be clearly construed as a breach of the Aarhus Convention.

I hope you will consider and take on board all of these comments and observations and that we can enter meaningful discussion about this proposed development.

Ref No. P21

I wish to lodge an objection to the proposed landfill facility and have set out my concerns and basis of my objection below. I also wish to declare an interest in that I grew up in Carrigmore adjoining the dormant quarry and am still connected to the area, live close by and still have friends in the townland.

Traffic management:

While the quarry was operating up to 2016 the traffic flow was significantly impacted by the one way traffic system via L1113 and L1157 to the point that trucks were often having to take evasive action when encountering cars and drivers caught unawares by the large volume of trucks on what are small rural roads - this could be seen the numerous black skid marks on the road caused by trucks locking their brakes to avoid collisions. Since 2016 nearby Kilmacurrah has been developed into a significant tourist attraction with an exponential growth in visitor numbers in recent years (which may not be reflected in any older traffic studies) . It is not unusual to have congestion on the L1113 (even in the winter months) due to the high concentration of visiting cars. By the very nature of it being a tourist venue most visitors are unfamiliar with the area or indeed driving on small rural roads. This is most likely why it was decided then to restrict truck movements to the L1157. This road is however used now by a great deal of visitors to Kilmacurrah before or after their visit as they are going or coming to Brittas Bay and Google

Maps directs them on that road. There does not seem to be a recent traffic study which reflects the growth of traffic to Kilmacurrah and especially how much of that traffic uses the L1157, especially in the summer months. As the proposed permission is to run for 20 years and with the large developments plans of Kilmacurragh with the restoration of the historic main house it seems incompatible with over using a small rural road to bring millions of tons of material to Ballinclare without, at least, a full realignment and widening of the full stretch of the L1157 between Ballinclare and where it joins the old N11.

If Ballinclare is to be used for 20 years with that frequency of trucks there is no way that it can be argued that this is a temporary measure and therefore the small rural road must be enlarged to make it safe for all users in all situations.

Kilmacurragh Amenity

As has been stated above Kilmacurragh has seen phenomenal growth since it was taken on as the Botanic Gardens and the visitor numbers lead to significant congestion in the summer months when the lawn is used as overflow parking and most visitors have had their first experience of driving on country roads. It is foreseen that Kilmacurragh will continue to grow as a tourist attraction with the restoration of the house making it a rival to Russborough and Avondale. In that context it seems incompatible that a dump (regardless of how one categorises it) should be in full view of such a tourist attraction. No matter how it is managed the view of a large waste management site from the lawn of Kilmacurragh will not add to the amenity but rather take away from it significantly.

Ballinclare site

Having been quarried for many years for the granite stone until it was recognised that it was dangerous to continue and the current operator is hoping to avoid making good the site and stabilising it by creating a dump. This does seem very much like a cop out and more like the cowboy behavior of old in Ireland of just filling in the hole quick before anyone says anything. Proper remedial works should be put in place to stabilise the site as is and let nature return without doubling up and making a dump out of it.

Ref No. P22

To whom it may concern, The impact this huge landfill will have on our property and community will be negative in many ways Environmental, Noise, Pollutants, Traffic hazards on the country road network, Big impact on any wildlife on the route and an unsafe road to walk on or cycle on ,The impact sadly doesn't end there with a massive reduction in our property price and will lead to no development on our road for decades to come , Hope ye understand

Ref No. P23

I would like to voice my concerns and oppose the decision regarding the proposed development at Ballinclare Quarry.

My concerns are

1. Water contamination -I have a private well and live very close to the quarry.
2. The local road is too narrow for such a high volume of trucks coming in either direction.
3. It would be very unsafe for motorists, cyclists, joggers, dog walkers and wildlife.

Ref No. P24

I attended the above presentation on the 21st August 2024 , the presentation comprised of a series of information boards with graphics and out of scale text with the result it was very difficult to interpret information accurately. Kilsaran employee's and design consultants were on hand to answer queries .

Road Safety

I had a discussion with a Traffic Consultant representing Kilsaran. I expressed my concerns about the level of heavy trucks accessing the site on a daily basis and how this might affect local residents , local GAA club (1 Km from quarry) Primary School (2.5km from quarry) walkers and cyclists in what is a predominantly quiet rural area.

I was flabbergasted by the response , a smile , a shrug of the shoulders “ the roads are not our responsibility” they fall under the jurisdiction of the local council and the national road authority and therefore of no concern to Kilsaran. In my view this response is wholly inadequate and dismisses the legitimate concerns of the local community. It is troubling that the well being of the people who live and work and recreate in this area seems to have been relegated to secondary importance. A responsible and sustainable development should consider the impact on all aspects of the environment including the human population.

The failure to adequately address the significant traffic related risks raises serious questions about the overall authenticity and balance of this proposal. It is my strong belief that the applicant must work closely with relevant authorities to ensure that long term traffic management/calming is an integral part of the proposal.

I urge Kilsaran and the relevant authorities to give equal consideration to both the natural and human environments in this rural community.

In addition to the above I have major concerns that cannot be assessed accurately until Kilsaran submit their planning application , these concerns are ; Water Table Pollution Risk, Bio Diversity Risk, Environmental Pollution, SAC risk, Pollution to Potters River and Carbon Footprint.

The wildlife recently settled around the quarry will be completely deranged by all day machinery tipping, smoothing, digging. All day for 20 years.

It seems very sad that we consider it strategically sound to sentence the whole beautiful area around our world class Kimacurragh arboretum and national gardens to 20 years of trucks, racket and dust with no future proofing for leached chemicals and unanticipatable chemical and pH interactions on the ground water.

Please reconsider this plan.

Thank you very much for your kind consideration.

Ref No. P25

To Whom It May Concern,

We are writing to formally object to the planning application submitted by Kilsaran for the development of a landfill and construction waste recycling facility at their site located at Ballinclare Quarry. As residents of Barndarrig we have grave concerns about the implications this development would have on our community, environment, and infrastructure.

Our primary objection is centred on the unsustainable increase in heavy lorry traffic that this proposal would inevitably bring to our area. The roads surrounding the proposed site, particularly Ballinclare and the R772 (Ballinameesda Bends), are narrow, scenic country roads that are entirely unsuitable for the volume and type of traffic that a facility of this nature would generate.

Traffic and Road Safety: The significant increase in heavy lorries using these roads would pose a serious risk to road safety. These roads are regularly used by local residents, cyclists, and pedestrians, who would all be put in considerable danger by the constant flow of large, heavily laden vehicles. Additionally, the wear and tear on these roads, which are not designed to handle such traffic, would lead to deterioration and require substantial and costly repairs, ultimately burdening taxpayers.

Environmental Impact: The scenic nature of our country roads is not only a valued part of our local heritage but also a significant draw for tourists, who contribute to the local economy. The introduction of heavy lorry traffic would severely diminish the aesthetic and environmental quality of our area. The noise, air pollution, and potential for accidents are all significant environmental concerns that have not been adequately addressed in the proposal.

Quality of Life: The tranquillity and rural character of our community are central to the quality of life for residents. The proposed development would disrupt this peace, leading to increased noise levels, pollution, and a general decline in the living conditions for those who live nearby. The stress and disruption caused by the constant movement of heavy lorries cannot be understated, and it is likely to lead to a decrease in property values in the area.

In conclusion, I strongly urge the planning authorities to reject this application on the grounds of its unsustainable impact on local infrastructure, road safety, environmental quality, and the well-being of residents. The proposed site is wholly inappropriate for such an industrial use, and the long-term costs to our community far outweigh any short-term benefits.

I trust that our concerns, along with those of many other local residents, will be given the serious consideration they deserve.

Ref No. P26

I am living within a short radius of Ballinclare quarry. I have the following concerns around the development:

Firstly, I did not receive a letter or any notification from Kilsaran notifying me of the public consultation meeting. This shows that little effort was made by the developer to inform many locals.

This quarry is below the water table and causes serious concern for contamination to the local groundwater.

All private wells and community well schemes within a 10km radius of the site should be baseline tested prior to commencement and then monitor tested on a six month basis to ensure local water safety. This should continue for 10 years after the closure of the facility.

The local narrow road network is completely unsuitable for such a high volume of HGV traffic travelling in opposing directions.

The volume of HGV traffic that this development will bring onto the small rural roads could be a serious risk to local motorists lives.

The volume of traffic being proposed would mean that the roads will be far too dangerous for pedestrians, cyclists, joggers, horse-riders, etc. All of whom currently use these local roads for such activities.

The proposed two-way system on the L1157, and the proposed widening of the road will cause serious damage to the habitat on that road, both during construction and operation.

Allowing Kilsaran to operate such a high volume of HGV traffic on the L1157 is effectively giving them a monopoly on the road and the equivalent of handing the control of a public road over to a private commercial company. It's unconstitutional.

Reintroducing such a high volume of HGV traffic onto the Ballinameesda Bends will result in a step back in history when lives were lost and it was an infamous black spot.

Any traffic proposals should include reducing truck speed limits to a max of 60km/h, see the introduction of traffic calming measures, and the use of permanent speed cameras to police driver behaviour.

The area already has a high concentration of landfills and dumps. This proposal will be adding to an already over-burdened environment.

Heavy Duty vehicles are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Why, when we have a requirement under European law, to reduce our CO2 emissions from heavy vehicles by 90% by 2040, are Kilsaran proposing a plan that will see vastly increased journeys, for high volumes of HGV trucks, from distant sources to this facility?

Local citizens should not be made to pay for a private development, either through reduced property values or impingement on their freedom to live their daily lives in safety and without massive disruptions being imposed.

The Ballinclare site was closed in 2016 due to the discovery of asbestos at the site. It is unsafe to open up this site again and have dust raised in the process of moving and filling.

The measures being proposed for the protection of the breeding peregrine falcons nesting at the site are wholly inadequate. The height of rockface being left exposed is based on this year's observation of their nesting ledge and does not take into account previous years when they nested on lower ledges. These are a protected species under law. The height of the proposed rockface to be left exposed should be at least doubled to properly protect them from disturbance.

Insufficient consideration has been given to other protected species at the site.

What about trees and hedgerows along the haul route?? Will they be removed or damaged?

Overall, this development will have a significant negative impact on all residents and animals living in the vicinity due to decreased physical safety (Large number of HGVs on our small rural roads), increased noise pollution/potential water pollution. Subsequently, this will have a negative impact on individuals mental health and wellbeing which will reduce our quality of daily living.

I feel as though our right to live peacefully and safely will be violated if this development goes ahead.

Ref No. P27

My name is [REDACTED]. My wife [REDACTED] and I are residents of Kilbride, Wicklow. I am part of the community steering committee expressing deep concerns regarding your proposed development of Ballinclare Quarry.

[REDACTED] While, as residents of the area we have concerns about water contamination and the impact this development could potentially have on local flora and fauna, the majority of our concerns are around the increase in traffic and noise pollution. The proposed haulage route will see trucks exit at junction 18, the turn right towards the quarry at Green Angel. The return journey will see the truck take the same route in reverse. [REDACTED]

[REDACTED]

I already discussed this with your representatives at the public consultation meeting and I'm sure you know the figures. However I would like to repeat them for you. At full capacity, there will be a truck stopping and turning either right or left at this junction every 2-3 minutes, 10 hours a day, and some Saturdays, for 2 decades. The window to our daughter's bedroom is a matter of metres from this junction.

The impact this will have on our quality of life, our privacy, our property value, even the ability to sell if we ever needed to should not be underestimated. We intend to fight against this development through every available avenue if needed. This is our home, our family home.

We are available for discussions or any queries you may have. We are more than happy to meet representatives from Kilsaran at our home to discuss our concerns further. Contact details for me and my wife are below.

Ref No. P28

I wish to relay my serious concerns about the proposed plans for the Ballinclare Quarry. [REDACTED] I objected to the original application. I wish to state that my stance on the new proposal remains the same. As a resident of Arklow I have witnessed first hand the aftermath of a polluted water course and have spent the last 10 years trying to raise awareness of our water courses and the importance of a clean Avoca River. We cannot make the same mistakes again in our district and put profit before the environment.

As part of Wicklow County Councils Climate Action Plan the town of Arklow is designated as a decarbonisation zone. Many efforts are underway to try and reduce carbon emissions in the vicinity. Kilsarans proposal will completely undo any efforts if it is granted permission. I would plead with the company to consider an alternative future for the disused quarry.

I would have serious concerns re the potential impact of demolition and construction waste creating leachate which contains highly contaminated materials into the water course could be detrimental to Wicklow County Councils efforts to improve water quality of our county in particular Potters River which is in close proximity to the proposed infill site. The mouth of Potter's River is located in the Britta Dunes (part of the Buckroney-Brittis Dunes & Fen SAC). Any pollution would be also detrimental to efforts to protect and restore oyster reefs off the coast of Wicklow (Norri.ie) and the efforts of LAWPRO and East Wicklow Rivers Trust to help conserve, project and restore our Wicklow rivers.

The proposed site is in the vicinity of Kilmacurragh Gardens and a strong local community who have already had a huge impact placed upon them from the nearby quarries who operate many HGVs which service their sites. The narrow rural road network is completely unsuitable for such a high volume of HGV traffic travelling in opposing directions, and there is a serious risk to motorists, pedestrians, cyclists, joggers, horse-riders, etc.

Increased HGV traffic will also seriously impede farming vehicle activity. I include the residents of the L1113 who have had years of being impacted by such traffic and whom I have represented on numerous occasions with some very serious near misses from speeding and dangerous driving and the constant HGVs who impact their quality of life from a number of nearby quarries.

I would like to put on record my support of the following points made by a substantial number of people in the local community . This re erection of this proposal is causing great distress across the local community but also across the county with many people asking the question why one of the largest infill sites is proposed in the Garden County in an area which hosts so many tourism visitors sites such as Avondale Tree Top Walks, Botanic Gardens of Kilmacurragh, Brittas Bay SAC .

1. Only a very small number of local residents received a letter from Kilsaran notifying them of the public consultation meeting. Little effort was made by the developer to inform many locals. Attendance at the meeting was due to local concerned citizens informing their neighbours.
2. This quarry is below the water table and causes serious concern for contamination to the local groundwater.
3. All private wells and community well schemes within a 10km radius of the site should be baseline tested prior to commencement and then monitor tested on a six month basis to ensure local water safety. This should continue for 10 years after the closure of the facility.
4. The local narrow road network is completely unsuitable for such a high volume of HGV traffic travelling in opposing directions.
5. The volume of HGV traffic that this development will bring onto the small rural roads could be a serious risk to local motorists lives.
6. The volume of traffic being proposed would mean that the roads will be far too dangerous for pedestrians, cyclists, joggers, horse-riders, etc. All of whom currently use these local roads for such activities.
7. The proposed two-way system on the L1157, and the proposed widening of the road will cause serious damage to the habitat on that road, both during construction and operation.
8. Allowing Kilsaran to operate such a high volume of HGV traffic on the L1157 is effectively giving them a monopoly on the road and the equivalent of handing the control of a public road over to a private commercial company. It's unconstitutional.
9. Reintroducing such a high volume of HGV traffic onto the Ballinameesda Bends will result in a step back in history when lives were lost and it was an infamous black spot.
10. Any traffic proposals should include reducing truck speed limits to a max of 60km/h, see the introduction of traffic calming measures, and the use of permanent speed cameras to police driver behaviour.

11. Increased HGV traffic will seriously impede farming vehicle activity in the area.
12. This proposal has already been refused permission by An Bord Pleanála. Apart from a change in wording and developers proposed emphasis, it's still the same basic proposal. There is no real or significant difference in the end result being proposed.
13. The area already has a high concentration of landfills and dumps. This proposal will be adding to an already over-burdened environment.
14. HGV Trucks on average emit 105g CO₂ per Km. If these trucks are doing a modest round trip of 120km, that will be the equivalent 12.6kg per truck, per trip. At 30,000 trucks per annum, that is the equivalent of 378,000 Kg / 378 Tonnes of CO₂ emissions per year driving to and from the facility. To offset this would require the planting of circa 19,000 trees per annum.
15. Heavy Duty vehicles are responsible for more than 25% of greenhouse gas emissions from road transport in the EU. Why, when we have a requirement under European law, to reduce our CO₂ emissions from heavy vehicles by 90% by 2040, are Kilsaran proposing a plan that will see vastly increased journeys, for high volumes of HGV trucks, from distant sources to this facility?
16. Driving inert soil to and from the quarry in Ballinclare does not make circular economy sense. The soil washing should happen at smaller facilities closer to the sources and only the by-product cake material to be used in the landfill should be transported to Ballinclare. This is the only way to reduce the carbon footprint of such an operation.
17. Local citizens should not be made to pay for a private development, either through reduced property values or impingement on their freedom to live their daily lives in safety and without massive disruptions being imposed.
18. The volume of trucks being propose per annum needs to be drastically reduced. This can only be done by reducing the proposed intake from 600,000 tonnes to 300,000 tonnes per annum.
19. There needs to be a fixed daily limit on the number of trucks that can drive to and from the facility. The annual limit needs to be spread out evenly over the days of operation.
20. Operations at the quarry should be limited from 9:00am to 5:00pm Monday to Friday. There should be no deliveries to, no exporting from, and no activity on the site at the weekends or public holidays.
21. The Ballinclare site was closed in 2016 due to the discovery of asbestos at the site. It is unsafe to open up this site again and have dust raised in the process of moving and filling.

22. The measures being proposed for the protection of the breeding peregrine falcons nesting at the site are wholly inadequate. The height of rockface being left exposed is based on this year's observation of their nesting ledge and does not take into account previous years when they nested on lower ledges. These are a protected species under law. The height of the proposed rockface to be left exposed should be at least doubled to properly protect them from disturbance.
23. The finished design for the quarry should at a greatly reduced height from the current proposal and incorporate a lake at the base of the rockface. The lake should also incorporate floating, and/or small island, nesting areas for other bird life.
24. Insufficient consideration has been given to other protected species at the site.
25. The waste acceptance criteria being proposed at the site are inadequate and does not protect locals from the risk of contaminated loads being deposited there.
26. Kilsaran should give legally binding guarantees that not waste, other than inert waste, will ever be accepted at the site.
27. Kilsaran should give legally binding guarantees that no waste will ever be accepted from another waste facility that may have previously accepted contaminated waste.
28. Kilsaran should give legally binding guarantees that they will never seek future derogations to seek an increase in their waste acceptance criteria limits.
29. Any C&D waste containing bitumen should not be accepted at the facility.
30. There is no such thing as safe waste, inert or not. Mixing construction and demolition waste with inert soil will, when saturated with rain, produce leachate that contain high concentrations of Totals Dissolved Solids (TDS), high PH levels and sulphate. Other elements common to leachate for such waste also include calcium, aluminium, arsenic, copper, manganese and iron. All of these elements, as leachate pose serious risk not only to the groundwater but also the aquatic life in Potters River.
31. Not all water and leachate leaving the site during operation and decades after completion will be treated before being discharged to Potters River. The proposal includes perimeter toe drains that will discharge off-site without treatment.
32. Long term contamination of Potter's River is a risk and subsequently, contamination of the Special Area of Conservation at the mouth of Potter's River in the Britta Dunes (part of the Buckroneys-Brittans Dunes & Fen SAC) will also be at risk.
33. HGV Traffic build up on the roads, and or HGV parking within 10km of the facility cannot be allowed.

34. Kilsaran will need to guarantee that no hedgerows along the haul route will be removed or damaged.
35. Kilsaran will need to give guarantees that no trees along the haul route will be removed, damaged or left dangerously close to the road edge where they could be damaged long term.
36. There should be a footpath inserted the length of the L1157 for safe passage of pedestrians.
37. This development has the potential to have a serious impact on local tourism
38. This development will see an exponential increase in noise pollution in the area and along the haul routes.
39. This development will see an exponential increase in dirt and dust pollution in the area and along the haul routes
40. The local community fund should be prioritised to residents who will be most affected by the development site and the proposed haul route.

Finally I wish to conclude my submission by stating that I am 100% opposed to the new proposal and hope that Kilsaran will reconsider this proposal in favour of a better reimagined future for our next generations.

Ref No. P29

As a member of the local community surrounding Kilsaran quarry I want to put forward an objection to using L1157 for the haulage route. For the following reasons;

This proposal has already been recently refused once, only for a change in wording is it now being considered again.

The quarry is below the water table and can contaminate water, especially concerning as we and most neighbours are supplied by a well.

At the very least there should be water tests before starting work and maintaining test for 10 years after within 10km radius of quarry.

The narrow road is completely unsuitable for HGV traffic travelling up and down the road. It was once a black spot for accidents and we don't want that to be reinstated. Road safety is one of the countries biggest issues at present, this is only going to worsen the situation surely?

The risk to motorists as well as pedestrians, cyclists, runners, horse riders etc currently using the road will go up.

The HGV traffic increase that would occur would also have an impact on our local farming traffic that ready use the roads.

We don't agree with widening the road due to the high level of wildlife in our hedgerows and surrounding habit that we are trying to protect and promote.

A high number of landfills and dumps in the area, we don't need more in our local environment, and we don't need more trucks on our roads emitting greenhouse gases which we should be cutting back on as per EU directive! Is there not a more sensible circular economy solution that reduces the need for trucks to be coming to Kilsarnan to reduce the overall carbon footprint?

Thanks in advance for taking these points into consideration.

Ref No. P30

To whom it may concern I would like to make the following submission on the proposed huge landfill at Balinclare

1 Road Safety concerns for local people and Tourists visiting the area ,many go to kilmacurra gardens by Balinclare while others go to redcross using the balinmesta bends to get there, No footpaths or lighting in the area

2 Huge concerns for local businesses the impact on Stud farm owners and cafe shops owners would be massive with a sharp decline in Business with such big amounts of HGV passing by the door,

3 Constant Danger to water Quality in the area with many bored wells and the potters river which enters the sea at the blue flag Brittas bay.

4 Many environmental issues with noise and emissions from the constant movement of HGV on the same roads daily, Poor air quality will lead to health issues and also effect personal mental health due to the negative impact of such a huge development in a rural area

5 Property prices will plummet along the route and any further developments will cease due to Safety concerns and the fear of poor air quality in the area.

6 Wild life and natural habitats along with hedge rows will disappear on the proposed route, This route is simply not made for such a high volume of HGV.

7 As a local resident I have deep concern for the area should the present plan go ahead as outlined, Why can't a new entrance be made from the motorway with extended lanes for entering and exiting the landfill from the motorway in a Safe manner.

Ref No. P31

Please find below a list of some of my concerns surrounding the new application for a landfill on the Ballinclare quarry site.

The new submission for this project does not differ significantly in any non-cosmetic way to the original submission. After meeting with Kilsaran representatives at public representation I found them to be ultimately dismissive of local resident's concerns. Being told I look healthy so I shouldn't be concerned about the quality of my drinking water would not, in my opinion, be the best way to assuage concerns.

I do not believe there has been significant meaningful engagement with local residents and that even the public consultation undertaken recently is purely for show. I had asked for residents to have a tour of the site prior to the deadline for submissions and was assured by the Managing Director of Kilsaran that that would happen, it has not.

Again, as I pointed out in previous correspondence, the reliance on the term circular economy seems to be the primary driver for this and the previous application.

Circular economy while promoting reuse does not, in this case factor in the cost of that reuse, primarily in with this proposal, the tones of carbon released into the atmosphere by diesel truck movements and the noise, air and water contamination which will undoubtedly be incurred by those reclamation efforts. The majority of the truck movements in this instance will come from outside county Wicklow, adding more traffic to an already stressed motorway system, the M11 and N 11 are already at capacity with the commute becoming longer every day. Diesel truck movements and the dirt and dust generated from these movements can only impact that negatively.

I have grave concerns about the hydrology in the area especially as mine is the closest well to the site. Water contamination due to the quarry lying below the water table are a real and valid concern for myself and my family.

Noise pollution. I have only resided in the area for the past 5 years, I have never experienced the quarrying activity which by all accounts locally was very loud, dirty and intrusive to local residents. I bought my property only after researching the local area and the closure of the quarry due to asbestos contamination, I believe I would have been quite reasonable to believe that all activities of this nature would not be reoccurring, especially in light of a landfill existing within 3 km of the area.

Local wildlife will suffer from the proposed increase in traffic movements and the work on-site which will disturb the local habitat. I have on several occasions in the past had badgers dead on the road outside my house which is directly across from the quarry. An increase in activity will drive wildlife towards the roads L1113, L1157 and L1111 at risk to wildlife and motorists. Especially coupled with the accident blackspot designation of the L1157 where many people have unfortunately lost their lives.

The local road network of L1113 and L1111 are wholly unsuitable for this volume of traffic which will be generated if this proposal proceeds as intended.

Many concerns raised by residents have been fobbed off with the answer that it is Wicklow County Councils responsibility. To determine the impacts of all of these works Wicklow County Council should be obliged to outline plans they would have to accommodate the existing proposals and that should be included with the planning application. It is too late after the fact for residents.

There is already a high volume of landfills in the area resulting in roads already busy with HGV and farm machinery movements, on many occasions I have encountered vehicles barely able to pass each other causing significant delays for motorists.

The fact that there was already permission for the quarry to operate has been used on many occasions stating that this operation is similar in nature. I would argue that that permission was granted when the volume of traffic on the roads was considerably less, with the average household not owning a motor vehicle, socially and financially we are at a much different place now with most households having at least one car and volumes of traffic on the roads increasing at least tenfold from the time initial permission was granted.

Soil testing on site is also a concern as the testing should be done at the source sites rather than on arrival at the facility to further reduce the risks of contamination.

We have been told that it is expected to take between 15-20 years until this landfill is at the proposed capacity. I would argue that due to the increased level of reclamation this would be closer to 40 years. The time of filling is based on the truck movements and originally the 6.5 million tones was not taking into account the materials which were being removed from the site. This would constitute an ongoing concern for Kilsaran and increase the landfill's detrimental effects on myself and my family to what would essentially be the rest of my life.

Hours of operation of the landfill and recycling facility. I would have significant concerns about the operation of this facility both out of business hours and at the weekend. I was told that there would be no working on the weekend, but the primary reason given for this is the inability to get staff to work on the weekends. These conditions change and I would like guarantees that the facility would only operate between the hours of 8am to 6pm with no weekend work.

If permission is granted it should be for a limited time with no further derogation being possible.

The granting of permission for this facility will significantly decrease the resale value of my home and essentially trap myself and my family under the conditions raised indefinitely.

There are nesting Peregrine falcons on site and these works will cause enormous distress for these protected species.

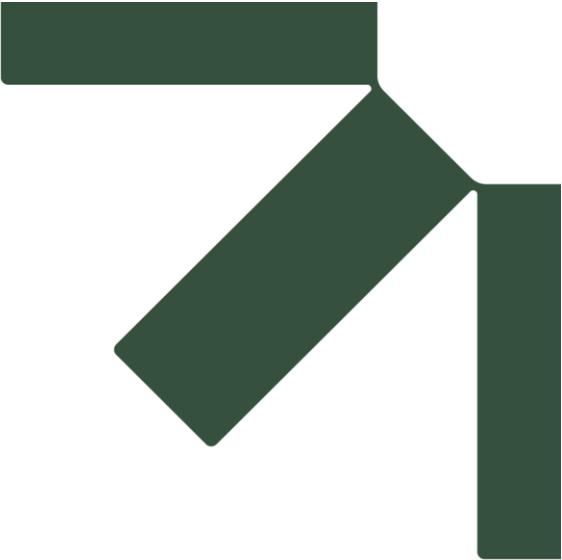
There also should be greater concern for other species in the area including the badgers mentioned earlier.

It will be very hard to ensure contaminants such as tar and bitumen products are not deposited in the landfill causing further pollution concerns.

As the closest noise receptor to the site, and also I believe the closest fresh water well I find it indicative of Kilsarans attitude to local residents that I have not been approached by anyone regarding noise or water quality throughout this process.

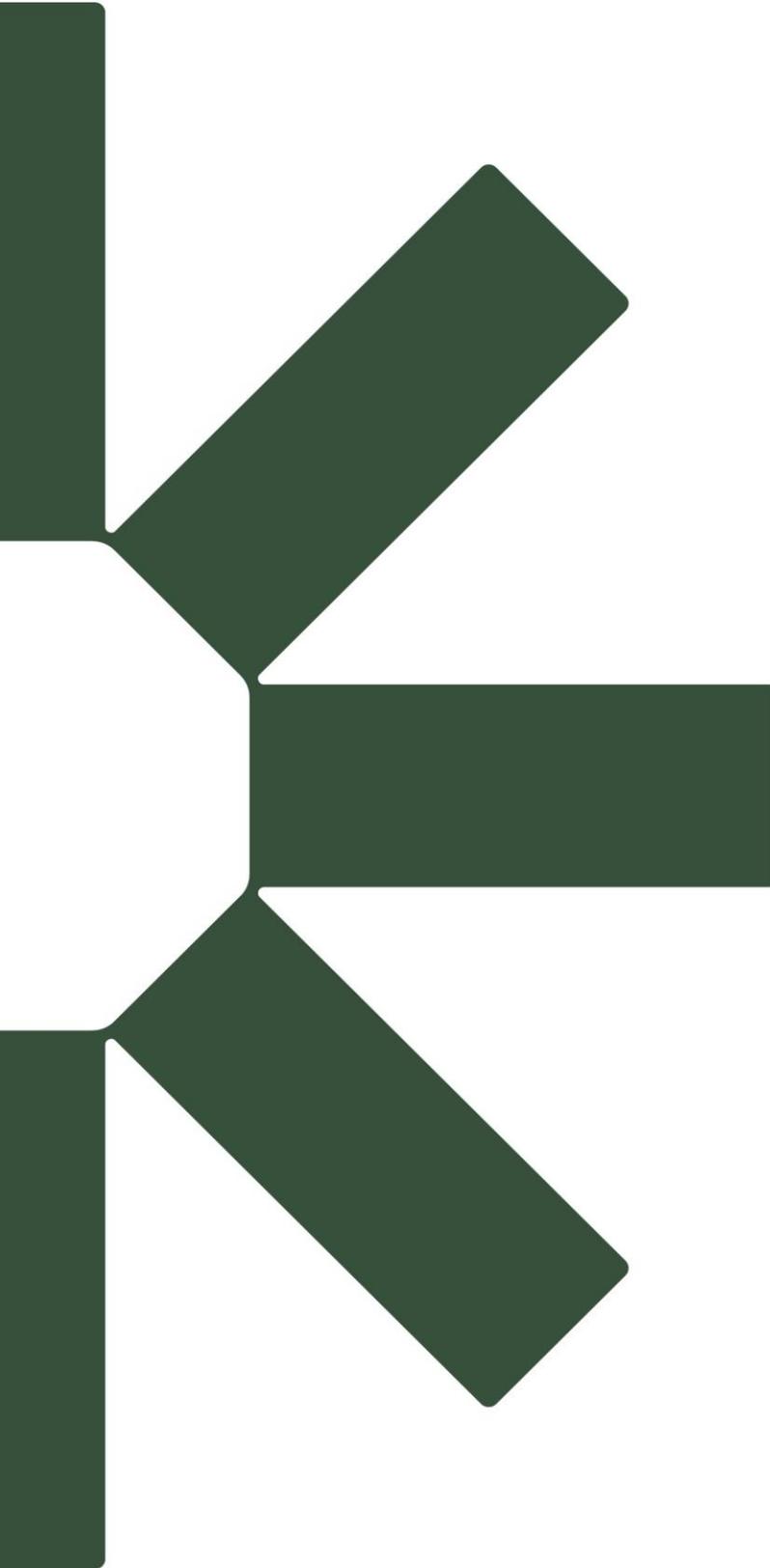
Already my property experiences a large volume of dust and dirt from existing truck movements. Additional dust causes me grave concerns for the respiratory health of my young children.

This is a far from comprehensive list of my concerns around the proposed landfill, to be honest I expect as much consideration for this as we have already experienced from Kilsaran both with this and the previous application.



Summary Table
Anonymised Public Submission Concerns

Ref No.	TRAFFIC				MANAGEMENT		EMISSIONS			WATER			BIODIVERSITY			CUMULATIVE	CONSULTATION	DISTRUST	TOURISM	COMMUNITY		OFFSET						
	Traffic Vol (inc weekends, safety, wear and tear)	Road Improvements	Use of L1113, Control of it and Haul Route from West	Road widening along L1157 Tree / Hedge damage	Excessive Trips of Materials Waste to Product / CO2	Excessive Time to Backfill because of reclamation	Control of Illegal Wastes	Dust	Asbestos Dust	Noise	Mud Impacting drainage	Flooding	Water Quality inc Asbestos	Private Wetts	Impact on peregrines newly established	Impact on wildlife generally	Lack of wildlife enhancement	Invasive species	Cumulative impact with Ballynagran, Avondale, Kilmacurragh, housing	Short Notice / Limited invites	Previous works outside of permission	Contradiction/ Lack of Clarity	Kilmacurragh Arboretum, Avondale and others	Fund for Local Residents (paid direct)	Reduced property values/ impact to livelihood	Stress	Conservation Land Bank	Other
P1	✓		✓		✓	✓	✓		✓	✓		✓	✓	✓	✓	✓		✓	✓									
P2	✓		✓		✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	
P3	✓			✓				✓				✓	✓													✓		
P4	✓		✓						✓			✓			✓											✓		
P5	✓							✓				✓											✓					
P6	✓		✓		✓	✓						✓	✓	✓	✓	✓			✓	✓	✓	✓				✓		
P7	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓			✓	✓	✓	✓		
P8	✓	✓				✓						✓	✓						✓							✓		
P9	✓				✓			✓							✓													
P10	✓							✓	✓			✓		✓														
P11	✓			✓	✓							✓							✓			✓	✓					
P12	✓											✓	✓															
P13	✓							✓	✓			✓								✓						✓		
P14				✓							✓													✓				
P15	✓										✓																	✓
P16	✓				✓	✓	✓	✓				✓		✓	✓	✓			✓	✓	✓	✓				✓		
P17	✓		✓																✓									✓
P18	✓		✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓							✓	✓			✓	
P19	✓			✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓								✓	✓	✓	✓	
P20	✓			✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓		12 Recommendations
P21	✓																					✓	✓					
P22	✓							✓	✓			✓			✓												✓	
P23	✓											✓	✓		✓													
P24	✓				✓			✓	✓			✓			✓					✓		✓						
P25	✓							✓	✓			✓			✓													
P26	✓			✓	✓							✓	✓	✓	✓				✓	✓						✓	✓	
P27	✓							✓				✓		✓												✓	✓	
P28	✓			✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓			✓	✓			✓	✓	✓	✓		
P29	✓			✓	✓							✓	✓															
P30	✓							✓	✓			✓	✓		✓								✓			✓	✓	
P31	✓				✓	✓	✓	✓	✓			✓	✓	✓	✓					✓		✓				✓		



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