

**APPLICATION TO WICKLOW COUNTY COUNCIL FOR WASTE MANAGEMENT PERMIT UNDER THE WASTE MANAGEMENT ACT 1996-2003 AND WASTE MANAGEMENT (PERMIT) REGULATIONS 1998**

I hereby make application for a permit under Article 4 of the Waste Management (permit) Regulations 1998 in respect of an activity of a type which is listed in Part 1 of the First Schedule to the Regulations in accordance with the plans and other particulars attached. I declare to the best of my knowledge and belief that the information submitted in this application is correct.

Sgd. Eugene Copeland

On behalf of: Multimetals Recycling Ltd.

**APPLICATION TO WICKLOW COUNTY COUNCIL FOR A WASTE FACILITY PERMIT**

Notice is hereby given in accordance with Articles 7 and 8 of the Waste Management (Facility Permit and Registration) Regulations 2007 and the Waste Management (Facility Permit and Registration) (Amendment) Regulations 2008 that Multimetals Recycling Ltd. intends to apply for waste facility permit at Conway Port Industrial Estate, Bollarney Murrough, Wicklow. The application for a waste facility permit will be made to Wicklow County Council within 10 working days of the date of this notice.

The classes of activity at the site, as specified in the 4th Schedule of the Waste Management Acts 1996 to 2008 are:

Class 3 - Recycling or reclamation of metals and metal compounds.

Class 4 - Recycling or reclamation of other inorganic materials.

Class 13 - Storage of waste intended for submission to any activity referred to in a preceding paragraph of this schedule, other than temporary storage pending collection, on the premises where the waste is produced.

The classes of activity at the site, as specified in Part 1 of the 3rd schedule of the Waste Management (Facility Permit and Registration) Regulations 2007 and the Waste Management (Facility Permit and Registration) (Amendment) Regulations 2008 are:

Class 4 Part (1), (2) - The reception, storage, and recovery of scrap metal, including scrap metal arising from end of life vehicles, waste vehicles (other than end of life vehicles where scrap metal from-

(1) End of life vehicles shall be subject to appropriate treatment and recovery in accordance with the provisions of Article 14 and 15 of the Waste Management (End of life Vehicles) Regulations 2006 (S.I. No. 282 of 2006) prior to acceptance at scrap metal facility, and as appropriate.

(2) Waste vehicles (other than end of life vehicles) shall be subject to appropriate treatment and recovery having regard to the provisions of Article 14 and 15 of the, Waste Management (End of life vehicles) Regulations 2006 (S.I. No. 282 of 2006) prior to acceptance at the scrap metal facility, and as appropriate.

Class 12 - The collection and storage (including the temporary storage) and the appropriate treatment and recovery of end of life vehicles in accordance with the provisions of Article 14 and 15 of the Waste Management (End of life vehicles) Regulations 2006 (S.I. 282 of 2006)

The principle class of activity is Class 4, Parts (1) and (2)

A copy of the application for the waste facility permit will be made available for inspection or purchase, as soon as is practicable after the receipt by Wicklow County Council, at the principle offices of Wicklow County Council, County Buildings, Station Road, Wicklow Town, Co. Wicklow.

DATE SITE NOTICE ERECTED 18TH SEPTEMBER 2009

Note that it is an offence for any person to remove the notice other than the applicant, his or her agent or the Local Authority or as the case may be the Agency.

**MULTIMETALS RECYCLING LTD.**

**WASTE PERMIT APPLICATION**

**FOR**

**METAL RECYCLING AND END OF LIFE VEHICLE DE-POLLUTION**

**AT**

**CONWAY PORT INDUSTRIAL ESTATE, BOLLARNKY MURROUGH,  
WICKLOW CO. WICKLOW**

**SEPTEMBER 2009**

Statement prepared by; Alpha plan Design Suite 14, Block 1, Broomhall Business Park, Rathnew, Co. Wicklow

Multimetals Recycling Ltd.

Waste Permit Application at Bollarney, Murrough, Wicklow

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OS. LICENCE NO. : AA0039409

## **1. INTRODUCTION**

### **1.1. The Application**

This report is submitted to support a waste permit application made to Wicklow County Council by Multimetals Recycling Ltd., Dublin, to provide for the operation of a metal recycling and end of life vehicle de-pollution facility at Conway Port Industrial Estate, Bollarney Murrough, Wicklow using imported materials (ferrous and non-ferrous)

The recycling activity is proposed to operate on a 0.606 hectare site situated within the existing established industrial estate which is owned by Conway Property Holdings Ltd., The Murrrough, Wicklow.

The proposed activity is classified as Class 4 waste recovery in accordance with the Fourth Schedule of the Waste Management Act 1996 (Recycling or Reclamation of other inorganic materials). This permitted activity is in accordance with the third schedule Part 1 of the Waste Management (Facility Permit and Registration) Regulations 2007 and as amended 2008.

## **1.2 CONSULTATIONS**

A pre- application submission of this application was held with Mathew Carroll of the Environment Department, Wicklow County Council on 2nd September 2009 at County Buildings, Wicklow.

## **1.3 SITE LOCATION**

The site is located centrally in the existing Conway Port Industrial Estate at Bollarney Murrrough to the north of Wicklow Town. The site is bordered to the south by the truck park for Conway Port Company, to the west by a proposed planted buffer zone to the Broad Lough, to the east by the remaining industrial buildings of the industrial estate and to the north by the remainder of Conway Port industrial storage depot which is an open, surfaced yard presently storing imported timber. Scaled site location maps are enclosed indicating the location of the site.

## **1.4 TOPOGRAPHY**

The site is currently hardcore surfaced and partially fenced with concrete post and chainlink fencing. The site is currently partially used for storing timber and the industrial unit is vacant. Various industrial uses have been employed at this site since the turn of the last century. These include a chemical works, Fertilizer manufacturing plant, prefabricated building manufacturing plant, storage plant and import / export depot. There is also a domestic recycling plant and a timber treatment processing plant operating currently adjacent to this proposed site within the Conway Lands.

The nearest houses are located across the Leitrim River to the south west at Church gate which is 500m away from the site.

The site is accessed from the new port access road, which is due to open at the end of September 2009. It is currently accessed from the Murrrough industrial road.

## **1.5 APPLICANTS INTEREST**

Multimetals Recycling Ltd. are the Lessees of the site. A map of the site at scale of 1 :2500 is enclosed outlined in red. The entire site in the ownership of Conway Properties Ltd. is outlined in blue on the same map.

## **1.6 SITE AREA**

The site area is 0.606 hectares or 1.50 acres. This consists of 750 sq.m. of covered sheds and 5,310sq.m. of open yard.

## **1.7 SITE NOTICE**

The site notice has been posted at the junction where the access road leading to the site joins the public road at the industrial estate. There is also a second site notice posted at the actual site entrance in the industrial estate for clarification. The location of the site notices are shown on the site layout plan enclosed.

## **1.8 MERIT OF THIS FACILITY**

Waste metal is one of the main waste streams of waste in this country at present. There is a constant need for the recovery and recycling of metal, which is sourced from industrial, construction and vehicular stems. Multimetals Recycling Ltd., currently handles 12,750 tons of metal per year at its current plant at Hempstown, Blessington, Co. Wicklow. The current plant is restricted in area and the need for relocation to a more suitable and larger site is enormous for this company. This site has been identified as most suitable as it is currently used as part of an existing industrial site located in a serviced area but away from existing residential areas.

## **1.9 ENVIRONMENTAL IMPACT**

### **(a) Traffic**

It is envisaged that there will be a minimum increase in heavy traffic movement to and from the site as this site has always been in continuous use for heavy goods trucks coming and going to the Wicklow port, and with importation and exportation of goods to and from the site. There are currently heavy trucks servicing the existing businesses on the Conway Port site such as skip trucks to East Coast Recycling, Hanleys furniture storage and removals, Hanleys tyre supplies and fitting, and Conway Transport trucks.

Multimetals Recycling Ltd. proposes to use the back-loading system whereby the trucks importing metals to the site will also leave with a treated export load. This will be done as far as possible in order to minimise the heavy duty traffic on site.

### **(b) Areas Serviced**

Multimetals Recycling Ltd accepts scrap metal mainly from south Dublin and North and East Wicklow areas to their site. This site is 20km from the south Dublin area.

### **(c) Landfill concerns**

There is no landfill activities carried out on site.

#### (d) Summary

In general it is expected that the environmental impact of this proposed recycling facility within the confines of an existing industrial estate will be minimal. This proposal is in accordance with the principles of sustainable development in that it: Reduces potential negative environmental impacts through being located within a large established industrial estate. Has potential to reduce the amount of heavy truck journeys by way of back-loading. Is located near the operating market source. Heavy traffic will use the main artery roads and not the secondary roads. Provides the continuation of metal recycling in this area.

### **1.10 PLANNING STATUS**

The site is part of an existing industrial estate, which has been established for more than 100 years where heavy industrial activities have been ongoing. It is envisaged that planning permission for this particular activity is not required. However, an application for a certificate of exemption under Section 5 of the Planning and Development Acts 2000-2002 is currently being considered by Wicklow County Council planning dept. under Ref no. EX 43/09 for clarification purposes. This is due to be decided on 18 - September 2009.

The application site does not lie within a site of scientific interest. The site has not been designated a proposed candidate for Special Area of Conservation (pc SAC) or Special Production Area (SPA) under the European Communities (Natural Habitats) Regulations (S.I. No. 94 of 1997) and European Communities (Conservation of Wild Birds) Regulations (S.I. No. 210 of 1997) Regulations respectively. The site is not designated as a Natural Heritage area.

## **2. DESCRIPTION OF THIS PROPOSAL**

### **2.1 FACILITY**

This proposal seeks to recover ferrous and non-ferrous metals and deliver the material to this site where it is weighed, separated, sheared and crushed before being transported off site by truck for exporting mainly overseas from Wicklow Port. End of life vehicles will be transported to the site, de-polluted using the latest and most up to date fluid removal equipment, and crushed before being removed off site for overseas export. The materials treated are collected from the south Dublin and Wicklow Area in general.

The facility is to be constructed with a 300mm concrete yard, which will cover the entire site with 1.8m high horizontal concrete panels and cast iron stanchion uprights. The external facing of the concrete panels will be painted green for aesthetic purposes. The facility will be drained by one road gully trap every 200 sq.m. to standard which will drain to an oil interceptor on site as shown on the site layout plan. The treated storm water will empty to the main surface water sewer as shown on the site layout plan. The oil interceptor will be serviced under maintenance contract by the supplier (copy enclosed).

The end of life vehicle de-pollution units will be located indoors in the existing shed. These units have a bunded concrete wall which is used a s standard in case of accidental spillage. Details of the de-pollution unit are enclosed.

### **2.1.1 EXTENT AND LIFE OF THIS OPERATION**

The quantity of material that this operation accepts is 12,750 tons per year based on Multimetals Recycling Ltd. present figures from the existing operation at Blessington. It is proposed to operate this site for a min. of 5 years with an option to extend the lease if circumstances allow.

### **2.1.2 ACCESS**

Access to this site is through the existing industrial estate at Conway Port. The existing entrance to the industrial estate is from the Murrough Road which traverses the mainline railway. This is to be improved when the new Port Access Road opens at the end of September 2009.

Access to the Multimetals site is through steel lockable gates where there will be a weighbridge for the weighing of trucks entering and existing the site. The gates will be locked during hours of closure. CCTV will be used to monitor the site constantly.

Multimetals have commissioned a NETWATCH surveillance system which allows site monitoring from any of the directors home bases with warning alarm control operated from the home base also. The entrance and traffic flow direction are indicated on the site layout plan enclosed.

### **2.1.3 FUEL STORAGE**

All fuels and oils required for machinery will be stored at the designated fuel store area in the shed on site. The fuel stored on site will be minimal amount of diesel to service on site machinery. No fuel will be stored in an open or unsecured area. Fuel is stored in a burned fire proofed lockable concrete cabinet.

## **2.2 OPERATIONS**

### **2.2.1 'VORKING HOURS**

It is proposed to operate the site from 7am to 7pm max. Monday to Friday and 8am to 1 pm on Saturdays. The site will not operate on Sundays or Public Holidays.

### **2.2.2 EMPLOYMENT**

It is proposed to employ 12 full time staff including the directors of the company. There will be a minimum of five authorised employees on the site at all times of operation. One to operate the machine, one to oversee and inspect the quality of materials being brought onto the site by approved external suppliers, and one for the operation of the de-pollution of end of life vehicles, one office administrator, and one site foreman/safety officer.

All hauliers will be required to hold a current and valid waste collection permit in accordance with regulations to date. All drivers and on site personnel will have use of the canteen and changing portacabin on site supplied by Multimetals and existing toilet facilities on the industrial estate as indicated on the site layout plan.



### **2.2.3 TRAFFIC MOVEMENTS**

Traffic will cater for 12,750 tons of metal being treated on the site per year. It is envisaged that there will be 3-4 trucks entering/ existing the site per hour at peak flow. Back loading of trucks will be operational where practicable. The machinery on site remains within the site boundaries. Employees personal transport will enter in the morning and leave at the end of the days work in the normal manner.

### **2.2.4 STORAGE**

Stockpiling of materials on site is to be kept to a minimum due to the envisaged quick turnaround of processed material. The processed metal will be shipped overseas to Multimetals existing clients at regular intervals. The shipments will be arranged when there is enough capacity to fill the coaster type 2,500 ton ships which service Wicklow Port.

Any materials brought to the site which are found to be unsuitable for recovery upon inspection will immediately be returned to the source immediately or transported by the carrier to a suitable waste disposal facility.

The fluid from the end of life vehicles is to be stored on site in lockable containers and removed under licensed agreement by registered contractor. Details of existing agreements in place are enclosed herewith.

### **2.2.5 QUALITY CONTROL**

The purpose of the operation of this facility is the recovery, processing and shipment of metal products and end of life vehicles. All metal loads are inspected at source prior to transportation to the application site.

The following is a list of Multimetals Recycling Ltd. standard policies on quality Control:

- (i) Accepting materials for recovery only from approved contractors and sources who are aware of the need to inspect materials by Multimetals prior to transporting to site.
- (ii) Ensuring only approved contractors use this facility.
- (iii) Instructing staff to restrict access by unauthorised HGV 's which do not produce the required clearances from Multimetals Recycling Ltd.
- (iv) Subject all materials arriving on site to a visual inspection prior to and during the unloading process.
- (v) Immediately returning any unsuitable materials delivered to the facility to its original source.
- (vi) Contractors who persistently deliver unacceptable material will be refused further use and access to this facility.
- (vii) As per Q. D. 9

## **2.2.6 EMERGENCY RESPONSE PROCEDURES**

The applicant has prepared an emergency response plan in respect of his existing site at Blessington. A similar emergency response plan is proposed for this site and details are enclosed on the back pages of this statement at appendix A.

## **3.0 DESCRIPTION OF EXISTING ENVIRONMENT**

### **3.1 HUMAN BEINGS**

#### **3.1.1 Residential Dwellings**

The site is located in the main industrial zoned area to the north of Wick low Town. The nearest residential development is at Church Gate which is located 500m to the south east of this site and across the Leitrim River. There are no other dwellings within this area.

#### **3.1.2 Land Use**

The application site is part of an existing industrial estate which is used for a variety of industries such as tyre supplies and fitters, furniture removals and storage, waste recycling, treating timber facility, wood storage, HGV transport depot and storage. The site has been in use as an industrial site since the turn of the last century. The ordnance survey maps published in 1908 indicate a chemical works on the site.

#### **3.1.3 Economic Infrastructure**

The industrial site is located within walking or cycling distance from the town of Wicklow and is also accessed by the new port access route, which is to open at the end of September 2009. This port access route leads from the industrial estate entrance to the regional road linking Wicklow to Rathnew and from there to the main N11 route.

#### **3.1.4 Tourism and Local Amenity**

There is a designated Area of Conservation at the Broad Lough to the west of this site. A buffer zone planted with wild gorse is to be created between the Broad Lough and the site boundary as indicated on the site layout plan enclosed. The Area of Conservation is located further north of the site with the remainder of the Conway lands and the Council sewerage treatment works site between this site and the conservation area. There is a local amenity river walk along the Leitrim which this proposal will not interfere with. The Murrough shingle beach is located to the outer shore area and this area will not be affected by the proposal.

#### **3.1.5 Traffic**

Traffic flow will not be interrupted as there is a consistent HGV traffic flow in operation at present entering and exiting the site. Traffic flow will be improved with the opening of the new port access route to be opened at end of Sept. 2009.

## **3.2 FLORA AND FAUNA**

The site forms part of a working area and while there is no obvious flora and fauna on site, the surrounding area enjoys a healthy wildlife and ecological environment. The flora consists of rye and reed grasses, wild heather and gorse planting in the main. This flora is to be preserved as no negative impact is anticipated with the commencing of this operation. The buffer zone proposed is to enhance and encourage the flora and fauna to thrive and to shield any undue noise from the wildlife in the area.

The fauna of the area consists of wild hare, sea birds, swans, water hens and duck. The river is the natural habitat for trout, salmon and Pollack. There is no negative impact envisaged from the operation of this site as a metal recycling facility. The perimeter conc. wall is a significant sound barrier to enhance the protection of the wildlife in this area. There is a wild bird sanctuary located 1.2miles north of this site along the coast.

## **3.3 SOILS / GEOLOGY**

The soil under the existing hard gravel surface is dark peat with river pebble with subsoil underneath. It is proposed to construct a 300mm 35kn conc. slab to cover the entire site. This will be placed on min 300mm deep compacted class 804 hardcore. There will be a network of interlinked road gullies piped to an approved oil interceptor and from there the treated storm! yard water will be discharged to the main surface water sewer on the public access road to the west at the site entrance as shown on the site layout plan.

## **3.4 DUST**

It is estimated that the dust impact will be minimum. However two dust monitoring stations will be set up on the site at locations shown on the site layout plan enclosed. The only slight concern for dust generation would be at the tipping location and this area will be monitored at intervals agreed with Wicklow County Council Environment Dept.

## **3.5 NOISE**

Noise levels generated within the applicants existing site are routinely monitored and copies of these are enclosed in this report. Similar monitoring will be carried out on the proposed site at locations of noise monitoring stations as indicated on the site layout plan enclosed. The results will be forwarded to the Environment Dept. at Wicklow County Council and a record kept on site.

## **3.6 WATER**

### **3.6.1 Surface Water**

Surface water will be collected within the site on the concrete yard and directed by gradients to the road gully traps at location indicated on the site layout plan enclosed. The collected surface water is directed to the oil interceptor and the treated water is then directed to the main surface water sewer at the public access road to the west of

the site. The interceptor is to be emptied and serviced under maintenance contract (copy enclosed)

### **3.6.2 Ground Water**

There is no ground water to natural ground as the entire site area is to be conc. surfaces and walled in.

### **3.7 LANDSCAPE**

The landscape is on a Hat plain and it is proposed to provide a 1.8m high concrete wall with slotted cast iron uprights. The exterior of this wall will be painted green for aesthetical purposes when viewed from across the river from the new bridge on the port access route.

### **3.8 CULTURAL HERITAGE**

There are no heritage sites in this area according to the Archaeological Inventory of County Wicklow.

## **4. POTENTIAL ENVIRONMENTAL IMPACT / MITIGATION MEASURES**

### **4.1 Human Beings**

#### **4.1.1 Residential dwellings.**

The recycling facility will have no little or no further environmental impact on the residences located nearest to the site which are min. 500m to the south west and across the Leitrim River over and above that which currently arises from the existing activities on the industrial estate.

It is envisaged that the amount of traffic generated by the proposed recycling facility will be minimised by using the back loading system for HGV's as stated in section 2.2.3. of this statement.

The company will implement an environmental monitoring programme in accordance with Wicklow County Councils Environment Dept. guidelines.

The 1.8m high conc. barrier to the perimeter of the site is a sound barrier and this will act to contain noise levels further.

#### **4.1.2 Land Use**

The land use is already part of an existing industrial estate and this facility is merely a continuation of the industrial type activity on this site.

#### **4.1.3 Economic and Social Infrastructure**

Metal recycling on this site will have no impact on any existing economic or social infrastructure.

#### **4.1.4 Tourism and Local Amenity**

The site is located in the centre of an existing industrial estate and while there is an area of conservation at Broad Lough to the west of the site, it is proposed to create a buffer zone of wild gorse and heather between the site and the Broad Lough in order to minimise the affect that the proposed plant will have on the local area of amenity. It is also important to note that the tipping area and the shears and loading area which are the main areas of heavy duty activity on the site, are located at the furthest point from the Broad Lough on the site.

#### **4.1.5 Traffic**

As previously outlined in section 3.1.3 the traffic movement is constant at present at the existing industrial estate and this traffic movement is to be improved greatly with the opening of the port access route at end of September 2009.

#### **4.2 Flora and Fauna**

As previously stated in section 3.2 the flora is wild grasses and reed and this is located mainly on the river bank at Broad Lough. The proposal to create a buffer zone of wild heather and gorse will enhance the flora of the area.

The fauna is made up of wild hare, rabbit, sub-terranian vermin, fox, badger, water hen, swan, duck, and various species of freshwater fish. This facility will have no impact on this fauna as it is completely enclosed in its compound and there is no litter on site at any stage to endanger ant species of wildlife. There are no discharges to the river from this site.

#### **4.3 Soils and Geology**

There will be no impact on existing soils and geology as the complete compound is to be concreted and walled in with main drainage.

#### **4.4 Dust**

The scrap metal is heavy duty by nature and therefore is not associated with litter or dust. The site is not generally visible to the public except from the new port access bridge. The company will endeavour to be vigilant in ensuring that dust generation is kept to a minimum on site. The Company will have a water tanker spray the yard on a weekly basis to ensure that no dust build up occurs. Dust monitoring location is indicated on the site layout plan enclosed.

#### **4.5 Noise**

As previously stated in section 3.5 it is proposed to have noise monitoring carried out in accordance with Wicklow County Councils requirements. This will be in the format of the existing noise monitoring reports on their existing site at Blessington. Copies of the existing reports are enclosed and noise levels are expected to be similar on this site. Noise sensitive locations and monitoring points are indicated on the site layout plan enclosed.

#### **4.6 Water**

All surface water will be collected in the road gullies placed throughout the site at a rate of 1 per 200 sq.m and linked to a 225mm diameter upvc pipe network, which connects to the oil interceptor. The treated water empties to the main surface water sewer at the access road. The drainage layout and the main sw sewer are indicated on the site layout plan enclosed.

#### **4.7 Ground Water**

No affect - see section 4.6 above.

#### **4.8 Landscape**

1.8m high conc. and steel upright wall to surround the perimeter of the site painted green for aesthetics as stated in section 3.7

#### **4.9 Cultural Heritage**

There are no cultural heritage sites or national monuments in this area.

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RE : Waste permit application ref. no. WFP-WW-09-0013-01 at Conway Port Industrial Estate, Bollarney Murrrough, Wicklow

Applicant: Multimetals Recycling Ltd

Dear Sir / Madam,

I note with interest that a number of objections to the above waste permit application have been lodged with the Environment Dept. Wicklow County Council within the timeframe allowed up to 30th October 2009. On behalf of the applicants, I wish to respond to these objections by stating the following:

1. Most of the individual objections are based on fears of how this proposal will affect (a) The Environment / Wildlife of the area, (b) River / Ground Pollution threat, (c) Noise pollution threat (d) Extra Traffic loading, and (e) Scrap cars issue.

2. Please note that this application is for a waste facility permit and not for planning permission as stated in some objections. There is no planning issue as this site is already a site zoned as industrial / employment. This issue was dealt with by Wicklow County Council planning Dept in correspondence dated 18th Sept. 2009.

3. Please note that this proposal is for a waste permit to carry out the recycling of metal waste and the de-pollution of end-of-life cars. This is not a scrap yard for

cars and there is no retail element, or car parts stored on site. Cars delivered to the site are previously stripped out and are de-polluted of all waste liquids using a specialised de-pollution unit, which is contained in an approved bunded area. The liquids are stored in approved containers of 1000 lt. capacity for removal off site under licence. The cars are then crushed to 1 cu. m. sized cubes for removal off site. **THIS IS NOT A CAR BREAKERS YARD.**