

### **3 SITE OPERATING INFRASTRUCTURE**

The site at An Srath Mór (Srahmore), Bangor-Iorras (Bangor-Erris), I gContae Maigh Eo (Co. Mayo) was developed for the purpose of accommodating the deposition of approximately 448,000m<sup>3</sup> of peat, which was transported from the Bellanaboy Bridge Gas Terminal site to the Srahmore Peat Deposition site in 2005 and 2007.

In advance of the peat import, the enabling infrastructure required to safely and appropriately accept this material was constructed in late 2004 and 2005.

Owing to the existing infrastructure within the site, there is a minor requirement for further enabling construction within the site. A stone access road will be constructed within the deposition bays. Some minor maintenance is proposed to upgrade certain aspects of the site, which includes surface dressing of the access road and the internal haul roads where activity will occur. Some additional temporary contractor buildings will be required for the duration of peat deposition.

#### **3.1 Site Reception Area**

The entrance to the site is from the R313, via the existing access road to the reception area, which is suitable for construction traffic. The entrance was constructed in 2005, as part of the previous operation, to be suitable for the turning of long trailer and multi-axle vehicles, according to the National Road Authorities guidelines.

The access to the site is opposite the junction between the R313 and the L1204 and during previous peat import activities this was successfully controlled. Warning signs were installed on the roadside to the east and west of the site entrance on the R313 and on the L1204.

The access road to the peat reception area in Area 5 was constructed using geogrid reinforced road laid directly on top of the peat. A proprietary temporary wheelwash system was installed at the egress from the peat reception area to help mitigate material being deposited on the public roads. This wheelwash was removed at completion of the previous peat deposition activity, but will be reinstalled prior to any future deposition activity occurring.

The peat reception area is shown on Figure 2.1 & 2.8. The reception area consists of a 200mm thick fibre reinforced concrete slab. The slab measures some 120 x 42m and is bounded by a concrete wall of varying height, between 1300-1500mm.

The reception area is laid to falls such that any precipitation/surface water runoff is channelled toward a concrete open drain at the centre of the reception slab. This drain

outfalls to a settlement tank/grit trap adjacent to the peat reception area, to allow the larger particles to collect. This sump is cleaned out on a regular basis via an access chamber. From here the runoff is piped to an oil interceptor, and then outfalls to a surface water settlement pond.

Temporary facilities to be re-imported in Area 5 include a portable wheelwash (108m<sup>2</sup>), portable weighbridge (68m<sup>2</sup>) and contractor portacabin accommodation buildings (234m<sup>2</sup>). A temporary grey water tank was previously provided on site for the collection of wastewater from toilets and wash hand basins. As previously employed and proposed for this operation, it is proposed that the effluent holding tank will be emptied as required by an appropriately permitted and licensed contractor.

A number of skips will also be kept in the accommodation area for the collection of refuse, namely a skip for recyclables and a separate one for non-recyclables.

A temporary banded oil/lubricant storage facility will also be provided at the site.

### ***3.1.1 Site Deposition Area***

The purpose of this development proposal is to place up to 75,000m<sup>3</sup> of peat into remaining void space within the Srahmore Peat Deposition site. The necessary infrastructure for such activities largely already exists at the site

It is proposed to import the peat from the onshore pipeline development to the peat reception area (Area 5) by means of road haulage vehicles. This peat will be transported by Haku trailers to the peat deposition area (Bay 2, Bay 1 & Bay 6 (Bay 7 is available if required) of Area 6).

Internal haul roads exist to facilitate the travel of the tractors and Haku trailers around the site. The roads have been constructed from imported rock material laid on geotextile. The current operation will require the construction of an access road within Bay 2 and Bay 1. This access road will be constructed using rock material onto geotextile and progressively capped with peat as works are completed. Parallel access to the bays will also be provided from temporary and mobile timber platforms. These timber mats will be deployed and removed as required. Owing to ground conditions within Bay 6, internal circulation will be facilitated by means of timber mat placement directly onto the existing ground. (The above will also apply in the event that Bay 7 is required for peat deposition purposes).

The deposition area was previously infilled with approximately 448,000m<sup>3</sup> of peat from the Terminal site. The remaining void space within the deposition area will be filled as detailed on the site phasing Figure 2.1 & 2.8.

The drainage infrastructure and water management infrastructure already exists within the site. Details of the existing drainage infrastructure are provided in Section 9 herein. A brief summary of the proposed infrastructure is provided below.

Along the edge of the each peat deposition bay, running adjacent and in parallel to the high fields, surface water drains (toe drains) have been constructed to convey the surface water from the deposition area to a perimeter swale. The precipitation falling on the deposited peat has been drained by creating a fall from the centre of each peat deposition bay, i.e. the centre of each bay where the peat is deposited to the outside of the deposition area, i.e. the edge of the low fields. The precipitation falling on the peat deposition area will, by gravity, find its way into the adjacent toe drains and from there it will be gravity fed to the perimeter swale.

The perimeter swale has been constructed and partially lined as shown on Figure 2.8. The purpose of constructing this perimeter swale is primarily to transmit any surface water runoff falling on the peat deposition area to the settlement ponds constructed in Area 6. The swale will also act as storage capacity for surface water during periods of heavy rainfall.

Existing settlement ponds S5-1 and S5-2 on the site shall take fixed volumes of drained water and the rest will be directly fed into the perimeter swale or diverted into the perimeter swale. At the end of the perimeter swale, as shown on Figure 2.8, a 525mm diameter pipe is laid from the swale to an open drain leading to the settlement ponds. This arrangement restricts the volume flow rate to that which can be effectively treated by the two settlement ponds S1 and S2.

The settlement ponds act in series so that any runoff will be effectively treated by both of the settlement ponds before it is allowed to reach the receiving waters.

No works are proposed in Area 7. This is a cut-over peat land where the drainage channels have been blocked to create a wetland generating habitat in accordance with the Rehabilitation Plan for the Oweninny Works.

### **3.2 Traffic**

The traffic on the public road network associated with the proposed development is detailed in Section 16.3 herein.