

# **Corrib Gas Development**

Report for PMC Meeting Dated 9<sup>th</sup> March 2005

Prepared by : P. Mahon Senior Engineer, Project Manager for Mayo County Council

## **Roads and Transportation**

### ***Roads***

To date the following progress has been made;

100% of the widening has been carried out,  
Glenturkbeg Bridge has been replaced,  
Bellanaboy Bridge has being strengthened  
Glenturkmore Bridge has been strengthened  
Cloontakilla bridge has been replaced.  
7.5km of pavement strengthening has been carried out.  
An outline of progress to date is shown on the attached drawing.

In the coming month the following works are proposed;  
Completion of pavement strengthening,  
Implementation of measures associated with the safety audit (see below)

### ***Transportation***

Material being brought to the sites is being transported in accordance with the Traffic Management Plan prepared by the developer as part of the planning process. The transportation is being monitored by Mayo County Council daily.

The realignment of the R314 at the terminal entrance has been carried out by the developer. The restriction of 4 loads per hour into the terminal site has now been lifted. The number of loads of stone, concrete etc. servicing the terminal site at Bellanaboy is approximately 200 loads per day. The Bord na Mona site at Srahmore is generating approximately 70 loads per day and Mayo County Council's works are generating 100 loads per day giving an overall number of 370 HCV traffic movements per day associated with the development.

All truck drivers associated with the terminal development have been issued with a Code of practice for Drivers. A copy of this document is available at today's meeting.

Condition No. 12 of An Bord Pleanala's schedule of conditions requires the developer to carry out an independent safety audit of the upgraded haul route prior to the commencement of peat haulage. A draft safety audit has been prepared by Roughan & O Donovan. The audit recommends the installation of various safety features along the haul route. It also advises that the one way system which was originally proposed at the southern end of the haul route is no longer required as a result of the road widening which has been carried out at Attavally and Cloontakilla.

Mayo County Council propose to apply a temporary speed limit of 60kph along the improved L1204 from end to end under Section 10 of the Road Traffic Act 2004 (Speed Limits at Road Works) commencing on Monday 11<sup>th</sup> April to coincide with the commencement of peat haulage.

**NOTES**

**LEGEND**

-  Carriageway realignment by developer
-  Road Work Completed todate (7.43 km)
-  Bridge Work Completed todate
-  Carrowmore Lake Complex Special Area of Conservation (SAC) Ref No. 476



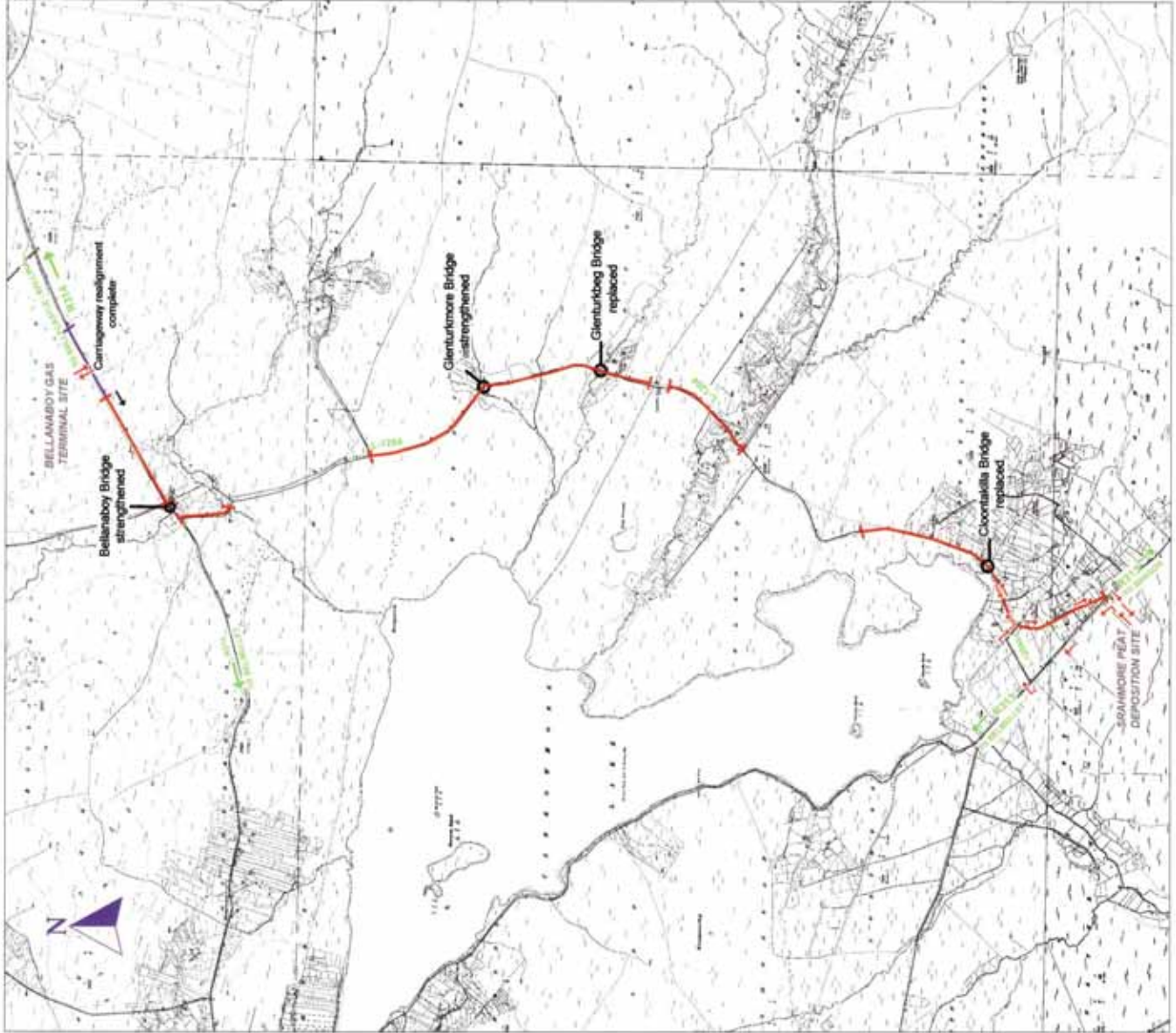
**Road Design Section,  
Mayo County Council,  
Aras An Chontae,  
Castlebar,  
County Mayo.**

County Engineer/D.O.S.  
Mr. J. Bairne B.E., M.I.E., Eur. Ing.,  
C.Eng., F.I.E.I., M.C.I.W.E.M.

S.E.E. Road Design Office  
Mr. M. Lyons  
B.E., M.Sc., C. Eng., M.I.E.I.

**Project : WORK COMPLETED TOTDATE ALONG  
THE R314, R313, L-1204 & L-12044**

Location	: ERRIS, CO. MAYO	Scale	:
Date	: March 2005	Based on OS Maps 11, 18, 26	
Designed	: C.S.	Scaled to 1:40,000	
Surveyed	: S.V.	Drawn	: C.S.
Drawing No	: 4050/05/02	Checked	: P.M.



# **Bellanaboy Bridge Site**

## **Report to the Project Monitoring Committee**

**13<sup>th</sup> March 2005**

(Report Structure is now per calendar month)

### **WORK CARRIED OUT PREVIOUS MONTH**

- perimeter fencing is ongoing
- tree and scrub clearance has been completed
- main NS access road has been widened and blacktop surfacing has been commenced
- access ramp construction commenced
- wheel wash installation in progress
- permanent piling has commenced on the access road
- TCF area has been almost completed and blacktopping ongoing.
- peat being moved to the TCF for trial windrowing
- pre-excavation drainage has been installed in the terminal footprint.
- lorry driver facilities installed
- construction of the working platform in the admin and car park areas has commenced.
- sheet piling of the terminal perimeter has commenced - northern and eastern perimeters is complete, southern and west perimeters has commenced.
- construction of the settlement ponds has commenced

### **2 MONTH LOOK AHEAD**

- the brush-wood windbreak will be completed
- perimeter fencing will be completed
- the main NS access road asphalt will be completed to enable peat export by 17 Apr
- the settlement pond steel structure will be installed and the carrier drain cut in preparation for peat export
- the perimeter sheet piling will be completed

- activities at the EW access road and the administration area will be largely completed
- at the middle of April commencement of peat excavation and windrowing
- peat haulage to Srahmore
- mineral soil and rock excavation will commence
- mineral soil stabilisation will commence to prepare the fill material

### **ENVIRONMENTAL REPORT**

**Dust** - The results of the first 30 day monitoring (31<sup>st</sup> January to 02<sup>nd</sup> March) range from 10 mg m<sup>2</sup> per day on the eastern boundary to 36 mg m<sup>2</sup> per day on the northern boundary. The limit imposed in planning condition No. ?? is 350 mg m<sup>2</sup> per day averaged over a 30 day monitoring period. The results for the monitoring period 03<sup>rd</sup> March to 01<sup>st</sup> April will be presented in next month's report.

**Fuel** – Approximately 96,377 litres of fuel was delivered to site during this period

**Noise** - Noise monitoring is undertaken on a daily basis on site. Continuous noise monitoring is not always possible due to inclement weather. Noise monitoring records are in the region of L<sub>Aeq</sub> 42dB (30<sup>th</sup> March at N1 – entrance to settlement ponds area – 10 hour 40 minutes recording time) to L<sub>Aeq</sub> 60dBA (31<sup>st</sup> March at N2 – close- proximity to D16 – 10 hours 41 minutes recording time).

Measurements were taken each day at both identified on site monitoring locations over 7-11 hour measurement periods.

**Traffic** – There were 4424 heavy good vehicle movements to site during the month of March.

**Waste** - There was 56m<sup>3</sup> of residual waste generated and removed from site in the last reporting period. No recyclable waste was removed off site during March as the 100m<sup>3</sup> recyclable waste skip did not require emptying. A hazardous waste contractor has been identified and has provided waste storage drums. The only hazardous waste removed off site to date was a consignment of waste water/oily water to Atlas Oil.

Approximately 2.2m<sup>3</sup> of liquid waste from portable toilets and 110m<sup>3</sup> from the on-site concrete effluent holding tank were removed off-site during the last month.

**Water quality** - Groundwater and surface water quality monitoring, automated and manual, continued in March.

The phosphate and suspended solids analysers have had new dedicated power supplies attached and are now providing continuous real-time results. However, for the period that the meters were out of commission at the start of the month, daily grab samples were taken and sent for laboratory analyses.

A summary of main surface water parameters measured (range of lowest to highest):

pH

5.27 – 7.01

Temperature (°C)

5.3 - 12.1

Suspended solids (mg/l)

<4 - 632

Phosphate (µg/l P)

22.0 – 227.0

Conductivity (mS/cm)

159 – 328

Dissolved Oxygen (% Sat O<sub>2</sub>)

50 – 100

Turbidity (mg/l)

<1.0 – 790.0

Nitrate (mg/l NO<sub>3</sub>)

<0.44

A summary of the main groundwater parameters measured (range of lowest to highest):

pH

5.71 – 7.10

Temperature (°C)

8.8 - 10.8

Conductivity (mS/cm)

275 – 505

Nitrate (mg/l NO<sub>3</sub>)

<0.44 (all samples)

Phosphate (µg/l P)

<10 – 461

Total Dissolved Solids

130 – 246

**Vibration monitoring** – Vibration monitoring was undertaken adjacent to the settlement pond area where sheet piling operations were happening. Peak displacement measurements recorded were in the range of 0.01mm to 0.61mm.

**Complaints** – There was one complaint received by SEPIL (14<sup>TH</sup> March) since the last meeting of the PMC. The complaint was in relation to the quality and colour of the water in the drains leaving the site (as described in Incidents below). The incident was investigated and remedial measures, as agreed with Mayo Co. Co., were

implemented. The complaint was followed up and closed out with the complainant by SEPIL's Local Liaison Officer.

All previous complaints have been investigated and closed out.

**Incidents** – There were three environmental incidents in the last month. Details of the incidents recorded are:

- Incident (16<sup>th</sup> March) – A machine undergoing maintenance experienced a hydraulic oil leak and leaked hydraulic oil onto the designated maintenance hard standing area it was sitting on. The spill was contained due to where it took place and immediately cleaned up using absorbent material. The oil-contaminated material was transferred to waste oil storage drums and will be disposed of by the hazardous waste contractor in due course.
- Incident (8<sup>th</sup> March) – High suspended solids and turbidity levels (exceeding the trigger levels identified) were recorded in all drains on site for a number of days. The problem arose from the leaching of fine material from the imported rock and stone material into the on site drainage system. All works were halted and Mayo Co. Co. and the NWRFB were informed. Remedial measures were agreed with Mayo Co. Co. which included in the installation of baffles, weirs, pea shingle filter beds and re-circulating pumps mechanism that pumps all of the water over a vegetated area before it can leave the site.
- Incident (23<sup>rd</sup> March) – Water enriched with high levels of phosphorus leaching from beneath the TCF area towards D22 caused the bacterial/fungal growth in the feeder drains to D22 and D22 itself. The growth, which is currently being identified by Complete Lab Solutions, colonised the drains resulting in a deterioration in water condition. The drains to D22 have now been re-routed towards the

terminal footprint area to allow sufficient buffering. The situation is being closely monitored and both Mayo Co. Co. and the EPA have been notified and kept abreast of the situation. There is no deterioration in water quality coming off the site and the problem is now only local to one internal drain.

The status of the previous incident reported in the last report is as follows:

- Incident (21<sup>st</sup> February) – An operative working with an asphalt delivery truck sprayed diesel onto the tailgate to prevent residual asphalt from setting and preventing the gate from opening. The cleaning operation was stopped and the spill was absorbed. All kind of similar cleaning/washing techniques are banned on site and all operatives have been informed via induction training and tool box talks. **Status – Closed**

**Weekly Reporting** – Weekly reports are now being submitted to Mayo Co. Co on a weekly basis in accordance with Condition No. 20. The first weekly report submitted was for week ending 17<sup>th</sup> March. Copies of the reports are on public display in the Mayo Co. Co. offices in Belmullet and in SEPIL's office in Bangor Erris.

Srahmore Peat Repository  
WL 199-1

**Environmental Management System Up-Date No. 2 (08/03/05)**

- Inlet and outlet weirs have been installed at the Area 6 silt ponds (SP3a & b).
- All run-off from Area 6 has been diverted through these ponds.
- Automatic sampling has commenced at Location 7 (SW4), with samples going to CLS on Monday mornings. Grab sampling has also commenced at S5-1 and S5-2 ponds on a weekly basis. The quarterly grab sampling on the Munkin, up/stream and d/stream of the activity has also commenced. All results are being logged, for submission to the EPA by the 10<sup>th</sup> April, for the first quarter of 05.
- An Environmental database has been set up for all monitoring, with direct access to laboratory results through an interactive web-site.
- All crews have received Environmental Training/Induction, with the 3<sup>rd</sup> crew having been trained on Monday last.
- The perimeter swale is 75% complete, with the throttle being installed this week.
- The controlled overflow area (area 7) has been completed, with all drains blocked.

TS/1169 EEL Peat Transfer Station Drawings Image

**LEGEND**

- SITE OVERLAP BOUNDARY
- - - SITE ACTIVITY BOUNDARY
- == MAINT. ROAD
- HIGH FIELD
- FIELD DRAIN
- HIGH FIELD TIE DRAIN
- FENCE/ACCESS ROAD
- EXISTING INFRASTRUCTURE

**NOTES**

1. All dimensions are in meters unless otherwise specified.
2. All dimensions are to the centerline of the road.
3. All dimensions are to the centerline of the road.

NO.	DESCRIPTION	DATE	BY

**CONUS FIELD DEVELOPMENT**  
**SWAMP PEAT DEPOSITION SITE**

**SITE LAYOUT PLAN**

DATE: 11/16/2009  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO.: [Number]  
 SHEET NO.: [Number]

**TEB CONSULTING ENGINEERS**

11/16/2009

