

7. CONTROL OF POTENTIAL ENVIRONMENTAL NUISANCES

7.1 Aerosol Control

The different types of incoming and outgoing wastes will be stored in appropriate containers, covered as necessary as described in sections 3.3, 3.4, 3.7 and 3.11 of this document.

No liquids will be stored in open containers. There will be no potential for aerosol generation from liquid waste. Breathing losses from waste solvent bulk tanks in the waste to energy plant will be ducted to the furnace. Breathing losses from waste solvent bulk tanks in the waste transfer station will be ducted to an abatement system. Refer to section 9.5.9.

The solid wastes will be unloaded under cover in the reception hall. The solid waste will be stored in a compartmented bunker which will be enclosed in the main process building. The reception hall and the space above the bunker will be under negative pressure, with the air from this space drawn into the furnaces. There will be no potential for the release of aerosols to the atmosphere when one or both furnaces are in operation.

Odour suppressing chemicals may be sprayed onto waste in the bunker during brief periods when both furnaces are shut down. The exact details of these chemicals have not been confirmed at this time, but will be supplied to the EPA before the facility commences operation.

7.2 Bird Control

As described in section 3.3 and 3.4, neither the community recycling park waste nor the waste transfer station will accept putrescent wastes, which would attract birds or vermin. In the waste to energy plant, waste will be discharged under cover in the waste reception hall, and it and the bunker will be under negative pressure. Air will be drawn into the reception hall from outside, through the door openings, and then drawn from the reception hall to the space above the bunker, from where it will be drawn into the furnaces.

Waste delivery trucks will be covered. All parts of the facility will be kept clean and tidy through good housekeeping practices. These measures will minimise the potential for bird nuisance.

7.3 Dust Control

The greatest potential for dust nuisance will be when the facility is under construction. Section 7.8 of the EIS describes the measures, which will be taken to control dust during construction of the facility.

When the facility is in operation, the potential sources of dust will be from the handling of the powdered utility materials, the ash and the flue gas cleaning residues. Section 3.11 and 3.12 describe the storage, handling and transport of these materials on site and details the dust control measures.

The site roads and service yards will be paved with asphalt or concrete, so there should be no dust generated by traffic using them. All vehicles carrying waste to the facility will be covered.

7.4 Fire Control

The fire control and emergency response measures, which will be in place at the facility, are described in detail in section 15.2.

7.5 Litter Control

It will be facility management's policy that all vehicles carrying waste to the facility must be covered. The facility's waste acceptance policy will be used to deter deliveries of uncovered waste. Solid waste will be discharged from the enclosed reception hall, via chutes, to the enclosed bunker. The reception hall and bunker will be under negative pressure, with the air from these areas drawn into the furnaces for combustion. This will ensure that odours, dust or litter will be not emitted to the outside.

The bunker will have sufficient capacity to store waste when the plant is shut down for short periods and to allow continuous operation of the furnaces over long weekends when there are no waste deliveries.

The community recycling park will be staffed continuously, during opening hours, to monitor the delivery and depositing of waste and to ensure no inappropriate waste is delivered. The individual waste streams will be deposited in dedicated containers, which will be under cover where necessary. The area will be kept clean, and odour and litter free through regular sweeping and cleaning, and the close monitoring of activities.

Wastes arriving at the waste transfer station will be in containers and any transferring or repacking of wastes will be done indoors in the repacking room. Litter will not be generated.

The good housekeeping practices will include a 'litter patrol' of the facility and the approach road, to ensure that all roads are litter free.

7.6 Odour Control

Air will be drawn from the reception hall through the bunker into the furnaces to use as primary combustion air. There will be no odour emissions from waste in these areas with one or both of the furnaces in operation. With no furnace in operation, the fans will be kept running for as long as possible. Any odours will then be discharged via the stack, the top of which will be 55m above ground level. During these periods, when no fan will be operating, the bunker will be sprayed with odour suppressing chemicals.

The measures, described above for the control of litter in the community recycling park, will also serve to control odours.

In the waste transfer station, any emissions arising from the repacking of drums and the transferring of material from drums to bulk tanks and from bulk tanks to road tanker will be ducted to an abatement system.

7.7 Road Cleansing

Section 7.8 of the EIS specifies the measures to be taken during construction to keep the approach road free of mud and dirt.

The site roads and service yards will be paved with asphalt or concrete. Waste trucks will be covered. These measures will ensure that roads are kept clean.

7.8 Traffic Control

Chapter 6 of the EIS presents a detailed traffic study. This study describes the local road network, the traffic on the road network, the traffic to be generated by the facility and the impact this traffic will have on the road network.

The approach road to the site is a wide two-lane road, which is a continuation of the N28 National Primary Route. The N28 serves the industries and port at Ringaskiddy. The roundabout at Shanbally village, on the Ringaskiddy road network, operates above capacity, in the morning commuter peak period. The Shannon Park Roundabout operates at close to

capacity. Outside the peak periods, no delays are experienced on the Ringaskiddy road network. It is proposed that no waste will be accepted at the facility prior to 09.00, to ensure that HGV (heavy goods vehicles) traffic generated by the facility will avoid the morning peak period. Cork County Council has commissioned consultants to design a Ringaskiddy bypass road, which would reduce traffic through the village.

The maximum number of trucks or HGVs per hour entering and leaving the facility, with both phase 1 and phase 2 in operation, will be 18 (9 entering and 9 leaving). Refer to section 6.4.2 of the EIS. The access roads and internal roads in the facility have been designed to ensure smooth traffic flow. There will be speed limits on internal roads.

Waste Transfer Station

It is estimated that one truck per hour will enter and leave the transfer station. This is described in section 6.4.2 of the EIS. Trucks entering the waste transfer station will park adjacent to the administration building temporarily to obtain instructions before proceeding to their designated parking area in the service yard. There will be sufficient space and it will not be necessary for trucks to park on the road. Refer to figure 3.4.

Waste to Energy Plant

It is estimated that a maximum of 8 HGVs per hour will enter and 8 HGVs per hour will exit the waste to energy facility. The HGVs will be trucks or road tankers. Refer to section 6.4.2 of the EIS. Parking lay-bys for HGVs will be provided immediately inside the entrance. The HGVs will enter the facility and park temporarily in the lay-by in order to obtain instructions as to where to proceed to complete the waste acceptance procedures. A further lay-by will be provided inside the security barrier near the tanker sampling bay. Thus all trucks will be able to enter the facility on arrival and will not have to queue on the public road. Some trucks on a regular contract, carrying non-hazardous waste, will have a swipe card to activate the security barrier and allow them to proceed directly to the reception hall, without the need to provide documentation to the security staff. The swipe card will allow their data to be recorded automatically. These trucks will have to pass through the radioactivity detector and cross the weighbridge. Refer to figure 3.6.

Community Recycling Park

Parking bays will be provided in the community recycling park, at each bank of waste containers, in order to ensure that the public will be able to enter the facility on arrival and will not have to queue on the public road.

7.9 Vermin control

The reception hall and bunker will be enclosed, which should reduce the potential for vermin associated with the incoming waste. The community recycling park will be kept clean and no putrescent kitchen wastes will be accepted. This will minimise the potential for vermin in this part of the facility.

A specialist company will be employed to implement a vermin control plan. This company will assess the vermin control measures required, including whether to use traps or poison and the number and location of control points. It is envisaged that the company will make regular site visits and records of the visit will be maintained by Indaver.

In devising the vermin control plan, care will be taken to ensure the safety of the badgers, which are known to inhabit the south-western part of the site, south of the community recycling park. Refer to section 10.4 of the EIS.