



LEGEND

- SITE OWNERSHIP BOUNDARY
- SITE ACTIVITY BOUNDARY
- HAUL ROAD
- HIGH FIELD
- FIELD DRAIN
- HIGH FIELD TOE DRAIN
- SURFACE WATER FLOW DIRECTION

- NOTES**
- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING
 - ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE
 - ENGINEER TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES
 - ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD

Rev	Date	Description	By	Chk'd
E	01-02-09	ISSUED FOR RE-SUBMISSION	VB	MC
D	10-11-08	ISSUED FOR SUBMISSION	VB	MC

Applicant: Shell E&P Ireland Limited
Corrib House, 82 Leeson Street Lower, Dublin 2, Republic of Ireland.

Operator: **BORD NA MÓNA**

Project: CORRIB ONSHORE PIPELINE DEVELOPMENT

Aspect: SRAHMORE PEAT DEPOSITION SITE

Title: SITE DRAINAGE LAYOUT PLAN

Scale @ A1: 1:5,000 @ A3

Prepared by: M. Nolan **Checked by:** M. Conroy **Date:** Feb 2009

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Drawing No.: **FIGURE 2.8 E**

2.8 Facilities Description

Site buildings will be required adjacent to the peat reception area. The proposed site buildings will cater for up to 50 people.

Some of the site buildings are existing on the Srahmore Peat Deposition site and are those used during the import of peat from the Terminal Site. They are prefabricated structures of portacabin nature.

Additional temporary structures will be required for the duration of deposition works for contractor requirements.

A temporary wheelwash system will be installed and will ensure that all vehicles egressing from the peat reception area will be cleaned to assist in the mitigation of material being deposited on the public roads.

A temporary weighbridge will be installed and will provide for the logging of the quantity of peat brought onto the site.

As per the previous deposition activity, it is not intended to use conventional static tank storage for fuel oil. The approach to be taken will entail filling a double-skinned mobile tank from a fuel supplier's tanker truck while standing on the bunded reception area. The mobile tank will then be drawn by tractor to refuel the operating plant.

A temporary bunded oil/lubricant storage facility will be provided on-site.

Some of the trucks employed to haul the peat from the construction of the on-shore pipeline to the deposition site reception area may also be refuelled at the reception area. This will be effected by using a fuel supplier's tanker-truck with the entire operation taking place on the drained and oil trapped hardstand area.

2.9 Programme

The time envisaged for actual peat deposition is an approximate 3 to 4 month operation programme. However, the actual acceptance and deposition rates will be dictated by climatic conditions. Peat excavation from the on-shore pipeline development, transport to the Srahmore Peat Deposition site and deposition could be delayed in the event of very wet conditions. Notwithstanding climatic conditions, based on previous experience of the site and deposition rates, it is envisaged that all works would be completed within the late spring/summer/early autumn operating season.

2.10 Post Deposition Continuation of Use and Decommissioning

As part of the existing planning permission, a Decommissioning Plan was permitted. In accordance with the terms of this Plan, decommissioning has commenced and progressed in line with the timeframes set out therein. However, should Approval be granted for the proposed development, the existing Decommissioning Plan will need to be set aside and the site re-opened for the deposition activities proposed. In this regard, a new Decommissioning Plan will be required. The particulars relating to the new Decommissioning Plan are set out below.

The new Decommissioning Plan reflects the fact that since peat deposition operations were undertaken in 2005 and 2007 under the existing planning permission, the Srahmore Peat Deposition site has become a case study by virtue of being a prime example of a cut-over peat land successfully used for mass peat storage. It is a unique development in National terms and was recently inspected by a multi-international audience during the International Peat Congress. Nationally and internationally, appropriate management and stabilisation of peat is a complex and difficult matter. The Srahmore Peat Deposition site provides a unique opportunity for study of the long term stabilisation of peat and its revegetation.

In order to facilitate the on-going study of the Srahmore Peat Deposition site, the site access infrastructure will remain in-situ post the peat stabilisation phase to allow for access and movement within the site.

The following infrastructure will be decommissioned in accordance with the schedule and timeframe outlined below.

Element	Option	Timeframe	Logic
Contractors temporary buildings, weighbridge, wheelwash	Removal from site for re-use elsewhere.	Within 6 months of completion of peat deposition	No longer required on-site.
Existing site buildings, lighting standards.	Removal from site for re-use elsewhere	Within 6 months of completion of peat stabilisation programme (estimated 5 years post deposition)	Required for administration (buildings) and safety (lighting standards) purposes during the stabilisation programme. No longer required on-site thereafter.
Peat reception hardstand area	Decommissioning options outlined in Section 2.11	Within 6 months of completion of peat stabilisation programme (estimated 5 years post deposition).	The peat reception area will be required for parking and fuelling of plant during the stabilisation period.

2.11 Decommissioning Options for Peat Reception Hardstand Area

Two main options have been explored regarding the decommissioning of the peat reception hardstand area. These are as follows:

1. Removal of concrete structures (allowing an access route to Area 6) and re-use/disposal of the materials in one of the following ways:
 - To be used as construction material at the proposed wind farm development at Bord na Móna's Oweninny site;
 - To be used as construction material at an alternative site; or
 - To be disposed of at an appropriate landfill site.

2. Keeping the concrete hardstand area on site.

The final option for the peat hardstand area will be agreed following discussions with the EPA and Mayo County Council during the peat stabilisation programme and in advance of surrender of the Waste Licence for the Srahmore Peat Deposition site.

The only purpose for allowing the access infrastructure to remain in place is for scientific study purposes and to demonstrate the mechanisms and controls required for appropriate mass peat stabilisation and rehabilitation.

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