

**SECTION TWO**

**THE DEVELOPMENT**

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17 05 04 Soil and Stones (200,000 te)

17 01 07 Mixture of concrete , bricks ,tiles and ceramics other than those mentioned in  
17 01 06 (20,000 te)

19 12 12 Other waste (including mixtures of material) from mechanical treatment of  
wastes (100 te requested)

17 03 02 Bituminous mixtures (100 te requested)

17 03 01 Bituminous mixtures containing coal tar (100 te requested)

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## DESCRIPTION OF THE DEVELOPMENT

The site is located between the railway line and the main N20 Cork/Mallow Road. Access to the site is via the county road to Mournabbey at the northern end of the site. The site entrance is via the gateway at the beginning of the county road.

The site consisted of marshy ground towards the roadway and somewhat firmer ground toward the railway line. The marshy ground was impassable during winter and partly passable during summer. It is located in the general area wherein the River Peastinagh and the River Martin rise. The River Peastinagh flows northwards to join the River Clyda. The River Martin flows southwards to join the River Shoumagh below Blarney.

The approach to the project was to commence on the northern accessible end. The project would be completed in 3 phases working from the north. The ground would be made up in phases to finished level as set out in the planning permission. Ground would then be made good, topsoiled and grassed at the end of each phase. Each phase would involve the following steps:

- strip topsoil and store
- import material and then place and compact it in layers
- on achievement of elevation clear off any top stone
- allow to rest consolidate
- re-spread topsoil over the surface and rake
- grass seed at next suitable time of year
- available for normal agricultural use

Prior to filing across the channel, the bed of the channel was open piped or stoned with geotextile Terram covering on top. This passes water and retains soil. At the entrance on the northern end a wheelwash and spray is provided. This is for vehicles exiting the site to ensure

cleanliness upon re-entering the public road. The traffic in and out of site consists of dump trucks, service vehicles, and personnel access transport.

In recent years the larger stone and concrete portion of the intake has been set aside, stacked on-site and pulverized, using a mobile crushing machine. This takes place at the southern end of the site. The uniform resultant material is recycled back to users, mainly agricultural users, for roadway and hardstanding use.

There is an office also located at the entrance wherein all vehicles drivers check in to identify and record contents. This is a permit requirement and the information is used by Cork Council to monitor the quantity of material brought into the site. Much of the stone brought to site is crushed on-site using a mobile crusher. This is for use in providing access and hard standing. The hours of operation on-site are from 8am to 6pm during weekdays and 8am to 2pm on Saturdays. During operating hours noise levels do not exceed 55 dBA (Leq).

The ESB cable running across the site has been provided with warning goal posts on both sides.

The Annual Environmental Report with amounts brought to site has been submitted to Cork Co Council since startup in 2007.

**Attachments:**

- Site Location
- Rural Place map
- Phased Filling Plan
- Overall Channel Drainage

## ENVIRONMENTAL TOPICS

### HUMAN BEINGS

#### ***Existing Environment***

Prior to commencement of the current project the site consisted of 70% marshy land with the remainder, a narrow strip along its west side partly usable for agriculture. After some 7 years of filling, over one half of the land is now recovered and usable for agriculture.

The site was and still is gated off and thus does not permit public access.

The site has been made more visible to adjacent motorists on the N20 Cork/Mallow Road by virtue of the land raising.

#### ***Characteristics Affecting***

##### Economic

The project will make some 2.5 hectares of land available for agriculture. Prior to this the land had little agricultural value.

##### Facility for Disposal

The site has been used and will continue to be used until completed to accept excess excavation from building and various civil engineering activities in the region. At present it serves this very useful function as one of the few available sites between the north of Cork City and Mallow. This provides a necessary facility for builders and developers.

##### Traffic

The site requires additional lorry traffic entering and exiting the main N20 Cork/Mallow Road at a minor junction. The N20 Cork/Mallow Road is much used and has had a relatively high frequency of motor accidents over the years. The junction is well marked and visible on both sides for considerable distance. Since commencement there have been no incidents with lorries serving the site.



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**Site Location Map**

Scale 1:250,000

Surveyed 1842  
 Revised 1932-1933  
 Levelled 1933

# Rural PLACE Map



159596

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**ITM CENTRE PT COORDS.**  
 558326,588787

**DESCRIPTION**

**MAP SHEETS**

6 inch  
 CK042 CK051



Produced by National Map Services,  
 The Court House Chambers,  
 27/29 Washington Street,  
 Cork City, Co. Cork  
 On behalf of Ordnance Survey Ireland,  
 Phoenix Park, Dublin 8.

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 cead i scríobhinn roimh ré ó úinéirí an chóipchirt.  
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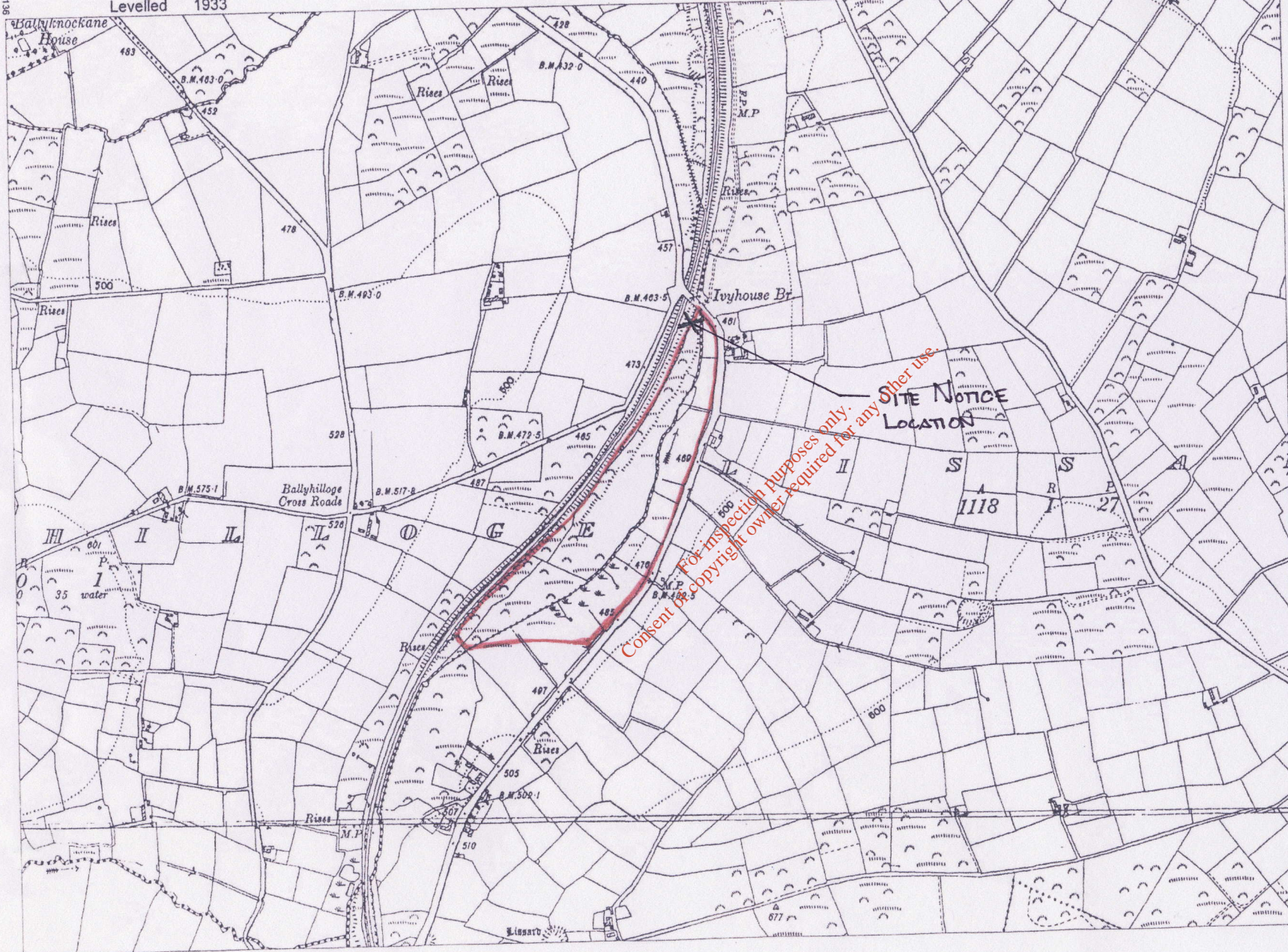


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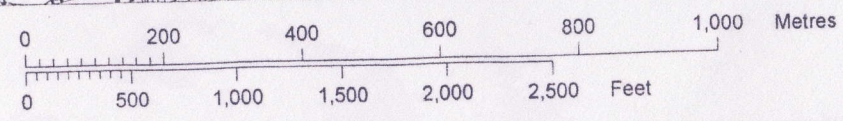
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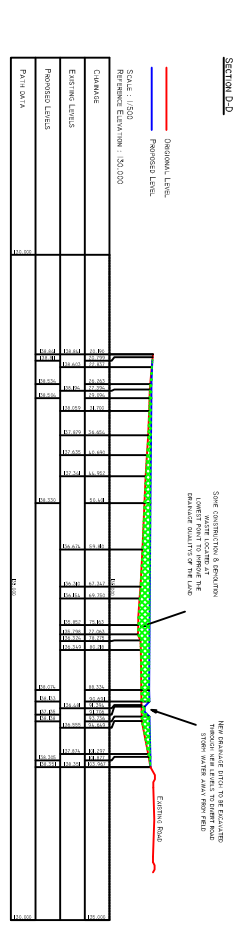
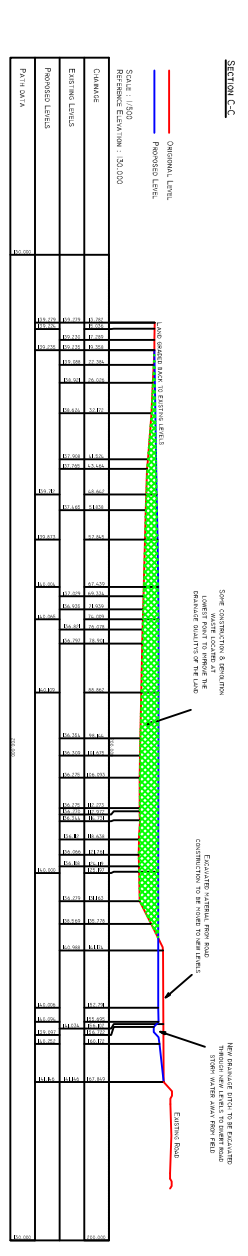
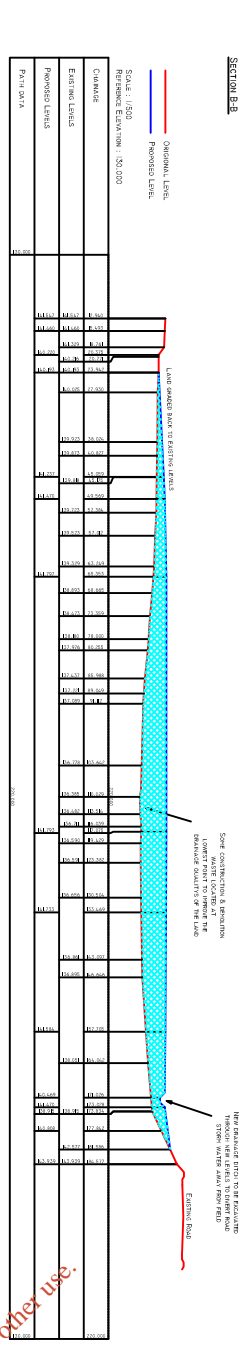
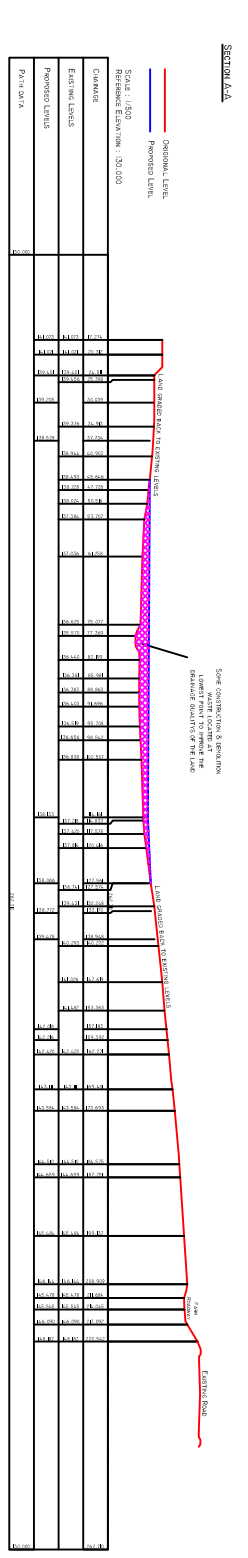
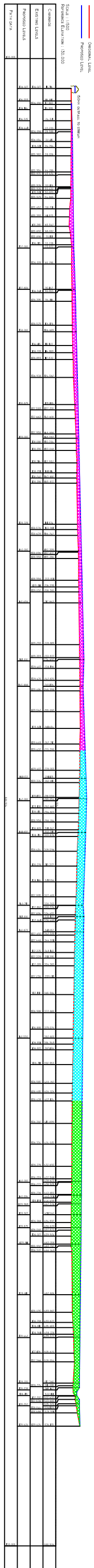
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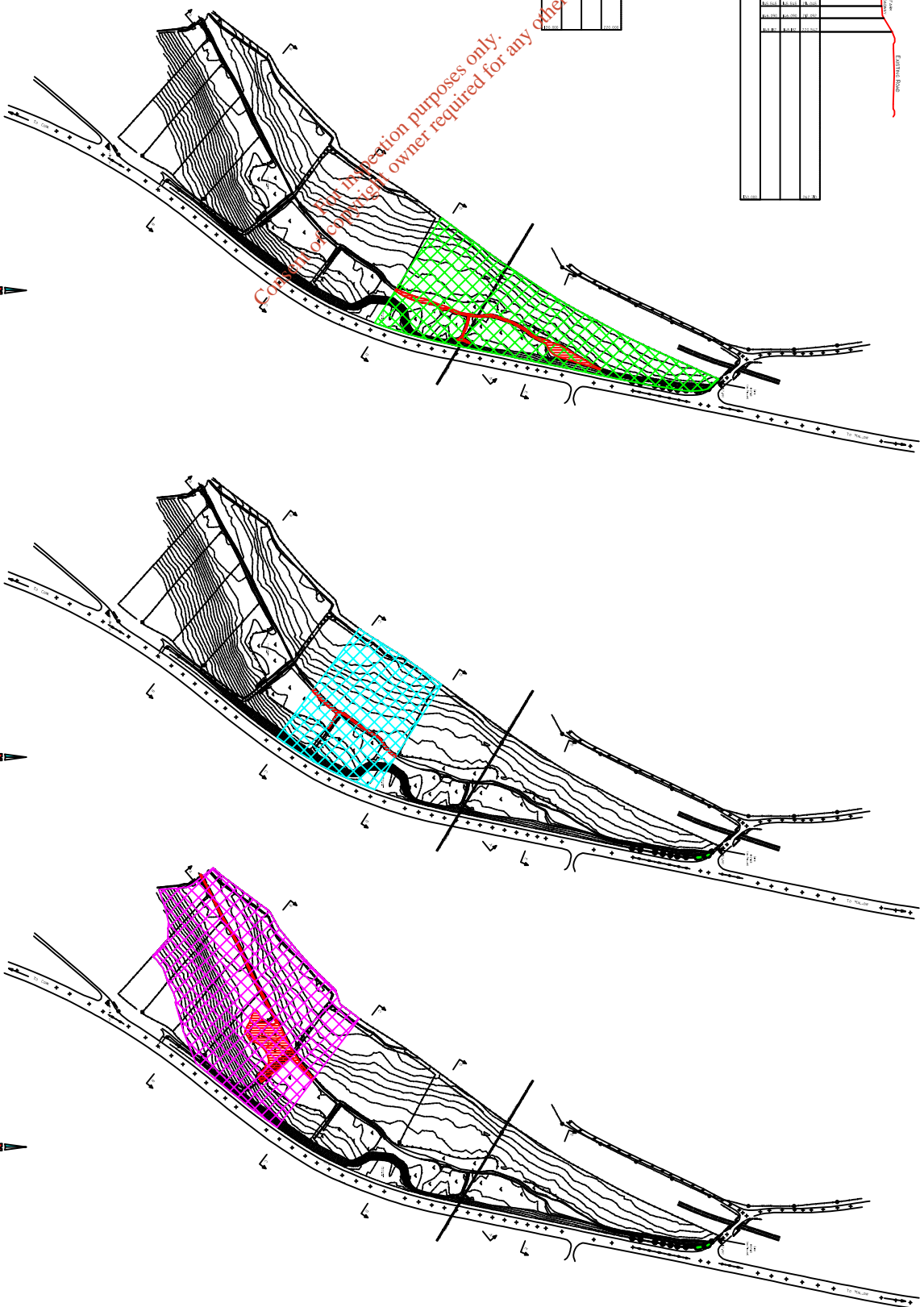


Plot Ref. No. 1143958\_1\_1  
 Plot Date 07-SEP-2006

CONSTRUCTION OF ROAD AT LATEST POINT TO BE DETERMINED BY ELEVATION OF EXISTING ROAD AND PROPOSED ROAD ELEVATION. ROAD ELEVATION SHALL BE DETERMINED BY ELEVATION OF EXISTING ROAD AND PROPOSED ROAD ELEVATION. ROAD ELEVATION SHALL BE DETERMINED BY ELEVATION OF EXISTING ROAD AND PROPOSED ROAD ELEVATION.



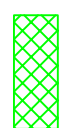
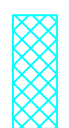
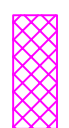

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PLAN - YEAR 1  
Scale: 1:500  
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Vertical: 1:100

PLAN - YEAR 2  
Scale: 1:500  
Horizontal: 1:500  
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PLAN - YEAR 3  
Scale: 1:500  
Horizontal: 1:500  
Vertical: 1:100

-  YEAR ONE - APPX. 37,000 M<sup>3</sup>
-  YEAR TWO - APPX. 37,000 M<sup>3</sup>
-  YEAR THREE - APPX. 37,000 M<sup>3</sup>
-  C & D CHANNEL WORK

NOTE :- EXISTING TOPSOIL STRIPPED IN ADVANCE OF FILLING AND REPLACED AFTER CONSOLIDATION OF FILL AT NEW ELEVATION

1	FOR PPC APPLICATION	12/01/06
0	INITIAL ISSUE	16/10/06
NO	REVISION	

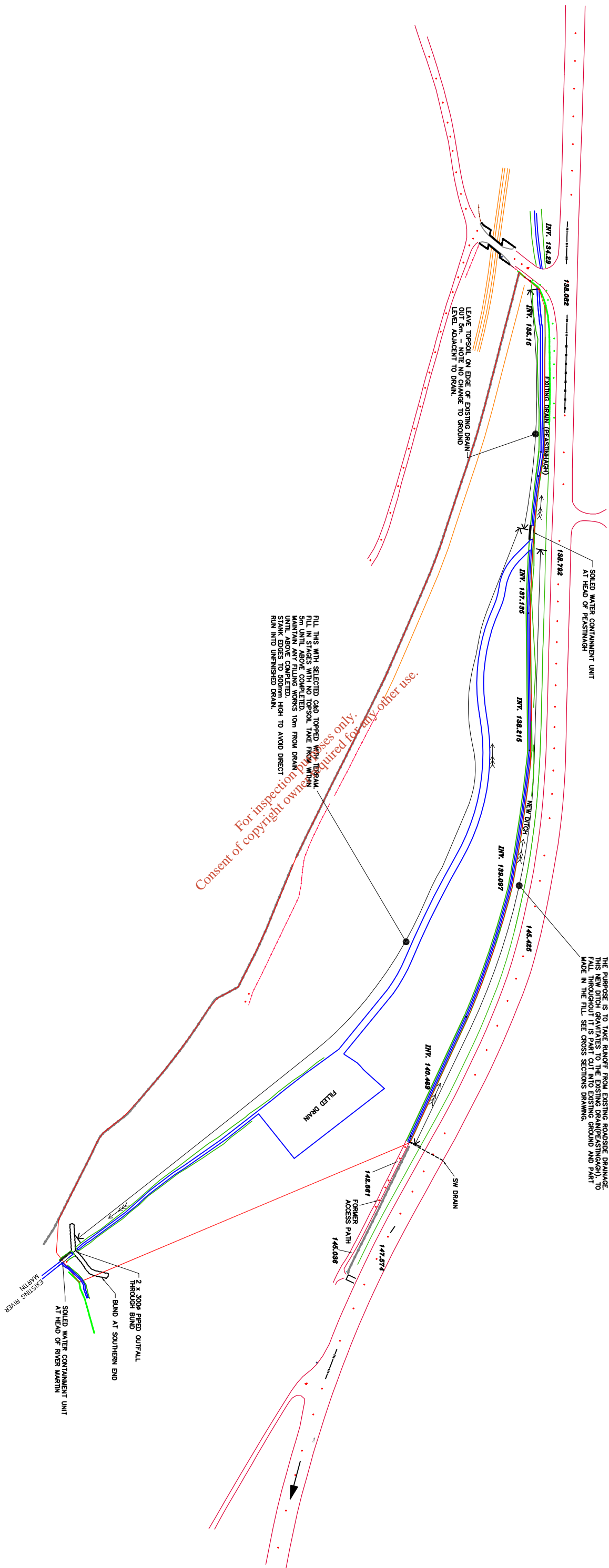
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project	APPLICATION FOR WASTE MANAGEMENT PERMIT
drawing	ANNUAL WORK SCHEDULE OUTLINE

date	12/01/06
scale	AS SHOWN
job no	
date	OCTOBER 2006
job no	
date	
job no	

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CONSULTING ENGINEERS

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no	revision	date
1	FOR PPC APPLICATION	12/01/09
0	INITIAL ISSUE	18/12/08

client MALLOW CONTRACTS LTD.  
 project APPLICATION FOR WASTE MANAGEMENT PERMIT  
 drawing OVERALL CHANNEL DRAINAGE

**mescal & associates**  
 CONSULTING ENGINEERS

Enterprise House,  
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 scale As Shown  
 date DECEMBER 2008  
 job no  
 dfg no 5

SCALE 1:500