



An  
Bord  
Pleanála

## Inspector's Report ABP-302498-18

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<b>Development</b>	A 20 MW battery storage facility
<b>Location</b>	Townland of Shanbally, north of Shanbally Mews Road, nr. Ringaskiddy, Co. Cork
<b>Planning Authority</b>	Cork County Council
<b>Planning Authority Reg. Ref.</b>	18/4664
<b>Applicant(s)</b>	ENGIE Developments Ireland Ltd
<b>Type of Application</b>	Permission
<b>Planning Authority Decision</b>	Grant, subject to conditions
<b>Type of Appeal</b>	Third party -v- Decision
<b>Appellant(s)</b>	Marie-Anne & John Cotter
<b>Observer(s)</b>	CIlr Marcia D'Alton
<b>Date of Site Inspection</b>	13 <sup>th</sup> December 2018
<b>Inspector</b>	Hugh D. Morrison

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## 1.0 Site Location and Description

- 1.1. The site is located 1.5 km to the west of Ringaskiddy in part of a disused quarry, which lies beside the Barnahely 110kV ESB station. This site comprises the slightly elevated eastern end of the disused quarry, which is largely overgrown with bushes. It is accessed via tracks from the entrance to the disused quarry off the L-6474, which is variously known as Barnahely Road and Shanbally Mews Road. This local road runs on an east/west axis between the R613, to the east, and the L-6292, to the west. (The L-6292 runs on north/south axis between its junction with the N28 at Shanbally Cross, to the north, and its junction with the R613 at Coolmore Cross, to the south). The settlement of Shanbally lies along the L-6292. The site lies between 110kV overhead lines that serve the aforementioned ESB Station and pharmaceutical plants lie to the south-east, east, and north east. A rear access to the plant to the south east lies within the vicinity of the site, off the southern side of the L-6474.
- 1.2. The main body of the site is of rectangular shape, while the remainder forms a meandering tail. The land comprised in the same rises gently in a northerly direction and the area encompassed extends over 0.72 hectares. Insofar as the site coincides with the boundaries of the disused quarry, it is enclosed to the east and south by hedgerows. (The remaining boundaries are undefined on the ground).

## 2.0 Proposed Development

- 2.1. The proposal is for the development of a 20 MW battery storage facility, which would be laid out within a 1253 sqm compound. This facility would be composed of the following items:
- Batteries, which would be housed in 8 no. metal containers (each with a gross floor area of c. 41.8 sqm) with external air conditioning units,
  - 8 no. inverter stations,
  - 1 no. on-site sub-station (52 sqm),
  - 1 no. 38kV transformer,
  - Underground cables and ducts,

- A new entrance to the public road, which would be sited in the south eastern corner of the disused quarry, and a new internal access track,
- Boundary security fence, security lighting, and CCTV cameras, and
- All ancillary services.

2.2. The applicant seeks a 10-year permission and the proposal would have a 25-year life.

### 3.0 **Planning Authority Decision**

#### 3.1. **Decision**

Following receipt of further information, permission was granted subject to 17 conditions.

#### 3.2. **Planning Authority Reports**

##### 3.2.1. Planning Reports

Under further information the following was requested: clarification of the voltage of the proposed connecting underground cable, site survey re. possible presence of the protected plant pennyroyal, landscaping proposals, and clarification of capacity of proposed stilling ponds and their screening.

##### 3.2.2. Other Technical Reports:

- HSA: Does not advise against permission.
- TII: No objection.
- Environment: Following receipt of further information, no objection, subject to conditions.
- Ecologist: Further information requested upon receipt of which no comments made.
- Engineering: No objection, subject to conditions.
- Area Engineer: Further information requested upon receipt of which no comments made.

### 3.3. Prescribed Bodies

DoCHG: Advises that the plant species pennyroyal mint was discussed at the oral hearing into the M28 Ringaskiddy Road (PL04.HA0053) and the current application site was identified as a compensatory area. However, the variety in question was an introduced rather than a native species and so of no conservation value. Transplantation was therefore not necessary.

### 3.4. Third Party Observations

See appellants grounds of appeal.

## 4.0 Planning History

Site:

- Pre-application consultation occurred on 21<sup>st</sup> November 2017.

Adjacent to the site:

- 09/6929: 25m high monopole + antennae and dishes: Permitted.

To the north of the site:

- HA0053 & MA0014: M28 Cork to Ringaskiddy Motorway Scheme 2017: SID & CPO approved by the Board. The CPO was approved, subject to three modifications, the second of which states:

*Adjustment to the CPO line at Shanbally Quarry, CPO Plot Reference 168, where lands are no longer required for the translocation of Pennyroyal.*

## 5.0 Policy Context

### 5.1. Development Plan

Under the Cork County Development Plan 2014 – 2020 (CDP), energy and electricity network are addressed under Objectives ED 1-1 and ED 6-1, respectively.

Under the Ballincollig – Carrigaline Municipal District Local Area Plan 2017 (LAP), the site is shown as lying within the settlement boundary around Ringaskiddy in an

existing built-up area (cf. Objective ZU 3-1 of the CDP is of relevance). The route of the proposed M28 is shown as running to the north of the site.

## 5.2. **Natural Heritage Designations**

Great Island Channel SAC (site code 001058)

Cork Harbour SPA (site code 004030)

Monkstown Creek pNHA (site code 001979)

## 6.0 **The Appeal**

### 6.1. **Grounds of Appeal**

- Attention is drawn to illegal dumping at the site. Concern is expressed that this would continue and that access to this site by emergency vehicles would be impeded. References to security lighting and CCTV in the applicant's documentation do not make clear if the perimeter of the site would be monitored.
- Attention is drawn to the applicant's Planning and Environmental Report, which, while it acknowledges the c. 70 dwelling houses in Shanbally, omits to mention the National School with 220 pupils and nearby employers, i.e. Novartis (Serveso Level 1 Site) and Janssen. Any accident occurring during the proposal's operational phase would thus potentially affect a larger population than that acknowledged by the applicant.
- Attention is drawn to the Outline Construction and Environmental Management Plan, which refers to the preparation of an Emergency Response Plan once a contractor has been appointed. Exception is taken to the absence of a timeframe for such preparation.

Attention is also drawn to the fire risk posed by the proposal. In this respect, the example of a fire at the applicant's facility in Drogenbos, Belgium is cited and questions are posed as to whether the same type of batteries would be used in the current proposal. Other examples of fires in lithium batteries are cited from around the world.

Further questions are posed as to what provision would be made, in the event of a fire, for local residents, whether the local fire service would be equipped for such an eventuality, and what would be done about pollutants arising from the same.

## 6.2. Applicant Response

- With respect to illegal dumping, this would be kept in check by five annual visits to the site for maintenance purposes and by CCTV monitoring. The use of the site would act as a deterrent, too. Notwithstanding these remarks, as illegal dumping is the subject of other legislation, it is not a material planning consideration.
- The reference to a dense population was with respect to EIA screening, which concluded that EIA was not necessary. As Shanbally is a village, the area of the site does not constitute one that is densely populated.
- Attention is drawn to the safety measures that would be incorporated into the proposal under Section 2 of the Planning and Environment Report entitled “Description of Proposed Development”. These measures would relate to fire detection, battery technology standards and management systems, which would allow for the issues to be identified. Safety concerns can thus be allayed.

With respect to the Drogenbos fire, this occurred at a test bed facility for new architectures of battery integration. It occurred in a container that was not fully commissioned and it is believed to have happened because of an installation error rather than in the underlying battery technology.

## 6.3. Planning Authority Response

None

## 6.4. Observations

Observer:

- Based on an understanding of how lithium-ion batteries operate, scenarios under which fires could occur are identified and the attendant risk of thermal runaway is cited. Fires can result in toxic fumes and contaminated fire water.
- The appellant's concerns regarding the Emergency Response Plan and the Drogenbos fire are reiterated and to these are added the further concerns that there is a dearth of publicly available data on the question of fire risk and national planning guidelines on battery storage facilities have yet to be prepared. (In this respect reference is made to the document "UK Power Networks. Smarter Network Storage: Design and planning considerations for large scale distribution-connected energy storage").

Applicant's response:

- Attention is drawn to the requirement under the Building Regulations that the applicant obtain a Fire Safety Certificate and so the question of fire risk would be addressed under the same. Nevertheless, a Fire Risk Assessment of the proposal has been undertaken and a copy submitted as an appendix to this response.
- With respect to fire risk, a description of the battery containers is provided, which refers to how they would be sealed, fireproofed, and fitted with all the necessary control and safety systems, e.g. Heating, Ventilation and Air Conditioning (HVAC) units and internal fire suppression technologies. Accordingly, the risk of a fire would be extremely low. The proposal would also entail the installation of an early warning system and a radio link to the local fire station.
- With respect to the Drogenbos fire, the above cited comments are reiterated, and that facility is distinguished from the one proposed, i.e. it would not be a test bed facility.
- With respect to the risk of contaminated fire water, this could be contained by the construction of a bund along the southern boundary of the site. If the Board considers it necessary, then such construction could be conditioned.



- With respect to the possible release of toxins into the air, in the light of the foregoing comments, this would be extremely unlikely to occur.

## 6.5. Further Responses

The appellants have responded to the observer by welcoming her submission and underlining the absence of national planning guidelines and the attendant risk of ad hoc decisions.

The appellants have also responded to the applicant's response, as follows:

- Clarification on access for emergency services is welcomed, but the issue of illegal dumping is likely to persist.
- While a distinction can be made between residents and transient school and employee populations, this should not be at the expense of recognising the latter.
- While the presence of fire suppression systems is acknowledged, if a fire were nonetheless to break out, then there would still be a dependence upon the local fire services.

## 7.0 Assessment

7.1. I have reviewed the proposal in the light of the CDP and the LAP, relevant planning history, the submissions of the parties, and my own site visit. Accordingly, I consider that this application/appeal should be assessed under the following headings:

- (i) Land use and visual amenity,
- (ii) Traffic and access,
- (iii) Residential amenity and public health and safety,
- (iv) Biodiversity,
- (iv) Water,
- (v) Preliminary examination – EIA, and
- (vi) Screening – AA.

**(i) Land use and visual amenity**

- 7.2. The appellant and observer draw attention to the absence of national planning guidelines with respect to grid system service facilities like the one currently proposed. They contend that until such guidelines are in place, proposals for such facilities should be deemed to be premature and refused accordingly.
- 7.3. Under PL26.247217, the Board sought to refuse a solar farm on the grounds that, in the absence of adopted national, regional or local guidance or strategy for solar power, it would be premature to grant permission. A subsequent judicial review of this refusal led to it being quashed by Order of the High Court. Given the analogous circumstances that pertain to grid system service facilities, I do not consider that concern over prematurity would provide a defensible basis for objection.
- 7.4. The CDP addresses, under Policy Objectives CS 5-1 and ED 6-1, climate change adaption and the electricity network, respectively. Under the former Policy Objective, the Planning Authority undertakes to promote measures that “reduce anthropogenic greenhouse gas emissions” and, under the latter Policy Objective, it undertakes to “support and facilitate the sustainable development, upgrade and expansion of the electricity transmission grid, storage and distribution network infrastructure.”
- 7.5. The benefits of battery storage have been delineated by the applicant to be as follows:
- *Will help create a resilient, flexible and robust electricity system in Ireland.*
  - *Reduces the risk of blackouts locally.*
  - *Improves efficiency and prices for consumers – it is estimated that the DS3 program will save consumers €177 million from 2020 onwards.*
  - *A key enabler of Ireland’s transition to a low carbon electricity network.*
  - *Grid energy storage can mitigate some of the grid-connection challenges posed by intermittent power plants, such as renewable electricity plants powered by wind, solar or tidal power, and can help to better manage the electricity system.*
  - *Frequency regulation – batteries can accommodate for peak load with high energy discharge within a second.*
  - *Reverse capacity – during power reduction due to generator failure or unexpected transmission loss, battery storage can be used to provide back-up energy.*

- *Reduced wastage of renewable electricity generated, and the reduction of renewable energy projects being stopped from generating.*

The current proposal would thus further the aforementioned Policy Objectives of the CDP.

- 7.6. Under the LAP, the site lies within the settlement boundary around Ringaskiddy and in an existing built-up area. Objective ZU 3-1 of the CDP pertains to such areas and it seeks to “Normally encourage through the LAP’s development that supports in general the primary land use of the surrounding existing built up area. Development that does not support, or threatens the vitality or integrity of, the primary use of these existing built up areas will be resisted.”
- 7.7. The site is situated in part of a disused overgrown quarry. A telecommunications mast and the Barnahely 110kV ESB station lie within its immediate vicinity and pharmaceutical plants lie within its wider vicinity, to the east. Within this *milieu*, the introduction of the proposed 20 MW battery storage facility would be appropriate.
- 7.8. The applicant has submitted a Planning and Environmental Report (PER), within which the subjects of landscape and visual impact are addressed.
- With respect to landscape the aforementioned *milieu* is acknowledged and, in addition, the prospect of the M28 passing 80m to the north of the site is recognised. Within this context, the proposal would not look out of place.
  - With respect to visual impact, the PER identifies 7 representative viewing points within the locality of the site and with the assistance of photomontages it proceeds to assess the visual impact of the proposal. From 2 of the 7 viewing points, the proposal would be invisible and from 3 it would have an imperceptible impact. From the remaining 2 it would have a slight impact, which following the addition of screen planting would become an imperceptible one.
- 7.9. I conclude that a decision on the proposal cannot be defensibly postponed until a planning framework for grid system services facilities is in place and that it would be appropriate from a land use perspective under the current CDP and LAP. The proposal would be compatible with the existing developed landscape and its visual impact would be compatible with the visual amenities of the area.

## **(ii) Traffic and access**

- 7.10. Traffic generation during the operational phase of the proposal would be minimal, i.e. c. 5 – 10 LGV trips annually for scheduled maintenance. Traffic generation during the 9 to 12-month construction phase would average 24 HGV and LGV trips daily rising to 36 during the 6<sup>th</sup> month. Traffic generation during the 9-month de-commissioning phase would be “significantly lower” than that estimated for the construction phase.
- 7.11. The applicant has identified, in Figure 8.1 of the PER, the route to the site that would be used during the construction and de-commissioning phases. This route entails approaching the site from the east along that portion of the L-6474 which is wider and in better condition than the portion to the west of the proposed site access.
- 7.12. The applicant has demonstrated in Table 8-4 of the PER that the traffic generated by the proposal would not have any significant effects on the road network in the area and so no capacity issues would arise.
- 7.13. The proposed site access would be sited in the south eastern corner of the disused quarry at a point adjacent to that portion of the L-6474 which is wider and in better condition. The L-6474 is the subject of a 50 kmph speed limit. The proposed site access would be accompanied by sightlines with x and y dimensions of 2m and 90m. The x dimension would represent a relaxation of the normal 3m. This is justified on the basis of its infrequent use during the operational phase. I anticipate that temporary signage and other measures, which would be capable of being outlined in a site-specific Construction Traffic Management Plan (CTMP), would ensure that road users are alerted to the proposed access during the construction and de-commissioning phases. A CTMP could be conditioned.
- 7.14. I conclude that traffic generated by the proposal would be capable of being accommodated on the road network and that the proposed access would be consistent with road safety.

## **(iii) Residential amenity and public health and safety**

- 7.15. The applicant’s PER addresses several subjects that relate to amenity.
- 7.16. Firstly, air and climate are discussed. Given the small size of the proposal and the nature of its operation, impacts arising would be limited to the construction and de-

commissioning phases. Thus, during these phase, the PER predicts that there would be the potential for soiling effects to occur up to 25m from the site and for PM<sub>10</sub> deposition and vegetation effects to occur within 10m. However, as there are no dwelling houses within these distances, any impact upon amenity would be negligible.

- 7.17. Secondly, noise and vibration are discussed. During the construction phase (and by extension the de-commissioning phase), the PER predicts the typical cumulative noise levels that would result from each of the envisaged construction activities. In each case they would fall below the applicable daytime threshold of 65 dB L<sub>Aeq,1hr</sub> at the nearest noise sensitive receptor. Vibration would be confined to excavations, HGV movements, and piling, if it proves necessary, and the PER does not anticipate that the resulting impacts would be an issue. During the operational phase, the PER predicts that it is possible that the night time threshold of the 45 dB L<sub>Aeq,1hr</sub> maybe exceeded if the 5-dB penalty for tonal noise is allowed for. Such noise would arise from the inverter stations. However, with appropriate noise insulation the risk of exceedance would be averted at the nearest noise sensitive receptors. This could be conditioned.
- 7.18. The appellants, the observer, and the applicant have exchanged views on health and safety with respect to any fire risk that maybe posed by the proposal and the related risk of toxic fumes and water contamination should a fire occur. I have summarised these exchanges in the Section 6.0 of my report. The applicant advises that the proposal would require to be the subject of a fire certificate under the Building Regulations. Accordingly, the question of fire risk and its implications for public health and safety would be addressed under this certification process and so it is not a material consideration under the current planning process.
- 7.19. The aforementioned exchanges did give rise to one proposed measure that would have a bearing on the physical development of the site, i.e. the provision of a bund along the southern boundary to the main body of the site, as a means of containing any contaminated water that might result from tackling a fire. This measure would appear to be a prudent one. It could be incorporated as an amendment into the proposed landscaping scheme.

7.20. I conclude that the proposal would be compatible with the residential amenities of the area and the question of fire risk/public health and safety would be addressed under the fire certification process.

**(iv) Biodiversity**

7.21. The applicant's PER addresses biodiversity. Figure 7.3 shows the habitats that compose the disused quarry. These are considered to be of low ecological value. Likewise, while several bird species were identified within or adjacent to the site, the habitats concerned afford only low-quality foraging.

7.22. In Appendix 7-1 to the PER an Outline Invasive Species Management Plan for the site is presented. Figure 1.4 of this Appendix identifies several invasive species and a series of measures to ensure their eradication are set out.

7.23. During the oral hearing into the proposed Cork to Ringaskiddy Motorway Scheme, the presence of the plant pennyroyal was identified within lands comprised in this Scheme. Originally, it was proposed that this plant be transplanted to the disused quarry. However, it emerged that the species in question was an introduced one rather than an indigenous one and so of no conservation value. The DoCHG advised that there was thus no need for it to be transplanted and the Board's CPO order omitted the area that had been identified for this purpose.

7.24. The applicant's PER recognises that pennyroyal may be present on the current site, too. It proposes that a site survey be undertaken to establish whether or not this is so. Should pennyroyal be present and in the unlikely event that transplanting is deemed to be necessary, the portion of the disused quarry to the west of the site previously identified for this purpose could be utilised. Condition 4 of the Planning Authority's draft permission addresses this matter.

7.25. The proposal would entail the loss of a portion of the existing hedgerow along the site's frontage with the L-6474 to facilitate the construction of the proposed access to the site. Compensatory hedging would be planted behind the accompanying visibility splays. Elsewhere on the site, strips of land that accompany the battery facility and the on-site access road would be laid out as wildlife meadow and trees would be planted along the more exposed western side of this facility to afford screening.

7.26. The proposal would be compatible with the existing limited ecological value of the site.

### **(v) Water**

- 7.27. During the construction and de-commissioning phases, standard methodologies would be employed to protect surface water from pollution and to manage its run-off. During the operational phase, the proposal would not entail a water supply or waste water drainage provision. Surface water would be addressed by means of swales, stilling ponds, and a gravel spreader. A drainage grate across the site entrance should be incorporated in the surface water drainage system thus proposed.
- 7.28. The site is not the subject of any identified flood risk.
- 7.29. I conclude that the proposal raises no issues with respect to water.

### **(v) Preliminary examination – EIA**

- 7.30. The applicant comments on whether or not the proposal is a type of development that would potentially be the subject of EIA. It concludes that this proposal would not come within the ambit of any of the types of development set out under Part 1 and 2 of Schedule 5 to Article 93 of the Planning and Development Regulations 2001 – 2018. Accordingly, the possibility of it being sub-threshold for the purposes of EIA does not normally arise. Nevertheless, the applicant has undertaken a screening exercise, which concludes that no significant environmental impacts would arise and so the need for EIA can be further discounted.
- 7.31. I concur with the applicant's conclusion that the proposal would not be of a type of development that is subject to EIA.

### **(vi) Screening – AA**

- 7.32. The applicant has submitted an Appropriate Assessment (AA) Screening Report. I will draw upon this Report in undertaking my own screening for AA below.
- 7.33. The site is neither in nor near to a Natura 2000 site. The nearest such sites are the Great Island Channel SAC (site code 001058) and the Cork Harbour SPA (site code 004030). I am not aware of any source/pathway/receptor route between the site and these Natura 2000 sites. Furthermore, the waterfowl and seabird species that comprise the qualifying interests of the SPA would frequent wetland and coastal habitats rather than the disused quarry within which the site is situated. The proposal would thus be unlikely to have any significant effects upon the Conservation Objectives of these sites.

- 7.34. The aforementioned Screening Report does identify a potential risk posed by the possible transportation of invasive species. However, this risk would be addressed by the treatment of such species on-site and its subsequent transportation by a licensed waste contractor to an appropriately licenced waste facility.
- 7.35. It is reasonable to conclude that on the basis of the information on the file, which I consider adequate in order to issue a screening determination, that the proposal, individually or in combination with other plans or projects would not be likely to have a significant effect on European Sites Nos. 001058 and 004030, or any other European site, in view of the Site's Conservation Objectives, and a Stage 2 Appropriate Assessment (and submission of a NIS) is not therefore required.

## **8.0 Recommendation**

- 8.1. That permission be granted.

## **9.0 Reasons and Considerations**

Having regard to the Cork County Development Plan 2014 – 2020, it is considered that, subject to conditions, the proposal would comply with the Policy Objectives set out in this Plan for climate change adaptation and the electricity network, and it would be an appropriate land use addition to its developed host locality. Provided the proposal is landscaped as proposed, it would be capable of being screened and thereby integrated into the landscape in a manner that would be compatible with the visual amenities of the area. Provided construction traffic accesses and egresses the site along the local road network from the east only, it would be capable of being accommodated on this network. Proposed access arrangements would be satisfactory. The environmental impact of the proposal would be compatible with the amenities of nearby residential properties. Surface water would be capable of being handled satisfactorily, too. The proposal would not require to be the subject of EIA and no AA issues would arise. It would thus accord with the proper planning and sustainable development of the area.



## 10.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars submitted on the 23<sup>rd</sup> day of July 2018, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

**Reason:** In the interest of clarity.

2. The period during which the development hereby permitted may be carried out shall be 10 years from the date of this order.

**Reason:** Having regard to the nature of the development, the Board considers it appropriate to specify a period of validity of this permission in excess of five years.

3. This permission shall be for a period of 25 years from the date of commissioning of the battery facility. De-commissioning of the battery facility and the removal of all structures from the site shall occur within the said 25-year period, unless a further planning permission for its longer duration on site is granted.

**Reason:** To enable the planning authority to review its operation in the light of the circumstances then prevailing.

4. The proposed development shall be amended as follows:

(a) Details of the vibration damper to insulate the noise and vibration of the choke against the cabinet in each of the inverter stations.

(b) The surface water drainage system for the site shall incorporate a drainage grate across the entrance to the site.

Revised drawings showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

**Reason:** In the interests of residential amenity.

5. The landscaping scheme shown on drg no. P1361-0700-0001 revision A, as submitted to the planning authority on the 23<sup>rd</sup> day of July 2018 shall be carried out within the first planting season following substantial completion of external construction works.

In addition to the proposals in the submitted scheme, the following shall be carried out:

An earthen bund shall be formed and sown with grass seed along the southern boundary of the main body of the site.

All planting shall be adequately protected from damage until established.

Any plants which die, are removed or become seriously damaged or diseased, within a period of [five] years from the completion of the development [or until the development is taken in charge by the local authority, whichever is the sooner], shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.

**Reason:** In the interest of visual amenity and to avoid pollution.

6. Prior to the commencement of development, a survey shall be undertaken, during the relevant optimal period of the year for the same, to identify the presence and species of any Pennyroyal Plants within the site. This survey and any recommendations arising from it shall be submitted to the Planning

Authority.

**Reason:** In order to establish if any conservation interest in this respect pertains to the site.

7. The Schedule of Measures set out in the Outline of Invasive Species Management Plan for the site submitted as Appendix 2 to the applicant's Planning and Environmental Report shall be fully implemented.

**Reason:** In order to protect the environment.

8. Prior to the commencement of development, the sightlines to the east and to the west of the proposed entrance shown on drawing no. 1506-003 shall be provided and, thereafter, no structure or vegetation over 1m in height shall be placed in or allowed to grow within these sightlines.

**Reason:** In the interest of road safety.

9. HGV traffic movements to and from the site shall only be undertaken via that portion of the local road to the east of the proposed entrance to the site.

**Reason:** In the interests of good traffic management and road safety.

10. The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including:

- (a) Location of the site and materials compound(s) including area(s) identified for the storage of construction refuse;
- (b) Location of areas for construction site offices and staff facilities;
- (c) Details of site security fencing and hoardings;
- (d) Details of on-site car parking facilities for site workers during the course of construction;
- (e) Details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to

facilitate the delivery of abnormal loads to the site;

(f) Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network;

(g) Details of appropriate mitigation measures for noise, dust and vibration, and monitoring of such levels;

(h) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater;

(i) Off-site disposal of construction/demolition waste and details of how it is proposed to manage excavated soil;

(j) Means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local surface water sewers or drains.

A record of daily checks that the works are being undertaken in accordance with the Construction Management Plan shall be kept for inspection by the planning authority.

**Reason:** In the interest of amenities, public health and safety.

11. Construction traffic in attendance at the site shall be managed in accordance with a Construction Traffic Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This Plan shall, amongst other things, specify details of advance warning signs with respect to the proposed site entrance.

**Reason:** In the interests of good traffic management and road safety.

12. Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays.

Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

**Reason:** In order to safeguard the residential amenities of property in the

vicinity.

13. (a) During the operational phase of the proposed development, the noise level arising from the development, as measured at the nearest shall not exceed:-
- (i) 55 dB(A) (30 minute LAR) during the period 0700 to 1900 hours.
  - (ii) 50 dB(A) (30 minute LAR) during the period 1900 to 2300 hours.
  - (iii) 45 dB(A) (15 minute Leq) during the period 2300 to 0700 hours.
- (b) All sound measurement shall be carried out in accordance with ISO Recommendation 1996 – 2007: Acoustics - Description and Measurement of Environmental Noise.

**Reason:** To protect the residential amenities of property in the vicinity of the site.

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Hugh D. Morrison  
Planning Inspector

11<sup>th</sup> January 2019