#### **APPENDIX 1 REFERRAL REPORTS**

#### Transportation Department Report – TRA 15 10 03

Date: 3<sup>rd</sup> May 2023

To: Planning Department

#### Planning Ref: SID Ballivor Wind Farm

Applicant Name:	Bord Na Mona Powergen Ltd
Development address:	The proposed development site is located in the townlands of Lisclogher Great, Cockstown, Clonmorrill, Clonleame, Bracklin, Craddanstown, Killagh, Grange More and Riverdale in Co. Westmeath and the townlands of Clondalee More, Derryconor, Clonycavan, Robinstown, Coolronan, Doolystown and Moyfeagher in Co. Meath. The site is located c.5 km south-southeast of Delvin, Co. Westmeath, c. 4km east of Raharney, Co. Westmeath and c. 4km west of Ballivor Village, Co. Meath.
Adjoining public road No.:	R-156
Strategic Corridor:	Yes
Description:	i. The construction of 26 No. wind turbines and all associated hard- standing areas with the following parameters: a. A total blade tip height of 200m, b. Hub height of 115 metres, and c. Rotor diameter of 170 metres. ii. 2 No. permanent Meteorological Anemometry Masts with a height of 115 metres and associated hardstanding area and removal of existing meteorological mast. iii. 4 No. temporary construction compounds with temporary site offices and staff facilities, in the townlands of Bracklin and Grange More. iv. 5 No. temporary security cabins at the main construction site entrances and access points around the site, in the townlands of Killagh, Grange More and Coolronan. v. 2 No. borrow pits located in the townland of Grange More and Craddanstown and all works associated with the opening, gravel and spoil extraction, and decommissioning of the borrow pits. vi. 1 No. permanent 110 kV electrical substation, which will be constructed in the townland of Grange More. The electrical substation will have 2 No. single storey control buildings, a 36 metre high telecom tower, associated electrical plant and equipment. a

groundwater well and a wastewater holding tank. vii. All associated underground electrical and communications cabling connecting the turbines and masts to the proposed electrical substation, including road crossings at R156 and a local road between listogher and Bracklin Bogs, and all works associated with the connection of the proposed wind farm to the national electricity grid, which will comprise connecting into the existing Mullingar – Corduff 110 kV overhead line that traverses the site. viii. Provision of new internal site access tracks with passing bays measuring a total length of c. 28km and provision/upgrade of existing/new pathways for amenity uses measuring a total length of c. 3.3km and associated drainage. ix. Temporary accommodating works to existing public road infrastructure to facilitate delivery of abnormal loads at locations on the R156 and R161 in the townlands of Doolystown and Moyfeagher. x. Accommodating works to widen existing site entrances aft the R156 into Ballivor and Carranstown Bogs and reopen entrances at Lisclogher and Bracklin Bogs for use as construction site entrances and to facilitate delivery and movement of turbine Application Form for Permission / Approval in respect of a Strategic Infrastructure Development Page 9 of 22 components and construction materials; Entrances will be used for maintenance and amenity access during the operational period. xi. Permanent vertical realignment of the R156 in the vicinity of the site entrances to achieve required sight lines. xii. Construction of permanent site entrances off a local road into Lisclogher and Bracklin Bogs to facilitate a crossing point for turbine components, construction materials and operation/amenity access. xiii. Provision of amenity access and amenity pathways using existing entrances off the R156 and local roads in the townlands of Bracklin, Coolronan, Clondalee More and Craddanstown. xiv. 3 No. permanent amenity carparks in Ballivor Bog (50 no. car parking spaces), Carranstown (15 no. car parking spaces) and Brack
date of commissioning of the entire wind farm.

**Comments:** The applicant proposes to construct a new wind farm in the Ballivor Bog Group area.

#### Traffic Impacts

The applicant has carried out as assessment of the existing background traffic flows on the road network. The traffic volumes forecast on the study network for the year 2026 are shown on the following table:

Link	All day %		Vehicles		PCU's		
	flow (vehs)	HGV's	HGVs	HGVs Cars /		Cars / lgvs	Total
1 M3 south of Dunshaughlin	27,143	9.4%	2,551	24,592	6,123	24,592	30,715
2 R125	7,083	11.5%	815	6,268	1,955	6,268	8,223
3 R154 (east of Trim)	11,281	11.5%	1,297	9,984	3,114	9,984	13,097
4 R161 (between Trim and Doolistown)	715	3.0%	21	694	51	694	745
5 R156 (between Doolistown and Ballivor)	4,400	7.0%	308	4,092	739	4,092	4,832
6 M3 north of Dunshaughlin	26,179	9.4%	2,461	23,718	5,906	23,718	29,624
7 M4 east of Kinnegad	30,930	12.0%	3,712	27,218	8,908	27,218	36,126
8 M4 Mullingar	24,153	8.8%	2,125	22,027	5,101	22,027	27,128
9 N52	6,676	8.7%	581	6,095	1,394	6,095	7,489

The predicted traffic generated by the proposed development has been considered in two stages:

Stage 1 – Site preparation and groundworks, turbine foundation development.

Stage 2 – Turbine component delivery.

The estimated traffic generated at stage 1 is shown in the following tables:

Table 14-9 Stage 1 - Concrete Turbine foundation pouring - total movements and volumes per delivery day

Material	Total Truck Loads	Truck type	PCU Value	Total PCU <sup>a</sup> s	PCU Movements /day*	2- way PCU's/day
Concrete	1,950	Truck	2.4	4,680	180.0	360.0

Estimation based on 26 concrete pouring days

	Table 14-10 Stage 1 – Site	preparation and groundworks -	total movements and volumes	per delivery day
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Material	Total Truck Loads	Truck type	PCU Value	Total PCU's	PCU Movements /day*	2- way PCU's/day
Concrete (mast foundations)	441	Concrete mixer	2.4	1,058	2.2	4.4
Concrete blinding and steel	285	Large artic	2.4	684	1.4	2.8
Plant / fencing / compound set-up	62	Large artic	2.4	149	0.3	0.6
Crushed rock and sand	86,075	trucks	2.4	206,580	426.8	853.6
Ducting / cabling	765	Large artic	2.4	1,836	3.8	7.6
Grid cable laying	65	Large artic	2.4	156	0.3	0.6
Cranes	11	Large artic	2.4	26	0.1	0.1
Substation components	79	Large artic	2.4	190	0.4	0.8
Refuelling / maintenance / misc	56	Large artic	2.4	134	0.3	0.6
Total	87,839			210,814	435.6	871.1
* Estimation based on grou	nd work perio	d of 484 workin	g days			

The estimated traffic generated at stage 2 is shown in the following tables:

Table 14-12 Stage 2 – Wind turbine p	plant, extended artics -	total movements and	volumes per delivery	y day
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Material	Units	Truck Type	pcu Value	Total PCU's	2-way PCU's/ day
Nacelle	1	Extended Artic	10	10.0	20.0
Blades	3	Extended Artic	10	30.0	60.0
Towers	5	Extended Artic	10	50.0	100.0
Total per turbine	9			90.0	180.0
Total per delivery day	5			50.0	100.0

\*Estimation based on 5 abnormal sized loads being delivered per day on 2 days per week (total 234 loads will take 47 nights spread over 24 weeks)

Table 14-13 Stage 2 - Wind turbine plant, standard artic HGVs - total movements and volumes per delivery day

Material	Quantity per Unit	PCU Value	2-way PCU's / day
Short sections of blade	3	7.2	14.4
Transformer	1	2.4	4.8
Drive train and blade hub	1	2.4	4.8
Base & other deliveries	1	2.4	4.8
Total	6		28.8

\*Estimation based on equipment for 2 turbines being moved per week spread over 2 days

It is stated that the during the construction stage it is forecasted that the additional traffic that will appear on the delivery route indicated in Figure 14.2a will have a slight, negative and temporary impact on existing road users, which will be minimised with the implementation of the mitigation measures included in the proposed traffic management plan.

#### Turbine Delivery Route

The applicant has carried out a detailed assessment of the turbine delivery route for the transport of abnormal loads from the point which the route turns off the M3 Motorway at the west of Dunshaughlin – Junction 6. Abnormal Load Permits will be required from the relevant Roads Authorities for these journeys.

The haul route has been proposed as leaving the M3, northbound, and taking the R-125 onto the R-154. Continuing on to Trim and using the L-80155 to access Patricks Street, L-8015, and from there

continuing along the R-161 and turning right on to the R-156, and then on to the site at the West side of Ballivor.

The applicant has submitted a swept path analysis of several junctions and points of constraint along the route, and identified the works required to facilitate the transit of the abnormal loads.

#### Traffic Management Plan

The applicant has submitted an outline Traffic Management Plan. It is proposed that the public roads on the turbine haul route, as well as all other potential delivery routes for general construction traffic will be subject to a confirmatory, condition survey prior to the commencement of any works at the proposed development site. This will include a structural integrity survey at all bridges and culverts which will be traversed by the grid connection cabling as well as the turbine delivery route.

This plan will have to be updated and agreed with Meath County Council prior to commencement of construction.

#### Grid Connection

The proposed grid connection will require a Road Opening Licence to control the works within the public road.

#### Amenity Pathways and Carparks

The proposed internal road network will be used as amenity walkways and cycleways when the wind farm becomes operational. Three car parks will be provided, one on the south of the R-156, and one on the L-80122.

#### **Recommendation:**

No objection to the proposed development subject to the applicant being conditioned to the following:

Prior to commencement the developer shall submit the following for agreement:

- Road safety audits in respect of works to be carried out on the local road network.
- Details of all signage, crash barriers, poles etc. to be removed on the local road network to facilitate the abnormal loads to be delivered on site.

Prior to the commencement of development, a traffic management plan for the construction phase shall be submitted for agreement. The traffic plan shall incorporate the following:

- Details of the road network/haulage routes and the vehicle types to be used to transport materials and turbine parts to and from the site and a schedule of control measures for exceptionally wide and heavy delivery loads.
- A condition survey of the roads and bridges along the haul route shall be carried out at the developer's expense by a suitably qualified person both before and after the construction of the proposed development. This survey shall include a schedule of required works to enable haul routes to cater for construction related traffic. The extent and scope of the survey and the schedule of works shall be agreed prior to the commencement of development.
- Detailed arrangements whereby any construction damage which arises shall be made good and completed to the satisfaction of the planning authority.
- Detailed arrangements for the protection of bridges to be crossed.

- Detailed arrangements for temporary traffic arrangements/control on roads and protocols to keep residents informed of upcoming traffic related matters, temporary lanes/road closures and delivery of turbines.
- A phasing programme indicating the timescale within which it is intended to use each public route to facilitate the construction of the proposed development. In the event that the proposed development is being developed concurrently with any other wind farm in the area the developer shall consult with and arrange suitable traffic phasing arrangements with the planning authority.
- Within three months of the cessation of the use of each public road and haul route to transport
  material to and from the site, a road survey and scheme of works detailing works to repair any
  damage to these routes shall be submitted to and agreed in writing with the planning authority.
  All works arising from the aforementioned arrangements shall be completed at the developer's
  expense within 12 months of the cessation of each road's use as a haul route for the proposed
  development.
- Prior to commencement the applicant shall obtain Road Opening Licences, where works, including the removal of barriers, signs, parts of roundabouts and tie-in's to overrun areas etc, are to be carried out on the public road network.
- Prior to commencement the applicant shall obtain a Road Opening Licence for the grid connection works within the public road.

**Report prepared by:** Adrian Santry, Executive Engineer, Transportation

#### **Environment Department (General) Report**

#### SID Application Bord Na Mona Powergen Limited

Westmeath & Coolronan, Co. Meath

Environment Report

То:	Theresa O'Reilly, Executive Planner.
From:	Emmet Smyth, Assistant Scientist.
RE:	Strategic Infrastructure Development – ABP-307471-20 (Bord Na Mona Powergen Limited Ballivor Bog Group Westmeath & Coolronan, Co. Meath.
Date:	20 <sup>th</sup> April 2023.

#### Introduction:

An SID application has been received by An Bord Pleanala from Bord Na Mona Powergen Limited, (Reference ABP-307471-20 for a the following;

The Proposed Development consists of: This planning application seeks permission for a 10-year planning permission for a proposed development, generally described as follows:-

i. The construction of 26 No. wind turbines and all associated hard-standing areas with the following parameters:

A total blade tip height of 200m,

b. Hub height of 115 metres, and

c. Rotor diameter of 170 metres.

ii. 2 No. permanent Meteorological Anemometry Masts with a height of 115 metres and associated hardstanding area and removal of existing meteorological mast.

iii. 4 No. temporary construction compounds with temporary site offices and staff facilities, in the townlands of Bracklin and Grange More.

iv. 5 No. temporary security cabins at the main construction site entrances and access points around the site, in the townland of Killagh, Grange More and Coolronan.

v. 2 No. borrow pits located in the townlands of Grange More and Craddanstown and all works associated with the opening, gravel and spoil extraction, and decommissioning of the borrow pits.

vi. 1 No. permanent 110 kV electrical substation, which will be constructed in the townland of Grange More. The electrical substation will have 2 No. single storey control buildings, a 36-

metre-high telecom tower, associated electrical plant and equipment, a groundwater well and a wastewater holding tank.

vii. All associated underground electrical and communications cabling connecting the turbines and masts to the proposed electrical substation, including road crossings at R156 and local road between Lisclogher and Bracklin Bogs, and all works associated with the connection of the proposed wind farm to the national electricity grid, which will comprise connecting into the existing Mullingar – Corduff 110 kV overhead line that traverses the site.
viii. Provision of new internal site access tracks with passing bays measuring a total length of c. 28km and provision/upgrade of existing/new pathways for amenity uses measuring a total length of c. 3.3km and associated drainage.

ix. Temporary accommodating works to existing public road infrastructure to facilitate delivery of abnormal loads at locations on the R156 and R161 in the townlands of Doolystown and Moyfeagher.

**x.** Accommodating works to widen existing site entrances off the R156 into Ballivor and Carranstown Bogs and reopen entrances at Lisclogher and Bracklin Bogs for use as construction site entrances and to facilitate delivery and movement of turbine components and construction materials; Entrances will be used for maintenance and amenity access during the operational period.

**xi.** Permanent vertical realignment of the R156 in the vicinity of the site entrance to achieve required sight lines.

**xii.** Construction of permanent site entrances off a local road into Lisclogher and Bracklin Bogs to facilitate a crossing point for turbine components, construction materials and operation/amenity access.

xiii. Provision of amenity access and amenity pathways using existing entrances off the R156 and local roads in the townlands of Bracklin, Coolronan, Clondalee More and Craddanstown.

**xiv.** 3 No. permanent amenity carparks in Ballivor Bog (50 no. car parking spaces), Carranstown (15 no. car parking spaces) and Bracklin Bog (15 no. car parking spaces) and the provision of bicycle rack facilities at each location.

**xv.** All associated site works and ancillary development including access roads, drainage and signage.

**xvi.** A 10-year planning permission and 30-year operational life of the wind farm from the date of commissioning of the entire wind farm.

An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in relation to the project and accompany this planning application.

#### Particulars relating to construction stage:

The applicant would be required to provide the following documents; a site specific Outline Construction Environmental Management Plan. This document was submitted in the appendices section of the EIAR.

The applicant shall develop a construction and demolition waste management plan in accordance with the "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" (Department of Environment, Heritage and Local Government, 2006).

In the event that material is required to be removed offsite it will be taken for offsite reuse, recovery, recycling and/or disposal. Given the current pressure on authorised sites the Applicant should consider this carefully in their programme and CEMP and WMP.

The applicant has obligations under the Waste Management Act, 1996, as amended (WMA), to ensure the control of waste and that it is not transferred to an inappropriate person. Measures must be in place and managed to ensure compliance with the WMA and account for movement and end destination of all waste streams generated by the project, this also includes management of waste by any contractors and sub-contractors. In addition to this the importation of any soils that may be required by the proposed project will be subject to the aforementioned obligations as specified in the WMA.

The Construction Environmental Management Plan (CEMP) should also address extreme of weather (drought, wind, precipitation, temperature extremes) and the possible impacts on receptors and mitigation of same.

The WMP and CEMP should be treated as a live documents and communicated to all relevant personnel on site.

Regarding the development the potential for the generation of low frequency noise 20-200Hz is a risk and as such the applicant should be required to fully investigate the potential for low frequency noise on noise sensitive receptors within the area of the development and proposals for the mitigation of same.

#### Recommended conditions:

The proposed development would be the most impactful during the construction stage with various environmental emissions during this period. In the event that ABP decide grant the proposed development the Environment department would request the following conditions be attached.

**Condition (a):** The Applicant shall update accordingly and communicate to all site personnel the Construction Environmental Monitoring Plan (CEMP). The CEMP shall include but not be limited to operational controls for dust, noise and vibration, waste management (to include contaminated materials encountered), protection of soils and groundwaters and surface waters (to include a proposal for a surface water monitoring programme to be undertaken during the construction phase), protection of flora and fauna, site housekeeping, emergency response planning, site environmental policy, environmental regulatory requirements and project roles and responsibilities. The CEMP shall also address extreme of weather (drought, wind, precipitation, temperature extremes) and the possible impacts on receptors and mitigation of same. The CEMP shall be treated as a live document.

**Condition (b):** The Applicant shall prepare and implement a Waste Management Plan (WMP) for the proposed development. The WMP shall include but not be limited to project description, legislation requirements, demolition waste, construction phase waste, categories of construction waste, anticipated hazardous waste, non-construction waste, segregation of waste streams, estimated waste generated, waste hierarchy and adherence to same, roles and responsibilities and communication of WMP, details of recovery and disposal sites, details of waste hauliers, record keeping and documentation, waste audit procedures. The WMP shall be prepared in accordance with "Best Practice Guidelines on the Preparation of WAP shall be prepared in accordance of the Construction Road Projects" (Rev. 2014), the WMP shall also take cognisance of the current Regional Waste Management Plan in particular to the upper tiers of the Waste Hierarchy. All waste generated on site shall be recovered/ disposed off at an authorised facility and transported by an authorised collector. The WMP shall be treated as a live document and communicated to all relevant personnel.

Condition (c): Dust emissions at the site boundaries shall not exceed 350mg/m<sup>2</sup>/day. All mitigation measures in respect of dust as referenced in an updated CEMP shall be fully implemented.

**Condition (d):** All refuelling shall take place in a designated refuelling area at least 30m from watercourses, details of same to be included in the updated Construction Environmental Management Plan (CEMP).

**Condition (e):** All hydrocarbons, chemicals, oils, etc. shall be stored in a dedicated bunded area at least 30m from watercourses and capable of storing 110% of the container/tank capacity.

**Condition (f):** The applicant shall ensure adequate supply of spill kits and hydrocarbon absorbent pads are stocked on site.

Condition (g): Burning of waste, including green waste, is prohibited on site.

**Condition (h):** The Applicant shall provide to the Local Authority, on completion of the works, a comprehensive report detailing the management of the all waste streams generated during the construction and commissioning stages of the project. This shall include but not be limited to type of waste streams, amount of each waste stream generated, destination of waste streams (including final destination if applicable), percentage of waste re-used, recycled, recovered and disposed, and prevention and minimisation initiatives undertaken.

**Condition (i):** The construction works shall be carried out in accordance with the noise guidance set out by BS 5228-1:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites and the NRA Guidelines for the treatment of Noise and Vibration in National Roads Schemes.

**Condition (j)**:During the **construction phase** noise levels at noise sensitive locations shall not exceed 70dB(A) between 0700 to 1900 hours Monday to Friday and 0800 to 1400 hours Saturday and 45dB(A) at any other time. Noise exceedance activities must be agreed in writing with Meath County Council prior to the activity taking place. For the **operational phase** the applicant should be required to assess the potential impact of the **special audible characteristics and noise limits** associated with the development on NSR's as referenced in the **DRAFT** revised Wind energy Development Guidelines December 2019. Condition (k): The Applicant, contractor and sub-contractors shall endeavour to utilise low energy and low emissions vehicles and plant where possible.

**Condition (I):** The Applicant shall, during the construction stage, maintain a Complaints Register to record any complaints regarding but not limited to noise, odour, dust, traffic or any other environmental nuisance. The Complaint Register shall include details of the complaint and measures taken to address the complaint and prevent repetition of the complaint.

#### Condition (m):

- In the event it is necessary to import soil and stone or topsoil for any element of the proposed development the Applicant shall ensure a Certificate of Registration or Waste Facility Permit as per the Waste Management (Facility and Registration) Regulations 2007, as amended is secured in advance of the works.
- All excavated material stored onsite shall be setback a minimum of 5 metres back from the drainage ditches/watercourses onsite. A silt fence shall also be installed at a minimum of 3 metres from the drainage ditches/watercourses onsite and shall be maintained until vegetation has been re-established.

**Condition (n):** A preconstruction invasive species survey shall be carried out to identify the presence of any invasive species and in the event that a full Invasive Species Management Plan shall be developed.

**Condition (o):** A pre-site clearance survey for protected species shall be carried out across the site a maximum of 3 months prior to site clearance. This shall include an assessment for bat roosts. The applicant shall liaise with the NPWS for appropriate guidance.

#### Emmet Smyth, Scientific Officer.

#### **Environment (Water Quality)**

From: Finbarr Quigley <finbarr.quigley@meathcoco.ie> Sent: Friday, May 19, 2023 11:34 AM To: Teresa O'Reilly <fOReilly@meathcoco.ie> Cc: Emmet Smyth <emmet.smyth@meathcoco.ie> Subject: RE: Referral on SID Balliyor Wind Farm (ABP-316212-23)

Teresa,

Emmet Smyth has already made a comment on this <u>SID</u> and I have nothing further to add. I deal with agriculture-related applications only.

Regards, Finbarr

#### **Environment Department (Flooding)**

From: Damien O'Brien <a href="https://dobrien@meathcoco.ie">dobrien@meathcoco.ie</a> Sent: Thursday 20 April 2023 16:44 To: Teresa O'Reilly < TOReilly@meathcoco.ie> Cc: David Keyes <a href="https://dobrien.com">dobrien@meathcoco.ie> Cc: David Keyes <a href="https://dobrien.com"/>https://dobrien.com"/>https://dobrien.com</a>

Subject: PL\_DM\_Referrals\_Ballivor Wind Farm SID Application - ABP-316212-23

Re above application and from a Flood Risk Management perspective and with reference to the DOEHLG / OPW publication 'The Planning System and Flood Risk Management, Guidelines for Planning Authorities:

The applicant is requesting permission for Ballivor Wind Farm Strategic Infrastructure Development Application which would be classified as a 'highly vulnerable development' due to the essential infrastructure.

With reference to Meath County Council's MapInfo flood mapping, the development site is partially situated in Flood Zone A north of the Coolronan to Martinstown public road (at old rail crossing) where the probability of flooding is greater than 1% from fluvial flooding; i.e. it is at high risk of flooding. A section of the proposed internal road which will provide access to wind turbines T19 to T26 passes through Flood Zone A. Any existing watercourses that involve culverting will require a Section 50 OPW application. All proposed roads in this area are to be installed to similar grade to the existing/surrounding ground levels so that they don't increase localised ponding.

From a flood risk perspective, I have no objections to the proposed development subject to the below conditions:

- Any proposed culverts, crossings, watercourse diversions or amendments to same shall require Section 50 consent from the OPW and such written consent shall be submitted to the Planning Authority prior to the commencement of development on site.
- All essential infrastructure shall be located outside Flood Zone A and Flood Zone B.
- The FFL of any essential infrastructure such as 38kV Compound, Battery storage and Inverter/Transformer to be a minimum 500mm above the 1 in 1000 year critical flood level
- The applicant shall ensure that there shall be no development within 10 metres of the watercourses on site to facilitate ongoing maintenance by the OPW or other parties unless otherwise agreed with the OPW and such agreement shall be submitted in writing to the Planning Authority in advance of the commencement of development on the site.
- All access tracks located in Flood Zones A & B shall not be raised above the local ground level so as not to remove any flood plain storage. Tracks within Flood Zones A & B shall be delineated with a marker pole which shows the depths of the 1 in 100 year and 1 in 1000 year events.

Regards

Damien

Uisce Éireann Planning Observation Report Template IW-PRT-MWK-002-FM-01 Revision 8.3 Effective Date: 20/11/2019

	Planning Observation Report	
Section 1	General Information	
1	.1 Planning Application No:	SID
1	.2 Description of the development: (Copy description provided in notification letter/planning list)	
1		s where available)
1	.4 Planning Authority	Meath
10	.5 Type of Planning Permission	Strategic Infrastructure Developmen
1	.6 Date Application Lodged with Planning Authority	17/04/2023
Section 2	Water Connection Planning Assessment (NOTE Observations should be aligned with COF where available)	
2	.1 Does the proposed development require a WATER service connection from Irish Water?	No
2	.2 Please provide PCE number for this development if PCE has been submitted. Connections	
2	.3 Please provide COF number for this development if COF has been issued.	
2	.4 Water Plant Name	
2	.5 Scheme Code	
2	.6 Is water connection feasible	
2	.7 Is the development in close proximity to, or propose to Build Over an IW Asset	No
Section 3	Waste Water Connection Planning Assessment (NOTE Observations should be aligned with COF where available)	
3	.1 Does the proposed development require a WASTE service connection from Irish Water?	No
3	.2 Please provide PCE number for this development if PCE has been submitted. Connections	
3	.3 Please provide COF number for this development if COF has been issued. Viewer	
3	.4 Waste Water Scheme Name	
4	.5 Agglomeration Code	
2	.6 Is waste water connection feasible	
		1244577

Section	4 Impact on Wastewater Treatment Plant		
	4.1 Is the development likely to cause overloading potentially impacting receiveing waters		No
	4.2 Is a Section 16 licence required		No
	4.3 Is the proposed development within the buffer zone of a waste water treatment plant		No
Section	5 Impact to Drinking Water Source		
	5.1 is the development located within an Inner or Outer Source Protection Zone	Link to IW	Neither
	5.2 Is the development proposal likely to impact an IW drinking water source during const	Protection Viewer	No
Section	5 Please provide observations here	Link to Standard Planning Responses	

1/2

1 Report Template IW-PRT-MWK-002-FM-01 /e Date: 20/11/2019

Water Services Reccomendation	n I	No Objection	
Completed by Water Section	Name Paul Accell	Organisation	
Waste Water Section Approved by	Paul Aspell Maria O'Dwyer	Local Authority Irish Water	

#### Water Services: Surface Water Department



Meath County Council Water Services, Buvinda House, Dublin Road, Navan, Co. Meath

#### WATER SERVICES PLANNING REPORT

19/04/23

PLANNING APPLICATION REF.	SID	
APPLICANT	Bord na Mona	
LOCATION	Ballivor & Westmeath	
AGENT	MKO Planning Consultants	
DEVELOPMENT DESCRIPTION	Wind Energy Development & Associated Siteworks	

#### Surface Water Treatment & Disposal

The development as proposed broadly meets the requirements of Meath County Council Water Services Section with respect to the orderly collection, treatment and disposal of surface water. Should planning be granted for this proposed development the following issues shall be addressed to the satisfaction of Meath County Council Water Services prior to commencing construction on site:

- The applicant shall monitor any existing wells within 500m of Borrow Pit No.
   The applicant shall be responsible for any remedial actions required in the event that quarry activities impact existing wells in the vicinity.
- The applicant shall install permeable paving to all permanent car parking spaces.
- Prior to commencement the applicant shall submit consent for the proposed culvert upgrades from Office of Public works under Section 50 of the Arterial Drainage Act.
- All work shall comply fully with the Greater Dublin Regional Code of Practice for Drainage Works Volume 6.

#### PLANNING APPLICATION ABP-316212-23 ARCHITECTURAL CONSERVATION OFFICER REFERRAL PLANNING DEPARTMENT – MEATH COUNTY COUNCIL

TO: WENDY BAGNALL, SENIOR EXECUTIVE PLANNER

FROM: ROBERT MILES, ARCHITECTURAL CONSERVATION OFFICER

SUBJECT: ABP-316212-23 – BALLIVOR WIND FARM

DATE: 19<sup>TH</sup> APRIL 2023

#### Planning Application References

Planning Application Ref: ABP-316212-23

#### Site Context

#### Immediate context: Recorded Protected Structures:

91078 Woodtown House 91193 Ballivor Health Centre 91194 St Columbas RC graveyard 91195 Saint Kineth's Church of Ireland Church 91196 Saint Columbanus' Roman Catholic Church 91197 Water Pump 91198 Parkstown 91292 Scarriff Bridge 91388 Foxbrook 91379 Killyon Manor

#### Context:

Visible from Recorded & Registered National Monuments:

Lough Crew Cairns

#### Slieve na Callagh Collection

ME015-012005 / ME02201 Corstown Megalithic tomb – passage tomb ME015-012004 / ME02200 Corstown Megalithic tomb – passage tomb ME015-012003 / ME02199 Corstown Megalithic tomb – passage tomb ME015-012002 / ME02198 Corstown Megalithic tomb – passage tomb ME015-012001 / ME02197 Corstown Megalithic tomb – passage tomb ME015-012007 / ME02203 Corstown Megalithic tomb – passage tomb ME015-012006 / ME02206 Corstown Megalithic tomb – passage tomb ME015-012006 / ME02206 Corstown Megalithic tomb – passage tomb ME015-114 / ME02952 Corstown Rock Art ME015-113 / ME02852 Corstown Rock Art ME015-011 / ME00671 Corstown Megalithic tomb – passage tomb ME015-010002 / ME02569 Corstown Cairn ME015-010001 / ME00670 Corstown Cairn

Visible from the **Tentative World Heritage Site of Tara.** Extensive collection of National, Registered and Recorded Monuments:

Recorded Monuments of the Hill of Tara; ME032-042 / ME01527 Castle tower house ME032-044 / ME01529 Church ME032-044001 / ME03662 Graveyard ME032-044002 / ME03663 Graveyard

#### Protected Views

44 Hill of Tara Panorama

Applicant: Board na Mona Powergen Ltd Agent: MKO

#### Development: 'Proposed Ballivor Wind Farm, Co Meath & Westmeath - ABP-316212-23'

- The applicant has failed to supply a visual impact assessment from the Lough Crew Cairns which are within the visibility context of the development.
- The applicant has failed to supply a visual impact assessment from Immediate context: Recorded Protected Structures:

91078 Woodtown House 91193 Ballivor Health Centre 91194 St Columbas RC graveyard 91195 Saint Kineth's Church of Ireland Church 91196 Saint Columbanus' Roman Catholic Church 91197 Water Pump 91198 Parkstown 91292 Scarriff Bridge 91388 Foxbrook 91379 Killyon Manor which are within the visibility context of the development.

The applicant has included incorrect RPS numbers for Scarrif Bridge and Ballivor Water Pump which is misleading. The affect of the development on the Hills of Tara Panorama are evident in the Visual Impact Assessment and will negatively alter the view, panorama, and experience of this historic landscape.

I recommend that the application be refused.

#### Policy Context – Meath County Development Plan 2021-2027

- HER POL 1 To protect sites, monuments, places, areas or objects of the following categories:
  - Sites and monuments included in the Sites and Monuments Record as maintained by the National Monuments Service of the Department of Housing, Local Government and Heritage
  - Monuments and places included in the Record of Monuments and Places as established under the National Monuments Acts;
  - Historic monuments and archaeological areas included in the Register of Historic Monuments as established under the National Monuments Acts;
  - National monuments subject to Preservation Orders under the National Monuments Acts and national monuments which are in the ownership or guardianship of the Minister for Housing, Local Government and Heritage or a local authority;
  - Archaeological objects within the meaning of the National Mouments Acts; and Wrecks protected under the National Monuments Acts or otherwise included in the Shipwreck Inventory maintained by the National Monuments Service of the Department of Housing, Local Government and Heritage
- HER POL 2 To protect all sites and features of archaeological interest discovered subsequent to the publication of the Record of Monument and Places, in situ (or at a minimum preservation by record) having regard to the advice and recommendations of the National Monuments Service of the Department of Housing, Local Government and Heritage and The Framework and Principles for the Protection of the Archaeological Heritage (1999).
- HER POL 3 To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, for development in the vicinity of monuments or in areas of archaeological potential. Where there are upstanding remains, a visual impact assessment may be required.

- HER POL 4 To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, where development proposals involve ground clearance of more than half a hectare or for linear developments over one kilometre in length; or developments in proximity to areas with a density of known archaeological monuments and history of discovery as identified by a suitably qualified archaeologist.
- HER POL 5 To seek guidance from the National Museum of Ireland where an unrecorded archaeological object is discovered, or the National Monuments Service in the case of an unrecorded archaeological site.
- HER POL 12 To recognise and respect potential World Heritage Sites in Meath on the UNESCO Tentative List – Ireland.
- HER POL 14 To protect and conserve the architectural heritage of the County and seek to prevent the demolition or inappropriate alteration of Protected Structures.
- HER POL 15 To encourage the conservation of Protected Structures, and where appropriate, the adaptive re-use of existing buildings and sites in a manner compatible with their character and significance. In certain cases, land use zoning restrictions may be relaxed in order to secure the conservation of the protected structure.
- HER POL 16 To protect the setting of Protected Structures and to refuse permission for development within the curtilage or adjacent to a protected structure which would adversely impact on the character and special interest of the structure, where appropriate.
- HER POL 17 To require that all planning applications relating to Protected Structures contain the appropriate accompanying documentation in accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (2011) or any variation thereof, to enable the proper assessment of the proposed works.
- HER POL 18 To require that in the event of permission being granted for development within the curtilage of a protected structure, any works necessary for the survival of the structure and its re-use should be prioritised in the first phase of development.
- HER OBJ 56 To preserve the views and prospects listed in Appendix 10, in Volume 2 and on Map 8.6 and to protect these views from **inappropriate** development which would interfere unduly with the character and visual amenity of the landscape.

- HER POL 52 To protect and enhance the quality, character, and distinctiveness of the landscapes of the County in accordance with national policy and guidelines and the recommendations of the Meath Landscape Character Assessment (2007) in Appendix 5, to ensure that new development meets high standards of siting and design.
- HER OBJ 48 To support the aims and objectives of the European Landscape Convention by implementing the relevant objectives and actions of the National Landscape Strategy 2015-2025 and any revisions thereof.
- HER OBJ 49 To ensure that the management of development will have regard to the value of the landscape, its character, importance, sensitivity and capacity to absorb change as outlined in Appendix 5 Meath Landscape Character Assessment and its recommendations.

Robert Miles

Alliles

Architectural Conservation Officer Meath County Council

Approved

Wendy Bagnall

Senior Executive Planner Meath County Council

#### Archaeologist

**Ballivor Wind Farm EIAR comments** 

#### Niall Roycroft, 28th April 2023



I have read the Chapter 12 only. Overall, the chapter is detailed and scholarly.

Some observations below:

#### 1 Map regression

The Map regression section would benefit from additional information from the 1650s Down Survey and 1815 Larkin Maps. I have had a quick look at this to be sure that nothing that is easily researchable has been missed.





The Down Survey mapping does not show significant evidence within the proposed windfarm outline. However, the County Meath boundary on the Lune Barony map is later taken by Larkin.



The Taylor & Skinner map 244 shows that the R156 has been constructed by this time.



The 1817 Larkin map shows nothing of archaeological significance within the proposed windfarm area. The E-W R156 is shown. However, the county boundary (Mearing) – which is claimed by Larkin to follow the line of that on the Down Survey – does not match very well.



Overlay of various 'County Boundaries' onto present Google mapping above. The 1837 OS boundary generally follows significant drainage channels that are perhaps 18th C works, so earlier boundary markers may survive (if not milled away: but perhaps there is evidence in the adjacent lands) and would be worth looking for and recording. However, settlements, trackways / roads, defences or other interesting features are not marked on any mapping. Nevertheless, pinch points and narrow

hourglass-shaped 'waists' between separate wetlands – such as the area crossed by the R156 - are typically targeted for archaeological trackways and as such the areas near to the present R156 have a very high archaeological potential for ancient routeways.

#### 2 Known and unknown archaeological monuments and objects

No comments on Recorded monuments. However, works typically undertaken during Bord na Monabased archaeological surveys and monitoring are often confined to walking along drainage channels (usually 15m apart) and looking at the sections to see if there are any trackways or features in them. This would be considered a relatively unsuitable form of archaeological survey for non- Bord na Mona fields with archaeological potential. Therefore, the EIAR survey statements that end in 'No archaeological results' cannot be taken to mean there is or was nothing / little there. However, it is also possible that several metres of a wetland have already been removed in any bog, and as such pretty much all of the levels that might contain archaeological sites or finds will also have been removed. Dating the residual peat levels will help determine the remaining archaeological potential of the bog.

![](_page_25_Picture_3.jpeg)

#### **3** Existing Protected Structures

It is not clear why features after 1989 have been left off the extant Bord na Mona Railway discussion. All features associated with extant Bord na Mona Railway across the site require a full walkover and inventory to determine the extent of the 'Protected Structure'. For example, the NIAH image used for the R156 level crossing was taken in 2004: but these level crossing gates were replaced before 2009 and there is now an entirely different layout. The Bord na Mona Railway needs proper mapping and annotations to mark bridges, culverts, track types, points, associated mileposts, signals, sheds, junction boxes, turntables or whatever may be there. In addition, any abandoned rolling stock, carriages, etc require adding to any inventory. Bord na Mona and OSi presumably already have fairly accurate mapping upon which this survey can be based. Once this railway is fully out of use, it will disappear into the landscape very quickly.

#### 4 Cultural heritage / Folklore

There is no mention of cultural heritage-folklore. Wetlands often have rich and varied folklore traditions and histories. Since the wetland is completely changing from one use to another, there may be folklore relating to its workings over the years that can be recovered from the local population. Presumably many people in the area have spent their lives working in these bogs and they are guardians to a whole host of stories and folklore. Folklore may include traditional stories – but also

include recent events and histories right up to the present. Some general advertising may draw people who are willing to tell their stories about these bogs. NOTE: the bogs are in both Meath and Westmeath and as such are bordered by two completely different (at least until the recent past) populations and traditions. It would therefore be necessary to complete folklore surveys in both Meath and Westmeath. A start to such a survey would be a review of the Schools collection on duchas.ie for the schools bordering the wetland areas.

#### **5** Palaeo-environmental research

There is no mention of any palaeo-environmental work in the past and no proposal for palaeoenvironmental work into the future. This needs attention as bogs are a tremendous resource for trapping evidence for past landscapes and climates. I am not aware of palaeo-environmental work on these bogs, so as a minimum, a programme of palaeo-environmental work should form part of the proposed mitigation. This mitigation should commence with background research into any previous work here and the engaging of a qualified palaeo-environmentalist to guide and co-ordinate mitigations works (including reporting) before and during construction. Much or most of the wetland that has been here for centuries has presumably been significantly removed by Bord na Mona works. But dating the present level where peat removal ceased should be a priority across all of the bog areas (minimum of two radiocarbon dates for the upper peat levels). This will determine the archaeological potential of the present ground surface and layers beneath. Further dating of any remaining lower peat levels may be required. Bog burst peat movements, old stream channels, previous springs / water holes and very old workings that have regenerated are some of the complex features of a bog that would require attention. Archaeological finds and objects typically occur in two ways in a bog. They are either built on a contemporary ground surface or in open streams and become buried as the bog grows around them or the stream moves somewhere else; or they are deposited in holes that are deliberately dug into the peat or that occur naturally in the bog. Typically, the base of the peat bog is an area where remains of Giant Irish Deer are found.

#### **6 Proposed mitigation**

The EIAR says there is a high archaeological potential for these wetlands. But then only proposes monitoring construction works as a mitigation. This means that the archaeologist is not in charge of groundworks in any location and anything that is exposed – and seen- will probably be damaged during that exposure. Furthermore, the archaeologist will have no real idea of the archaeological potential of the siteworks before construction starts and this can lead to disruption and delays should anything be found. Therefore, it is recommended that a programme of advance archaeological investigations form part of the mitigation works. This advance work will determine the location, date, nature and extent of any archaeological or environmental remains. This will inform an archaeological strategy for the project and will form a basis for programme, costs and archaeological significance.

#### 7 Recommendations

1 It is recommended that a qualified archaeologist is engaged well in advance of construction works to complete an archaeological assessment of the whole windfarm project site. At a minimum this will involve machine-based trial trench investigations of any areas subject to development. Particular attention to be paid:

- to potential surviving previous county boundary markers,
- the areas north and south of the R156 (which may contain trackways),
- proposed turbine bases and access roads.

The aim would be to determine the location, date, nature and extent of any archaeological sites or features. This work will feed into an Archaeological Mitigation Strategy Document that will determine how any archaeological remains are either preserved in situ or preserved by record. If the advance works show nothing of archaeological significance, it may still be appropriate to monitor all or some of the construction works, since stray finds (including human remains) are

## always a possibility. All finds and reports are to be finally lodged with the National Monuments Service and the National Museum of Ireland.

#### Reason:

To ensure the preservation in situ or by record of all archaeological and historical material. Works in advance of construction allow appropriate programming and resources to be allocated to archaeological works before or during construction without the project suffering delay or disruption.

2 It is recommended that a programme of palaeo-environmental research is completed on the whole area of the proposed windfarm. This will involve engaging a qualified palaeo-environmental specialist to guide research under the general supervision of the archaeologist. As a minimum, this research will begin with a review of any previous palaeo-environmental works on or near to the windfarm site. Then a dating programme of the remaining peat levels is to be completed and a broad, general history of how the wetland has grown and been used through time is to be made. Should archaeological remains be discovered on the site during advance or construction works, the palaeo-environmental specialist will advise on appropriate sampling and methodologies for preservation in situ or by record.

#### Reason:

Wetlands retain vast amounts of data and a suitable record of the current preservation levels is required as part of the archaeological mitigation strategy. The detail of the palaeo-environmental research will typically be dependent on actual, associated archaeological remains and the accurate dating of areas of the wetland. Once a general history and completeness of the wetland has been created, this can feed into the Archaeological Mitigation Strategy Document.

## **3** It is recommended a full written and drawn survey of the Bord na Mona railway in its entire, current condition, including all associated structures and any abandoned rolling stock, is completed. *Reason:*

The 'Protected' status of the railway would typically extend to its original form and all its subsequent components. Therefore, a full record of the railway would be appropriate. When railways go out of use, they can disappear into the landscape very quickly.

# 4 It is recommended that two folklore surveys are completed by a qualified folklore specialist: one from the population on the Meath side and one from the population on the Westmeath side. A baseline for this survey will be the Schools Folklore collection on duchas.ie. Folklore is any oral histories up to the present day.

#### Reason:

The changing landscape will certainly mean that any folklore connected with these wetlands – which have been worked for centuries by the local population – will be lost. The windfarm development is an excellent opportunity to collect valuable and vulnerable local folklore.

#### 5 It is recommended that the results of all the works outlined above are published in a 'glossymagazine' type dissemination publication in digital +/or hard copy, which presents the results of the research that has been completed as part of the wind farm project.

#### Reason:

A published, public-friendly dissemination format is a chance to tell the public how the wind farm has brought cultural benefits to the region.

#### **APPENDIX 2 DEVELOPMENT CONTRIBUTION SCHEME FOR COUNTY MEATH**

The Meath Council Development Contribution Scheme is available from: <u>https://www.meath.ie/council/council-services/planning-and-building/planning-permission/development-contribution-schemes</u>.

### **APPENDIX 3 SITE PHOTOS**

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