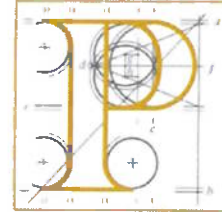


Our Case Number: ABP-318540-23

Your Reference: SSE Generation Ireland Ltd



An
Bord
Pleanála

Gravis Planning
c/o Sean Breslin
41 Baggot Street Lower
Dublin 2
D02 NN67

Date: 11 March 2024

Re: 10 year planning permission for the proposed Open Cycle Gas Turbine (OCGT) power plant fuelled by Hydrotreated Vegetable Oil (HVO) and associated site works at Tarbert Island, Tarbert, Co. Kerry. (www.ssetarbertnextgen.com)

Dear Sir / Madam,

An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted.

If you have any queries in the meantime, please contact the undersigned officer of the Board or email sids@pleanala.ie quoting the above mentioned An Bord Pleanála reference number in any correspondence with the Board.

Yours faithfully,

Ashling Doherty
Executive Officer
Direct Line: 01-8737160

PA36

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email
(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

06 March 2024

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

ABP Reference: ABP-318540

AN BORD PLEANÁLA	
LDG-	_____
ABP-	318540 - 23
06 MAR 2024	
Fee: €	_____ Type: _____
Time:	16:46 By: hand

Dear Sir/Madam,

Re: Response to Submissions – 10 year planning permission for the proposed Open Cycle Gas Turbine (OCGT) power plant fuelled by Hydrotreated Vegetable Oil (HVO) and associated site works at Tarbert Island, Tarbert, Co. Kerry.

On behalf of the Applicant, SSE Generation Ireland Ltd.¹, we hereby provide a response to the submissions received by An Bord Pleanála (ABP) in relation to the above-referenced Strategic Infrastructure Development (SID) application.

Submissions have been made by an individual member of the public, a local Councillor, the Tarbert Development Association (TDA) as well as a number of statutory bodies, namely Uisce Éireann (formerly Irish Water), Transport Infrastructure Ireland (TII), the Health and Safety Authority (HSA), the Environmental Protection Agency (EPA) and the Health Service Executive (HSE). The points raised in each of the submissions are addressed by the Project Team² in the enclosed 'Response to Submissions' document. To address queries raised by TII regarding abnormal load haul routes during the construction stage of the Proposed Development an Abnormal Loads Report has been prepared by AECOM and is included as part of this submission. In addition, a document setting out SSE's established 'Principles of Engagement' is enclosed for information.

Two hard copies and one electronic copy of the following are enclosed:

- Response to Submissions
- Abnormal Loads Report (prepared by AECOM)

¹ Red Oak South, South County Business Park, Leopardstown, Dublin 18, Dublin, D18 W688

² Including input as required from technical experts at AECOM and SSE Generation Ireland Ltd.

- SSE Principles of Engagement

We trust that the enclosed material satisfactorily addresses the points raised in submissions to the application, as requested, and will be of assistance to ABP in completing its assessment. The information provided is intended for clarification purposes and, where relevant, to direct the reader to aspects of the submitted material.

Please do not hesitate to contact the undersigned in the event of any queries.

Yours sincerely,

Sean Breslin

Senior Consultant

sbreslin@gravisplanning.com

Summary of Submissions and Applicant Response

Uisce Éireann

The submission by Uisce Éireann relates to water supply requirements for the Proposed Development.

Item No.	Topic	Comment	Applicant Response
1.1	Water Supply	Uisce Éireann acknowledges the importance of the Proposed Development, stating that it <i>“will support the security of electrical power supply, the continued expansion of Ireland’s renewable generation capacity and will provide essential support to the electricity supply system at times of peak demand”</i>. They note however, that a Pre-Connection Enquiry will need to be submitted given the potential intensification of use of the site and change in water demand. They note the overall reduction in water usage that is proposed, but require information on peak flows, potential impacts on the on-site reservoir storage and on existing watermains and networks. They advise that the Pre-Connection Enquiry should include: • Calculations including peak and seasonal water demand profiles • Details for the proposed demineralised water storage tanks	A Pre-Connection Enquiry form has been submitted to Uisce Éireann with the requested information. It should be noted, notwithstanding the submission of a pre-connection enquiry, that the Proposed Development does not require a new connection. It will use an existing connection that previously supplied the Heavy Fuel Oil (HFO) plant on-site. As acknowledged by Uisce Éireann, the water supply requirement for the Proposed Development will be significantly less than that for the HFO plant.

		Details for raw water and firewater storage	
--	--	---	--

Transport Infrastructure Ireland

The submission by TII has raised points in relation to abnormal load haulage routes, stakeholder consultation and appropriate planning conditions.

Item No.	Topic	Comment	Applicant Response
2.1	Abnormal Load Haulage Routes	TII considers it critical that a full assessment by the applicant/developer of all structures on the national road network along the haul route should be undertaken, where relevant, to confirm that all structures can accommodate the proposed loading associated with the delivery of components to site where the weight of the delivery vehicle and load exceeds that permissible under the Road Traffic Regulations. Where relevant, Public Private Partnership (PPP) Companies, Motorway Maintenance and Renewal Contracts (MMaRC) Contractors and relevant road authorities along the haul routes should confirm their acceptance of proposals by the applicant.	AECOM has produced an Abnormal Loads Report which is enclosed as part of this submission. The report concludes that the transportation of abnormal loads required for the Proposed Development is achievable using the existing road network from Foynes or Dublin Port. It should be noted however, that the transportation of the Gas Turbine and Generator will not be possible using Dublin Port Tunnel due to height restrictions in place. These components may be considered for transportation through Dublin using a special permit but, if this is not feasible, will be transported to the site via Foynes Port. Accordingly, the abnormal load deliveries required as part of the Proposed Development will be undertaken from either Dublin Port or Foynes Port, in accordance with the routes set out in the enclosed Abnormal Loads Report and in consultation with the PPP companies, MMaRC Contractors and relevant road authorities. This process will be carried out in accordance with an updated Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP), which will include final details confirmed with the road authorities and will be maintained as working documents throughout the course of the construction period.

		TII advises that any damage caused to the pavement of the existing national road due to the turning movement of abnormal loads (e.g. tearing of the surface course) shall be rectified in accordance with TII Pavement Standards.	It is acknowledged that any damage caused to existing road pavement due to turning movements will need to be rectified in accordance with TII Pavement Standards.
2.2	Consultation	The applicant/developer will need to demonstrate consultation with all PPP Companies, MMaRC Contractors and relevant road authorities over which the haul routes traverse to ascertain any operational requirements such as delivery timetabling, etc. TII requests referral of all proposals agreed between the road authorities, PPP Concessions and MMaRC Companies and the applicant impacting on national roads.	This consultation will be undertaken by the appointed contractor in advance of any abnormal load deliveries commencing, as is typical for infrastructure projects of this nature. TII shall be advised of all proposals agreed between the appointed contractor and the relevant stakeholders.
2.3	Planning Conditions	Mitigation measures identified by the applicant should be included as conditions in any decision to grant permission. The applicant will be required to demonstrate that any proposed works (including temporary and signage) to the national road network to facilitate component delivery to site shall comply with TII Publications and shall be subject to Road Safety Audit as appropriate.	Noted. An updated CTMP will be prepared by the appointed contractor in advance of development commencing in accordance with the requirements of TII, Kerry County Council, Limerick City & County Council, An Garda Síochána and other relevant stakeholders. Temporary removal and reinstatement of street furniture is likely to be required to facilitate abnormal load deliveries. The detail of any such requirements will be provided in an updated CTMP.

Health and Safety Authority

The submission from the HSA provides standard text confirming that it does not advise against the granting of planning permission.

Item No.	Topic	Comment	Applicant Response
3.1	Major Accidents and Hazards	The HSA notes that the application is covered by Regulation 24(2) (b) of S.I. 209 of 2015 and based on the information that the HSA received, the HSA does not advise against the granting of planning permission in the context of major accident hazards.	The applicant notes and welcomes the confirmation provided.

Environmental Protection Agency

The submission from the EPA relates to post-consent licencing of the Proposed Development.

Item No.	Topic	Comment	Applicant Response
4.1	Environmental Licencing	The EPA notes that the licence for the site may need to be reviewed or amended to accommodate the changes proposed in the planning application. The EPA also notes that it cannot issue a Proposed Determination on a licence application until a planning decision has been made.	The applicant notes the points raised by the EPA in relation to the licencing of the site. It has engaged with the EPA in advance of this planning application being submitted and will continue to do so in advance of a license application being made.

Health Service Executive (National Environmental Health Service – NEHS)

The submission from the HSE raises points in relation to public consultation, waste management, pest control, traffic impacts and noise and vibration.

Item No.	Topic	Comment	Applicant Response
5.1	Public Consultation	With regard to the ‘in-person’ public consultation events, the NEHS state that <i>“issues raised in the feedback forms could not be found in either the NTS or the full EIAR under Chapter 6”</i> .	The feedback provided through feedback forms at the public events is summarised in Appendix 6F of the EIAR.
5.2	Community Liaison Officer	The NEHS note that the period for which a dedicated Community Liaison Officer (CLO) is allocated to the project <i>“could not be established”</i> . It recommends that the CLO remains in place throughout the construction, operations and decommissioning phases.	A dedicated CLO will be in place for the full course of the Proposed Development, in accordance with SSE’s established Principles of Engagement (copy enclosed). This will encompass the construction, operations and decommissioning phases in full.
5.3	Waste Management	The NEHS notes that the management of waste on site is relevant to the control of potential vectors of disease including rodents, flies and potential invasive species of mosquito. The NEHS recommends that a Pest/Vector control plan is incorporated into the design of the power station to limit opportunities for proliferation during operations and into the CEMP during the construction phase.	The applicant notes the point raised in relation to pest control. Existing waste management and pest control measures on site (e.g. Secure, covered waste storage; Waste separation; Commercial pest control contractors) are effective and will be maintained throughout the course of the Proposed Development. In addition, a Pest/Vector Control Plan will be included as part of an updated CEMP to be submitted in advance of works commencing. This will be maintained as a working document throughout the course of the Proposed Development.
5.4	Traffic Impacts	The NEHS also recommends that consideration is given to traffic related	The methodology used in the Traffic and Transport chapter of the EIAR (i.e. Chapter 14) includes the ferry terminal and associated traffic as part of the

		impacts during holiday periods when use of the Killiimer - Tarbert ferry is likely to be at its height.	baseline environment, in accordance with relevant policy and best practice guidance (as set out in the Traffic and Transport chapter). In terms of interaction with ferry traffic it should be noted that there is an existing 'yellow box' road marking in place where the main entrance road to the site meets the N67. This prevents traffic queueing for the ferry from blocking the entrance to the site. Furthermore, alternative access to the site will be possible, from the existing access point to the west, should ferry traffic during peak holiday periods become disruptive to construction traffic movements, or vice versa. Vehicle movements to and from the site during the operational period will not be significant.
5.5	Human Health	In relation to noise and vibration, the NEHS recommends that the mitigation actions listed under 11.6.1 and 11.6.2 are set as planning conditions if the application is granted. They also recommend that monitoring at Noise Sensitive Receptor (NSR) locations takes place at day, evening and night time periods to ensure compliance. The NEHS recommends that there is a clear and accessible route for the local community to provide feedback or make complaints on noise and other health protection issues during each development phase.	The applicant notes, and has no objection to, the recommendation of conditions to confirm the mitigation measures listed under sections 11.6.1 and 11.6.2 of the EIA. Noted and agreed. The Applicant is dedicated to engaging with local communities and stakeholders throughout the entire project lifecycle, from the early stages of development, through consultation, construction, and operation, to leaving a lasting legacy, and are committed to open, transparent, and meaningful engagement. This approach is rooted in their 'Principles of Engagement' (See copy enclosed), which emphasize collaboration, communication, and the

			implementation of feedback. The key element in this commitment is the Community Liaison Officer (CLO), who serves as a critical link between the project team and the local community. The CLO for the Tarbert site is regularly in contact with local stakeholders, having attended multiple community meetings with the TDA and attended and supported local club events such as Tarbert Maritime Club and Tarbert Rowing Club events. The CLO also meets regularly with local residents to share SSE's expertise and knowledge in the aim of supporting the community with its ambitions of making Tarbert a healthier and safer environment. The Applicant will continue, through the project's dedicated Community Liaison Officer (CLO), to build on pre-application engagement to work collaboratively with the local community and stakeholders throughout the full course of the Proposed Development.
5.6	Human Health	In relation to air quality including dust, the NEHS recommends that dust control measures are implemented within the CEMP and that those listed in Chapter 7 of the EIAR (Section 7.5.1.3) are set as minimum conditions of planning if granted.	Noted and agreed.
5.7	Climate	In relation to chapter 17 on Climate Action, and Opportunities for Health Gain, the NEHS could not find any opportunities for health gain beyond the focus of the chapter on flood defence. The NEHS provides examples of mitigation actions to consider, including supporting active travel options for staff to and from the site, the utilisation of zero or near zero emissions vehicles during all	The Applicant is committed to identifying and implementing health promotion opportunities throughout the full course of the Proposed Development including, but not limited to, the promotion of active travel measures during the construction and operational phases and the use, where possible, of zero or near zero emissions vehicles (including vehicles fuelled by HVO). Under SSE's environmental governance and policies, the Applicant is working to actively manage its environmental footprint and carefully considers biodiversity in all of its activities to ensure that it maximises positive and minimises negative impacts. For a Large Capital Project such as the Proposed Development, SSE is committed to achieving no 'net loss' in biodiversity from 2023, and 'net gain' in

		phases, harvesting of rainwater and the incorporation of renewable energy sources.	biodiversity from 2025. As a result, a biodiversity enhancement plan will be developed across the full Tarbert Island site which will also attempt to identify opportunities to develop or enhance green or blue spaces for the potential co-benefit of staff and the local community. GHG emissions will be minimised through the use of BAT ('Best Available Techniques') combustion technology and sustainable, low carbon HVO fuel certified to the standards set out in Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources, i.e. Renewable Energy Directive II ('RED-II') under the International Sustainability and Carbon Certification (ISCC). The submitted climate change resilience assessment covers both sudden onset (e.g. flood, storm events) and slow onset (e.g. rising temperatures) climate change risks – Refer to Chapter 17 and Appendix 17A of the submitted EIAR. As noted above, the Applicant is committed to achieving biodiversity enhancement across the Tarbert Island site. As part of this they will, through the preparation of a biodiversity enhancement plan, look for opportunities to promote health gain.
		The NEHS recommends that the proposed development aims to minimise GHG emissions to the maximum extent feasible. The NEHS also recommends, with regard to climate change resilience, that the development assess vulnerability to both sudden onset and slow onset risks and look for opportunities to promote health gain (e.g. green/blue spaces to provide 'co-benefits' for staff and the local community).	
5.8	Emergency Management	The HSE South Emergency Management function did not provide specific observations in relation to the application, but provided general recommendations on site operations, which are set out below.	

5.8.1	Should an incident occur, and the emergency services be required, the incident information should be provided in the 'ETHANE' format.	Noted.
5.8.2	Emergency services access to the site should be clearly identified via appropriate high visibility signage.	Noted.
5.8.3	The site should have a mechanism in place to account for personnel during an evacuation in order to provide the information to Emergency Services.	Noted – to be included as part of Emergency Response Plan referred to at Section 19.8 of EIAR.
5.8.4	The site should identify any critical/vulnerable facilities within the geographical catchment area that could be directly or indirectly affected by an incident at the site.	Please refer to the submitted Technical Land Use Planning Risk Assessment included as Appendix 19A of the EIAR.
5.8.5	Where the 'off-site' impacts of an incident affect a vulnerable cohort, the emergency services will require the assistance of the site operator in determining the impact on the local community.	Noted.
5.8.6	The site operator is encouraged to develop a business continuity plan that includes a plan for severe weather.	Noted.

Tarbert Development Association

The submission from the TDA welcomes the Proposed Development and identifies traffic impact within the town as a concern.

Item No.	Topic	Comment	Applicant Response
6.1	Site Suitability	The TDA highlights the established character of the site, notes that there will be little or no change in visual impact and that emissions, noise and waste production should be greatly reduced.	Noted and agreed.
6.2	Biodiversity	The TDA notes the presence of a number of biodiversity designations in proximity to the site, and states that it is important that all mitigation measures set out in Section 9.6 of the EIAR are implemented in full.	Noted and agreed. Refer also to the Natura Impact Statement included as Appendix 9B of the EIAR.
6.3	Traffic	The TDA notes that while traffic within the site and on the national road is discussed within the EIAR, there is no reference to traffic flow within the town. It refers to traffic management suggestions included as part of the Urban Design Framework for Tarbert that was prepared over 20 years ago, and calls for them to be implemented by Kerry County Council in conjunction with TII.	The Applicant notes the points raised by the TDA in relation to traffic management within the town. The traffic impact from the Proposed Development is detailed in Ch. 14 of the EIAR. Minimal traffic will be generated during the operational phase and, while there will be higher volumes generated during the construction phase, the implementation of the CTMP will ensure that the impact of this is not significant, including on traffic flows within the town.

Councillor Michael Foley

The submission made by Cllr. Foley relates to the need for the Proposed Development, the history of the site for electricity production, the importance of the site for industrial development, employment, and recognition of the Shannon Estuary's importance in the EIAR. It is strongly supportive of the Proposed Development.

Item No.	Topic	Comment	Applicant Response
7.1	Importance of proposal	Cllr. Foley sets out his support for the application, noting the long history of electricity generation on the site. Cllr. Foley notes that the site is brownfield and one of 9 sites supported for industrial development in the Strategic Integrated Framework Plan for the Shannon Estuary (SIFP). Cllr. Foley also notes that the importance of the site for industrial development is set out in the Kerry County Council Development Plan and the Listowel Municipal District Local Area Plan. Cllr. Foley further notes the positive impact of the increased employment during construction in an area with a high deprivation index. Cllr. Foley also notes that the proposed development will contribute to addressing forecast generation capacity shortfalls. Cllr. Foley welcomes the comprehensive EIAR in recognition of the importance of the Shannon Estuary.	The applicant notes and welcomes the supportive comments made by Councillor Foley.

John Fox

The submission made by Mr. Fox relates to visual amenity, appropriateness of the site, energy security, employment and community engagement. It expresses support for the Proposed Development, subject to proper planning and sustainable development.

Item No.	Topic	Comment	Applicant Response
8.1	Importance of proposal	Mr. Fox notes that the site location for the application is ideal as there is an existing power station on site. The changes involved in the proposal will improve visual amenity. Mr. Fox further notes that the proposal will provide energy security for the country and the essential infrastructure that is already on site will speed up the construction phase. Mr. Fox notes that the proposed development would provide much needed jobs in an area that is in decline, helping to sustain a rural location. Finally, Mr. Fox notes that the ESB and more recent owners have proved to be good employers and contributed to various Tarbert Community Projects. This was not only financial but by providing technical assistance and meeting with community leaders.	The applicant notes and welcomes the supportive comments made by Mr. Fox in relation to the Proposed Development.

Abnormal Loads Report

SSE Tarbert Next Generation Power Station

SSE Generation Ireland Limited

March 2024

Quality information

Prepared by	Checked by	Verified by	Approved by
Rachel Kennedy Technician	Kim Burgess Senior Consultant	Emma Greenlees Associate Director	Simon Tomlinson Principal Engineer

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	06.03.2024	Final	SJT	Simon Tomlinson	Principal Engineer

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

SSE Generation Ireland Limited

Prepared by:

AECOM Limited
9th Floor, The Clarence West Building
2 Clarence Street West
Belfast BT2 7GP
United Kingdom

T: +44 28 9060 7200
aecom.com

© 2024 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

This document has been prepared by AECOM Infrastructure & Environment UK Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction	5
2. Haulage Route for Abnormal Load	6
Route 1 – Foynes Port to Tarbert N69/N67 Junction via N69	6
N67/N69 Junction (included in Route 1).....	6
Route 2 – Dublin Port to N69/Foynes Port Junction via M50, N7 and M7	6
3. Assessment of Routes.....	7
Route 1 – Foynes Port.....	7
Route 2 – Dublin Port	8
4. Construction Traffic Management Plan	9
5. Consultations	10
6. Mitigation	11
7. Conclusion.....	12
Appendix A Route 1 Location Plan.....	13
Appendix B Route 1 Autotracking	13
Appendix C Route 2 Location Plan.....	17

Plates

Plate 1: Right turn on N67	6
Plate 2: AutoTRACK vehicle for swept path analysis.....	7
Plate 3: View along the N67 towards the site.....	8
Plate 4: Typical example of vegetation along N69 towards Tarbert.....	8

1. Introduction

The Proposed Development consists of an Open Cycle Gas Turbine (OCGT) power plant, administration building and workshop, ancillary plant, site works, services, grid connection and demolition of ancillary buildings associated with the existing Tarbert Heavy Fuel Oil (HFO) Power Station on land within the SSE Tarbert site, in the townland of Tarbert Island, Co. Kerry.

The Proposed Development includes an OCGT (350MW) plant fuelled by Hydrotreated Vegetable Oil (HVO). The power output of the plant will be controlled and limited to a maximum of 350MW. The OCGT will be located within the existing established and operational SSE Tarbert site. The Proposed Development will include an overhead cable 75m in length, which will connect to an existing electrical substation to the south of the proposed OCGT building. There will be no alterations to the electricity transmission system outside of the Proposed Development Site as part of the Proposed Development.

To facilitate construction works it is anticipated that a total of three abnormal loads will require delivery from a port. For the purposes of this report the delivery routes considered in this analysis are from Foynes or Dublin Port. The contractor will confirm the final route via a Traffic Management Plan. The expected abnormal loads are detailed, and their transport routes will form the basis of this report:

- 1x Generator 13m x 4.7m x 4m and 375 tonnes;
- 1x Transformer 8m x 2.5m x 4m and 250 tonnes;
- 1x Gas Turbine 10.8m x 5m x 5m and 320 tonnes.

2. Haulage Route for Abnormal Load

Based on the location of the Tarbert Power Station site in Co. Kerry, the options for delivery of any abnormal load by road will be via the ports of Foynes or Dublin. Two preferred routes have been assessed and deemed appropriate for the delivery of the abnormal loads.

All options proposed utilise the existing Motorway or N class roads from each of the two ports which form part of the strategic road network in Ireland. This reduces the impact of heavy loads being transported as the road network is built to a high level of construction and alignment on the horizontal and vertical plane. The M50, N7 and M7 are on the designated list for transportation of abnormal loads in statutory instrument No. 461 of 2010.

Route 1 – Foynes Port to Tarbert N69/N67 Junction via N69

After turning right out of Foynes Port, the vehicle will follow the N69 to Tarbert village where it will turn right and follow the N67 to the Tarbert Power Station site.

A plan of the route is shown in Appendix A of this report.

N67/N69 Junction (included in Route 1)

The vehicle has been assessed travelling through the N67/N69 Junction within Tarbert Village (refer to Plate 1) as this is relevant to coming from both the Dublin and Foynes Port directions. The swept path for this junction is shown in Appendix B. Road width on the minor road is approximately 10m according to Ordnance Survey mapping.

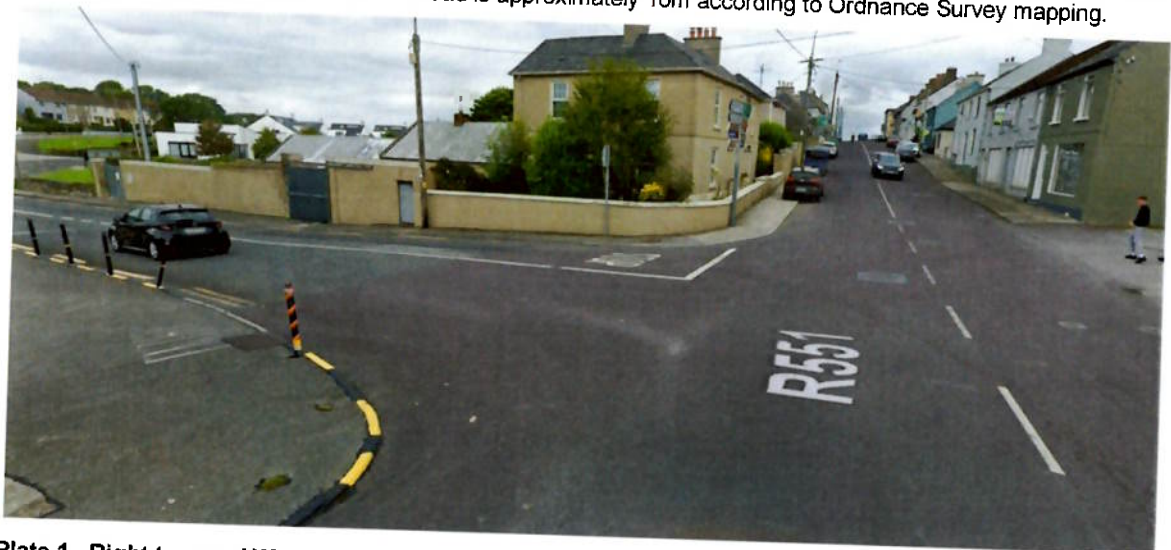


Plate 1 - Right turn on N67

Route 2 – Dublin Port to N69/Foynes Port Junction via M50, N7 and M7

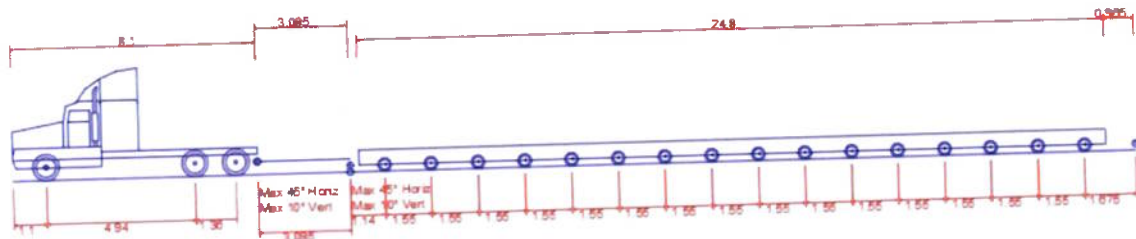
Leaving Dublin Port the vehicle will travel along the M50 and turn off at Exit 9 to N7. The route will then continue along the M7 to N18 in Limerick, where it will take Exit 2, turn left at Dock Road W roundabout and follow the N69 (crossing the roundabout in Clarina Village) and join Route 1, of which analysis has already been covered.

A plan of the route is shown in Appendix C of this report.

3. Assessment of Routes

From the review of routes from Foynes Port and Dublin Port, several locations have been identified for further analysis. In analysing the swept path of a vehicle on Route 1, a model within the propriety software produced by AutoDESK was used.

The tracking analysis is based upon the Drake Nicholas 16 row steerable modular trailer which has several standard axles and is designed to a specific weight identified for the required purpose. The vehicle in the proprietary software is based on 20 axles heavy load mover and is 6.22m wide as shown in Plate 2.



Articulated heavy load mover 6.22m wide load bed	
Overall Length	37.260m
Overall Width	6.220m
Overall Body Height	3.638m
Min Body Ground Clearance	0.220m
Max Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	31.150m

Plate 2 – AutoTRACK vehicle for swept path analysis

Route 1 – Foynes Port

Swept path analysis was undertaken from Foynes Port to Tarbet and locations identified for further analysis are listed.

1. Right turn out of Foynes Port (Appendix B, Viewport 1)
2. Vehicle utilising full road width at bridge on N69 Main Street (Appendix B, Viewport 2)
3. Right turn at N67/R551 Junction into Tarbert Power station. (Appendix B, Viewport 3)
4. Vehicle utilising full road width on left hand bend along N67. (Appendix B, Viewport 4)

Pinch points 1, 2 and 4 may require temporary removal of street furniture but based on the OS mapping appears to be achievable without any significant infrastructure works being required. However, this will require more detailed analysis to confirm if anything additional is required.

Pinch point 3 will require removal of existing street furniture on a temporary basis to facilitate the delivery. However, final choice of the vehicle type advised by the appointed contractor, may reduce the extent of any street furniture removal, due to the ability to control each axle of the trailer which is not possible to assess on proprietary software.



Plate 3 – View along the N67 towards the site

There are three bridges at Loghill, Killacolla and Tarbert which will require further investigation in advance of deliveries to site commencing but it is noted that abnormal loads have traversed this route previously so it is not envisaged this would be an issue. The condition of overhead lines will need to be assessed by the contractor in advance of deliveries commencing to ensure sufficient clearance is achievable. Dependant on time of year vegetation along the route will need to be cut back to provide clearance across the full width of the carriageway as indicated in Plate 4.



Plate 4 - Typical example of vegetation along N69 towards Tarbert

Route 2 – Dublin Port

From the analysis of the route, from the M50 to the Foynes Port entrance on the N67, the existing road infrastructure appears to be suitable for the type and size of load to be transported. The type of vehicle chosen to deliver the equipment will be dictated by the amount of clearance provided along the N7/M7 which should comply with a minimum height of 5.3m. The Construction Traffic Management Plan (CTMP) will confirm the type of vehicle and load to enable these clearances to be met, in agreement with the appropriate council authorities as required.

Regarding the route from Dublin Port to the M50, the optimal route is via the Dublin Port Tunnel, but this may not be viable due to the maximum height restriction of the tunnel of 4.65m. However, this does not preclude bringing the loads into Dublin Port, as it is permitted to transport the load through Dublin to the M50 for onward progression to Tarbert. Within the cordon that surrounds Dublin Port progression is only permitted along Alfie Burn Road or East Wall and progress can be made from either of these to the M50 on wide two-lane roads with large, signalised junctions.

For progressing the load through Dublin, the abnormal load contractor will be required to apply for approval to Dublin City Council (DCC) detailing the type and size of vehicle involved via a form downloaded from DCC's website. The application must be submitted at least 30 working days prior to the proposed journey and An Garda Síochána will be notified automatically of this request. The appointed contractor will liaise with the relevant authorities over the times and dates for each load to be delivered to ensure impact on the local road network is kept to a minimum.

4. Construction Traffic Management Plan

An updated Construction Traffic Management Plan (CTMP) will be prepared by the appointed contractor in advance of development commencing in accordance with the requirements of TII, Kerry County Council, Limerick City & County Council, An Garda Síochána and other relevant stakeholders. The process of obtaining the legal authority to drive such loads is clearly defined on the An Garda Síochána website. The forms to be completed are derived from Road Traffic (Permits for Specialised Vehicles) Regulations 2009, S.I. No. 147 of 2009, and its Amendment in 2010 (S.I. 461 of 2010), which give the power to the Garda Síochána Permits Officer to control and authorise the transport of abnormal loads on the road network.

The updated CTMP will contain details of the delivery of abnormal loads to the site including:

- Details of the haulage route including identification of any points along the access route that require engineering works e.g., the temporary removal and reinstatement of street furniture.
- Delivery timings – Sunday would be the preferable day for delivery subject to agreement with TII, Kerry County Council, Limerick City & County Council and An Garda Síochána;
- Signage and escort requirements; and
- Any additional measures to minimise the impacts from traffic i.e., road sweeping and wheel cleaning/washing.

From the initial desktop and swept path analysis of the route using OS Mapping and aerial imagery, it is not considered that any planning permission for works outside of the highway boundary will be required prior to commencing transportation.

5. Consultations

For the CTMP approvals, the contractor will need to liaise with the following authority's dependant on the port/route used:

Foynes Port

- Foynes Port
- Limerick City and County Council
- Kerry County Council
- An Garda Síochána.

Dublin Port

- Dublin Port
- Dublin City Council
- Kildare County Council
- Laois County Council
- Tipperary County Council
- Offaly Council
- Limerick City and County Council
- An Garda Síochána.

6. Mitigation

The CTMP will detail standard measures that will be deployed to limit the impact of the delivery of abnormal loads. These will include:

- Transport along the highway network will use where possible, designated roads for delivery of abnormal loads under the highways act;
- Delivery of these loads will be during off-peak periods and occur on Sundays as and when possible;
- Type of vehicle used to deliver the loads will be assessed to minimise any potential works required to the existing road network;
- Bridges will be assessed along the route in advance to ensure they are structurally suitable for each load; and
- Temporary works required to any street furniture will involve consultation and agreement with the relevant authorities/stakeholders.

7. Conclusion

From this desktop review of the abnormal loads and possible routes from either Foynes or Dublin ports, it has been concluded that the transportation of these loads can likely be achieved using the existing road network. Abnormal loads from Dublin Port if they are unable to use the Port Tunnel due to height and width restrictions, can apply for a permit to go through the port and use the existing urban road network to travel to Junction 1 of the M50. From the M50 the route would continue westwards along Route 1 and then use Route 2 from Foynes Port as identified in the appendix and discussed elsewhere in the report.

Analysis was completed of the two routes to review their suitability for transport of abnormal loads and the following limitations were identified for each: Route 1 is suitable for the most part, however some street furniture/vegetation may need temp works to facilitate the manoeuvre of the vehicle. These potential temporary items will be subject to more detailed analysis in the CTMP. Route 2 at present appears to be unsuitable for the Gas Turbine and generator to be delivered via the Dublin Port Tunnel as the tunnel has a 4.65m height restriction, however these could be considered for transport through Dublin with a special permit.

For the transportation of each abnormal load a more detailed review by the chosen contractor will be required in advance of deliveries commencing. This review will determine which load if any, can be transported using Route 2 from Dublin Port or they will all be transported from Foynes Port using Route 1.

Upon approval of the scheme, this report along with relevant information would be supplied to the specialist transportation company employed to deliver the loads. This report will form the basis dependant on the Port of choice as to what legal requirements are to be obtained to transport the load via the public road network from the various consultees identified in Section 5 of the report.

Appendix A – Route 1 Location Plan



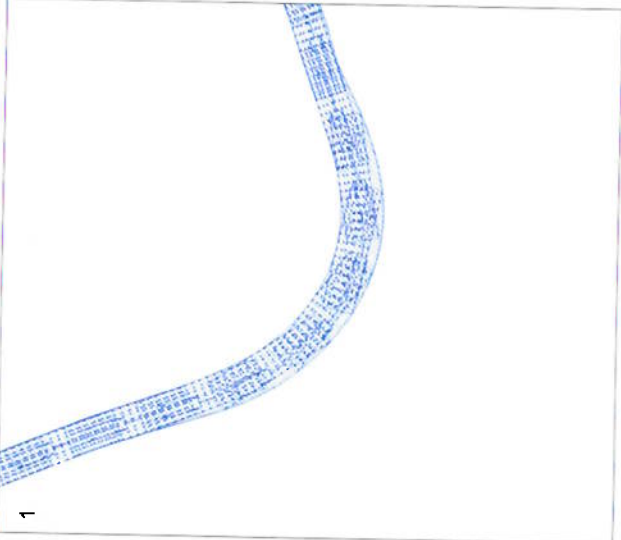
Appendix B – Route 1 Autotracking



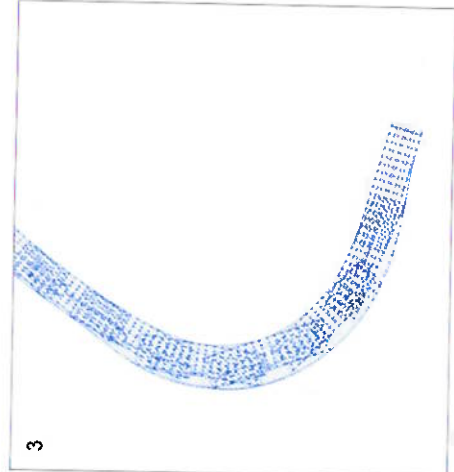
LOCATION PLAN OF POINTS FOR CONSIDERATION
NEAR FOYNES



LOCATION PLAN OF POINTS FOR CONSIDERATION
NEAR TARBERT



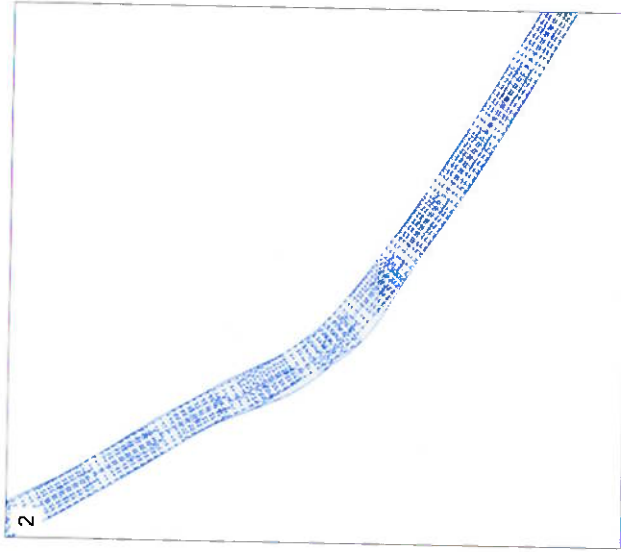
VEHICLE TURNING RIGHT OUT OF FOYNES PORT



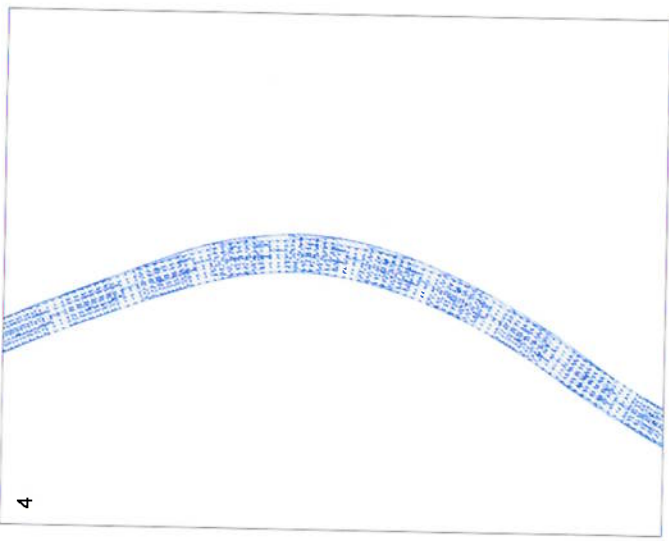
VEHICLE TURNING RIGHT ON N67 TOWARDS SITE



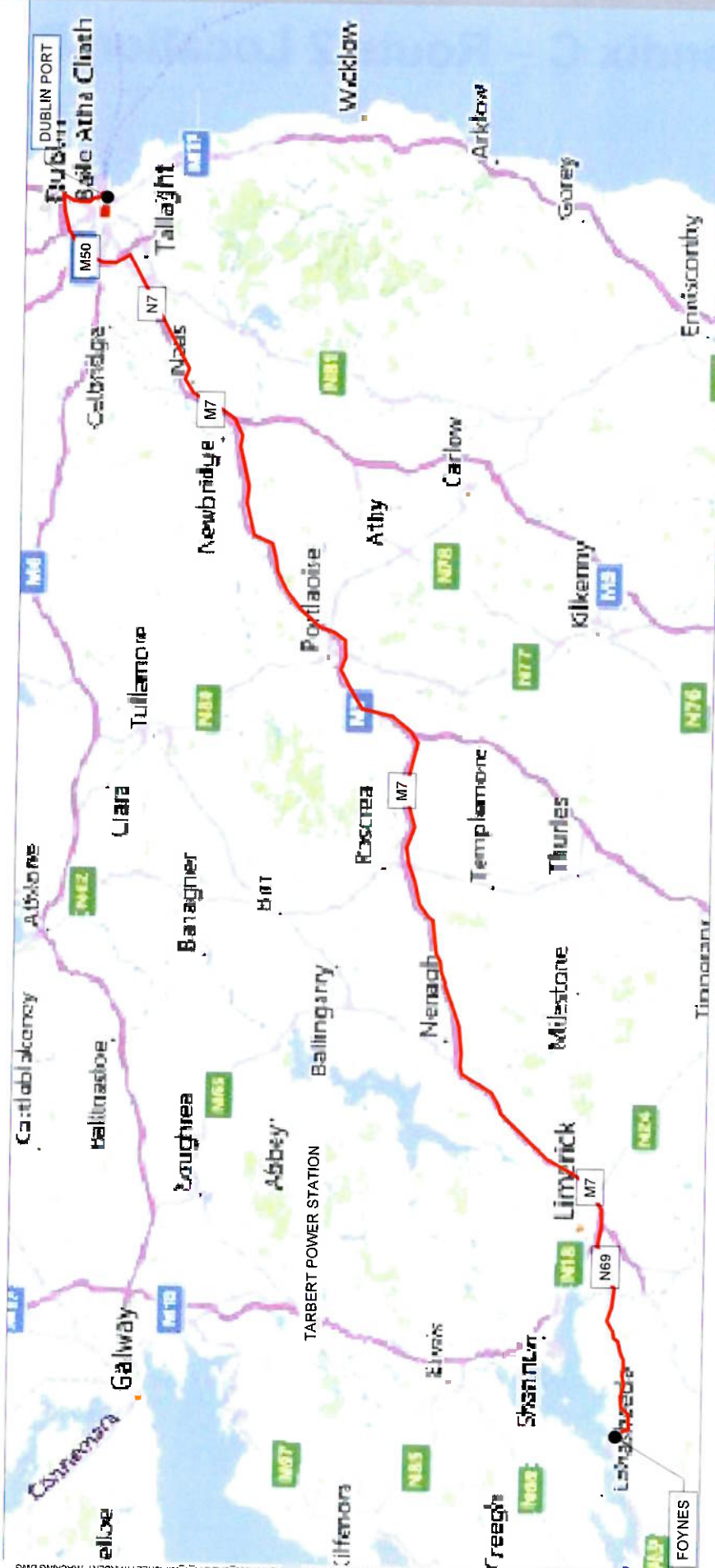
VEHICLE UTILISING FULL ROAD WIDTH
TRAVELLING ALONG LEFT HAND BEND ON N67



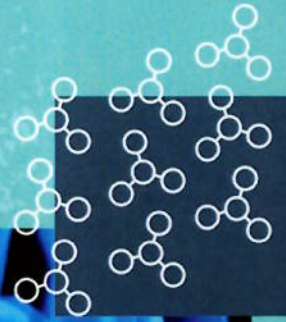
VEHICLE UTILISING FULL ROAD WIDTH AT BRIDGE
ON N69 MAIN STREET



Appendix C – Route 2 Location Plan



aecom.com



Principles of Engagement

How we deliver value for our Communities and Stakeholders

About SSE

SSE is committed to providing the energy needed today while building a better world of energy for tomorrow, developing, constructing and operating low carbon and flexible infrastructure to support the transition to net zero.

Our assets and projects include onshore and offshore wind, hydro power, solar, efficient gas fired generation and energy storage, as well as projects looking at new technologies such as Carbon Capture and Hydrogen as we move towards a net zero future. SSE also has electricity transmission and distribution grids and provides energy products and services for businesses

As part of SSE's Net Zero Acceleration Programme, we have plans to invest £40 billion across the next decade to 2031/32, to deliver cleaner, more secure and affordable energy. This will see us ramp up the deployment of renewables and flexible power generation needed to back it up when the wind isn't blowing. In doing so we intend to create more than 1,000 new green jobs, supporting skills development and delivering training programs.

As SSE develops, constructs and operates the projects which will help us transition to a net zero future, we will continue to prioritise and consult the Communities and Stakeholders surrounding our assets, enabling us to deliver value for the broader society.

About this document

We are committed to ensuring that our projects are built on a foundation of meaningful stakeholder engagement that understands and addresses the needs and viewpoints of individual communities.

This document outlines the principles we are committed to and the tools we use to achieve engagement that adds real value for our Stakeholders throughout the lifecycle of our projects

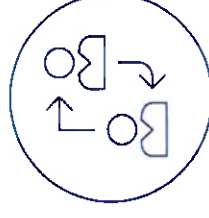


Our Commitments

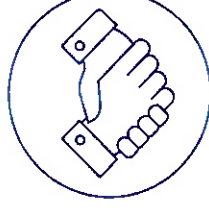
- We will** work to go above and beyond statutory requirements, establishing a process of industry best practice for engaging with our Communities and Stakeholders.
- We will** work in partnership with Stakeholders and Communities. A dedicated SSE colleague for each of our major projects and activities to ensure our Stakeholders have a single point of contact who is embedded into the Communities that we are part of.
- We will** provide regular opportunities for our Communities and Stakeholders to engage with our team using a variety of different methods and will seek feedback to ensure that our communication methods are appropriate and accessible.
- We will** be open and transparent in our approach, publish the outcomes of our engagement and share how feedback shaped the decision making process if appropriate.
- We will** set out clear boundaries of disclosure and explain how any personal information, questions or feedback will be stored, used or processed.
- We will** establish open lines of communication with a variety of political stakeholders including Elected Representatives, Parish Councils and Community Councils and engage consistently throughout the lifecycle of a project.
- We will** engage with businesses and local suppliers to offer insights into opportunities available in our supply chain and provide information on how to apply and the skills required.
- We will** work with schools, colleges and further education institutes to inform and enhance the knowledge of future generations. In doing so we will demonstrate the opportunities within our sector, raise aspirations and support the development of skills needed for future employment.

Our Principles of Stakeholder Engagement

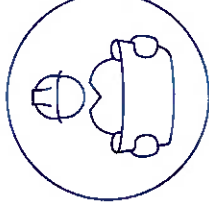
We work collaboratively with our Stakeholders and Communities across the project lifecycle to ensure positive benefits are felt within the communities in which we operate.



Communication



Collaboration

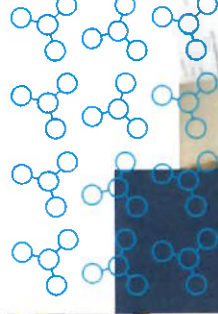


Implementation

Communication – We are open and transparent, delivering effective, timely and regular communication

Collaboration – We seek the views and opinions of a wide range of Stakeholders and work closely with all and interested parties, developing our proposals in partnership

Implementation – We work alongside our project delivery teams to, where possible, implement changes to our proposals through design and delivery



Our approach to Stakeholder engagement

To ensure SSE is embedded within the Communities that we are a part of, a dedicated SSE colleague is appointed at an early stage of development.

Their role is to be a single point of contact for the community, work to identify Stakeholders and implement a robust and individually tailored stakeholder engagement strategy

We recognise that all Communities priorities and needs differ, and by having a dedicated colleague who can establish an understanding of a community, we can ensure that we deliver the best approach for each area

My role as a Stakeholder Engagement Manager

"SSE Thermal is leading the transition away from reliance on fossil fuels towards: cleaner, lower carbon technologies, but to do this successfully we need to work closely with the communities we're part of. The thing I enjoy most about my role is the variety of people I get to speak with on a daily basis, from community members to planners, engineers to school teachers, and many more in between."

Rachel Fox

Stakeholder Engagement Manager, SSE Thermal



"What I love most about my role as a Stakeholder Engagement Manager is the variety and that no day is ever the same! I could be writing a newsletter in the morning, joining project team calls to get the latest information on a wind farm construction project in before lunch and travelling to a meet a community group in the afternoon. We work closely with our stakeholders and communities to understand their needs and how SSE can work with them to listen, address concerns and be a positive addition to their community."

Pauline Allison

Stakeholder Engagement Manager, SSE Renewables



Stakeholder Consultation

We are committed to engaging throughout the project lifecycle, from early development, through consultation, into construction, operation and leaving a lasting legacy. We are committed to learning lessons and will always be open to comments, advice and feedback.

Project Lifecycle Process

Project Development

At the point of project conception, we begin a process of identifying Stakeholders, allowing us to share our proposals to those potentially impacted at the earliest opportunity, ensuring we also engage with harder to reach stakeholders and marginalised or vulnerable groups.

Submission

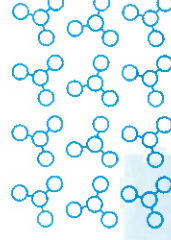
We inform our Communities and Stakeholders when a planning proposal has been submitted to the relevant authority for examination and determination ensuring transparency in the process.

Final Investment Decision

Once a final investment decision has been made, confirming that construction will proceed we communicate this with Communities and Stakeholders and provide refreshed details of the project

Operation

Ongoing communication and community engagement continues throughout the operational life on the project



Consultation

As part of the consultation process, we go above and beyond statutory obligations to engage with Communities and Stakeholders, gathering feedback and incorporating this into our proposals where possible.

Determination

We communicate with Communities and Stakeholders the outcome of our planning application once a decision is made by the relevant body

Construction

As the project moves into construction, increased communication may be needed around short term construction impacts and agreed mitigation measures. Ahead of construction works starting, we will establish a Community Liaison Group (CLG) to ensure that key project milestones or activities that may be impactful to the local area are shared throughout the construction phase

Decommissioning & Demolition

We engage through our established Community and Stakeholder networks to communicate decommissioning milestones and activities and work to leave a lasting positive legacy in areas where assets are no longer operational

Our Communication Tools



SSE Liaison

A single point of contact, embedded within the community with a dedicated role in identifying stakeholders and implementing a robust stakeholder engagement strategy that is determined by the needs of individual communities.

In person Information Events

Face to face drop in events held at local venues, advertised through local spaces and at various times across numerous days to provide the maximum opportunities for community members and stakeholders to meet the project team, learn more about projects, ask questions and provide feedback.

Websites

Each project has a dedicated website which hosts all relevant and up to date information as well the contact details of the project's dedicated SSE colleague.

Virtual Consultations

Online virtual platforms form a key part of our consultation process, ensuring accessibility and the opportunity to provide feedback to a broad range of stakeholders.

Community/Parish Councils

As a key representative body of local communities, the project's dedicated SSE Liaison colleague and other project representatives as appropriate, will attend local parish or community council meetings on a regular basis.

Community Liaison Groups

A Community Liaison Group (CLG) is a group made up of community representatives, including those elected, and project team members. Meeting on a regular basis, the group will discuss project information, upcoming activities and any local issues that may be raised. Members of this group are responsible for disseminating the information with the stakeholder group they represent.

Face to face

Our dedicated SSE Liaison colleagues are available to ensure individual community members have access to someone who can sit down with them and talk them through information, questions or concerns. We provide information in accessible formats on request. For example large print, braille, different languages.

Supply Chain Events

Ahead of construction activities, SSE hold supply chain events to meet local businesses, allowing the business community to engage directly with the appointed principal delivery team and learn more about how they can support the delivery of our projects.

Educational Outreach

Building relationships with local schools and colleges is an important way of engaging young people with our projects, educating them about energy sources and new technologies as well as the potential skills and future employment opportunities in our sector.

Newsletters

Regular project update newsletters are circulated locally to communicate key milestones throughout the project lifecycle.

**Visit our sites below to learn about
our projects:**



SSE Thermal



SSE Renewables

