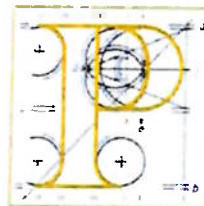


Our Case Number: ABP-318540-23



**An
Bord
Pleanála**

Transport Infrastructure Ireland
c/o Tara Spain
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10

Date: 10 January 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 submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.


The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the local authority and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Ashling Doherty
Executive Officer
Direct Line: 01-8737160

PA04

Tel	Tel	(01) 858 8100
Glao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Evan McGuigan

From: Landuse Planning <LandUsePlanning@tii.ie>
Sent: Tuesday 2 January 2024 14:46
To: SIDS
Subject: Strategic Infrastructure Development - An Bord Pleanála Case reference: PA08.318540, Proposed Open Cycle Gas Turbine (OCGT) power plant at Tarbert, Co. Kerry (TII23-125354).
Attachments: TII23-125354 Bord Pleanála Case reference PA08-318540 10 year planning permission for proposed Open Cycle Gas Turbine (OCGT) power plant at Tarbert Kerry.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir/Madam,

Please find attached a copy of TII's observations on the above

Yours sincerely,

Tara Spain
Head of Land Use Planning .
Transport Infrastructure Ireland.
Email: LandUsePlanning@tii.ie



In accordance with TII's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours unless it is clearly noted as requiring urgent attention.

De réir pholasáí BIÉ An Ceart gan a bheith Ceangailte, má tá an ríomhphost seo á fháil agat lasmuigh de na gnáthuaireanta oibre, nílím ag súil le freagra ná le gníomh uait lasmuigh de do ghnáthuaireanta oibre féin mura bhfuil sé ráite go soiléir go bhfuil gá gníomhú go práinneach.

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Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag <https://www.tii.ie/about/about-tii/Data-Protection/?set-lang=ga>

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Córas r-phoist BIE: Tá an ríomhphost seo agus aon chomhaid a tharchuirtear leis faoi rún agus beartaithe lena n-úsáid ag an duine aonair nó ag an eintiteas a bhfuil siad dírithe chuige/chuici amháin. Más rud é go bhfuair tú an

ríomhphost seo trí bhotún, cuir sin in iúil do postmaster@tii.ie, le do thoil, agus scrios an ríomhphost bunaidh agus aon cheangaltáin.



The Secretary
An Bord Pleanála
64 Marlborough St.
Dublin 1
D01 V902

Dáta | Date
2 January 2023

Ár dTag | Our Ref.
TII23-125354

Re : Strategic Infrastructure Development - An Bord Pleanála Case reference: PA08.318540, 10 year planning permission for proposed Open Cycle Gas Turbine (OCGT) power plant at Tarbert Island, Tarbert, Co. Kerry.

Dear Secretary,

The Authority acknowledges receipt of referral of the above proposed Strategic Infrastructure Development Application.

The Board is advised that national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities. TII notes the inclusion of statements by the applicant under Section 2.9 Traffic Management, Appendix 5A Construction Environmental Management Plan (CEMP) and Sections 1.5 and 1.6 of Appendix 14B Construction Traffic Management Plan (CTMP). Also, in relation to the proposed Turbine Component delivery to site, Section 15.5.4 of the EIAR outlines the Component Haul Route has not been confirmed but could be from the ports of entry at Foynes, and Dublin Port. With respect, TII would highlight that in the case of a Dublin Port, point of entry, the delivery of the components would impact and have consequences for more locations than just Kerry County Council jurisdiction as indicated in the documentation submitted.

The haul routes associated with both these point of entry locations will require very different responses and create potential impacts on not only national roads but local and regional routes which have not been addressed by the applicant especially with respect to abnormal loads and potentially abnormal weights. The Authority has reviewed the EIAR documentation referred and is concerned that no technical load assessment of structures appears to have been undertaken in support of this proposed application. TII acknowledges that abnormal weight loads may not be a feature of the proposed development, however the scale of components is not clear from the application documentation.

TII advises that abnormal weight loads can potentially adversely damage receiving environment of any road network and therefore requires careful logistics planning and coordination with roads authorities is required to ensure appropriate mitigations measures are in place. Any operator who wants to transport a vehicle or load whose weight falls outside the limits allowed by the Road Traffic (Construction Equipment & Use of Vehicles) Regulations 2003, SI 5 of 2003, must obtain a permit for its movement from each Local Authority through whose jurisdiction the vehicle shall travel.

TII is therefore unfortunately not convinced that the applicant has appropriately considered the requirements associated with transporting Component Haul Route in the EIAR especially with respect to a Dublin Port point of entry. TII recommends that a revised Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) will need to be undertaken prior to a decision being made on this planning application to address concerns relating to national road network maintenance and road safety as follows:

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- a. The Authority considers that it is critical 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, and PPP Companies, MMaRC Contractors and relevant road authorities along the haul routes should confirm their acceptance of proposals by the applicant. TII advises that any damage caused to the pavement of the existing national road due to the turning movement of abnormal 'length' loads (eg. tearing of the surface course) shall be rectified in accordance with TII Pavement Standards .
- b. 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. This would be essential for the strategic function and safety of the national road network is maintained. TII requests referral of all proposals agreed between the road authorities , PPP Concessions and MMaRC Companies and the applicant impacting on national roads shall be included with the revised documentation.
- c. 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.

It is requested that the above matters are taken into consideration prior to any decision on the subject application.

Yours faithfully,



Tara Spain
Land Use Planning Unit