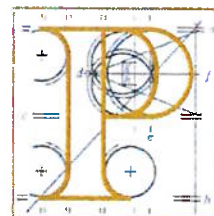


Our Case Number: ABP-319080-24



An
Bord
Pleanála

Transport Infrastructure Ireland
Michael McCormack
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10

Date: 27 March 2024

Re: Proposed transition and conversion of the existing 900MW electricity generating station from coal to heavy fuel oil and associated ancillary development at Moneypoint Generating Station, Moneypoint, Co. Clare. www.moneypointsecurityofsupply.ie
Moneypoint Generating Station, Moneypoint, Co. Clare.

Dear Sir / Madam,

An Bord Pleanála has received your 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 in respect of this 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,

Lauren Murphy
Executive Officer
Direct Line: 01-8737275

PA09

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

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Lauren Murphy

From: Landuse Planning <LandUsePlanning@tii.ie>
Sent: Friday, March 15, 2024 12:09 PM
To: SIDS
Subject: ABP Case reference: PA03.319080 (ESB)
Attachments: ABP Case reference PA03.319080.pdf

Categories: Lauren

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TII ref. TII24-126224

Dear Sir/Madam,

Please find attached a copy of TII observations on the above Strategic Infrastructure Development application.

Yours sincerely,
Michael McCormack
Senior Land Use Planner

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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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 iúl do postmaster@tii.ie, le do thoil, agus scríos an ríomhphost bunaidh agus aon cheangaltáin.



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

by e.mail; sids@pleanala.ie

Dáta | Date
15 March, 2024

Ár dTag | Our Ref.
TII24-126224

Re. Proposed transition and conversion of the existing 900MW electricity generating station from coal to heavy fuel oil and associated ancillary development at Moneypoint Generating Station, Moneypoint, Co. Clare

ABP Case reference: PA03.319080

Dear Secretary,

The Authority acknowledges receipt of referral of the above Strategic Infrastructure Development application on behalf of ESB and provides the following observations for the Boards consideration;

TII is committed to supporting Government initiatives to increase renewable energy generation and associated supporting development. In that regard, TII appreciates that the availability of a safe, secure and reliable supply of electricity is an essential requirement for Ireland's current and future economic wellbeing.

It is proposed to address the proposed development in relation to the provisions of official policy and in relation to national road network maintenance and safety.

1. Official Policy

The Board will be aware that official policy concerning development management and access to national roads is outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

Section 2.5 of the DoECLG Guidelines sets out policy that seeks to avoid the creation of additional access points from new development or the generation of increased traffic from existing accesses (i.e. non-public road access) to national roads, to which speed limits greater than 50 kph apply.

TII notes existing access to the subject site is via the N67, national road, at a location where TII's records indicate an 80kph speed limit applies.

Section 15.1 of the EIAR confirms that operational traffic associated with the proposed development will be similar to that of the existing development. Therefore, the proposal does not appear to represent either the creation of a new access nor result in the generation of increased traffic from an existing access to a national road to represent conflict with the provisions of foregoing Government policy.

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie.
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2. National Road Network Maintenance and Safety

In addition to the above, there are operational issues related to the subject development proposal, in the Authority's opinion, that are required to be resolved to address concerns relating to network maintenance and road safety prior to any decision on this planning application.

Although Section 4.3.5 of the EIAR outlines a preference for oversized loads to arrive via ship, this is confirmation that Abnormal Loads are a feature of the subject development. Where roads are utilised for transporting abnormal loads, Section 15.5.2.6 of the EIAR acknowledges that vehicles transporting an abnormal load must adhere to the maximum weight limits set down by Road Traffic (Construction and Use of Vehicles) Regulations 2003, S.I. 5 of 2003 and the maximum height limit set down in Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2008, S.I.366 of 2008.

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.

This is an element of the proposed development that requires careful consideration as it is noted that Section 4.3.5 of the EIAR outlines that it is expected that the auxiliary boilers, boiler stack, cranes and possibly parts of the HFO tanks will be assembled off site and potentially delivered as abnormal loads during the construction phase. It is critical that the capacity of the road network to facilitate abnormal load delivery to site is confirmed.

With specific reference to national road structures on the proposed haul route, all structures should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal loads proposed. In such circumstances, the Authority is of the opinion that an assessment review (by the applicant/developer), where relevant, of all national road structures concerned is required to confirm that all the structures can accommodate the proposed loading associated with the delivery of development components where the weight of the delivery vehicle and load exceeds that permissible under the Road Traffic Regulations.

The national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities. The applicant/developer should consult with all PPP Companies, MMaRC Contractors and road authorities over which any haul route traverses to ascertain any operational requirements such as delivery timetabling, etc. and to ensure that the strategic function of the national road network is maintained.

Where temporary works within any MMaRC Contract Boundary are required to facilitate the transport of components to site, the applicant/developer shall contact thirdpartyworks@tii.ie in advance, as a works specific Deed of Indemnity will be needed by TII before the works can take place.

Any proposed works 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. Works should ensure the ongoing safety for all road users and prior to any development necessary licenses, approvals or agreements with PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) Companies and local road authorities, as necessary, shall be in place.

TII requests referral of all proposals agreed between the road authority, PPP Concessions and MMaRC Companies and the applicant impacting on national roads. Mitigation measures identified by the applicant should be included as conditions in any decision to grant permission.

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 and details in this regard shall be agreed with the Road Authority prior to the commencement of any development on site.

The Authority has no other specific comments to make in relation to the proposed development and trusts that the foregoing proves of assistance to the Board in dealing with this matter.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Michael McCormack", written over a horizontal line.

Michael McCormack
Senior Land Use Planner