

FW: ACP-324031-26: ESB Substation, Walterstown, Dunboyne (SID)

From John McGearty <John.McGearty@meathcoco.ie>

Date Thu 3/12/2026 3:50 PM

To SIDS <sids@pleanala.ie>

Cc Triona Keating <TKeating@meathcoco.ie>; Avril Young <avril.young@meathcoco.ie>; Chris Rourke <chris.rourke@meathcoco.ie>

 4 attachments (3 MB)

TRANSPORT MCC.pdf; ACP32403126 -Electricity Supply Board ESB - Flooding & Surface Water Comments.pdf; ACP32403126 - Electricity Supply Board ESB - PA Submission.pdf; Ecology Comments.png;

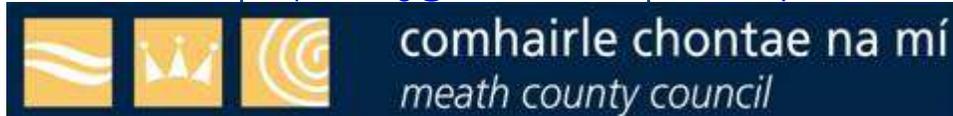
Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Please find attached the response from Meath County Council in relation to the above-mentioned SID application.

Kind regards,

John

John McGearty | Staff Officer | Planning & Development
Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath
T: 046 9097500 | E: planning@meathcoco.ie | Web: <http://www.meath.ie>



Our Ref: TRA 15 10 06

Transportation Department

Report on Planning Application

Date: 5th March 2026

To: Planning Department

Planning Ref: SID-ACP324031-26

| | |
|-----------------------------------|---|
| Applicant Name: | Electricity Supply Board |
| Development address: | Jarretstown Lane, in the townland of Walterstown, Dunboyne, County Meath |
| Adjoining public road No.: | L-2220 |
| Strategic Corridor: | No |
| Description: | <p>The Proposed Development will consist of the construction of a 110 kV/ 38 kV/ Medium Voltage (MV) electrical substation and will include the following:</p> <ul style="list-style-type: none"> • Construction of 1 no substation compound (c. 5650sqm) securely enclosed` with 2.6m high palisade fencing and gates, containing: – 1 no. 110 kV Gas Insulated Switchgear (GIS) building (c. 707sqm footprint; c. 12m in height); – 1 no. 38 kV Gas Insulated Switchgear (GIS) building (c. 232sqm footprint; c. 7m in height); – 2 no. Bunded 110 / 38 kV Transformers (c. 5m in height) with associated electrical equipment, 2 no. Bunded 38 kV/ MV Transformers (c. 5m in height) with associated electrical equipment; – 2 no. fire walls (c. 5.5m height by c. 5m length) separating the 110 / 38 kV Transformers and 38 kV/ MV Transformers; – 3 no. bunded Arc Suppression Coils (c. 4m high) with associated electrical equipment; – Neutral earth resistor (c. 2m height) and neutral earth switch (c. 3.9m high); – 2 no. 110 kV double circuit Line Cable Interface Masts (LCIM) (c. 17m high); – Concrete post and rail fence (1.4m high); – Underground cabling between the 110 kV GIS building and the new Line Cable Interface Masts (LCIM); • Dismantling of 1 no. existing 110 kV Overhead Line timber poleset (c. 20m height); |

| | |
|--|--|
| | <ul style="list-style-type: none"> ● Diversion of the existing 110 kV Dunfirth-Kinnegad-Rinawade overhead line to connect to the new Line Cable Interface Masts (LCIM) and, ● All associated site development works including provision of new site entrance, internal access, lighting poles (c. 4m height), 3 no. lightning monopoles measuring c.15m high, 1 no. Emergency, stand-by Diesel Generator, telecommunications, landscaping, site services including drainage and all other ancillary works. |
|--|--|

Comments:

The proposed development is located on the L-2220 inside the 60kph speed limits. The applicant has proposed sightlines of 90 metres to the nearside edge of the road in both directions from a setback of 2 metres from the new entrance. The setback distance should be 2.4 metres in accordance with TII document DN-GEO-03060.

The Walterstown 110 kV Substation Sightlines drawing 229101684-MMD-00-XX-DR-C-0150 shows the existing hedge is obstructing the required sightlines. No works relating to the hedge have been identified on the drawing. The applicant has proposed an entrance to the agricultural field off the proposed access road.

The proposed development entrance is opposite an existing domestic entrance and would give rise to risk of conflicting movements. The proposed new entrance shall have a minimum 10-meter separation distance with the existing entrance on the opposite side of the road.

Car parking within the site has not been demonstrated.

It is unclear if the site can be serviced by Heavy Goods Vehicles (HGV) or service trucks during the operational phase. A swept path analysis to demonstrate that Heavy Goods Vehicles truck can enter and turn within the site should be provided.

Construction Traffic

The construction of the Proposed Development will generate additional traffic within Walterstown and its environs. Construction is expected to commence in 2027. The construction works will include site preparation works, construction of the main building and structures and site finishing works. It is envisaged that the civil works will take approximately 12 months to complete. Following this, electrical installation and commissioning will take place for approximately 18 months.

During construction phase, the anticipated material volumes are approximately 8,000m³ of stone fill and approximately 2,000m³ of excavation material. Based on these volumes, it is estimated that traffic movements will peak at 30 HGV vehicle (60 HGV movements) per day during the civil construction works. In total approximately 2800 HGV vehicle movements are anticipated, to

import site equipment, plant, materials, including stone & concrete during civil works, the majority of which will be front loaded in the early stage of the construction works.

The above vehicle assumptions are for the estimated volume of imported and exported materials. The estimated number of construction personal on site during peak construction is expected to be 45. Assuming vehicle occupancy of 1.25 persons per vehicle, up to 36 vehicles are expected per day during the civil construction works.

Abnormal loads

It is understood that there will be a requirement for the movement of abnormal loads during the development. The delivery of the transformers to the site will constitute abnormal load. The precise load arrangements and delivery methods will not be known until the construction tender stage is completed. Accordingly, specific traffic management requirements and localised arrangements for the delivery of abnormal loads will be identified through the completion of an Abnormal Load Assessment; to be undertaken by the appointed Contractor(s) and agreed with in advance of construction with the local authority.

Haul Routes

It is envisaged that the construction traffic to the site will use the regional road R149 (east of the proposed development site) or the regional road R157 (northwest of the proposed development site). Both regional roads are off the M3 Motorway.

Traffic Management Plan (TMP)

The appointed Contractor will implement and develop the construction phase Traffic Management Plan (TMP) with ongoing consultation with local authority. The TMP will remain a 'live' document and will be reviewed regularly and revised as necessary in consultation and agreement with the local authority to ensure that the measures implemented are effective. The implementation of the TMP will mitigate potential construction traffic impacts on the public road network.

Recommendation:

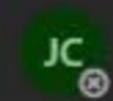
No objection to the proposed development subject to the applicant being conditioned to the following:

- The applicant shall submit a revised site layout, for agreement prior to commencement to demonstrate the following:
 - The applicant shall demonstrate sightlines of 90 metres to the nearside edge of the road from a setback of 2.4 metres, in accordance with TII document DN-GEO-03060, from the entrance. The nearside road edge shall be visible over the entire sight distance. Where works are required to provide unobstructed sightlines, they shall be identified in a revised site layout and included within the redline boundary. Where works are required in third party lands, written consent from the land owner shall be submitted.
 - The proposed new entrance shall have a minimum 10-meter separation distance with the existing entrance on the opposite side of the road.

- A swept path analysis to demonstrate that Heavy Goods Vehicles truck can enter and turn within the site should be provided.
- The entrance gate shall be recessed at least 17 metres from the edge of the road to allow an HGV to pull in fully off the road prior to opening the gate.
- The applicant should submit details of the car parking to serve the development.
- 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 to and from the site and a schedule of control measures for exceptionally wide and heavy delivery loads. This includes abnormal load assessment information for the proposed project.
 - Detailed arrangements for temporary traffic arrangements/control on roads and protocols to keep residents informed of upcoming traffic related matters, temporary lanes/road closures etc.
 - On site HGV Turning Facilities.
 - Mitigation proposals included proposals to address potential conflicts between arriving and departing HGVs and local traffic particularly on the L-2220 and adjoining local roads.
- Road drainage shall be provided in compliance with the Department of Transport “Guidelines for Road Drainage - 2nd Edition, 2022”. Any drainage pipe installed shall be at least 300mm in diameter and in any case be no less than the nearest downstream pipe diameter.

Report prepared by:

Joe Whyte,
Executive Engineer,
Transportation.



Jessica Clarke

To: Lisa Carroll



Mon 9 Mar 2026 11:39

You replied on Mon 9 Mar 2026 16:13

[View conversation](#)

Retention: MeathCoCo Retention (3 years) Expires: Thu 8 Mar 2029 11:39

Walterstown 110 kV Subs...
813 KB

Walterstown 110 kV Subs...
9 MB

2 attachments (10 MB) Save all to OneDrive - Meath County Council Save All Attachments

Hi Lisa,

I have briefly reviewed the AA and Biodiversity section of the PECR attached and I have no comments.

Best regards,



Meath County Council
Environment Flooding-Surface Water Section,
Buvinda House,
Dublin Road,
Navan,
Co. Meath

ENVIRONMENT FLOODING-SURFACE WATER SECTION PLANNING REPORT

Date: 06/03/2026

| | |
|----------------------------------|---|
| PLANNING APPLICATION REF. | ACP-324031-SID |
| APPLICANT | ESB |
| LOCATION | Walterstown, Dunboyne |
| AGENT | |
| DEVELOPMENT DESCRIPTION | Development of a new 110kV/38kV/MV substation |

Flooding

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 the development of a new 110kV/38kV/MV substation which is classified as a 'highly vulnerable development'.

With reference to Meath County Council's MapInfo flood mapping and the OPW CFRAMS and NIFM flood mapping for the relevant area, the development site is situated in Flood Zone C for fluvial flooding i.e. the probability of flooding is less than 0.1% and therefore at low risk of flooding.

From a flood risk perspective, I have no objections to the proposed development.

Surface Water Treatment & Disposal

Should planning be granted for this proposed development the following issues shall be addressed to the written satisfaction of Meath County Council Environment Flooding-Surface Water Section prior to commencing development on site:

1. Prior to the commencement of any of the development on site, the applicant shall agree in writing with the planning authority a revised surface water drainage system that is SuDS compliant

2. Prior to the commencement of any of the development on site, the applicant shall submit a detailed topographical survey that includes all details of any nearby drainage ditches or water courses. Details required to be agreed with the planning authority.
3. Prior to the commencement of any of the development on site, the applicant shall agree in writing any soiled water/contaminated water management systems that may be required for the proposed development.
4. Prior to the commencement of any of the development on site, the applicant shall engage with and secure the written permission of the Municipal District Engineer for access to any surface water drain. The applicant shall undertake any remedial works to the existing surface water drainage network which the Municipal District Engineer considers necessary to facilitate the discharge from the proposed development.
5. All surface water design/work shall comply fully with the Greater Dublin Strategic Drainage Study (GDSDS) Regional Drainage Policies Volume 2, for New Developments.
6. All surface water design/work shall comply fully with the Greater Dublin Regional Code of Practice for Drainage Works Volume 6.

Please contact Damien O'Brien Executive Engineer Environment Flooding-Surface Water Section, Meath County Council for queries in relation to this request.

Regards,

Damien O'Brien | Executive Engineer | Environment Flooding-Surface Water Section
Meath County Council, Buvinda House, Dublin Road, Navan, Co. Meath
T: +353 46 9097000; E: dobrien@meathcoco.ie www.meath.ie



comhairle chontae na mí
meath county council

**DEVELOPMENT UNDER SECTION 182A(1)
(ELECTRICITY TRANSMISSION LINES) OF
PLANNING & DEVELOPMENT ACT 2000 – 2023**

Meath County Council
Planning Submission Report

to

An Coimisiún Pleanála

Reference: ACP-324031-26

Proposed Development:

Construction of 110kV Substation and Associated
Infrastructure in the townland of Walterstown,
Dunboyne, County Meath

Location:

Walterstown, Dunboyne, County Meath

Report Date:

10th March 2026

An Coimisiún Pleanála Due Date:

16th March 2026

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Appendix: Internal Reports & Commentary

1.0 Introduction

An application from the Electricity Supply Board (ESB) Ltd seeking permission under Section 182A(1) (Electricity transmission lines) of the Planning and Development Act 2000 (as amended) ('PDA' hereafter) was received by An Coimisiún Pleanála

A letter to the Planning Authority from An Coimisiún Pleanála received on the 26th January 2026 outlines that the Planning Authority submission on an application for approval under Section 182A of the PDA is not subject to any statutory requirement relating to the formal submission of a CE report to the Elected Members of the Council prior to making a submission to the Coimisiún. Such a statutory requirement only applies to applications for planning permission under Section 37E of the PDA.

An Coimisiún Pleanála still requires the Planning Authority to provide a submission to the Commission on a broad range of topics to be attached in the event that planning permission is granted by An Coimisiún Pleanála

This report begins by outlining the location of the site and describes the proposed development. Relevant national, regional and local and planning policies are then outlined. Internal reports are listed. A brief planning assessment of the proposal is provided.

2.0 Site Location

The proposed development pertains to lands approximately 2.7km southwest of the Dunboyne settlement edge, comprising a stated area of 3.6 hectares and accessed directly via an existing agricultural entrance off a local road (Jarretstown Lane). The area in which the development site is located is zoned as Rural Area (RA) within the Meath County Development Plan 2021-2027 (CDP).

The application site is traversed by the Dunfirth-Kinnegad-Rinawade 110 kV overhead line timber poleset at c.20m in height which it is intended to dismantle and remove as part of the development. Two new 110kV double circuit line cable interface masts at 16m high are proposed on the site in lieu of the existing lines.

The characteristics of the land are typical of other agricultural lands in the area, encompassing agricultural grassland, scrub and hedgerow.. The site is relatively flat with a gentle slope west to east. The main land uses within the surrounding area are agricultural and low density residential.

The front boundary comprises a deep drainage ditch to the western side of the agricultural entrance which had a high water table on the day of site inspection. Similarly, the area immediately within the entrance is substantially water logged however this is most likely associated with machinery traffic entering and exiting the site.



Photograph 1: Viewing west along Jarretstown Lane



Photograph 2: View of existing agricultural entrance to subject site



Photograph 3: View of existing agricultural entrance to subject site



Photograph 4: Front boundary drainage ditch to west of agricultural entrance



Photograph 5: View of subject site



Photograph 6: View of lands to the north of the subject site

The site is not located within the curtilage of, or in close proximity to a Protected Structure and neither is it within a Zone of Archaeological Notification.

The site is located within the 'South East Lowlands' Landscape Type as defined in the (CDP) which is identified as having 'Very High Value' and 'Moderate Sensitivity' to development.

- Landscape Value: High
- Landscape Sensitivity: Moderate
- Landscape Importance: Regional

There are protected views in the CDP relevant to the application site.

The site is not within consultation distance for any SEVESO sites.

There are no Special Area Amenity Order's relating to the site.

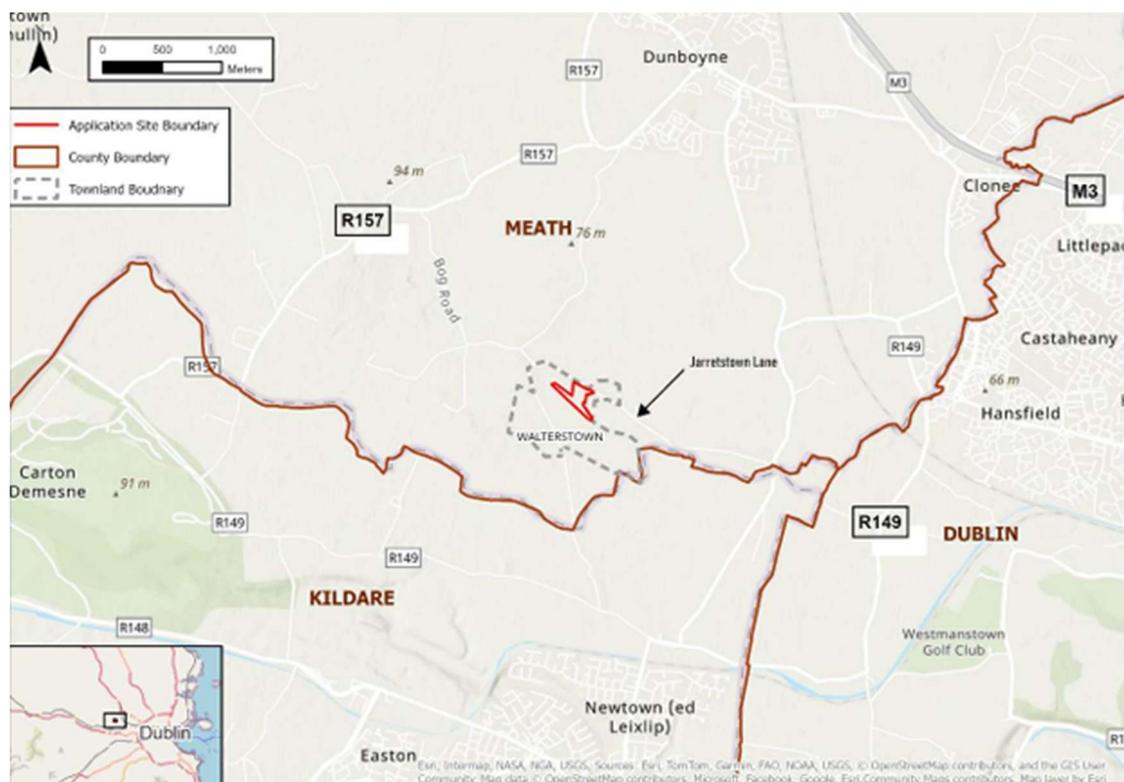


Fig.1: Site location (source-planning application)

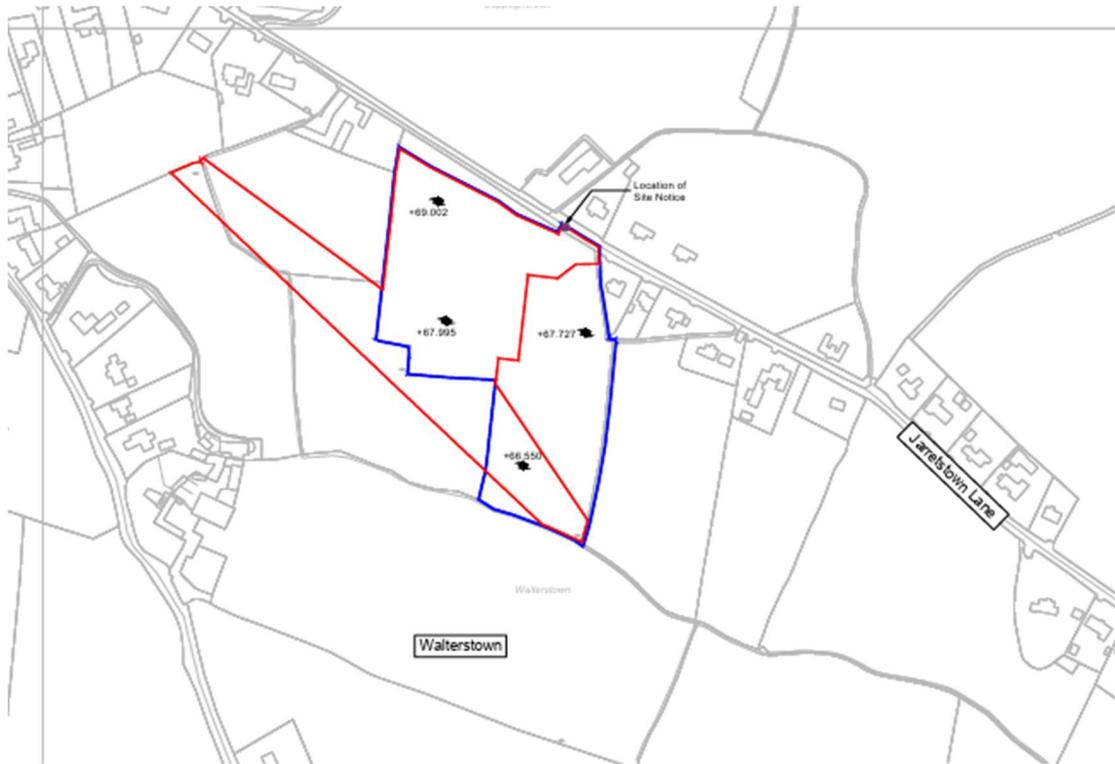


Fig. 2: Site Location Map (source-Planning Application)

3.0 Development Description

The following development description has been extracted from the planning application in the interest of completeness.

“The Proposed Development will consist of the construction of a 110 kV/ 38 kV/ Medium Voltage (MV) electrical substation and will include the following:

Construction of 1 no substation compound (c. 5650sqm) securely enclosed with 2.6m high palisade fencing and gates, containing:

- *1 no. 110 kV Gas Insulated Switchgear (GIS) building (c. 707sqm footprint; c. 12m in height);*
- *1 no. 38 kV Gas Insulated Switchgear (GIS) building (c. 232sqm footprint; c. 7m in height);*
- *2 no. Bunded 110 / 38 kV Transformers (c. 5m in height) with associated electrical equipment, 2 no. Bunded 38 kV/ MV Transformers (c. 5m in height) with associated electrical equipment;*
- *2 no. fire walls (c. 5.5m height by c. 5m length) separating the 110 / 38 kV Transformers and 38 kV/ MV Transformers;*
- *3 no. bunded Arc Suppression Coils (c. 4m high) with associated electrical equipment; Neutral earth resistor (c. 2m height) and neutral earth switch (c. 3.9m high);*
- *2 no. 110 kV double circuit Line Cable Interface Masts (LCIM) (c. 17m high);*
- *Concrete post and rail fence (1.4m high);*

- *Underground cabling between the 110 kV GIS building and the new Line Cable Interface Masts (LCIM);*
- *Dismantling of 1 no. existing 110 kV Overhead Line timber poleset (c. 20m height);*
- *Diversion of the existing 110 kV Dunfirth-Kinnegad-Rinawade overhead line to connect to the new Line Cable Interface Masts (LCIM) and,*

All associated site development works including provision of new site entrance, internal access, lighting poles (c. 4m height), 3 no. lightning monopoles measuring c.15m high, 1 no. Emergency, stand-by Diesel Generator, telecommunications, landscaping, site services including drainage and all other ancillary works.

The new substation will loop into the existing transmission Dunfirth-Kinnegad-Rinawade 110 kV circuit. The substation will be a combined Transmission and Distribution substation with the 110 kV circuits feeding the substation, the 110 kV GIS building and 110 / 38 kV transformers forming part of the 110 kV Transmission Network operated by EirGrid as the Transmission System Operator (TSO).

The 38 kV & MV electrical equipment will be part of the Distribution Network operated by ESB Networks as the Distribution System Operator (DSO). The combined substation will be owned by ESB Networks as the Transmission Asset Owner (TAO) and the Distribution Asset Owner (DAO)”.

A letter of consent from the relevant landowner has been submitted. It is noted that this relates to the lands within which the substation footprint will be constructed. It is acknowledged that where, in instances such as the subject development, the red line development boundary has encroached into other landholdings, ESB has statutory powers to undertake the proposed development, arising from the Electricity Supply Act, 1927, as amended, and Article 22(2)(g)(ii) of the Planning and Development Regulations, 2001, as amended.

ESB are the legal owners of the electricity distribution network and derive sufficient legal interest from the Electricity Act 1927, as amended to enter onto lands for the purpose of any works relating to electrical infrastructure. Thus, it is appreciated that a letter of consent for the development works comprising works to the overhead transmission lines will not require a letter of consent from the relevant landowner.

4.0 Planning History

The following planning history pertains to the application site;

- **DA60037:** Daire O’Neill - Construction of a story and a half style dwelling and detached garage, with septic 2000 domestic effluent treatment system and percolation area, new roadside entrance and all associated site works. *Refused 30.05.2006*
- **DA20102:** Daire O’Neill - Two storey dormer dwelling house with vehicular access and waste treatment unit/septic tank and siteworks. *Withdrawn 2003*

5.0 Pre-Planning Consultation

A pre-application meeting was held with Meath County Council (MCC) on 11 November 2025 (reference PP2025/380C). This meeting was attended by Meath County Council, ESB and Mott MacDonald and an overview of the proposed development, need for the proposed development and status of the current application was discussed.

MCC acknowledged the proposed development complies with the land use zoning on site. Matters discussed related to Environmental Impact Assessment (EIA) screening, and the achievement of the required sightlines for the proposed new access onto the local road, landscape and visual assessment, and ecological surveys and inputs within and around the site.

An overview on the EIA screening for the proposed development is set out in the Planning and Environmental Considerations Report (PECR) submitted as part of this application.

A sightline drawing is submitted as part of this planning application (planning drawing 229101684-MMD-00XX-DR-C-0150).

Chapter 8 Biodiversity of the PECR discusses the ecology surveys undertaken and well as providing a biodiversity assessment, and Chapter 12 provides an assessment of landscape and visual impacts.

6.0 Relevant Planning Policy

6.1 National Planning Policy

Project Ireland 2040 - National Planning Framework (NPF) was adopted on 29/05/18 and sets the national policy context. The Framework as reviewed and duly updated in 2025.

National Strategic Outcome (NSO) 8: Supports the transition to a carbon-neutral and climate-resilient society, emphasizing the need to develop and upgrade the national electricity grid to meet increasing demand and support renewable energy.

National Policy Objective 71: Specifically supports the development and upgrading of the national electricity grid infrastructure.

6.2 Climate Action Plan 2025

Highlights the need for grid enhancements to reduce emissions, meet increasing electricity demand, and support renewable energy generation.

The CAP includes a series of measures to support Ireland's renewables programme, including the accelerated delivery of onshore wind, offshore wind, and solar through a competitive framework to reach 80% of electricity demand from renewable energy by 2030. It reflects the Government's commitment to develop transformational policies, measures, and actions required to meet the electricity sector's carbon budget

programme and sectoral emissions ceilings, while also recognising the critical role electricity will play in the decarbonisation of other sectors including heat, transport and industry.

6.3 Interim Guidance to Road Authorities: Version 2

Interim Guidance to Road Authorities regarding the proposed placement of Medium or High Voltage electricity assets, including ducts, cables, and associated infrastructure under public roads Version 2 is effective from 01/03/2026.

'*Interim Guidance – Version 1*' continues to apply to all projects either submitted for planning and/ or applied for road opening licence, during the period 14th March 2025 to 28th February 2026.

The 'Interim Guidance' has been developed to assist in the delivery of the grid infrastructure rollout by the energy sector while also seeking to mitigate impact and ensure the continued proper management of the road network. It is produced by the Roads and Transportation stakeholders including the Department of Transport (DoT), Transport Infrastructure Ireland and Road Authorities, and the Department acknowledges collaboration and input from all sectors. The 'Interim Guidance' relates to rural roads only. Rural roads are defined as any public road with a speed limit greater than or equal to 60km/h. Urban Roads with a speed limit of less than 60km/h are to be addressed through existing established procedures, in consultation with the Road Authority. The 'Interim Guidance' is issued *pro tem* until the development of any procedures for the planning, regulation, construction and management of Medium, or

6.4 Regional Planning Policy

Eastern and Midlands Regional Spatial and Economic Strategy (RSES) 2019-2031

The RSES recognises the need to reinforce the electricity grid to support population and economic growth.

Regional Policy Objectives (RPOs):

RPO 10.20: Supports the development of enhanced electricity networks to meet current and future needs.

RPO 10.22: Supports the reinforcement of the electricity transmission and distribution network to facilitate renewable energy generation and future demand growth.

5.4 Local Planning Policy

Meath County Development Plan (MCDP) 2021-2027

Infrastructure Strategy (Chapter 6): Emphasises the importance of upgrading electricity infrastructure to support economic growth and meet future demand.

Relevant Policies and Objectives:

INF POL 46: Supports the development of enhanced electricity networks and integration of renewable energy proposals.

INF POL 47: Encourages cooperation with energy providers to ensure adequate power capacity for business and enterprise needs.

INF POL 48: Ensures energy infrastructure follows best practices to minimize environmental impact.

INF OBJ 50: Seeks the delivery of transmission network upgrades to facilitate renewable energy connections.

Land Use Zoning

The site is located outside the Dunboyne Settlement Boundary and zoned 'RA- Rural Area' with the following objective:

'To protect and promote in a balanced way, the development of agriculture, forestry and sustainable rural-related enterprise, community facilities, biodiversity, the rural landscape, and the built and cultural heritage.'

Utility structures are deemed as permissible in RA zones.

7.0 Internal Referrals

The application was referred to the following Internal Sections/Departments:

| | |
|---|-------------------|
| Transportation Section – General | Report received. |
| Environment Section – Flooding, Surface Water | Report received. |
| Ecology | Comment received. |

The full text of all internal reports is attached/contained in Appendix 1.

8.0 Planning Assessment

8.1 Principle of Development/Planning Policy

As stated, the Proposed Development is located on lands currently zoned as 'RA-Rural Areas'.

The objective of this zoning is to *"To protect and promote in a balanced way, the development of agriculture, forestry and sustainable rural-related enterprise, community facilities, biodiversity, the rural landscape, and the built and cultural heritage."*

Permitted uses in this zoning include for the provision of 'Utilities'. The definition for this term is provided in Chapter 11, Development Management Standards & Land Use Zoning Objectives which stipulates that:

'Utilities comprise of water, wastewater, electricity, telecommunications, transport infrastructure'.

The Planning Authority notes that the development for the proposed Walterstown 110kV Substation aligns with the National Planning Framework (NPF) in terms of the National Strategic Outcome (NSO) 8, which emphasises the need to develop and upgrade the electricity grid to meet increasing demand and support renewable energy.

Furthermore, the substation aligns with the Climate Action Plan 2025 goals to strengthen the grid, reduce emissions, and support renewable energy integration.

The Planning Authority is of the opinion the proposed development would accord with the following policies and objectives of the Meath County Development Plan (MCDP) 2021-2027 being;

- INF POL 46
- INF POL 47, and
- INF OBJ 50,

each of which support the development of enhanced electricity networks to meet current and future needs.

In terms of the rationale behind the proposed development, the applicant has stated the following;

“The driver for the subject specific project is to add capacity to the network and improve distribution security of supply for the surrounding areas. This includes in relation to the proposed expansion of the Irish Rail Dart+ West electrification programme, which aims to modernise and improve existing rail services in the Greater Dublin Area. The proposed 110/38 kV station at Walterstown, which is to be located directly beneath an existing overhead line and within an existing circuit, will also feed 8 no. 38 kV DART stations which will support the modernisation and improvement of rail services in the wider area. Additionally, the existing Coolmine 38 kV station and the existing Leixlip 38 kV station will be transferred to the proposed new Walterstown station from the Finglas rural loop and the Griffinrath BSP respectively, reducing the load feed on both networks. Provision for a new MV busbar will facilitate connections at MV in the area and possible offloads from Macetown and from Moneycooley (which are both 20 kV)”.

The project is as stated therefore necessary to add capacity to the existing network, new DART stations and generally improve distribution security of supply to the surrounding areas. This development type supports broader policy objectives for economic growth and renewable energy integration and is therefore acceptable in principle, subject to compliance with all other planning and environmental considerations.

Notwithstanding the above, the Planning Authority notes that the gross floor space for the proposed development, as per the calculations on the submitted application form totals 1749.9m². This floor area does not therefore correlate with that stipulated in the

public notices / development description of 5650m² however the totality area may relate to compound hardstandings etc. As such, it is considered appropriate that the applicant provides the Commission and Planning Authority with a detailed schedule of areas for proposed works at the site for full clarity on the project.

8.2 Access, Traffic & Parking

The application was referred to the Transport Department, with the following received;

Site Access

The proposed development is located on the L-2220 inside the 60kph speed limits. The applicant has proposed sightlines of 90 metres to the nearside edge of the road in both directions from a setback of 2 metres from the new entrance. The setback distance should be 2.4 metres in accordance with TII document DN-GEO-03060.

The Walterstown 110 kV Substation Sightlines drawing 229101684-MMD-00-XX-DR-C-0150 shows the existing hedge is obstructing the required sightlines. No works relating to the hedge have been identified on the drawing. The applicant has proposed an entrance to the agricultural field off the proposed access road.

The proposed development entrance is opposite an existing domestic entrance and would give rise to risk of conflicting movements. The proposed new entrance shall have a minimum 10-metre separation distance with the existing entrance on the opposite side of the road.

Car parking within the site has not been demonstrated.

It is unclear if the site can be serviced by Heavy Goods Vehicles (HGV) or service trucks during the operational phase. A swept path analysis to demonstrate that Heavy Goods Vehicles truck can enter and turn within the site should be provided.

The Commission is requested to have regard to the above comments.

Construction Traffic

The construction of the Proposed Development will generate additional traffic within Walterstown and its environs. Construction is expected to commence in 2027. The construction works will include site preparation works, construction of the main building and structures and site finishing works. It is envisaged that the civil works will take approximately 12 months to complete. Following this, electrical installation and commissioning will take place for approximately 18 months.

During the construction phase, the anticipated material volumes are approximately 8,000m³ of stone fill and approximately 2,000m³ of excavation material. Based on these volumes, it is estimated that traffic movements will

peak at 30 HGV vehicle (60 HGV movements) per day during the civil construction works. In total approximately 2800 HGV vehicle movements are anticipated, to import site equipment, plant, materials, including stone & concrete during civil works, the majority of which will be front loaded in the early stage of the construction works.

The above vehicle assumptions are for the estimated volume of imported and exported materials. The estimated number of construction personal on site during peak construction is expected to be 45. Assuming vehicle occupancy of 1.25 persons per vehicle, up to 36 vehicles are expected per day during the civil construction works.

Abnormal Loads

It is understood that there will be a requirement for the movement of abnormal loads during the development. The delivery of the transformers to the site will constitute abnormal load. The precise load arrangements and delivery methods will not be known until the construction tender stage is completed. Accordingly, specific traffic management requirements and localised arrangements for the delivery of abnormal loads will be identified through the completion of an Abnormal Load Assessment; to be undertaken by the appointed Contractor(s) and agreed with in advance of construction with the local authority.

Haul Routes

It is envisaged that the construction traffic to the site will use the regional road R149 (east of the proposed development site) or the regional road R157 (northwest of the proposed development site). Both regional roads are off the M3 Motorway.

Traffic Management Plan (TMP)

The appointed Contractor will implement and develop the construction phase Traffic Management Plan (TMP) with ongoing consultation with local authority. The TMP will remain a 'live' document and will be reviewed regularly and revised as necessary in consultation and agreement with the local authority to ensure that the measures implemented are effective. The implementation of the TMP will mitigate potential construction traffic impacts on the public road network.

Recommendation: No objection to the proposed development subject to appropriate conditions".

The conditions requested by the Transport Department have been provided under Section 13.0 of this Report.

8.3 Water Services & Drainage

Proposals were referred to Meath County Council's Environment (Flooding) Section for review. Comments returned with regard to Flood Risk are set out below;

Flooding

“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 the development of a new 110kV/38kV/MV substation which is classified as a ‘highly vulnerable development’.

With reference to Meath County Council’s MapInfo flood mapping and the OPW CFRAMS and NIFM flood mapping for the relevant area, the development site is situated in Flood Zone C for fluvial flooding i.e. the probability of flooding is less than 0.1% and therefore at low risk of flooding.

From a flood risk perspective, I have no objections to the proposed development”.

Surface Water Treatment & Disposal

Should planning be granted for this proposed development the following issues shall be addressed to the written satisfaction of Meath County Council Environment Flooding-Surface Water Section prior to commencing development on site:

- 1. Prior to the commencement of any of the development on site, the applicant shall agree in writing with the planning authority a revised surface water drainage system that is SuDS compliant*
- 2. Prior to the commencement of any of the development on site, the applicant shall submit a detailed topographical survey that includes all details of any nearby drainage ditches or water courses. Details required to be agreed with the planning authority.*
- 3. Prior to the commencement of any of the development on site, the applicant shall agree in writing any soiled water/contaminated water management systems that may be required for the proposed development.*
- 4. Prior to the commencement of any of the development on site, the applicant shall engage with and secure the written permission of the Municipal District Engineer for access to any surface water drain. The applicant shall undertake any remedial works to the existing surface water drainage network which the Municipal District Engineer considers necessary to facilitate the discharge from the proposed development.*
- 5. All surface water design/work shall comply fully with the Greater Dublin Strategic Drainage Study (GSDSDS) Regional Drainage Policies Volume 2, for New Developments.*
- 6. All surface water design/work shall comply fully with the Greater Dublin Regional Code of Practice for Drainage Works Volume 6.*

8.4 Protected Structures & Architectural Conservation Area.

There are no Protected Structures or Architectural Conservation Area’s in proximity to the site that would be affected.

Furthermore, the site is not subject to any Special Area Amenity Order nor are there any National Monuments identified within the subject site.

8.5 Landscape & Visual Impact

The following CDP policies and objectives are considered relevant:

- HER POL 22 *Seek the retention of surviving historic plot sizes and street patterns in the villages and towns of Meath and incorporate ancient boundaries or layouts, such as burgage plots and townland boundaries, into re-developments.*
- HER POL 37 *To encourage the retention of hedgerows and other distinctive boundary treatments in rural areas and prevent loss and fragmentation, where practically possible. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, mitigation by provision of the same type of boundary will be required.*
- HER POL 38 *To promote and encourage planting of native hedgerow species in new developments and as part of the Council's own landscaping works.*
- HER POL 39 *'To recognise the archaeological importance of townland boundaries including hedgerows and promote their protection and retention.'*
- HER POL 40 *'To protect and encourage the effective management of native and semi-natural woodlands, groups of trees and individual trees and to encourage the retention of mature trees and the use of tree surgery rather than felling, where possible, when undertaking, approving or authorising development.'*
- 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) ... to ensure that new development meets high standards of siting and design.'*
- HER POL 53 *'To discourage proposals necessitating the removal of extensive number of trees, hedgerows and historic walls or other distinctive boundary treatments.'*
- 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.'*
- HER OBJ 50 *'To require landscape and visual impact assessments prepared by suitably qualified professionals be submitted with planning applications for development which may have significant impact on landscape character areas of medium or high sensitivity'.*
- DM OBJ 11 *Existing trees and hedgerows of biodiversity and/or amenity value shall be retained, where possible.*

- DM POL 9 *‘To support the retention of field boundaries for their ecological/habitat significance, as demonstrated by a suitably qualified professional. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, mitigation by provision of the same boundary type will be required.’*

The site is located within the ‘South East Lowlands’ Landscape Area in the Landscape Character Assessment, Appendix 5 of the Meath County Development Plan (CDP) 2021-2027, which is of;

- Landscape Value: High
- Landscape Sensitivity: Moderate
- Landscape Importance: Regional

A Landscape and Visual Impact Assessment (LVIA) has been submitted with this application for the proposed development which is noted.

The assessment finds that the sensitivity of landscape receptors within the study area typically ranges between High-Medium and Medium-Low.

High-Medium sensitivity is generally associated with the scenic pastoral context flanking the River Liffey.

Medium-Low sensitivity applies to other, more typical views within the working rural landscape such as that containing the site and the majority of the northern and eastern study area.

An Coimisiún Pleanála needs to be satisfied the proposed development would not give rise to any significant landscape visual impacts.

8.6 Other Matters

The Planning Authority notes the use of palisade fencing along the perimeter of the site. It is the view of the Planning Authority that the use of palisade fencing that would be visible to the public would be inappropriate in this rural setting and may permit an excess of electrical noise levels to permeate the area.

An alternative boundary treatment should be sought in this instance that seeks to mitigate against any unnecessary noise levels within the countryside, in addition to maintaining rural amenity from a visual perspective.

9.0 Appropriate Assessment

The proposed development is not located within or in direct proximity to any Natura 2000 sites. The nearest European site is as follows;

- Rye Water Valley/Carton SAC: Site Code: 001398

The application to An Coimisiún Pleanála is accompanied by an Appropriate Assessment Screening Report. The Appropriate Assessment Screening Report provides the information necessary for the Commission as the competent authority to carry out screening for Appropriate Assessment. The Appropriate Assessment Screening Report concludes that;

“It is concluded that there is no potential for significant effects on any European Sites from the project, alone or in-combination, with other plans or projects”.

The Planning Authority notes the conclusions and considers that An Coimisiún Pleanála needs to be satisfied as the competent authority that the need for a stage 2 – Natura Impact Assessment is not required.

10.0 Environmental Impact Assessment

Under paragraph 3(b) “Energy Industry” of the Environmental Impact Assessment (EIA) Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment the following is set out;

“Industrial installations for carrying gas, steam and hot water with a potential heat output of 300 megawatts or more, or transmission of electrical energy by overhead cables not included in Part 1 of this Schedule, where the voltage would be 200 kilovolts or more.”

The Proposed Development includes construction of a new 110 kV GIS substation and installation of new underground cables. It also includes construction of two new LCIMs and the realignment of a relatively short section of existing 110 kV OHL to the new LCIMs. The proposed development is not an industrial installation. Whilst it is an installation for the purposes of transmission of electrical energy by overhead cables, the proposed voltage of the development relates to 110 kV, which is below the threshold of 200 kilovolts specified in paragraph 3(b). As such, an EIA is not required under Part 2 paragraph 3(b).

The planning application is supported by a non-statutory Planning and Environmental Considerations Report (PECR) to ensure that appropriate planning requirements and any potential environmental impacts are fully considered.

It is noted that measures are included as part of the development to mitigate environmental/ecological impact including enhancement measures to increase the extent of woodland habitat in the local area in addition to grassland management which is intended to create a habitat of greater ecological value than the baseline which is intensively managed farmland.

The Planning Authority notes the conclusions and considers that An Coimisiún Pleanála needs be satisfied as the competent authority that the need for an Environmental Impact Assessment is not required.

11.0 Development Contributions

Community Fund

The Planning Authority would remind the Commission of Section 182B(6) of the Planning and Development Acts 2000 (as amended) which, states:

“(6) Without prejudice to the generality of the foregoing power to attach conditions, the Board may attach to an approval under subsection (5)(a), (b) or (c) a condition requiring—

- (a) The construction or financing (in whole or in part) of a facility, or*
- (b) The provision or financing (in whole or in part) of a service;*

in the area where the proposed development is situated, provided that the facility or service constitutes a substantial gain to the community”.

In this specific case, the Planning Authority supports the imposition of a condition to finance an education and awareness program on renewable energy and energy conservation for the community. This aligns with the broader goals of sustainable energy provision, addressing local energy needs, and supporting climate change initiatives

Cash Deposit for Roads

It is the view of the Planning Authority that a cash deposit from the developer, to secure the reinstatement of public roads that may be damaged by construction transport coupled with an agreement empowering the Planning Authority to apply such security of part thereof to such reinstatement should be conditioned in any final grant of permission.

Section 48 Contributions

An Coimisiún Pleanála are requested to consider the contents of the Meath County Development Contribution Scheme 2024 – 2029.

12.0 Conclusion

In the context of national, regional and local planning policy and the planning history of the site, it is the Councils considered view that the proposed development is acceptable in principle.

The reports received from the various internal sections/departments support the proposed development subject to a number of planning conditions.

13.0 Recommendation

In the event that the Commission are a view to grant permission the following conditions should be considered.

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such

conditions require details to be agreed with the Planning Authority, the developer shall agree such details in writing with the Planning Authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. Prior to commencement of development, the applicant shall submit for the written agreement of the Planning Authority, a detailed schedule of floor areas proposed compound in specific correlation with the total proposed area as stipulated in the development description.

Reason: In the interest of clarity.

3. Prior to commencement of development, the applicant shall submit for the written agreement with the Planning Authority, a revised boundary treatment plan in lieu of palisade fencing that serves to mitigate against any potential for undue noise levels from plant within the compound. Boundary treatment(s) should also seek to preserve visual amenity within the rural area.

Reason: In the interest of environmental, residential and visual amenity.

4. Prior to the commencement of development, the applicant shall submit/address the following for the written agreement of the Planning Authority in relation to Transportation requirements:

- (i) The applicant shall demonstrate sightlines of 90 metres to the nearside edge of the road from a setback of 2.4 metres, in accordance with TII document DN-GEO-03060, from the entrance. The nearside road edge shall be visible over the entire sight distance. Where works are required to provide unobstructed sightlines, they shall be identified in a revised site layout and included within the redline boundary. Where works are required in third party lands, written consent from the landowner shall be submitted.
- (ii) The proposed new entrance shall have a minimum 10-metre separation distance with the existing entrance on the opposite side of the road.
- (iii) A swept path analysis to demonstrate that Heavy Goods Vehicles truck can enter and turn within the site should be provided.
- (iv) The entrance gate shall be recessed at least 17 metres from the edge of the road to allow an HGV to pull in fully off the road prior to opening the gate.
- (v) The applicant should submit details of the car parking to serve the development.

Reason: In the interest of traffic safety.

5. 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:
 - (i) Details of the road network/haulage routes and the vehicle types to be used to transport materials to and from the site and a schedule of control measures for exceptionally wide and heavy delivery loads. This includes abnormal load assessment information for the proposed project.
 - (ii) Detailed arrangements for temporary traffic arrangements/control on roads and protocols to keep residents informed of upcoming traffic related matters, temporary lanes/road closures etc.
 - (iii) On site HGV Turning Facilities.
 - (iv) Mitigation proposals included proposals to address potential conflicts between arriving and departing HGVs and local traffic particularly on the L-2220 and adjoining local roads.

6. Road drainage shall be provided in compliance with the Department of Transport "Guidelines for Road Drainage - 2nd Edition, 2022". Any drainage pipe installed shall be at least 300mm in diameter and in any case be no less than the nearest downstream pipe diameter.

Reason: In the interest of traffic safety. (Transportation)

7. Surface Water

- (i) Prior to the commencement of any of the development on site, the applicant shall agree in writing with the planning authority a revised surface water drainage system that is SuDS compliant
- (ii) Prior to the commencement of any of the development on site, the applicant shall submit a detailed topographical survey that includes all details of any nearby drainage ditches or water courses. Details required to be agreed with the planning authority.
- (iii) Prior to the commencement of any of the development on site, the applicant shall agree in writing any soiled water/contaminated water management systems that may be required for the proposed development.
- (iv) Prior to the commencement of any of the development on site, the applicant shall engage with and secure the written permission of the Municipal District Engineer for access to any surface water drain. The applicant shall undertake any remedial works to the existing surface water drainage network which the Municipal District Engineer considers necessary to facilitate the discharge from the proposed development.
- (v) All surface water design/work shall comply fully with the Greater Dublin Strategic Drainage Study (GDSDS) Regional Drainage Policies Volume 2, for New Developments.
- (vi) All surface water design/work shall comply fully with the Greater Dublin Regional Code of Practice for Drainage Works Volume 6.

Reason: In the interest of proper planning and sustainable development of the area and to ensure a satisfactory form of development.
(Environment – Surface Water)

8. Lighting shall be designed and installed as per “*Meath County Council: Public Lighting Technical Specification & Requirements*” document. Prior to the commencement of development on site the applicant shall submit a lighting design in accordance with the above for the written agreement of the Planning Authority.

Reason: In the interests of public safety. (Public Lighting)

9. The applicant/developer shall comply with the following Environmental Condition(s):

- (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.
- (ii) 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.
- (iii) Dust emissions during the construction phase shall not exceed 350mg/m²/day at the site boundaries.
- (iv) In the event it is necessary to import soil and stone or topsoil for any element of the proposed development to 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. Alternatively, soil and stone or topsoil may be imported/ exported from the site under a By Product Notification to the Environmental Protection Agency (Article 27). In accordance with Article 27 of the EC (Waste Directive) Regulations (2011). A log of all By-Product material movements will be recorded and maintained.
- (v) Burning of waste, including green waste, is prohibited on site.
- (vi) Prior to the commencement of site clearance the applicant shall notify the Environment Waste Department, Meath County Council regarding a commencement date for same

- (vii) The production and use of waste derived aggregates shall not be used onsite in the absence of an Article 28 'End of Waste' status issued by the Agency. All waste derived onsite shall be removed to an appropriately licensed facility and there will be NO crushing conducted onsite.
- (viii) The applicant has submitted a CEMP to Meath County Council. The Applicant shall provide an updated Construction Environmental Monitoring Plan (CEMP) for the written agreement of the Planning Authority prior to the commencement of any site activity. The CEMP shall include but not be limited to operational controls for dust, noise and vibration, waste management, protection of soils and groundwaters, 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.
- (ix) If applicable, an Invasive Alien Species (IAS) management Plan will be developed upon identification of an invasive species, which will identify mitigation measures to prevent uncontrolled transportation and dispersion of invasive species to and from the Proposed Development Site.
- (x) During the construction stage arrangements shall be made for the collection, storage and disposal of all foul sewage effluent arising from the construction works and transferred to an authorised facility, if applicable.
- (xi) If applicable, any re-fuelling of plant and machinery shall take place in dedicated areas and the applicant/contractor shall have spill kits available on site.
- (xii) The applicant/contractor shall utilise a silenced generator for the duration of the works, if applicable.
- (xiii) A RWMP should be prepared. The RWMP 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.
- (xiv) During the operational phase of the development noise levels emanating from the proposed site when measured at noise sensitive locations in the

vicinity shall not exceed 45dB(A) between the hours of 07.00 and 23.00 and 43dB(A) between the hours of 23.00 and 07.00. The applicant shall undertake a noise survey within 3 months of commissioning of the development to ensure that emissions for the development comply with the noise conditions attached to any grant of planning permission and to identify potential issues requiring mitigation. The applicant shall submit the report to the Planning Authority for review and agreement on any required mitigation measures.

(xv) The applicant will implement formal environmental complaints register for the construction and operational phases, this register shall include but not be limited to complaints due to glint and glare, noise, dust and environmental nuisances. The Complaints Register shall include details of the complaint and measures taken to address the complaint and prevent repetition of the complaint. This register shall be available for inspection upon request.

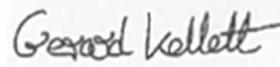
Reason: In the interests of environmental protection, the protection of surrounding residential amenities and the proper planning and sustainable development of the area. (Environment)

10. Prior to the commencement of development, the developer shall lodge with the Planning Authority a cash deposit, to secure the reinstatement of public roads that may be damaged by construction transport coupled with an agreement empowering the Planning Authority to apply such security of part thereof to such reinstatement. The form and amount of the security shall be agreed between the Planning Authority and the developer.

Reason: To ensure the reinstatement of public roads that may be damaged by construction transport.



Lisa Carroll
Executive Planner
11th March 2026



Gerard Kellett
A/Senior Executive Planner



Senior Planner
Alan Russell

Appendix 1
Internal Referral Reports & Commentary

Advice Notes

1. The Applicant is advised that in accordance with the provisions of Section 34(13) of the Planning and Development Act 2000-2023 a person shall not be entitled solely by reason of a permission to carry out any development.
2. It should be clearly understood that a grant of permission does not relieve the Applicant/ Developer of the responsibility of complying with any requirements under other statutory codes affecting the development.
3. This permission does not confer title. It is the responsibility of the Applicant/Developer to ensure that they control all the lands necessary to carry out the proposed development.
4. This permission does not alter or extinguish or otherwise affect any existing or valid right of way crossing, impinging or otherwise pertaining to these lands.
5. A grant of planning permission does not entitle a person to construct a development that would oversail, overhang or otherwise physically impinge upon an adjoining property without the permission of the adjoining property owner
6. The Applicant/Developer shall make all necessary arrangements to apply for and obtain a Road Opening License(s) from Meath County Council in respect of all openings in public areas and shall pay Road Opening License fees and Road Restoration costs. The Applicant/Developer shall abide by all of the conditions as set out in said license(s).
7. During construction the Applicant should provide adequate off carriageway parking facilities for all traffic associated with the proposed development, including delivery and service vehicles/trucks. There shall be no parking along the public road.
8. No muck, dirt, debris or other material should be deposited on the public road or verge by machinery or vehicles travelling to or from the site during the construction phase. The Applicant/Developer should arrange for vehicles leaving the site to be kept clean.
9. All waste generated during construction, including surplus excavation material to be taken off-site, shall be only recovered or disposed of at an authorised site which has a current Waste Licence or Waste Permit in accordance with the Waste Management Acts, 1996 to 2008. This shall not apply to the reuse of excavated uncontaminated soil and other naturally occurring material within the Applicant's site boundary.
10. In accordance with the Wildlife Act, any necessary hedgerow removal should be carried out outside of the main bird nesting season (March 1st to August 31st, inclusive).
11. All Applicants are advised to make themselves aware of the requirements of the Building Control Regulations 1997 to 2015 and the Construction Products Regulations (CPR) (Regulation (EU no. 305/2011). Information leaflets can be viewed or downloaded from the Department of Environment, Community and Local Government website <http://www.environ.ie/en/>.
12. Where the Applicant/Developer proposes to connect to a public water/wastewater network operated by Irish Water, the Applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.

13. In the interest of Public Health and Environmental Sustainability, Uisce Éireann Infrastructure capacity requirements and proposed connections to the Water and Wastewater Infrastructure will be subject to the constraints of the Uisce Éireann Capital Investment Programme. All work to comply with current Uisce Éireann Code of Practice for Water and Wastewater. Any proposals by the Applicant to divert or build over existing water or wastewater services should be submitted to Uisce Éireann for written approval prior to works commencing.

14. In the event it is necessary to import soil and stone or topsoil for any element of the proposed development to 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 or an under Article 27 declaration submitted to the Environmental Protection Agency.

15. The reuse of excavated soil and stone being reused within the curtilage of the proposed development will have no waste implications here by virtue of non-application of the Act, as referenced under Article 4 of the European Community (Waste Directive Regulations) 2011. Any soil and stone deemed surplus to requirements and that is to be exported from the site should be treated as either a Waste (removal to an appropriately authorised facility) or a by-product (Under Article 27 declaration) and not both.

16. The production and use of waste derived aggregates should not be used onsite in the absence of an Article 28 'End of Waste' status issued by the Agency. All waste derived onsite shall be removed to an appropriately licensed facility and there will be NO crushing conducted onsite without receiving a Waste Facility Permit or Certificate of Registration from Meath County Council.

17. The Applicant is advised to contact the ESB in advance of commencement of construction in relation to works adjacent to electricity infrastructure.

18. A Fire Safety Certificate may be required for elements of the development under Part III of the Building Control Regulations.

Note 1: Fire safety issues with regard to the design, layout and construction of the proposed buildings, as well as all proposed active and passive fire protection systems will be examined in more detail by the Fire Officer at certification stage.

Note 2: The design of dwelling units should incorporate the relevant provisions of Technical Guidance Document B, Volume 2, Dwelling Houses.

19. Planning Compliance must be submitted (hard copies not required) by email to planningcompliance@meathcoco.ie and must include a cover letter stating the condition number(s) the submission refers to and outlining relevant compliance issues together with the appropriate drawings/reports in PDF format.