



Comhairle Contae Thiobraid Árann
Tipperary County Council

Chief Executive Officer's Report

In accordance with the requirements of Section 37E (4) and 37E (5) of the Planning and Development Act 2000 (as amended)

July 2026

An Coimisiún Pleanála Reference. No:	ACP-324279-26
Applicant:	RWE Renewables Ireland Limited
Site Location:	Border of Co. Tipperary and Co. Offaly 5km approx. south of Birr
Proposed Development:	Proposed renewable energy development including 11 wind turbines and associated infrastructure, a meteorological mast and lightning pole and underground cabling connection to the 110kv Dallow substation.



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INTRODUCTION & PURPOSE OF THE REPORT

Introduction

On the 16/10/2025 An Coimisiún Pleanála (ACP) determined that a proposal by RWE Renewables Ireland Limited (hereafter the applicant) for a proposed renewable energy development including 11 wind turbines and associated infrastructure, including the provision of a 110kv connection to the national grid on lands within Co. Tipperary and Co. Offaly; would be strategic infrastructure within the meaning of Section 37E of the Planning and Development Act 2000 (as amended), hereafter referred to as the Act.

An application for permission for the proposed development was therefore submitted directly to An Coimisiún Pleanála and is available to view at [324279 | An Coimisiún Pleanála](#) –

This report is submitted to ACP in accordance with Section 37E(4) of the Act.

The Purpose of this Report

As provided for under Section 37E(4) of the Act, the Chief Executive is required to submit a report to An Coimisiún Pleanála setting out the views of the Planning Authority on the effects of the proposed development on the environment and the proper and sustainable development of the area. The report is also required to address all the issues identified in the (former) An Bord Pleanála “*Guidelines for Planning Authorities*” in respect of Strategic Infrastructure. Accordingly, all the relevant issues to the proposed development have been identified and are assessed below in the report.

Section 37E (5) of the 2000 Act requires that before this report is submitted to the Coimisiún, the Chief Executive shall submit it to the elected members, in order to seek their views on the proposed development. The members may, by resolution, decide to attach recommendations to the report (Section 37E (6) of the Act refers).

Section 37E (6) of the 2000 Act also provides that the views expressed by the members on the proposed development during the Council meeting, can also be attached to this report i.e. the ‘meetings administrator’s record’.

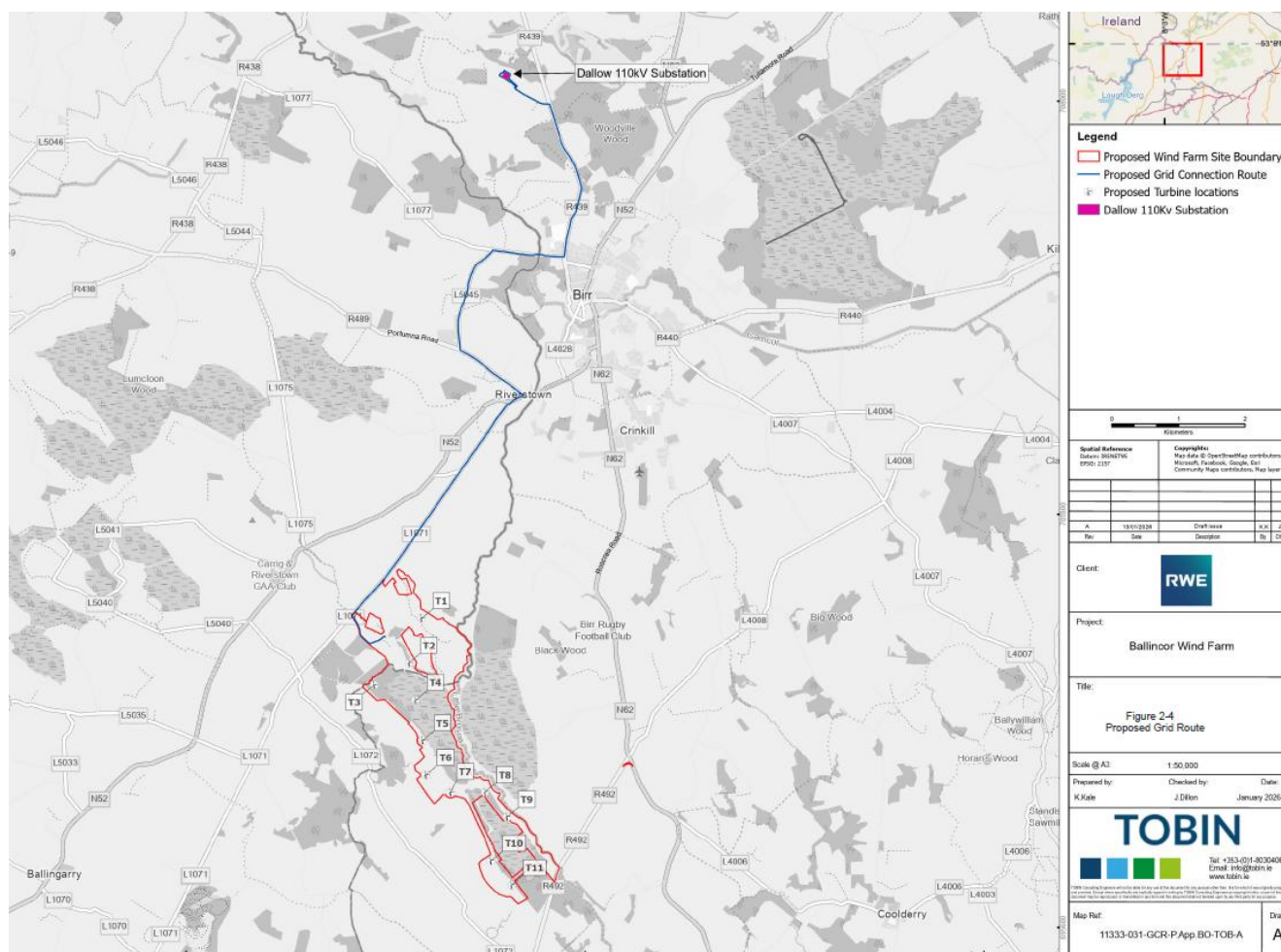
This report was presented to the Elected Members at the Council Meeting on the 13th July 2026. The recommendations of the Elected Members are attached as Appendix 2.



SITE LOCATION & DEVELOPMENT DESCRIPTION OVERVIEW

Site location

The wind farm site (355 ha) is located in a rural area, approximately approx. 5km south of Birr and 3.6km of Shinrone.



The eastern boundary of the site is delineated by the Little Brosna River. The wind farm site comprises agricultural lands, cutover peatland and forestry.

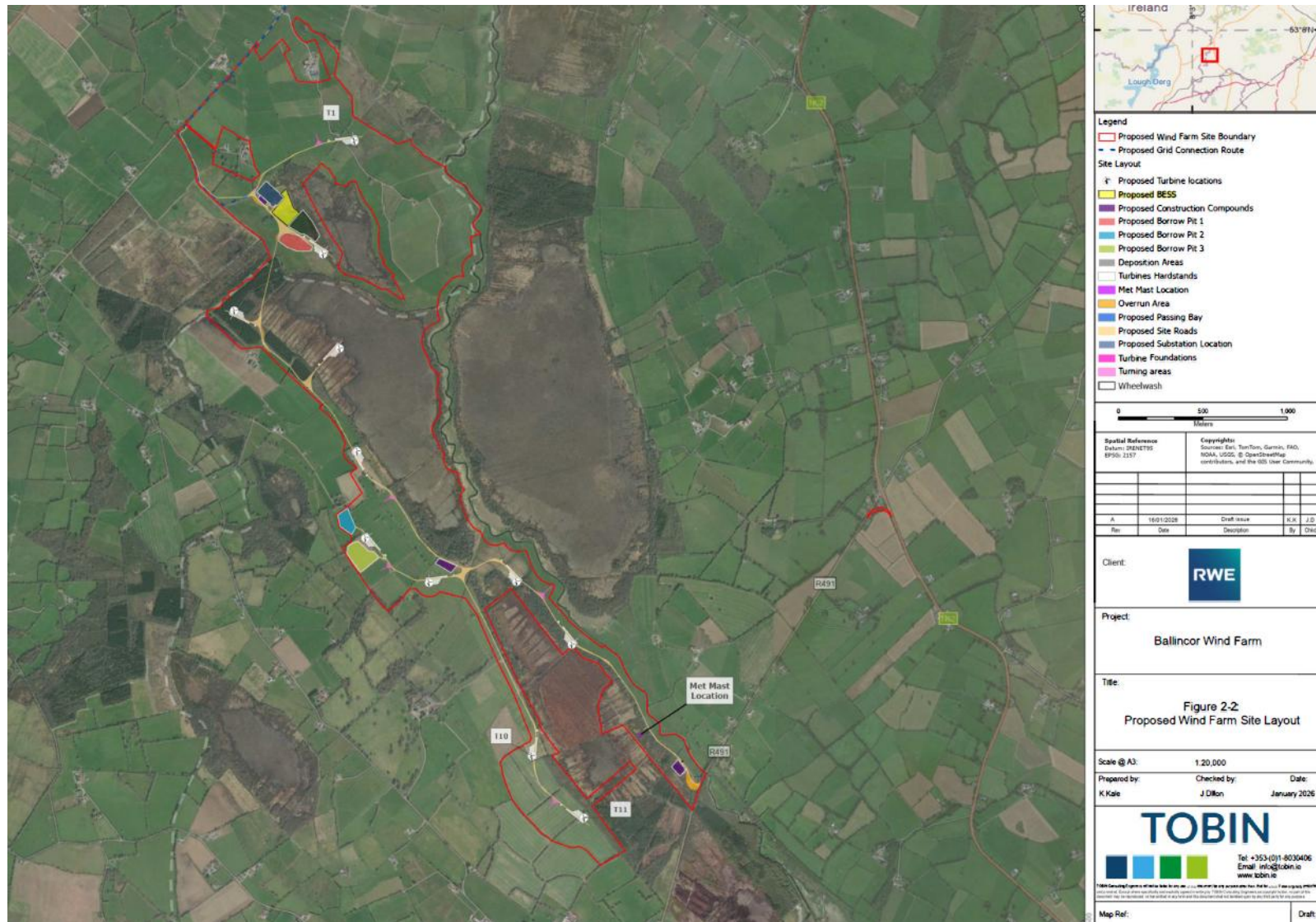
The site will be accessed by two site entrances, located on the regional road R492 (Co. Offaly) and local road L1071 (Co. Tipperary).



Within Tipperary it is proposed to develop 2no. turbines, access tracks, the on site substation, Battery Energy Storage infrastructure, a borrow pit and peat deposition area. The proposed grid connection infrastructure spans approximately 12.23 km, running north from the proposed 110 kV substation in County Tipperary to the existing ESB Dallow 110 kV substation in County Offaly.



Figure 1 Site location





Proposed Development

The Development Description (as per Chapter 2 of the EIAR) is set out hereunder:

The proposed development will consist of the provision of the following:

- Assembly of 11 Wind Turbine Generators (including tower sections, nacelle, hub, rotor blades) with an estimated capacity of 61.6 to 77 MW and a blade tip height between 179.5 and 180 m, rotor diameter between 149 to 163 m, hub height of between 98.5 and 105 m.
- Associated hardstanding and turbine foundations at each turbine location;
- Works along the public road and private land for a 12.23 km grid connection to the existing Dallow 110 kV substation including installation of 17 joint bays along the grid connection route (“GCR”) which runs across the townlands of Cronekill, Castletown, Cornhill, Caherhoereigh, Pallas, Kilenamuck, Tinnakilly, Ballyloughnane, Killeen, Croghan, in Co. Tipperary and Townparks, Dovegrove, Woodfield or Tullynisk, and Clondallow in Co. Offaly;
- Turbine Delivery Accommodation works, road surfacing works, temporary wall/vegetation removal, load bearing surface will be laid to provide a minimum 4.5 m running width and a 5.5 m clearance width for turbine delivery at Sharavogue crossroads, Sharavogue, Co. Offaly.
- Upgrading of existing access tracks, construction of new founded access roads and floating roads. Total length of access roads is 9.7 km, and upgrades of two site entrances on R492 and L1071;
- Erection of 104 m permanent meteorological mast and including lightning pole;
- All associated excavation, earthworks and spoil management, Surface water drainage system and sediment control; Installation of new clear span watercourse or drain crossings on proposed wind farm site; Excavation and restoration of three borrow pits (borrow pit 1 to borrow pit 3) and one peat deposition area;
- Wheel wash, security fencing & hut;
- Four Temporary construction compounds including site office and staff facilities;
- Installation of 33 kV medium voltage electrical and communication cabling underground between the proposed turbines and the proposed on-site substation and associated ancillary works; All electrical plant and infrastructure and grid ancillary services equipment;
- 110 kV electricity on-site substation and switch rooms; including one EirGrid control building containing welfare facilities and storeroom, wastewater and rainwater holding tank;
- One Independent Power Producer (IPP) control building containing HV switch room, site offices, welfare facilities, wastewater holding tank;



- One Battery energy storage system (BESS) control building containing worker welfare facilities and equipment store, wastewater holding tank; 90 BESS container units, inverters, underground water storage tank and associated works;
- All associated infrastructure and services including site works and temporary construction signage,
- Operational stage site signage;
- All related site works and ancillary development including berms, landscaping, and soil excavation;
- Tree felling (7.2 ha) and hedgerow removal (1.1 km) to facilitate construction and operation of the proposed project,
- Biodiversity enhancement including hedgerow replanting (1.3 km), peatland enhancement and tree planting.

A 10-year permission and an operational period of 35 years from the date of commissioning of the proposed development is being sought.

An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and accompany the planning application.



POLICY CONTEXT & GUIDANCE

EU Directives and Policies

EU Renewable Energy Directive 2009/28/EC

This directive promotes the use of energy from renewable resource and sets targets for each EU member state that are to be achieved by 2020. Ireland has legally binding targets to meet 16 % of its energy consumption by 2020 from renewable sources. It sets a target of 20% of EU energy consumption from renewable sources by 2020 and a 20% cut in greenhouse gas emissions by 2020. The Directive also outlines methods by which member states can coordinate their activities/policies on achieving targets.

Revised Renewable Energy Directive II (2018/2001/EU)

This directive is an extension of the RED for the periods 2021 to 2030 and it introduced mandatory criteria for solid and gaseous biomass.

European Union (Planning and Development) (Renewable Energy) Regulations 2025 (S.I. No. 274 of 2025)

On 6th August 2025, the European Union (Planning and Development) (Renewable Energy) Regulations 2025 (S.I. No. 274 of 2025) were adopted for the purpose of giving effect to Articles 15e(5), 16, 16b, 16c(2), 16d, 16e and 16f of the RED III Directive.

The legislation introduces new decision timelines based on a “completeness check” (ss.34E, 37JB, 295B): 52 weeks for new wind farms, 30 weeks for repowering projects, and one to two years for IROPI cases (two years for projects over 150 kW, one year for projects under 150 kW or repowering). Importantly, renewable energy developments, including related grid and storage infrastructure, are now presumed to be in the overriding public interest.

European 2020 Strategy for Growth

Europe 2020 is the EU’s ten year growth strategy which identifies five headline targets.

One of these targets is Climate Change and Energy Sustainability:

A reduction in greenhouse gas emissions of 20% (or even 30%, if conditions are right);



- 20% of energy from renewables;
- 20% increase in energy efficiency.

Ireland's mandatory national target is to supply 16% of its overall energy needs from renewable sources by 2020.

2030 Climate and Energy Framework

In October 2014 EU leaders adopted the 2030 Climate and Energy Framework (European Commission 2014) which was subsequently updated in 2018. The framework provides a long-term perspective beyond 2020 targets. The 2030 Climate and Energy Framework sets out three key targets for the year 2030:

- At least 40% cuts in greenhouse gas emissions (from 1990 levels);
- At least 32% share of renewable energy;
- At least 32.5% improvement in energy efficiency.

In 2016 the European Commission published its 2030 emissions targets break down for each state. Ireland is to reduce its emissions by 30% relative to its 2005 emissions.

Energy Roadmap 2050

Energy 2050 roadmap sets out a number of different scenarios for developing a decarbonised energy sector over the coming decades. It is clear under all of these scenarios that, subject to agreement between the Member States, there will be a significant increase required in renewable energy deployment in Europe well over and above the 2020 target levels.

European Green Deal

The European Green Deal is a growth strategy for the EU. The EU aim to become climate neutral by 2050.

National Policy

Climate Action and Low Carbon Development (Amendment) Act 2021

Climate Action and Low Carbon Development (Amendment) Act 2021 commits Ireland to a legally binding target of net-zero greenhouse gas emissions no later than 2050, and a reduction of 51% by 2030. These targets are a key pillar of the Programme for



Government and the Government Ministers will be responsible for achieving these targets for their own sectoral area.

The Climate Action Plan originally published in 2019 and subsequently revised in 2021, 2023, 2024 and 2025

Climate Action Plan 2023

The Climate Action Plan 2023 provides a detailed plan for taking decisive action to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and setting the country on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021.

It is intended to put Ireland on a more sustainable path; cut emissions; create a cleaner, greener economy and society; and protect from the devastating consequences of climate change. It is considered a huge opportunity to create new jobs and grow businesses in areas like offshore wind; cutting-edge agriculture; and retrofitting, making our homes warmer and safer.

Climate Action Plan 2024

The Climate Action Plan 2024 (CAP24) is the third annual update to Ireland's Climate Action Plan. The Plan was approved by Government on 20 December 2023, subject to Strategic Environmental Assessment and Appropriate Assessment.

CAP24 reiterates the European Green Deal commitment to delivering net-zero GHG emissions at EU level by 2050; with Ireland committed to achieving a 51% reduction in emissions from 2021 to 2030, and to achieving net-zero emissions no later than 2050 and the need for action to reduce emissions to be significantly accelerated in the period to 2030.

Climate Action Plan 2025

The National Climate Action Plan 2025 (CAP 2025) was launched in April 2025. CAP 2025 marks the fourth update to the Climate Action Plan 2019, and the third to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and the introduction of the 2022 Sectoral Emissions Ceilings (SEC) and the establishment of economy-wide carbon budgets.



CAP 2025 seeks to build on the progress made under Climate Action Plan 2024 by delivering policies, measurements and actions that will support the achievement of Ireland's carbon budgets, sectoral emission ceilings, and 2030 and 2050 climate targets; while further enabling the closure of identified emissions gaps and the allocation of unallocated emission savings associated with each carbon budget period.

Project Ireland 2040: The National Planning Framework 2018

The National Planning Framework is a planning framework to guide development and investment over the coming years. It sets out key goals and objectives for the state. One of the themes is the transition to a low carbon energy future.

Project Ireland 2040: The National Planning Framework: First Revision April 2025

The National Planning Framework underwent its first revision which was published in April 2025.

National Policy Objective 55 To support, the progressive development of Ireland's offshore renewable energy potential, the sustainable development of enabling onshore and off-shore infrastructure including domestic and international grid connectivity enhancements, non-grid transmission infrastructure, as well as port infrastructure for the marshalling and assembly of wind turbine components and for the operation and maintenance of offshore renewable energy projects.

National Policy Objective 69 Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions as expressed in the most recently adopted carbon budgets.

National Policy Objective 70 Promote renewable energy use and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a climate neutral economy by 2050.

National Policy Objective 71 Support the development and upgrading of the national electricity grid infrastructure, including supporting the delivery of renewable electricity generating development.



National Policy Objective 75 Local Authorities shall plan for the delivery of Target Power Capacity (MW) allocations consistent with the relevant Regional Spatial and Economic Strategy, through their City and County Development Plans.

Section 28 Ministerial Guidelines

Wind Energy Development Guidelines 2006

Published the Wind Energy Development Guidelines (the Guidelines (DoEHLG, 2006)) under Section 28 of the Act. The aim of the Guidelines (DoEHLG, 2006) was to assist the proper planning of wind power projects.

Draft Wind Energy Development Guidelines 2019

The Department of Housing, Planning and Local Government (DoHPLG) published the draft Revised Wind Energy Development Guidelines (the Draft Guidelines (DoHPLG, 2019)) in December 2019. A consultation process in relation to the Draft Guidelines concluded on the 19th February 2020. A further review of the Draft Guidelines is currently underway by the Department of Housing, Local Government and Heritage (DoHLGH) and the Department of Environment, Climate and Communications (DoECC).

Regional Level

Southern Regional Spatial and Economic Strategy (RSES)

The Regional Spatial and Economic Strategy sets out a strategy to implement the NPF in the Southern Region.

The most relevant objectives of the Strategy are:

PRO 99 Renewable Wind Energy: It is an objective to support the sustainable development of renewable wind energy (on shore and off shore) at appropriate locations and related grid infrastructure in the Region in compliance with national Wind Energy Guidelines.



County Development Plan

Tipperary County Development Plan 2022-2028

Tipperary County Development Plan 2022-2028

Volume 1 Written Statement

Section 2.6	Strategic Objective SO-1 To support the just transition to a climate resilient, biodiversity-rich, environmentally sustainable and climate-neutral economy. Strategic Objective SO-2 To promote, support and enable sustainable and diverse economic development, and foster new and innovative opportunities, harnessing the talent of our workforce and communities. Strategic Objective SO-3 To support a sustainable, diverse and resilient rural economy, whilst integrating the sustainable management of land and natural resources.
3 - 1	Promote and facilitate renewable energy development, in accordance with the policies and objectives of the Tipperary Renewable Energy Strategy 2016 (and any review thereof), and the Tipperary Climate Adaptation Strategy 2019.
10 -1	Support and facilitate new development that will produce energy from local renewable sources such as hydro, bioenergy, wind, solar, geothermal and landfill gas, subject to compliance with normal planning and environmental criteria, in co-operation with statutory and other energy providers.
10 - 5	Support and facilitate the co-location of renewable energy development and technologies to ensure the most efficient use of land identified as suitable for renewable energy generation. <u>Section 10.2.2.</u> Review of the Wind Energy Guidelines: The National Wind Energy Development Guidelines (DEHLG, 2006) are currently under review. The review focuses on several areas including new mechanisms for local community engagement with consideration to investment/benefit, setback from turbines and noise limits. The Council will seek to apply the Wind Energy Development Guidelines, and any review thereof, in assessing proposals for wind energy developments. <u>Section 10.4.1</u> Renewable Energy Targets: In line with the Core Strategy, and the Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (DHPCLG, 2017) the Council has considered how the implementation of the Plan to 2028 will contribute to realising overall national targets on renewable energy and climate change mitigation, and in particular wind energy production.

Table 10.1 Renewable Energy Targets for County Development Plan period

Resource	Approved/Operational (MW)	2028 target-approx. 25% increase over permitted capacity
Wind	475 Operational	600MW Operational
Solar	117 Permitted	150MW Operational



Objective 10- A Support the Climate Action Plan (DECC, 2019) as it relates to renewable energy production, having consideration to the strategic importance and potential benefits of renewable energy investment to rural communities.

Objective 10- C To continue to support renewable energy development and to maintain a positive framework for development through the review of the Renewable Energy Strategy over the lifetime of the Plan.

- 11 - 1** In assessing proposals for new development to balance the need for new development with the protection and enhancement of the natural environment and human health. In line with the provisions of Article 6(3) and Article 6 (4) of the Habitats Directive, no plans, programmes, etc. or projects giving rise to significant cumulative, direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Plan (either individually or in combination with other plans, programmes, etc. or projects).
- 11 - 2** Ensure the protection, integrity and conservation of European Sites and Annex I and II species listed in EU Directives. Where it is determined that a development may individually, or cumulatively, impact on the integrity of European sites, the Council will require planning applications to be accompanied by a NIS in accordance with the Habitats Directive and transposing Regulations, 'Appropriate Assessment of Plans and Projects, Guidelines for Planning Authorities', (DEHLG 2009) or any amendment thereof and relevant Environmental Protection Agency (EPA) and European Commission guidance documents.
- 11 - 3** Ensure the conservation and protection of existing, and proposed NHAs, and to ensure that proposed developments within or in close proximity to an existing or proposed NHA would not have a significant adverse impact on the status of the site as described.
- 11 - 4**
 - (a) Conserve, protect and enhance areas of local biodiversity value, habitats, ecosystems and ecological corridors, in both urban and rural areas, including rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and semi-natural grasslands in accordance with the objectives of the National Biodiversity Plan (DCHG 2017) and any review thereof.
 - (b) Safeguard, enhance and protect water bodies (rivers/canals/lakes) and river walks and to provide links, where possible, to wider green infrastructure networks as an essential part of the design process.
 - (c) Require an 'Ecosystems Services' approach for new development to incorporate nature-based solutions to SUDS, in so far as practical, as part of water management systems, public realm design and landscaping, in line with best practice.
 - (d) Where trees or hedgerows are of particular local value, the Council may seek their retention, or where retention is not feasible, their replacement and will seek a proactive focus on new tree-planting as part of new development
- 11 - 7** (a) Ensure the protection of water quality in accordance with the EU WFD and support the objectives and facilitate the implementation of the associated Programme of



Measures of the River Basin Management Plan 2018-2021 and any successor. This includes contributing towards the protection of Blue-Dot catchments and drinking water resources. Also, have cognisance of the EU's Common Implementation Strategy Guidance Document No. 20 and 36 which provide guidance on exemptions to the environmental objectives of the WFD.

- (b) Support an integrated and collaborative approach to catchment management in accordance with the River Basin Management Plan 2018-2021 and any successor.
- (c) Require an undisturbed edge or buffer zone to be maintained, where appropriate, between new developments and riparian zones of water bodies to maintain the natural function of existing ecosystems associated with water courses and their riparian zones, and to enable sustainable public access.

- 11 - 9** (a) Require the submission of site-specific Flood Risk Assessments for developments undertaken within Flood Zones A & B and on lands subject to the mid-range future scenario floods extents, as published by the OPW. These Flood Risk Assessments shall consider climate change impacts and adaptation measures including details of structural and non-structural flood risk management measures, such as those relating to floor levels, internal layout, flood-resistant construction, flood-resilient construction, emergency response planning and access and egress during flood events.
- (b) SFRAs and site-specific flood risk assessments shall provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be consulted with to this effect.
- (c) Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPW Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time.
- (d) Applications for development on land identified as 'benefitting land' may be prone to flooding, and as such site-specific flood risk assessments may be required in these areas.
- (e) Require applications for new development, or for an extension to an existing development on land zoned for 'Social and Public' or 'Amenity' use and where a potential flood risk is identified, and where the proposed use might be vulnerable, to be subject to site-specific flood risk assessment to the satisfaction of the Council.
- 11 - 12** In assessing proposals for new development to seek to protect, support and conserve the geological heritage sites of Tipperary and their value as outlined in the Tipperary Audit of Geological Heritage Sites, (GSI/TCC, 2019).
- 11 - 16** Facilitate new development which integrates and respects the character, sensitivity and value of the landscape in accordance with the designations of the Landscape Character Assessment, and the schedule of Views and Scenic Routes (or any review thereof). Developments which would have a significant adverse material impact on visual amenities will not be supported.
- 11 - 18** Ensure that new development does not result in significant noise disturbance and to ensure that all new developments are designed and constructed to minimise noise disturbance in accordance with the provisions of the Noise Action Plan 2018 and relevant standards and guidance that refer to noise management.



11 – 19 Ensure that new development does not result in significant disturbance as a result of light pollution and to ensure that all new developments are designed and constructed to minimise the impact of light pollution on the visual, environmental and residential amenities of surrounding area

13 - 4 Safeguard sites, features and objects of archaeological interest, including Recorded Monuments, National Monuments and Monuments on the Register of Historic Monuments, and archaeological remains found within Zones of Archaeological Potential located in historic towns and other urban and rural areas. In safeguarding such features of archaeological interest, the Council will seek to secure their preservation (i.e. in situ or in exceptional circumstances preservation by record) and will have regard to the advice and recommendation of the Department of Arts, Heritage and the Gaeltacht.

Where developments, due to their location, size or nature, may have implications for archaeological heritage, the Council may require an archaeological assessment to be carried out. This may include for a requirement for a detailed Visual Impact Assessment of the proposal and how it will impact on the character or setting of adjoining archaeological features. Such developments include those that are located at, or close to an archaeological monument or site, those that are extensive in terms of area (1/2 ha or more) or length (1 kilometer or more), those that may impact on the underwater environment and developments requiring EIA.

15 - 7 Require all new development to provide a separate foul and surface water management system and to incorporate nature-based water sensitive urban design, where appropriate, in new development and the public realm. New developments, or retrofit/upgrading works, including those contributing to combined drainage systems where streetscape enhancement programmes or resurfacing programmes are planned, will incorporate measures to reduce the generation of storm water run-off, and to ensure that all storm water generated is managed on-site, or is attenuated and treated prior to discharge to an approved storm water system, with consideration to the following:

- (a) Nature-Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas (water sensitive urban design) Best Practice Interim Guidance Document (DHLGH, 2001) and any review thereof,
- (b) The infiltration into the ground through the development of porous pavement such as permeable paving, swales and detention basis,
- (c) The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basis, ponds and wetlands etc.
- (d) The slow-down in the movement of water.

Volume 3 Appendix 6 Development Management Standards

1.0 Habitats Directive Assessment

Habitats Directive Assessment (HDA), also known as Appropriate Assessment (AA), is a requirement under the Habitats Directive 92/43/EEC. Plans and projects which have potential to impact on Natura 2000 designated sites must be screened for AA, and a full AA must be carried out, unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 Site(s).



The planning authority will require, as appropriate, AA to be prepared in accordance with Article 6(3) and Article 6(4) of the Habitats Directive, and in accordance with the 'Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities' (DEHLG, 2009) and relevant EPA and European Commission guidance documents. AA shall be carried out in respect of any plan or project likely to have a significant effect on a European site(s), either individually or in combination with other plans or projects, in view of the site's conservation objectives.¹

1.2 Environment Assessment

The Environmental Impact Assessment Directive (Directive 2011/92/ EU as amended by 2014/52/EU on the assessment of the effects of certain public and private projects on the environment) requires an assessment of the environmental impact of certain projects. An Environmental Impact Assessment Report (EIAR) is required to accompany a planning application for development of a class set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended) (the Regulations) which exceeds a limit, quantity or threshold set for that class of development. Environmental Impact Assessment (EIA) is the process by which the anticipated effects on the environment of a proposed development or project are measured, and if the likely effects are unacceptable, design measures or other steps can be taken to avoid, reduce or mitigate against those effects.

An EIA may be required for development proposals below statutory thresholds outlined in the Regulations. If the proposed development is sub-threshold, and the planning authority considers that the proposal is likely to have significant effects on the environment, then an EIA must be submitted to the planning authority. The planning authority will have regard to Schedule 7 of the Regulations, and the associated 'Guidelines for Planning Authorities, and An Bord Pleanála on carrying out EIA' (DHPLG, 2018), in deciding whether a proposed development is likely to have significant effects on the environment along with 'Environmental Impact Assessment Guidance for Consent Authorities' (DEHLG, 2003) (and any amendment thereof) regarding sub threshold development. Prospective developers are advised to have regard to the supporting 'Guidelines on the Information to be contained in EIAs', (EPA, 2002) (and any amendment thereof) for further details on schedule six of the Regulations.

3.6 Noise

The Council may require new commercial and industrial developments to submit a Noise Impact Assessment and appropriate mitigation measures as part of their planning application. This provision will apply to the following:

- a) For new developments that are likely to generate noise nuisance or an unacceptable impact on sensitive receptors;
 - b) For new developments proposed within the current Action Planning Area as set out in the Tipperary County Council Noise Action Plan, 2018;
- or
- c) For developments proposed near major roads (i.e. traffic volumes in excess of 3 million vehicles per annum or otherwise on a case by case basis). Where developments are planned adjacent to major roads, the planning application shall incorporate acoustical planning into the development design e.g. designing the development so that the access road is adjacent to the major road noise source (subject to an analysis of the potential traffic safety implications). It may also involve the use of buffer zones and/or noise barriers and traffic calming measures.



6.1 Road Design & Visibility at a Direct Access

A direct access is a vehicular access from any residential, commercial or agricultural property to and from a public road. New direct accesses shall not be permitted within 90m of the exit of a roundabout on a national road, or within 50m of the exit on a non-national road.

Any direct access to a rural national primary or rural national secondary road shall comply with the visibility parameters contained in Section 5.6.3 of TII Publication DN-GEO-03060, Geometric Design of Junctions, which is available for download from the TII Publications website (<https://www.tiipublications.ie/>).

Any direct access to an urban national primary or national secondary road shall comply with the visibility parameters contained in Section 4.4.5 of the Design Manual for Urban Roads published by the Department of Transport, Tourism and Sport, which is available for download from the following website (<https://www.gov.ie/en/publication/3360b1-design-manual-for-urban-roads-and-streets/>).

On all national and non-national roads, the full 'Y – Distance' shall be to an object height of 1.05m above the road surface level measured at the near edge of the travelling lane (the yellow line, or if none exists, the edge of the paved surface). Forward visibility equal to the Y-Distance shall also be provided along the public road on the approaches from each side of an access.

The distance back along the minor road or direct access from which the full visibility is measured is known as the 'X-Distance'. It is measured back along the centreline of the minor road or direct access from the continuation of the line of the nearside edge of the paved surface (including hardstrip or hard shoulder) of the major road. The 'X-Distance' on the minor road for visibility measurements shall be as defined in Table 6.1 below.

Table 6.1: X-Distance Requirements

Major Road Use	Minor Road use/Direct Access	X-Distance
National Roads	Simple Junctions, Stop control	2.4m
Regional & Local Roads	All junctions and accesses, Stop control	2.4m
Regional & Local Roads	All junctions and accesses, Yield control	3.0m
National Regional & Local Roads	Multiple residential, Commercial, Agricultural or other	4.5m
Regional & Local Roads	Accesses lightly trafficked (single residence)	2.0m

For direct access to a non-national road, the same principles apply as for national roads. Where posted mandatory speed limits are provided the design speeds and associated Y-Distances in Table 6.2 shall apply:

Table 6.2: Design Speeds and associated Y-Distances

Mandatory Speed Limit	Design Speed (operational Speed)	Rural Non-National Road	Urban Non-National Road
km/h	km/h	Y-Distance (m)	Y-Distance (m)



30	40	N\A	33
40	50	70	45
50	60	90	59
60	70	120	72
80	85	160	N\A
100	100	215	N\A

On non-national roads, in cases of particular difficulty, the use of a lower design speed for a given mandatory speed limit (as set out in table 6.2) may be accepted by the Council. In such a case, the applicant must demonstrate to the satisfaction of the Council that the 'operational speed' of the road is less than the specified design speed. In such cases, the Council may accept the use of the lower speed than identified in column 2 of Table 6.2 above.

6.1.1 Measuring 'Operational' Speed

The operational speed shall be determined by measurement of actual speeds between 07:00 am and 07:00 pm over a period of three days, excluding weekends or public holidays. It represents the 85th percentile speed of the traffic travelling on that section of road during that period. The 85th percentile speed is the speed at or below which 85% of the traffic is travelling.

As an alternative, the applicant may use the methodology described in Section 10.2 of TII publication DN GEO 03031: Rural Road Link Design to determine a design speed based on the physical characteristics of the road section.

The minimum design or operating speed that will be allowable under any circumstances for a rural non-national road shall be 50kph, and for an urban non-national road it shall be 40kph. The Council's decision on the appropriate design or operating speed shall be final.

Tipperary Renewable Energy Strategy (Appendix 2 Volume 3 of TCDP 2022-2028)

- **TWIND 4:** Policy Areas for Wind Energy Development: Areas 'Open for Consideration' – wind energy development in these areas may or may not be appropriate, depending on the character of the landscape and the potential impact of the proposed development. Any impact on the environment must be low and subject to proper planning and sustainable development, and the guidelines set out in this policy document.
- **Policy RE1:** Protection of the Environment: It is the policy of the Council that renewable energy developments and associated supporting infrastructure shall be assessed for compliance with the environmental standards and policies as set out in the County Development Plan (as varied) and the Development Management standards set out in Chapter 10.
- **Policy RE2:** Landscape Capacity and Renewable Energy Development: It is the policy of the Council to facilitate new development which integrates with and respects the character, sensitivity and value of the landscape in accordance with the



guidelines set out in the Tipperary Landscape Character Assessment 2016 and the policies as set out in the County Development Plan (as varied) and the Development Management standards set out in Chapter 10.

Areas Open for Consideration	
TWIND 4.1	Proposals shall demonstrate conformity with existing and approved wind farms to avoid visual clutter. In this respect, developers should consider the cumulative impact of new development in the context of the location of both existing and permitted developments.
TWIND 4.2	Proposals in Areas 'Open for Consideration' shall be sited having consideration to the landscape sensitivity and capacity analysis set out in the Tipperary Landscape Character Assessment 2016 and the provisions of the County Development Plan (as varied) in relation to landscape (Chapter 7). All applications shall have regard to the visual impact of turbines and ancillary development (such as access roads, boundary fencing, control buildings and grid connections).
TWIND 4.3	Within Areas 'Open for Consideration', proposed development within areas which already accommodate turbines, sub-stations and powerlines shall be considered appropriate from a sequential approach to the development of infrastructure, until these areas reach capacity.
TWIND 4.4	All Projects are required to be screened for Appropriate Assessment Screening in accordance with Article 6(3) of the Habitats Directive and the provisions of the County Development Plan (as varied).
TWIND 4.5	Applications for wind development shall be accompanied by a technical assessment in relation to the slope stability, landslide susceptibility of the development site and the proposed project. This assessment shall incorporate slope stability mapping and groundcover assessment in the context of potential cumulative effects arising from multiple developments.
TWIND 4.6	All proposals for wind energy development will have regard to the cumulative effect of the development on the environment when considered in conjunction with other existing and permitted wind energy developments in the area.
TWIND 4.7	All applications will have regard to the impact on existing built environment, particularly neighbouring residential properties and other sensitive amenity areas.

Areas Open for Consideration	
TWIND 4.8	All applications will have regard to the impact of any proposal for wind energy development on surrounding tourism and recreational related activities and the compatibility of same will be carefully considered in the assessment of any planning application.
TWIND 4.9	All applications will have regard to the impact of any proposal for wind energy development in the context of any flood risk in the area. A comprehensive flood risk assessment for proposals in an area at risk of flooding, adjoining same or where cumulative impacts may result in a flood risk elsewhere, in low lying areas or in areas adjacent to streams.
TWIND 4.10	All applications will ensure that details of the proposed grid connection and all associated infrastructure are considered in the Environmental Impact Statement (EIA) and Natura Impact Statement as may be required.
TWIND 4.11	All applications will have regard to the impact on rivers and streams and will demonstrate compliance with the Water Framework Directive.
TWIND 4.12	Wind energy development proposed in areas of lowland raised bog/peatland shall ensure that negative impacts including habitat disturbance and loss, and avoidance of hydrological disruption and risk of erosion are avoided or mitigated through design. Site specific geo-technical investigations shall be submitted as part of EIA unless otherwise agreed with the council.



Local Authority Climate Action Plan 2024

- **Strategic Goal 4** Through our spatial planning policy and objectives support the Core Strategy of the Tipperary County Development Plan (and any review thereof), having consideration to core objectives as they relate to sustainable development and a Just Transition, including aspects such as Town Centre First, Active Travel, Sustainable Energy and Compact Development etc
- **Strategic Goal 5** Promote and protect our environment, and its biodiversity and water catchments as key enablers of climate adaptation and mitigation across the county through the delivery of sustainable services, including those with a focus on nature-based solutions, in collaboration with sectors and communities.



INTERNAL DEPARTMENT REPORTS

Introduction

The SID application was referred to the following internal departments within Tipperary County Council.

- Tipperary-Cahir-Cashel Municipal District Engineer
- Roads Capital
- Environment and Climate Action Section
- Biodiversity Officer
- Fire Officer

A copy of each of the internal department reports received are attached as Appendix 1.

A combined report was received from Roads & The District Engineer.



KEY ISSUES AND OVERALL CONSIDERED VIEW

Introduction

This section of the report sets out hereunder the views of the Planning Authority on the effects of the proposed development on the environment and the proper and sustainable development of the area. This section follows an assessment of the EIAR and NIS and supporting documentation and drawings submitted with the application.

Principle of Development

The proposed development is not consistent with planning policy as set down under the Tipperary Renewable Energy Strategy (Appendix 4 of the Tipperary County Development Plan 2022). The development (in Tipperary) is located on lands designated as 'Areas Unsuitable for New Wind Energy Development' under Tipperary Renewable Energy Strategy. The development therefore materially contravenes the designations contained within the Councils Renewable Energy Strategy and contravenes Policy 3-1 of the Tipperary County Development Plan

Policy 3-1 states it is the policy of the Council to

Promote and facilitate renewable energy development, in accordance with the policies and objectives of the Tipperary Renewable Energy Strategy 2016 (and any review thereof), and the Tipperary Climate Adaptation Strategy 2019.

Map 11 of the Tipperary Renewable Energy Strategy identifies areas *unsuitable* for wind energy development and areas where wind energy development is *open for consideration*. Tipperary County Council contend that there are extensive areas within Tipperary designated as "Open for Consideration" for wind energy development that can accommodate development of the type proposed. The Council request An Comisiún Pleanála to engage fully with this matter in considering the acceptability of the development against the provisions of the Tipperary County Development Plan 2022 and other relevant planning policy and legislative requirements.



Traffic Impacts

1. In June 2025, ACP granted permission for the Carrig Windfarm (Tipperary County Council Ref 2360763, ACP Ref 318689), located approximately 4 km west of the proposed Ballincor windfarm. No construction work has commenced as of June 2026.

Both windfarm developments propose grid connections to the Dallow Substation in County Offaly, with the respective routes coinciding for approximately 9 km.

The installation of two independent grid connections within the same road corridor is not considered viable, for the following reasons:

- The affected local roads are generally less than 5 metres in width. High voltage cables require a separation distance to prevent electrical and thermal interference. Adequate separation distances would necessitate installation on both sides of the carriageway. This would effectively sterilise the road corridor, precluding future utility installations.
- The installation on narrow rural roads will require long road closures to allow for cable laying and reinstatement. The cable laying duration is likely to be three months duration and result in significant disruption to residents and road users. It would not be acceptable to lay two grid connections on the same road at separate times.

Tipperary County Council request An Comisuin Pleanala to require that a single shared grid connection be utilised to serve both windfarm developments.

2. On the 14 March 2025, The Department of Transport issued Circular RW 07 of 2025 'Electricity Transmission Infrastructure Development – Roads Sector Engagement Framework and Interim Guidance – see attachment. Tipperary County Council request An Comisuin Pleanala to ensure the proposed development complies with the provision of this Circular and associated guidance documentation.



3. The level of reinstatement should have regard to both the Guidelines for Managing Opening in Public Roads (Purple Book) 2 edition (REV1) April 2027 and the Department of Transport issued Circular RW 07 of 2025 'Electricity Transmission Infrastructure Development – Roads Sector Engagement Framework and Interim Guidance.

The required reinstatement will be significant, and it is essential that the developer is made fully aware of these requirements at the planning stage.

For roads less than 5.5 metres in width, full width road reinstatement is required in accordance with the Standard Drawing SD5 Guidelines for Managing Opening in Public Roads. Note 24 of SD5 indicates that a 75 mm layer of AC 20 dense is required over the full width.

Full lane reinstatement is required on the N52 and R489 roads.

4. The proposed grid connection includes the installation of 10 jointing boxes within County Tipperary. These are large concrete precast structures excavated into the road. The required excavation depth is in excess of 3 metres. The jointing boxes are permanently retained within the road structure. These installations present a significant risk to the long term integrity of the roads network if not properly designed, constructed and supervised.

The installation of the jointing boxes in both national and local roads should be carried out in accordance with the requirements of DN-STR-03001 – Technical Acceptance of Road Structures on Motorways and other national Roads.

This process includes:

- Preparation and approval of a Technical Acceptance Report (TAR)
 - Certification by the Designer / Assessor / Checker, confirming that the works comply fully with the approved TAR
5. Due to the scale, complexity, and potential long-term implications of the works, a high level of supervision will be required throughout the grid connection phase. It is recommended that the developer make a financial contribution of €75,000 to the Local Authority to cover the costs associated with such supervision. The costs associated with the works can be charged through the Road Opening Licence process or at the planning stage.



6. Site investigation will be required as part of the Technical Acceptance Report. It is recommended that the site investigation be undertaken at the planning stage in order to confirm the technical feasibility of the works and assess the financial viability. Early identification of shallow bedrock conditions or presence of peat or other weak soils will assist in finalising the detailed design.
7. The development proposes to utilise an existing access onto the L1071 for the operational phase of the windfarm. The existing access has poor sightlines and needs to be upgraded to meet the requirements of the Tipperary Co Development Plan 2022-28.

Soils, Hydrology and Hydrogeology

1. It is recommended that the applicant seeks a consultation with Inland Fisheries Ireland to advise on in-stream and works adjacent to watercourses. *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (2016)*.
2. Foundations for the clear span bridge should be positioned at least 2.5m from the waters.
3. Discharges to waters from the construction settlement ponds shall meet the following criteria:
 - PH: 6.0-9.0
 - Suspended solids: <25mg/ml
4. There should be no visible oil film in any discharges from construction works to waters. It is recommended that monitoring of settlement ponds is carried out daily for the duration of their use. Records of monitoring shall be made available for inspection.
5. It is recommended that a geotechnical supervisor is appointed to oversee excavation, backfilling and floating road construction. The geotechnical supervisor shall prepare and submit a Peat Monitoring Plan (PMP) that includes defined threshold values for triggering action. The PMP shall also include an



emergency response procedure. Is it recommended that peat stability monitoring is carried out daily. Records of monitoring shall be made available for inspection. It is recommended that peat stability monitoring is carried out for a period of 2 years post construction.

Biodiversity / Ornithology

Tipperary County Council note the following points of concern with regard to the Biodiversity and Ornithology Chapters of the EIAR and NIS. These relate in particular to hydrological pathways, the adequacy of surveys and assessment for protected species, the underestimation of the functional ecological value of the site and the absence of a robust cumulative impact assessment. These concerns are outlined below:

Marsh Fritillary

The EIAR confirms the presence of Marsh Fritillary breeding colonies within the proposed development site. However, the assessment does not sufficiently evaluate the role of the site within the wider meta-population structure of the species, additionally, it does not prove that the loss or disturbance of occupied habitat will not adversely affect the conservation status of the species at a local or regional scale.

It should be noted that this Annex II species is extremely sensitive to changes in micro-habitat conditions, while some generic mitigation measures are outlined, no long-term habitat management plan (with commitments to monitoring) are included.

Hen Harrier

According to the EIAR and NIS, habitats at the proposed project site are comprised of peatlands, heath, wet grassland, scrub, and plantation forest which are connected to agricultural mosaics and open landscape.

Given the availability of suitable foraging and roosting habitats across the proposed development site (as outlined above), it cannot be excluded that the site forms part of the functional range of Hen Harrier associated with nearby Slieve Blooms SPA.

No hen harrier surveys were undertaken during the 2022 breeding season and winter roost surveys were only undertaken in 2025/2026. This represents a significant data gap as use of habitat can change annually depending on prey availability and general



habitat conditions. In the absence of longer-term roost surveys, roosting use cannot be ruled out.

Hen Harrier is an Annex I species in significant national decline; such a species cannot be assessed based on incomplete data or assumption. A dataset with missing breeding seasons and limited roost data cannot support a conclusion of no adverse effect.

Waders

The EIAR confirms that SPA-associated wading bird species, including Golden Plover and Lapwing, use the site for foraging in winter. However, no robust assessment is provided of the functional importance of these habitats in supporting SPA populations, additionally, it is not demonstrated that the loss or disturbance of such habitats will not adversely affect the ecological requirements of these species.

Hydrological Connectivity (Peat Substrate)

The project site contains peatland habitats, including raised bog and cutover bog and is hydrologically connected to the Little Brosna River, Sharavogue Bog SAC and The Shannon Callows SAC/SPA. Project works outlined include peat excavation, drainage works and multiple watercourse crossings.

Fine peat particles and can remain suspended in the water column for longer periods than mineral soils and can, therefore, be transported for much longer distances downstream. The Zone of Influence (ZOI) outlined is standard but not site specific in this instance, subsequently, a potential pathway to the European sites remains.

Given the hydrological connection of the site to downstream SACs and the documented mobility of peat in fluvial systems, it cannot be excluded that impacts will extend beyond the immediate project site.

Cumulative Impacts

The EIAR and Appropriate Assessment do not provide a meaningful assessment of cumulative impacts on what is a clearly high biodiversity value and ecologically sensitive site. There is no robust evaluation of the combined effects of surrounding wind energy developments, particularly in relation to bird disturbance, displacement, and collision risk. Additionally, there is not adequate consideration of surrounding pressures such as forestry, agriculture, or drainage. By failing to adequately assess these pressures collectively at a landscape and catchment scale, the project is essentially considered in isolation, resulting in a significant underestimation of overall ecological risk.



Visual Impact

The proposed wind turbines will be significant and dominant features in the landscape particularly to road users and nearby residents and will alter the landscape character.

Noise Impacts

Comparison of the projected noise levels from the turbine type against background noise levels shows that the noise environment in the area will change as a result of the development with an increase above existing noise levels. Expert review of this chapter of the EIAR is recommended noting the projected noise and existing baseline noise levels.

The final turbine type selected should be proven to come within the required noise parameters at noise sensitive locations. This would avoid the requirement for operational controls to curtail operation during certain wind speeds.

Shadow Flicker Impacts

The EIAR has identified that shadow flicker impacts may occur. The Planning Authority note the wind turbine control measures proposed to mitigate shadow flicker impacts to ensure same come within Guideline limits and consider same as implementable.

Conclusion

Tipperary County Council request that An Coimisiún Pleanála engage fully with the foregoing in consideration of the application.



CONDITIONS AND CONTRIBUTIONS

Conditions

Attachment of the following conditions to be considered in the event of a grant of permission.

- Implementation of mitigation and monitoring measures in EIAR and NIS and associated reports.
- Condition limiting operational time to 35 years from commissioning.
- Agreement of final turbine type.
- Requirement for monitoring of relevant construction elements by geo technical engineer.
- Limits on Noise levels at the operational stage with monitoring programme.
- Limit on construction days/times.
- Limit on shadow flicker.
- Surface water and ground water protection measures and monitoring are to be included.
- Pre-construction Biodiversity surveys and Bird (including Hen Harrier) and Bat mitigation measures and monitoring.
- Compensatory planting.
- Measures to ensure telecommunication signals are not impacted.
- Compliance with any requirements of the Irish Aviation Authority.
- Traffic Management measures
- Cultural heritage impact measures.
- Community gain requirements
- Accommodation Works Programme including timeline for construction, in place and reinstatement.
- Decommissioning and reinstatement and associated bond.

General Contributions

The relevant sections of the Tipperary County Council Development Contribution Scheme 2020 are as follows;

- **Class 21** – The provision of energy development. The rate is €15,000 per MW capacity.
- **Section 10** (Exemptions and Reductions), states under Energy Development that energy developments have differing demands on public infrastructure and as such the base levy will be applied at differing rates. Wind is levied at 70% of the base levy.

[Tipperary County Council Development Contribution Scheme 2020.pdf](#)



Other

- The installation of the grid connection requires a high level of independent supervision to mitigate long term damage. The developer should be asked to contribute €75,000 to the Local Authority to cover the costs of supervision
- In addition financial surety should be put in place to ensure adequate road reinstatement.

Signed: 

Date: 1/7/2026

Senior Executive Planner

Signed: 

Senior Planner

Date: 02/07/2026

Signed: 

Director of Services

Date: 2.7.2026



Appendix 1 – Internal Reports

Date: 24 June 2026

To: Anne-Marie Devaney, Senior Planner, Nenagh MD

From: Barry Murphy, District Engineer, Nenagh MD

Subject Roads comments on Ballincor Windfarm

Memorandum

1. Project Overview

The proposed project consists of 11 no. wind turbines with all associated site works including a 12 km grid connection from Ballincor to ESB Dallow substation in Co Offaly. The windfarm is located approximately 5 km south of Birr and straddles the administrative boundaries of Counties Tipperary and Offaly.

The construction access to the Ballincor Windfarm site will be via the N62 in Co Offaly. The impact on the local roads in Co Tipperary during the construction phase at the windfarm site will be relatively low. A second access is proposed during the operational phase onto the L1071 Old Birr Road in Co Tipperary.

Approximately 7 km of the grid connection will be constructed along the Co Tipperary public road network. The grid connection will have a significant impact on the roads network. The impact on the roads network needs to be mitigated through the Planning and Road Opening Licence process.

2. Grid Connection Route coincides with Carrig Windfarm

In June 2025, ACP granted permission for the Carrig Windfarm (Tipperary County Council Ref 2360763, ACP Ref 318689), located approximately 4 km west of the proposed Ballincor windfarm. No construction work has commenced as of June 2026.

Both windfarm developments propose grid connections to the Dallow Substation in County Offaly, with the respective routes coinciding for approximately 9 km.

The installation of two independent grid connections within the same road corridor is not considered viable, for the following reasons:

- The affected local roads are generally less than 5 metres in width. High voltage cables require a separation distance to prevent electrical and thermal interference. Adequate separation distances would necessitate installation on both sides of the carriageway. This would effectively sterilise the road corridor, precluding future utility installations.
- The installation on narrow rural roads will require long road closures to allow for cable laying and reinstatement. The cable laying duration is likely to be three months duration and result in significant disruption to residents and road users. It would not be acceptable to lay two grid connections on the same road at separate times.

It is therefore strongly recommended that a single shared grid connection be utilised to serve both windfarm developments.

See attachment for grid connection routes from Carrig and Ballincor Windfarms

3. Circular RW 07 of 2025 and Interim Guidance

On the 14 March 2025, The Department of Transport issued Circular RW 07 of 2025 'Electricity Transmission Infrastructure Development – Roads Sector Engagement Framework and Interim Guidance – see attachment.

The Circular and Guidance sets out requirements for Planning, Road Opening Licence applications and technical requirements for grid connections in public roads.

The proposed Ballincor grid connection should comply with the provision of this Circular and associated guidance documentation.

4. Reinstatement Requirements:

The level of reinstatement should have regard to both the Guidelines for Managing Opening in Public Roads (Purple Book) 2 edition (REV1) April 2027 and the Department of Transport issued Circular RW 07 of 2025 'Electricity Transmission Infrastructure Development – Roads Sector Engagement Framework and Interim Guidance.

The required reinstatement will be significant, and it is essential that the developer is made fully aware of these requirements at the planning stage.

For roads less than 5.5 metres in width, full width road reinstatement is required in accordance with the Standard Drawing SD5 Guidelines for Managing Opening in Public Roads. Note 24 of SD5 indicates that a 75 mm layer of AC 20 dense is required over the full width.

Full lane reinstatement is required on the N52 and R489 roads.

5. Jointing boxes

The proposed grid connection includes the installation of 10 jointing boxes within County Tipperary. These are large concrete precast structures excavated into the road. The required excavation depth is in excess of 3 metres. The jointing boxes are permanently retained within the road structure. These installations prevent a significant risk to the long term integrity of the roads network if not properly designed, constructed and supervised.

The installation of the jointing boxes in both national and local roads should be carried out in accordance with the requirements of DN-STR-03001 – Technical Acceptance of Road Structures on Motorways and other national Roads.

This process includes:

- Preparation and approval of a Technical Acceptance Report (TAR)
- Certification by the Designer / Assessor / Checker, confirming that the works comply fully with the approved TAR

6. Site Supervision

The installation of the grid connection requires a high level of independent supervision to mitigate long term damage. The developer should be asked to contribute €75,000 to the Local Authority to cover the costs of supervision.

Due to the scale, complexity, and potential long-term implications of the works, a high level of supervision will be required throughout the grid connection phase.

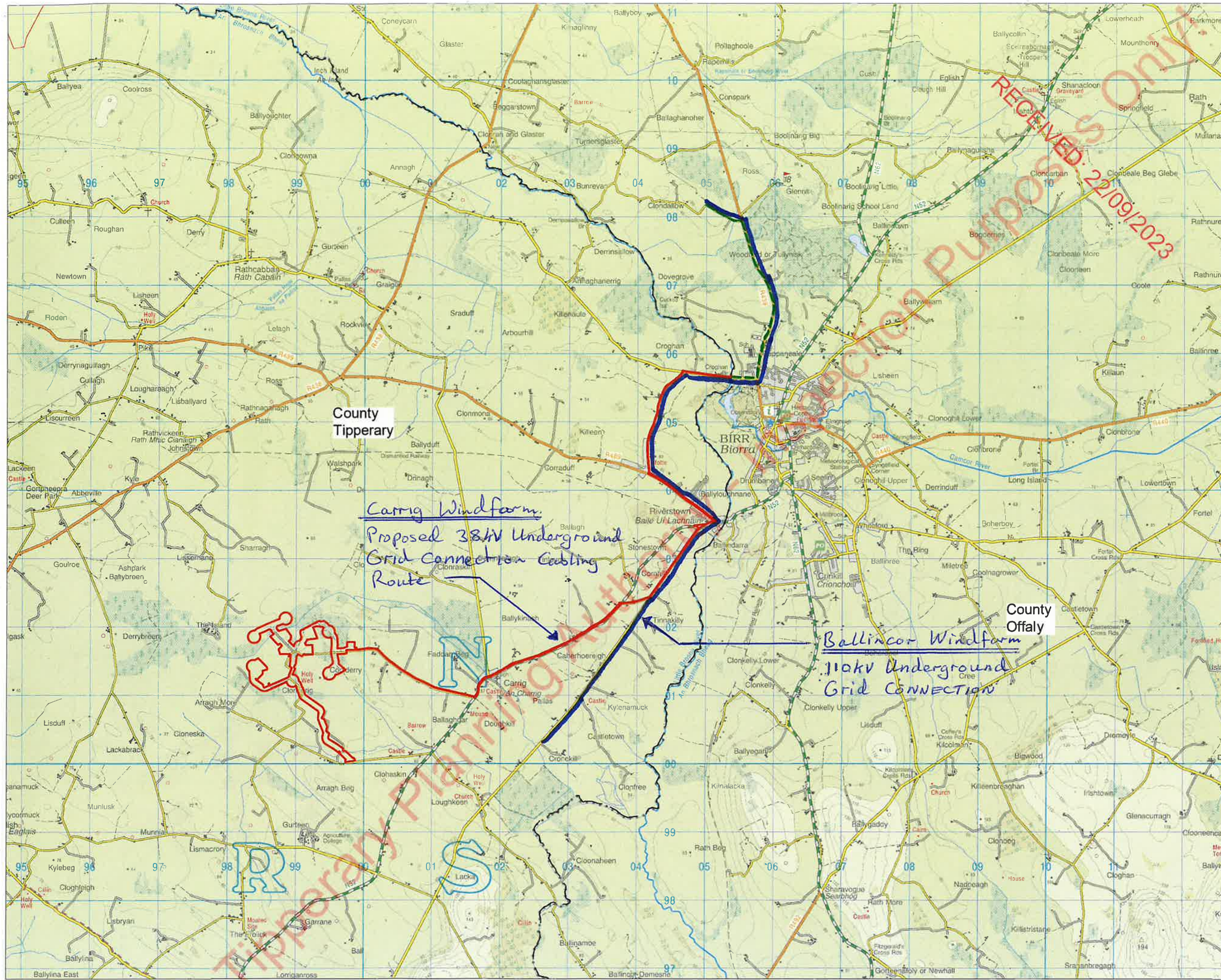
It is recommended that the developer make a financial contribution of €75,000 to the Local Authority to cover the costs associated with such supervision. The costs associated with the works can be charged through the Road Opening Licence process or at the planning stage.

7. Site investigation:

A site investigation will be required as part of the Technical Acceptance Report. It is recommended that the site investigation be undertaken at the planning stage in order to confirm the technical feasibility of the works and assess the financial viability. Early identification of shallow bedrock conditions or presence of peat or other weak soils will assist in finalising the detailed design.

8. Existing access onto L1071 Local Primary Road.

The development proposes to utilise an existing access onto the L1071 for the operational phase of the windfarm. The existing access has poor sightlines and needs to be upgraded to meet the requirements of the Tipperary Co Development Plan 2022-28.



- Project Design Drawing Notes**
1. Drawings issued are for planning application purposes only.
 2. Drawings not to be used for construction/contract conditions.
 3. Copyright all rights reserved. No part hereof may be copied or reproduced partially or wholly in any form whatsoever without the prior notice of the copyright owner McCarthy Keville O'Sullivan.
 4. Do not scale off this drawing. Figured metric dimensions only should be taken off this drawing.
 5. All contractors, whether main or sub-contractors, must visit the site and are responsible for taking and checking any and all dimensions and levels that relate to the works.
 6. The use of or reliance upon this drawing shall be deemed to be acceptance of these conditions of use unless otherwise agreed in writing, such written agreement to be sought from and issued by the copyright holder to the use or reliance upon this drawing.
 7. Layout plans show Turbine rotor diameter as per turbine drawing.
 8. Final levels may vary depending on local ground conditions.

- Drawing Legend**
- Planning Application Boundary (Tipperary County Council)
 - Planning Application Boundary (Offaly County Council)
 - County Boundary

Location Context Map

PROJECT TITLE
Proposed Carrig Renewables Wind Farm, Co. Tipperary / Co. Offaly

DRAWING BY KD	CHECKED BY EMI/JW
PROJECT NO. 211016	DRAWING NO. 211016-01
SCALE 1:50,000 @ A3	DATE 21.09.2023
OS SHEET NO. OS 1818, OS 1820, OS 2018, OS 2020	

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Ordnance Survey Ireland Licence No. CYAL02075176 Ordnance Survey Ireland/Government of Ireland

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.

1 Introduction

This document is an interim guideline for Road Authorities where Medium or High voltage cables interact with the road network. It is 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, Transport Infrastructure Ireland and Road Authorities, with input from Eirgrid and ESB Networks, and the Department acknowledges the collaboration and input from all sectors.

The placement of ducts, cables and other items associated with Medium or High Voltage electrical assets and the roadworks required to carry this out is a complex area that is regulated under a number of pieces of legislation (including the Planning and Development Acts & Regulations, Roads Acts and various Electricity Acts), policy (Climate Action Plan), guidelines and decisions of the Commission for Regulation of Utilities (CRU), which together provide processes to authorise road openings and placement of these assets.

Although every effort has been made to ensure the completeness and accuracy of its contents, users are advised to use the document carefully and no liability shall attach to the Minister for Transport for any errors or omissions in the document.

2 Climate Action Plan¹

The Climate Action Plan 2024, prepared under the Climate Action and Low Carbon Development Act 2015 as amended, sets a course for Ireland's emission targets by 2030 and reach net-zero no later than 2050. These national targets align with Ireland's obligations under EU and international treaties, most notably the Paris Agreement (2015) and the European Green Deal (2020). To accelerate renewable electricity generation which is to reach a target of 80% of electricity demand from renewable source by 2030, the Government has set the objective that:

“All relevant public bodies will carry out their functions in a manner which supports the achievement of the renewable electricity targets, including, but not limited to, the use of road and rail infrastructure to provide a route for grid infrastructure where this is the optimal solution.”

Local Authorities, the Department of Transport (DOT) and Transport Infrastructure Ireland (TII) are committed to this objective.

3 Purpose:

The purpose of this document is to provide interim guidance to Road Authorities in their role licensing road openings or making submissions to Planning Authorities regarding the proposed placement of Medium or High Voltage (MV & HV) electricity assets including ducts, cables and associated infrastructure under public roads. Low Voltage Cables (less than 1,000V) forming part of a distribution network should be dealt with using normal licensing processes. The Interim Guidance will assist to provide a more efficient, consistent approach for all applications.

These interim guidelines are issued *pro tem* until the development of any procedures for the planning, regulation, construction and management of Medium, or High Voltage cables under public roads and the conclusion of any outcomes from the Private Wires Consultation undertaken by the Department of Environment Climate and Communications, DECC.

Transmission HV Cables under public roads are dealt by the HV Forum² (or any successor structures or arrangements).

This document shall be read in conjunction with the DOT's Guidelines for Managing Openings in Public Roads and TII's publication CC-PAV-04007- Requirements for the Reinstatement of Openings in National Roads.

Guidance on conditions (section 7) is to be taken as minimum requirements subject to assessment of specific site locations.

4 Scope:

1. This document relates to rural roads. 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 approaches.
2. For Transmission Network Projects the **‘Electricity Transmission Infrastructure Development Roads Sector Engagement Framework’** will apply. It provides for the necessary consultation and agreement between EirGrid, ESBN, and Road Stakeholders, without affecting their respective statutory rights and obligations. Sections 6-9 of this document will be relevant to those consultations.
3. This document does not:

¹ gov - Climate Action Plan 2024 (www.gov.ie)

² To support development of high voltage electricity networks, an HV Forum was initiated between key Partners within the electricity and road sectors to bring together stakeholders in open dialogue to establish the ways of working that will deliver on CAP23. The Partners are EirGrid, Commission for Regulation of Utilities (CRU), ESB Networks, Transport Infrastructure Ireland, Department of the Environment, Climate & Communications (DECC), CCMA – on behalf of local roads authorities, Department of Transport

- a) impose any obligation on any entity referred to in the text; or
 - b) require any entity referred to in the text to act or not act in certain manner; or
 - c) make any statement that gives or intends to give rise to a legitimate expectation to any party, whether referred to in the text or not, that the applicable entity referred to in the text will act or not act in a certain manner. The placement of cables in road is subject to the appropriate legislation and to the consent of, and conditions set by of the relevant authority.
4. This document does not apply to Distribution Cables installed by the DSO or DAO. Road licensing processes, as set out in the Guidelines for Managing Openings in Public Roads and TII CC-PAV-are applicable to those situations.

5 Terminology

The following terms are used in this document and in the industry. A brief, non-legal, explanation of these terms is set out below.

- TAO - Transmission Asset Owner - Electricity Supply Board (ESB)
- An Bord Pleanála, ABP, see [Functions of the Board | An Bord Pleanála](#)
- DAO - Distribution Asset Owner (ESB)
- TSO - Transmission System Operator (EirGrid).
- DSO - Distribution System Operator (ESBN)
- Transmission Network – the part of the electricity network used to transmit electricity from generating locations to a substation, from one generating station to another, from one substation to another or to or from any interconnector³.
- Distribution Network – the part of the electricity network used to distribute electricity from substations to final consumers of electricity⁴.
- Transmission Connection Offer - an offer (to a generator, storage provider or load customer) for connection to the Transmission Network in accordance with the most recent CRU Enduring Connection Policy.
- Generator – A person who holds a licence to generate electricity see [Electricity generation | CRU.ie](#)
- Storage Provider – A person who provides a service of deferring the final use of electricity to a moment later than when it was generated or converts electrical energy into a form of energy which can be stored, the storage of such energy, and the subsequent reconversion of that energy into electrical energy.
- Contestability allows a party to construct connection assets that connect them to the transmission or distribution system.⁵
- Non-contested Connection- those aspects of a connection to the electricity network constructed by the DAO or TAO.⁶
- Direct Line Permission - a permission to construct an electric line to carry electricity for the purpose of supply, not connected to the transmission system or distribution system when initially constructed⁷.
- Carriageway⁸: The area of the paved width of a public road which is trafficked by road users under normal operation.
 - This includes designated lanes such as bus lanes and cycle lanes; and
 - The carriageway excludes hard shoulders and hard strips.
- HV Forum - a group of public sector stakeholders in the Electricity and Roads Transportation areas who have been tasked with developing guidance to support the accommodation of Transmission HV Underground Cables (“HV UGC”) in roads for the Transmission Network. A Cooperation Agreement was signed in August 2023 by EirGrid, ESB Networks, the Commission for Regulation of Utilities, Department of Environment, Climate and Communications, Department of Transport, County and City Management Association and Transport Infrastructure Ireland.
- Medium (MV) or High Voltages (HV): are defined in this document as voltages greater than 1,000 V (1 kV).
- A CRU authorisation - an authorisation granted to a person under S.16 of the 1999 Electricity Regulation Act to construct or reconstruct a generating station.
- Transmission Network Projects: The electricity supply network is made up of the Transmission Network and Distribution Network. The Transmission Network covers 400 kV, 275 kV, 220 kV and the majority of 110 kV lines and is operated by the TSO. The Distribution Network covers 110 kV in the Dublin area, 110 kV tail-fed stations and nationwide 38 kV, 20 kV, 10 kV and low voltage and is operated by DSO

6 Process:

6.1 Consent of the Road Authority

Applicants who wish to opening a public road must have necessary powers to place MV/HV cables in the Public Road before they obtain consent to open the road. The following persons or bodies have powers to place MV/HV cables in the Public Road:

1. ESN/ESB
2. EirGrid
3. Any person or body with site specific consent from the CRU under S.48 of the 1999 Electricity Regulation Act.
4. Any person or body with the agreement of each and every landowner who owns the substratum of the public road.

To open the road a person or body shall have the consent of the Road Authority and (in the case of a Motorway or Protected Road) the consent of the National Roads Authority (TII) under S. 53 of the 1993 Roads Act as amended.

Where an application for consent is made by persons or bodies 1-4 above this should be accompanied by evidence of their status as appropriate.

³ [Microsoft Word - Distribution Asset Owner Licence.docx](#)

⁴ [Information about the DSO](#)

⁵ [contestability paper oct 2007 16-10-07.doc](#)

⁶ [Generl-Conditions-of-Connection-and-Transmission-Use-of-System_For-Cont....pdf](#)

⁷ [Licences | CRU.ie](#)

⁸ See [DN-GEO-03031](#)

6.2 Planning Consent

Persons placing MV/HV cables in the Public Road must also have one the following:

- a. Consent of ABP
- b. Consent of the Planning Authority
- c. Demonstration of Exemption from planning consent

6.3 Who is the licence applicant and Licence Holder?

The asset owner unless they have an agreement to act on behalf of the asset owner⁹.

6.4 Pre-Application Engagement before T1 Notification(s) or Planning Application:

The finalised *Roads Sector Engagement Framework for Transmission Network Projects* fulfils the requirements of this section. This will be applied for *Electricity Transmission Infrastructure Development*. It is the intention of the Road's Authorities that this will also be applicable to all other HV / MV Cables at an agreed future date.

An applicant should have a level of certainty as to whether a particular licence will be granted and to what conditions could apply to it. The preferred approach as far as possible should be that the Road Authority's requirements are known in advance of any submission to An Bord Pleanála, ABP, the Planning Authority or application for a road opening licence.

Prior to submitting any application or T1 Notification, an applicant should engage with the Authority as set out in section 4.2.1 of the DoT Guidelines for managing openings in Public Roads. The engagement with the Authority should discuss and agree the route for the HV Cable(s) to identify/agree the routing 'optimal solution' along with the envisaged requirements for traffic management, times of work, reinstatement, positioning of chambers/ joint bays etc.

Wherever possible, joint bay structures are best located off the carriageway in verges, open spaces, or adjacent sites; and where they must be under carriageway, joint bay structures will be to accepted design standards, at least single lane traffic should be maintained, including provision of temporary passing bays as required. Link boxes and C2 chambers should be installed off the carriageway.

Whilst each project will be assessed on its own merits, save for exceptional circumstances, high/medium voltage transmission underground cables should not be sited on or attached to existing roads structures, masonry bridges/ culverts and the like. Such structures require more complex maintenance intervention and upgrading that would be compromised by the proximate presence of live high/ medium voltage systems.

Where a new bridge is at design stage consideration may be given by the Road Authority to incorporation of ducting for HV cabling in its design subject to ensuring the transportation function of the structure is maintained and agreement on costs.

A Road Authority should have regard to section 7 below in developing interactions & responses.

Where this engagement has occurred and there is agreement in principle, the information from this can be provided by the developer of network or generation assets to third parties (the DSO, TSO, ABP, CRU etc.) to indicate the Road Authority's requirements for a future road opening licence or planning application. It will also assist in the development of subsequent supporting activity including geotechnical investigations.

This engagement gives no authorisation to open the road, nor does it reserve a route or create an easement. The Pre-Application Engagement, including the agreement in principle, does not protect any route. The time from Pre-Application Engagement to construction may be lengthy and other licences may be applied for by other energy sector applicants or other utilities along the route during that time. Where a new Pre-Application Engagement is sought on a road that has already a Road Opening Licence or a previous Pre-Application Engagement from a different developer, the applicant is required to consult with the previous developer/ licence holder as appropriate to coordinate the route and road space.

6.5 Road Opening Licence Applications (T1 notifications & T2 Licences)¹⁰

6.5.1 T1 Notification

The finalised *Roads Sector Engagement Framework for Transmission Network Projects* prepared by the HV Forum will fulfil the requirements of this section. This will be applied for *Electricity Transmission Infrastructure Development*. It is the intention of the Roads Sector that this will also be applicable to all other HV / MV Cables at an agreed future date.

In the interim the following process applies:

When the necessary powers are in place, as described at 6.1, an applicant shall issue a T1 notification for all HV / MV Cables installations in the Road.

⁹ Such application may utilise the Applicant Manager feature of MRL Road Licensing software.

¹⁰ See also 4.2.1 of the Guidelines

- a. The Road Authority should proactively engage with all electrical asset owners or developers through the T1 notification process.
- b. It should only grant a licence (T2, T2', T3) to an applicant who has the necessary powers to place MV/HV cables in a road (section 6.1).
- c. It should not grant a licence that significantly compromises the road structure, routine maintenance, or planned improvements of the road. Examples of this include obstruction of planned future drainage, creation of instability in embankments, obstructing the maintenance of bridges, restricting planned horizontal / vertical alignment of the road affecting the electrical properties of the MV/HV cable or impacting current and future planned road crossings for services.
- d. The applicant may make proposals to address items raised at c.
- e. Agreement following a T1 notification is normally valid for one year, however this can be extended by further agreement. Where necessary a second T1 may be required.

6.5.2 T2 Licence Applications (following the T1 Process)

The applicant shall apply for the appropriate road opening licences to facilitate construction of the electrical cable and associated infrastructure (as “child T2s” of a T1).

- It should be expected that multiple T2s can be required to manage and sequence works, particularly where cable lengths run more than a few kms or in significantly different traffic environments.
- The extent of works carried out under a T2 should be manageable for both the licence holder and the Road Authority and should normally allow for inspection in one site visit. Typically, this will be limited to 2km lengths unless agreed otherwise by the Road Authority.
- Sectional completions for all work elements are necessary before commencing subsequent or adjacent sections.
- Licensing charges should be applied in accordance with the national process set out in the Purple Book Guidelines including invoicing and payment of:
 - Application charges at application stage
 - Reinstatement deposit prior to licence granting
 - Specific charges prior to licence granting
 - Long Term Impact Charges at T5 stage
 - Refund of deposits upon satisfactory inspection of the works at licence closeout

6.5.3 Opening the road for geotechnical/ site investigations:

A Road Authority may also grant T1 or T2 licences as appropriate to facilitate geotechnical / site investigation. The licencing consent process for excavation of the public road is sufficient for these works only. See also item 6.3.

7 The Planning Process

Certain HV cabling and associated infrastructure in the public road are required to obtain consent through the planning process. **It is essential that the Road Authority makes its submission to the Planning Authority or An Bord Pleanála (ABP)** as appropriate during this process. Its submission should:

- A. Be consistent with the conditions of any agreement in principle reached at Pre-Application Engagement for T1 Notification (see 6.4)
- B. Have regard to minimum requirements for a T1 (and Child T2s) (see 8 below).
- C. Require adherence to the processes set out in the Guidelines for Managing Openings in Public Roads, published by the Department of Transport and administered by the Road Authority and the Road Management Office.

8 Minimum Requirements for a T1 (and child T2s):

When permitting a road opening, a Road Authority must be able to control the following aspects of the roadworks:

- the periods during which and the times at which roadworks shall or shall not be carried out,
- the period within which roadworks shall be completed,
- the manner in which roadworks shall or shall not be carried out,
- requirements and standards in relation to the temporary or permanent reinstatement,
- requirements in relation to the control of traffic in the vicinity of roadworks.

Additionally, it should not permit anything that shall significantly compromise the road structure, routine maintenance or planned improvements of the road (see 6.5.1).

The following areas shall be considered in the T1 process / Pre-Application Engagement before T1 Notification(s) or Planning Application in order to set minimum interim requirements necessary under a T1 and any subsequent T2(s). These interim requirements will be updated through ongoing engagement with the Electrical Sector.

Area	Condition	Reason
Depth and Alignment	The depth of cover to the Transmission HV cable duct(s) should be no less than 950mm to top of cable¹¹ unless agreed otherwise in specific circumstances. The alignment of the HV cable must be agreed with the Road Authority at the earliest possible opportunity.	To ensure adequate depth of compacted suitable backfill material above the cable along its entire length and to provide due consideration to road drainage, other utilities, and future pavement maintenance.
Ground Conditions	Ground conditions along the route of the cable to be comprehensively assessed through detailed site investigations. This should occur pre-licence application and may be the subject of a separate licence application.	To verify that the identified reinstatements are fit for purpose and ensure integrity of road base.
Reinstatement	Backfilling and reinstatement of excavations to be in accordance with the DOT's Guidelines for Managing Openings in Public Roads and in the case of National Roads, TII's publication CC-PAV-04007 "Requirements for the reinstatement of Openings in National Roads". Additional ground improvement measures may be required, derived from the site investigations carried out. Where a regional or local road width is 6m or less, a full width of pavement reinstatement is required. This may include reconstruction of the binder base and subbase on roads significantly impacted. In addition, certain roads may require additional strengthening in the form of geotextiles.	To minimise future interventions of the road and maintain structural integrity of the host road.
Transmission HV Electrical Assets on or under Road Surface (jointing bays, chamber lids etc)¹²	Where joint bays are proposed to be constructed in carriageways it shall be demonstrated that no off-carriageway alternative is practical. Link boxes and C2 chambers should be installed off the carriageway. The following are applicable unless alternative options are agreed based on particular needs and conditions: • Depth of cover to the any joint bay structures or jointing bays should be no less than 600mm unless agreed otherwise. • For joint bay structures that interface with national roads, Technical Acceptance shall be carried out in accordance with the requirements of DN-STR-03001 – Technical Acceptance of Road Structures on Motorways and other National Roads. In this case, contact must be made with the TII Structures Section in the early phases of the project. • Technical Acceptance of joint bay structures beneath regional and/or local roads and which do not interface with national roads should be carried out in accordance with DOT Circular RW 10/2021. Integral to the Technical Acceptance procedure is the: ○ Technical Acceptance Report (TAR) which records the agreed basis and criteria for the detailed design of the joint bay structure; and ○ Certification by the Design/Assessor/Checker confirming that the design, assessment, specification or construction works complies with the TAR. • Joint Bays within the carriageway shall conform to standards required by the Roads Authorities, and shall have a concrete lid unless exceptional circumstances and agreed otherwise. • Construction shall be in accordance with relevant TII publications. • All backfill around these structures to be placed and compacted in accordance with the Guidelines for Managing Openings in Public Roads and/or the TII document "Requirements for the Reinstatement of Openings in National Roads CC-PAV-04007" as a minimum. • Responsibility for the maintenance of Link Box / chamber lids remains with the Asset Owner or their successors.	To ensure the structural integrity and durability of structures and to mitigate the risk of reflective cracking to road surface.

¹¹ See also [Microsoft Word - EirGrid UGC Functional Specification - 110 kV 220 kV 400 kV table 2](#)

Area	Condition	Reason
Roads Structures	Whilst each project will be assessed on its own merits, save for exceptional circumstances, high/medium voltage transmission underground cables should not be sited on or attached to existing roads structures, masonry bridges / culverts and the like. Such structures require more complex maintenance intervention and upgrading that would be compromised by the proximate presence of live high/ medium voltage systems. Where the Licence Holder discovers or damages uncharted services or drainage infrastructure including culverts, the Road Authority must be consulted, and agreement reached in advance of proceeding.	To preserve the structural integrity and durability of existing road structures.
Roads Drainage	Cable location and alignment should be designed/installed/constructed in such a manner to not obstruct or interfere with road drainage systems and road existing drainage pathways. Consideration to be given to future necessary expansion for climate adaptation where envisaged as necessary by the Road Authority.	To ensure that the drainage systems in the host road are not compromised.
Records & Safety File	The licence holder shall provide as built details of all electrical infrastructure constructed in a format agreed with the Road Authority. Consideration should be given to ISO 19650 The Licence Holder shall provide a copy of the Safety File for the project.	To ensure the Road Authority can carry out its functions under the 1993 Roads Act.
Management procedures	Prior to licence issuing, the licence holder shall agree procedures for the construction, operation and maintenance of the electrical infrastructure including emergency procedures (including contacts) during the operational lifetime of the asset.	In the interest of health and safety and in the interest of protecting the road and the electrical infrastructure.
Restrictions	Prior to issuing of a licence the applicant shall declare and agree with the Road's Authority any restrictions of future construction work in the vicinity of the electrical infrastructure.	In the interest of health and safety and in the interest of the protecting the road and the electrical infrastructure.
Existing Services	Cable location and alignment to be designed in such a manner to not obstruct or interfere with existing utilities, without prior agreement from the existing utility owners. The Applicant shall consult with each utility with existing services in the road prior to the submission of a T2 licence application.	To ensure that the utilities in the host road are not compromised.
Abnormal Load Requirements	A detailed submission of loads and proposed routes to be used for transportation of abnormal loads along with details of the load is to be submitted to Road Authority for agreement in advance of planning consent or granting of a licence. The applicant may be required to undertake an assessment to determine the loading that a given structure can carry using standards including AM-STR-06048 and AM-STR-06026 See Circular RW18 / 2024 & S.I. No 366 of 2008 & S.I. No 5 of 2003.	To preserve the structural integrity and durability of pre-existing road structures.
Construction Programme	A draft construction programme setting out timelines for: • construction of the ducting • construction of joint chambers • transport of cabling • pulling of cabling • jointing of cabling Should be submitted for the approval of the Road Authority.	To minimise disruption to road users. To coordinate other roadworks
Traffic Management	All traffic management to be in accordance with the Chapter 8 of the Traffic Signs Manual. The number of Traffic Management setups and programme to be pre-approved by the Road Authority and taking due consideration of traffic volumes, and to minimise the number and sequencing of Traffic Management set-ups along the host road. This should include a detailed traffic study of all roads and junctions including diversion routes impacted by the proposed works.	To minimise disruption to road users.
Communications	The Applicant shall have regard to the construction of any other infrastructure and coordinate with that person the timing of their works and the future maintenance of their infrastructure.	To minimise disruption to road users. To coordinate other roadworks

Area	Condition	Reason
Ownership	The applicant shall provide the Road Authority with contact details of the owner of the infrastructure annually throughout its life or when any changes in ownership occur.	In the interest of health and safety and in the interest of protecting the road and the electrical infrastructure.
Future infrastructure development	a. The applicant shall not install infrastructure (including structures, cables, or wires) along an existing Public Road where it is known that this Public Road is to be abandoned. b. The provision of infrastructure (including structures, cables, or wires) along the alignment of a future Public Road shall be coordinated with the construction of that road.	To minimise economic cost and to the exchequer.
Security	The applicant shall provide the Road Authority with a cash security to ensure the satisfactory reinstatement of the public road.	To ensure the satisfactory reinstatement of the public road and that the works do not create a hazard or potential hazard or interfere with the maintenance of the public road.
Certification, coordination and Inspection	The applicant shall agree arrangements with the Road Authority for certification and inspection of the works that may include direct inspection / coordination by the Road Authority. The Road Authority may include specific charges for same.	To ensure the satisfactory reinstatement of the public road and that the works do not create a hazard or potential hazard or interfere with the maintenance of the public road.

9 Checklist

No.	Item	Section	Note
1.	Ensure that the Applicant Organisation is correct	6.1	Where electric cables are planned in the public road, the Applicant for Planning Permission or a Road Opening licence shall be: 1. ESBN/ESB 2. EirGrid 3. Any person or body with site specific consent from the CRU under S.48 of the 1999 Electricity Regulation Act. 4. Any person or body with the agreement of each and every landowner who owns the substratum of the public road. Engagement with contractors is not recommended unless they have an agreement to act on behalf of the cable owner ..
2.	Requirement for Planning Permission	6.2 & 7.	The applicant should be required to provide evidence that either: - Planning permission exists for the development or - The development is exempted from planning
3.	Ensure Pre-Planning / Pre- Licensing Engagement has occurred	6.4	The applicant should engage with the Road Authority in advance of submission of a planning application or T1 notification.
4.	Ensure that certain minimum information is provided by the applicant.	6.2 & 7.0	At T1 stage and Planning permission stage the following information is typically required from the applicant - Summary of scope of the project - Applicant point of contact - Summary and mapping of the works to be included in each T2' - Report on current condition of the road - Report on Geotechnical/ site Investigation highlighting any challenging conditions. - Details of Bridges, culverts, watercourses, bog rampart roads and Special Engineering Difficulties¹³ affected and proposed design in those areas. - Reinstatement details including clear communication of full bay/ lane/ road reinstatement. - Details of any locations where roadworks (or temporary traffic management) are proposed outside normal working hours. - Details of any alternative techniques including directional drilling.
5.	Consider the effect of the proposed works on existing assets and future development	6.5, 8.0	Primary items for consideration: - the sterilisation effect of cables on the road - restrictions on future horizontal / vertical alignment of the road due to separation distances - Current and future drainage (including climate adaptation) - Current and future road crossings for services or drainage

¹³ See Guidelines for Managing Openings in Public Roads for definition

No.	Item	Section	Note
6.	Consider the effect of ancillary activities.	8.0	Consideration at planning and road licensing stage requires the applicant to provide details of: - Site Compounds and storage areas - Transport routes for excavation import/export - Transport routes and weights for abnormal loads including cable reels. - Draft programme and temporary traffic management for cable pulling and cable jointing works.
7.	Point of contact	8.0	At every stage of the process, apply conditions to Planning Permissions and Road Opening Licences to ensure that the Road Authority has construction and out of hours / emergency contact details and knows the owner(s) of the cable/duct asset for: - Pre-Construction Stage - Construction Stage - Post construction for the life of the assets.
8.	Road Authority Resources & charges	8.0	Ensure that appropriate Road Authority resources are assigned to: - consideration of planning and road opening applications - inspection and co-ordination of works Where dedicated staff resources are required for the construction phase, appropriate specific charges should be applied to licences.



14 March 2025

Circular RW 07 of 2025

**'Electricity Transmission Infrastructure Development - Roads Sector
Engagement Framework'
and
'Interim Guidance'**

Dear Chief Executive,

The Government's 'Climate Action Plan 2024 - CAP 24', prepared under the 'Climate Action and Low Carbon Development Act 2015', as amended, sets out key targets for the electricity sector, including a requirement to "*accelerate renewable electricity generation in order to reach 80% of electricity demand from renewable sources by 2030, through the expansion of onshore wind and solar energy generation, developing offshore renewable generation, and delivering additional grid infrastructure*". To achieve this target 'CAP 24' states: - "*All relevant public bodies will carry out their functions in a manner which supports the achievement of the renewable electricity targets, including, but not limited to, the use of road and rail infrastructure to provide a route for grid infrastructure where this is the optimal solution.*"

In recognition of the unique challenges presented by the accommodation of transmission network infrastructure in public roads, a 'HV Forum' was established by key partners within the electricity (*the Department of Environment, Climate and Communications, the Commission for Regulation of Utilities, EirGrid and ESBN*) and the roads sector (*the Department of Transport, Transport Infrastructure Ireland, the City and County Managers Association, Road Management Office and Local Authorities*), for the purpose of establishing effective and efficient ways of working together to deliver on 'CAP 24' and support the development of high voltage electricity networks associated with the delivery of renewable energy generation, with due regard to mitigating and minimising potential impacts to public road where there use has been determined to be the '**optimal solution**'.



Building on the high level '*Cooperation Agreement*', which was developed and agreed by all engaged in the '*HV Forum*' in August 2023, the '*HV Forum*' has agreed and published the '***Electricity Transmission Infrastructure Development - Roads Sector Engagement Framework***', a copy of which is attached to this Circular.

The purpose of the '*Engagement Framework*' is:

- to establish a clear and consistent engagement, consultation, and agreement protocol, between EirGrid, ESBN, and Road Stakeholders, for all EirGrid/ ESBN high voltage transmission network projects that have the potential to impact public roads, without affecting the respective parties' statutory rights and obligations;
- to provide an agreed protocol for interactions and collaboration between EirGrid/ ESBN and the Road Stakeholders throughout the project lifecycle, including project introduction, technology selection, route optioneering, route selection, preliminary design, planning consultation, detailed design, construction and operation;
- to ensure that potential impacts and risks of high voltage transmission lines under public roads are effectively identified, understood and addressed, as an integral part of project development and optioneering, and mitigated where an in-roads option is determined to be the 'optimal solution';
- to provide transparency on the multi-criteria assessment for such projects and infrastructure routing decisions; and
- to ensure efficiencies and reduce potential project delay through effective consultation between all parties.

The '*HV Forum*' has also established:

- A working group to develop and agree a protocol for the purpose of addressing ensuing '***costs and liabilities***' affecting roads authorities, as a result of accommodating HV transmission lines in public roads. This includes costs associated with the participation of roads authorities through all project phases including project development, design, construction, and operation; direct project costs including reinstatement and all ancillary costs; and future cost liabilities post construction.



- A working group to develop and agree a '**Code of Practice for the Construction of High Voltage Transmission Underground Cable Systems**'. The purpose of this document will be to establish '**enduring standards and technical protocols**' for the design, construction and operation of HV Transmission lines in public roads, with due regard to the technical, regulatory, and environmental, considerations associated with the development of HV transmission projects.

It is intended that the '*Engagement Framework*', which defines an overarching approach, is to be read together with the outputs from the '*costs and liabilities*' and the '*enduring standards and protocols*' working groups. As the work of these groups is ongoing and not yet finalised, the Department of Transport, in collaboration with the Road Authorities and Transport Infrastructure Ireland, has produced '**Interim Guidance**' for the purpose of assisting Road Authorities, in their role licensing road openings or making submissions to Planning Authorities, regarding the proposed placement of Medium or High Voltage electricity assets, including ducts, cables and associated infrastructure under public roads.

These '*Interim Guidelines*' are issued pro tem until the development of any procedures for the planning, regulation, construction and management of Medium or High Voltage cables under public roads by the '*HV Forum*' and the conclusion of any outcomes from the Private Wires Consultation undertaken by the Department of Energy, Climate and Communications. **A copy of the '*Interim Guidance*' is attached to this Circular.**

To provide guidance on the application and use of the '*Engagement Framework*' and the '*Interim Guidance*' the Department of Transport, in collaboration with the Road Management Office and Transport Infrastructure Ireland, intends holding an online workshop with roads authorities in the near future and details will be provided in due course.

Any queries in relation to this circular should be addressed to techqueriesrlr@transport.gov.ie or your Departmental Inspector.



Yours sincerely,

Brian Barrett
Assistant Principal Officer
Regional and Local Roads Division

CC. All Director of Services - Roads and Transportation
All Senior Engineers - Roads and Transportation
Road Management Office
Transport Infrastructure Ireland
Local Government Management Agency



Comhairle Contae Thiobraid Árann
Tipperary County Council

M E M O R A N D U M

To:	Jonathan Flood (Senior Executive Planner)
From:	Ann Marie Fleming (Biodiversity Officer)
Date:	20/05/2026
Subject:	Ballincor Windfarm

Project Description

The proposed project is an 11-turbine wind farm and associated infrastructure (including a substation, battery storage, grid connection, and access roads) located across peatland, agricultural, and forestry habitats, with direct hydrological connections to the Little Brosna catchment and downstream SACs and SPAs.

Biodiversity Officer Review

Following a review by the Biodiversity Officer, a number of significant concerns have been identified in relation to the ecological assessment of the proposed development. These relate in particular to hydrological pathways, the adequacy of surveys and assessment for protected species, the underestimation of the functional ecological value of the site and the absence of a robust cumulative impact assessment. These concerns are outlined below.

Marsh Fritillary

The EIAR confirms the presence of Marsh Fritillary breeding colonies within the proposed development site. However, the assessment does not sufficiently evaluate the role of the site within the wider meta-population structure of the species, additionally, it does not prove that the loss or disturbance of occupied habitat will not adversely affect the conservation status of the species at a local or regional scale.

It should be noted that this Annex II species is extremely sensitive to changes in micro-habitat conditions, while some generic mitigation measures are outlined, no long-term habitat management plan (with commitments to monitoring) are included.

Hen Harrier

According to the EIAR and NIS, habitats at the proposed project site are comprised of peatlands, heath, wet grassland, scrub, and plantation forest which are connected to agricultural mosaics and open landscape.

Given the availability of suitable foraging and roosting habitats across the proposed development site (as outlined above), it cannot be excluded that the site forms part of the functional range of Hen Harrier associated with nearby Slieve Blooms SPA.

No hen harrier surveys were undertaken during the 2022 breeding season and winter roost surveys were only undertaken in 2025/2026. This represents a significant data gap as use of habitat can change annually depending on prey availability and general habitat conditions. In the absence of longer-term roost surveys, roosting use cannot be ruled out.

Hen Harrier is an Annex I species in significant national decline; such a species cannot be assessed based on incomplete data or assumption. A dataset with missing breeding seasons and limited roost data cannot support a conclusion of no adverse effect.

Waders

The EIAR confirms that SPA-associated wading bird species, including Golden Plover and Lapwing, use the site for foraging in winter. However, no robust assessment is provided of the functional importance of these habitats in supporting SPA populations, additionally, it is not demonstrated that the loss or disturbance of such habitats will not adversely affect the ecological requirements of these species.

Hydrological Connectivity (Peat Substrate)

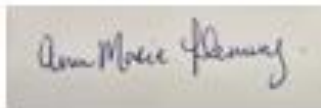
The project site contains peatland habitats, including raised bog and cutover bog and is hydrologically connected to the Little Brosna River, Sharavogue Bog SAC and The Shannon Callows SAC/SPA. Project works outlined include peat excavation, drainage works and multiple watercourse crossings.

Fine peat particles can remain suspended in the water column for longer periods than mineral soils and can, therefore, be transported for much longer distances downstream. The Zone of Influence (ZOI) outlined is standard but not site specific in this instance, subsequently, a potential pathway to the European sites remains.

Given the hydrological connection of the site to downstream SACs and the documented mobility of peat in fluvial systems, it cannot be excluded that impacts will extend beyond the immediate project site.

Cumulative Impacts

The EIAR and Appropriate Assessment do not provide a meaningful assessment of cumulative impacts on what is a clearly high biodiversity value and ecologically sensitive site. There is no robust evaluation of the combined effects of surrounding wind energy developments, particularly in relation to bird disturbance, displacement, and collision risk. Additionally, there is not adequate consideration of surrounding pressures such as forestry, agriculture, or drainage. By failing to adequately assess these pressures collectively at a landscape and catchment scale, the project is essentially considered in isolation, resulting in a significant underestimation of overall ecological risk.

A rectangular box containing a handwritten signature in dark ink. The signature appears to read "Ann Marie Fleming".

Biodiversity Officer – Tipperary County Council

To: Senior Executive Planner
From: Colette Moloney / Paula O'Dwyer - Environment
Re: **Ballincor Windfarm Project.**
Date: 22/06/2026

Regarding the proposed development, I wish to report as follows.

Description of Development:

The proposed project is a renewable energy development and will constitute the provision of:

- Assembly of 11 Wind Turbine Generators (including tower sections, nacelle, hub, rotor blades) with an estimated capacity of 61.6 to 77 MW and a blade tip height between 179.5 and 180 m, rotor diameter between 149 to 163 m, hub height of between 98.5 and 105 m.
- Associated hardstanding and turbine foundations at each turbine location;
- Works along the public road and private land for a 12.23 km grid connection to the existing Dallow 110 kV substation including installation of 17 joint bays along the grid connection route ("GCR") which runs across the townlands of Cronekill, Castletown, Cornhill, Caherhoereigh, Pallas, Kyleneamuck, Tinnakilly, Ballyloughnane, Killeen, Croghan, in Co. Tipperary and Townparks, Dovegrove, Woodfield or Tullynisk, and Clondallow in Co. Offaly;
- Turbine Delivery Accommodation works, road surfacing works, temporary wall/vegetation removal, load bearing surface will be laid to provide a minimum 4.5 m running width and a 5.5 m clearance width for turbine delivery at Sharavogue crossroads, Sharavogue, Co. Offaly.
- Upgrading of existing access tracks, construction of new founded access roads and floating roads. Total length of access roads is 9.7 km, and upgrades of two site entrances on R492 and L1071;
- Erection of 104 m permanent meteorological mast and including lightning pole;
- All associated excavation, earthworks and spoil management, Surface water drainage system and sediment control; Installation of new clear span watercourse or drain crossings on proposed wind farm site; Excavation and restoration of three borrow pits (borrow pit 1 to borrow pit 3) and one peat deposition area;
- Wheel wash, security fencing & hut;
- Four Temporary construction compounds including site office and staff facilities;
- Installation of 33 kV medium voltage electrical and communication cabling underground between the proposed turbines and the proposed on-site substation and associated ancillary works; All electrical plant and infrastructure and grid ancillary services equipment;
- 110 kV electricity on-site substation and switch rooms; including one EirGrid control building containing welfare facilities and storeroom, wastewater and rainwater holding tank;
- One Independent Power Producer (IPP) control building containing HV switch room, site offices, welfare facilities, wastewater holding tank;
- One Battery energy storage system (BESS) control building containing worker welfare facilities and equipment store, wastewater holding tank; 90 BESS container units, inverters, underground water storage tank and associated works;
- All associated infrastructure and services including site works and temporary construction signage,
- Operational stage site signage;
- All related site works and ancillary development including berms, landscaping, and soil excavation;
- Tree felling (7.2 ha) and hedgerow removal (1.1 km) to facilitate construction and operation of the proposed project,
- Biodiversity enhancement including hedgerow replanting (1.3 km), peatland enhancement and tree planting.

To the east of the Little Brosna River lies the Sharavogue Bog Special Area of Conservation (SAC), which is characterized by peatland habitats. The site predominantly comprises raised bog, cutover bog, wet grassland, mixed broadleaved woodland, oak-birch-holly woodland, bog woodland, and scrub.

Development will cross the Little Brosna River using HDD within private land.

Ch 1 Introduction

The eastern boundary of the site is delineated by the Little Brosna River.

The proposed project is expected to have an Export Capacity (EC) of between 61.6 to 77 MW with the erection of 11 wind turbines. The overall blade tip height range up to a tip height of 180 m, a rotor diameter range from 149 m to 163 m, a hub height range from 98.5 m to 105 m, and all associated foundations and hard-standing areas in respect of each turbine.

Ch 2 Description

There will be a requirement to fell forestry in the areas immediately around the footprint of the wind farm infrastructure. The total area of forestry to be felled is estimated to be 7.2 ha. It should be noted that the clear-felling of trees requires a felling licence.

With the exception of the localised commercial forestry felling, vegetation clearance will commence outside the breeding birds season, which runs from the 1st of March to the 31st of August. If any minor clearance or trimming is required within those dates for health and safety reasons, or if the initial vegetation clearance extends past the 1st of March due to unsuitable weather conditions, the works will be preceded by an ecological survey (from a qualified and suitably experienced ecologist) to ensure there are no sensitivities associated with the action.

There is one proposed river/stream crossing, over the Holy Well Clohaskin River, between T2 and T3 as shown on the planning drawings. The crossing method of a clear span bridge will avoid in-stream works. It is proposed to HDD at one river crossings (Little Brosna River), drainage channel crossing W2, at a cattle underpass and at TN-N52-008 (former) railway bridge. Instream works are proposed for the Woodfield_25 stream where a dam and flume methodology will be utilised. The proposed GCR contains three stream/river crossings and four drain crossings.

Their implementation of the mitigation measures will be overseen by the supervising site staff, including the Environmental Manager, Ecological Clerk of Works (ECoW), site supervisor, archaeologists and/or geotechnical engineers, as appropriate.

Ch 8 Land, Soils and Geology

A peat stability risk assessment (PSRA) has been undertaken for the proposed project. The assessment concluded that there is no likely significant operational phase effects associated with geohazards for the proposed wind farm. The operational phase sensitivity is considered moderate due to the presence of peaty soils and peat. As the sensitivity is moderate and the magnitude is negligible, there is potential for an imperceptible and long-term negative effects for geohazards (peat and soil stability).

A Spoil and Peat Management Plan (SPMP) was developed as part of the planning application. This plan documents how spoil will be managed on site for re-use of materials, the design for on-site re-use and disposal options, and a scheme for the tracking and recording of soil movements. These measures will prevent the erosion of soil in the short and long term. Soils, overburden, and rock will be reused on site to reinstate any excavations where appropriate.

This SPMP also includes a monitoring programme which will be implemented during the construction phase of the proposed project and a contingency plan should peat instability/failure occur at the proposed wind farm

Ch 9. Hydrology and Hydrogeology

The proposed wind farm site is located entirely within the Lower Shannon 25B catchment (Hydrometric area), which covers an area of 982 km². The proposed wind farm site is located entirely within the LittleBrosna_SC_020 Sub-catchment area. The proposed wind farm site is located within the within two River Sub Basins. The majority of the site is located within the Little Brosna_040 WFD River Sub Basin, with a smaller area to the southwest of the site located within the Little Brosna _030 WFD River Sub Basin.

The Wingfield 25 and the Faddan Beg streams merge at the western boundary of the proposed wind farm site and join the Holy Well Clohaskin river to the west of T3. The Holy Well Clohaskin river, merges with the Little Brosna River at the northeast corner of the site. A number of small streams including the Pallas Kylenamuck stream (First order stream), runs through the north east of the proposed wind farm site in a southerly direction, before merging with the Little Brosna River. The site and adjacent lands also include many man-made drains which flow into the watercourses mentioned above. These are primarily used to assist in the drainage of agricultural land-use, cutover bog and forestry. A number of streams and drainage ditches will be crossed by the proposed access tracks and proposed turbine locations. There is one proposed stream crossing of Holy Well Clohaskin River between T2 and T3. In total there are 14 internal drain crossings within the site. The majority of the drainage ditches are peat drains and dry during the summer and autumn surveys in 2023 and 2024. The proposed work areas on the TDR do not cross any rivers or streams.

Groundwater levels in the Shinrone GWB (GSI, 2003a) are typically shallow; they are less than 15 m below surface and typically less than 6 mbgl. In general, groundwater flow occurs in the upper 15 m of the aquifer. Groundwater flow paths are generally short, on the order of 30-300 m, with groundwater discharging to the streams and rivers that traverse the aquifer. Groundwater flow directions are expected to approximately follow the local surface water catchments (GSI, 2003a). Groundwater levels are between 0.4 and 1.5 m bgl in the peatland areas as detailed in Appendix 9-2.

Recommendation:

It is recommended that the applicant seeks a consultation with Inland Fisheries Ireland to advise on in-stream and works adjacent to watercourses. *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (2016)*.

Foundations for the clear span bridge should be positioned at least 2.5m from the waters.

Discharges to waters from the construction settlement ponds shall meet the following criteria:

PH: 6.0-9.0

Suspended solids: <25mg/ml

There should be no visible oil film in any discharges from construction works to waters.

It is recommended that monitoring of settlement ponds is carried out daily for the duration of their use.

Records of monitoring shall be made available for inspection.

The applicant shall appoint a geotechnical supervisor who shall oversee excavation, backfilling and floating road construction. The geotechnical supervisor shall prepare and submit a Peat Monitoring Plan (PMP) that includes defined threshold values for triggering action. The PMP shall also include an emergency response procedure. It is recommended that peat stability monitoring is carried out daily. Records of monitoring shall be made available for inspection.

It is recommended that peat stability monitoring is carried out for a period of 2 years post construction.

Signed: 

Date: 22/06/2026

Grace Casey, Environmental Technician,


Paula O'Dwyer
Executive Scientist
Environment

Signed 

Date: 24/06/2026

Colette Moloney

SEs, Environment



Memo

To: Planning Section

From: Martin Moore (ACFO – Tipperary Fire and Rescue Service)

Date: 25th May 2026

Re: Ballincor Wind Farm – Proposed Strategic Infrastructure Development across Co. Offaly and Co. Tipperary.

Location: Ballincor, Co. Tipperary

From a review of the documents submitted in support of this application, the Fire Authority have the following concerns;

1. While the Fire Authority recognises that firefighting water should not be applied to battery storage containers, the Fire Risk Assessment submitted notes that a firefighting water tank is provided. This tank does not appear to be indicated on the site layout plan nor is its capacity stated. Due to the size of the facility a minimum quantity of 50,000 litres should be provided for boundary cooling operations and the mitigation of fire spread from vegetation around the site. A minimum of two tanks may be required depending on the proposed location for which clarification is requested,
2. The Fire Risk Assessment completed by Jensen Hughes should address the following items:
 - a. The capacity of each BESS container is not provided nor is the total capacity of the site,
 - b. Clarification is sought on the compliance of the energy storage system with standards UL 9540 and UL 9540a,
 - c. Clarification is sought on the provision of impact protection to the BESS containers from any vehicles on site,
 - d. Clarification is sought on the response time of a site engineer / competent person to assist with firefighting operations,
 - e. The references to IS 3218 and IS 3217 for the fire detection and alarm system and the emergency lighting system are out of date – these systems should be accordance with IS 3218:2024 and IS 3217:2023,
 - f. Clarification is sought on the size and location of the firefighting water tank.

A revised risk assessment should be submitted addressing the above concerns.

A handwritten signature in blue ink, appearing to read 'Martin Moore', is written over a horizontal line.

Martin Moore,
Assistant Chief Fire Officer



Appendix 2 – Recommendations of the Elected Members