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14 MATERIAL ASSETS INCLUDING TRAFFIC & TRANSPORTATION

14.1 INTRODUCTION

This chapter of the Remedial Environmental Impact Assessment Report (remedial EIAR) assesses the likely significant effects of the Project on material assets at the Application Site, including effects associated with the Peat Extraction, Current and Remedial Phases. The EPA 'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports' (EPA, 2022) outline that '*Material assets can now be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes transport infrastructure*'.

The EPA Guidelines (2022) define the following material assets:

- Built Services;
- Roads and Traffic; and
- Waste Management.

Following detailed EIA scoping and evaluation of the Project, the Material Assets brought forward for assessment in this chapter are Traffic and Transportation (Section 14.2) and Other Material Assets (Section 14.3), namely Electricity, Water Supply Infrastructure, Wastewater Services and Infrastructure, Waste Management, Telecommunications and Aviation.

The cultural assets of archaeology and cultural heritage are addressed in Chapter 13 of this remedial EIAR. Economic assets of natural heritage include non-renewable resources such as minerals and soils, together with renewable resources such as wind and water. These assets are addressed in Chapter 8: Land, Soils and Geology, Chapter 9: Hydrology and Hydrogeology, Chapter 10: Air Quality and Chapter 15: Climate.

Tourism and amenity resources, which are also considered material assets, are addressed in Chapter 6: Population and Human Health. The Population and Human Health chapter also addresses existing land uses.

14.2 TRAFFIC AND TRANSPORTATION

14.2.1 Introduction

This section of the remedial EIAR assesses the traffic and transportation effects associated with peat extraction and ancillary activities undertaken within the Application Site, together with ongoing decommissioning and site management activities and future Remedial Phase activities. The assessment considers effects across three distinct Project phases, as described in Section 4.3.1 of Chapter 4 (Project Description):

- Peat Extraction Phase: The likely significant effects on material assets and traffic and transportation which may have occurred between July 1988 and June 2020;
- Current Phase: The likely significant effects on material assets and traffic and transportation which may have occurred since the cessation of peat extraction in June 2020 to the present day; and

- Remedial Phase: The likely significant effects on material assets and traffic and transportation that are likely to occur in the future in relation to proposed rehabilitation and environmental stabilisation activities.

Chapter 4 (Project Description) provides a full description of the peat extraction and ancillary activities which have taken place, are currently taking place, and are intended to take place across the three Project phases as outlined above.

14.2.2 Statement of Authority

This chapter of the remedial EIAR has been prepared by Carole Rosario of TOBIN. Carole Rosario has over six years of professional experience in the traffic and transport field. She holds an MSc in Transport Planning & Modelling and a BEng. degree. Her expertise includes the delivery of Traffic and Transport Assessments for both public and private sector projects, with specific experience in the preparation of EIAR and EIS documentation for environmental developments.

Carole also has technical proficiency in junction and network analysis using industry-standard modelling software packages, including LinSig, ARCADY, PICADY, and VISSIM.

This chapter was reviewed by Maria Rooney (TOBIN Associate Director: Roads and Traffic) who is a Chartered Engineer and holds a Bachelor of Engineering in Civil Engineering and a Master of Engineering in Roads and Transport Engineering. She has over thirteen years' experience in roads and transport engineering. Maria has undertaken numerous Traffic and Transportation Assessments (TTAs) and EIAR Traffic Chapters for various developments including environmental developments, waste management facilities and energy infrastructure projects. Maria has also acted as technical reviewer for traffic and transportation chapters prepared for substitute consent and remedial Environmental Impact Assessment Reports (remedial EIARs), including Derryadd, Derryaroge and Lough Bannow Bogs peat extraction Substitute Consent application (ACP Reference: SU14.322204).

14.2.3 Assessment Methodology

The assessment of traffic and transportation effects associated with the Application Site has been undertaken in accordance with relevant Environmental Impact Assessment (EIA) guidance and traffic assessment methodologies applicable to industrial, infrastructure and environmental projects in Ireland.

The assessment considers the traffic and transportation effects associated with the three phases of the Project described above.

The methodology adopted for the traffic and transport assessment included:

- Review of the Project Description and operational history of the Application Site, as outlined in Chapter 4 of this remedial EIAR;
- Identification of the surrounding road network and principal access arrangements serving the Application Site;

- Review of available traffic survey information, publicly available traffic datasets and relevant traffic information associated with nearby planning applications;
- Review of available Bord na Móna operational information, including traffic records, staffing information, peat extraction operations, stockpile removal activities and rehabilitation proposals;
- Characterisation of the receiving road network using the available reference traffic data;
- Estimation and characterisation of traffic generation associated with each project phase based on the available operational and traffic information;
- Assessment of potential traffic and transportation effects, including traffic generation, HGV activity, road safety, interaction with existing road users and cumulative traffic effects; and
- Identification of mitigation measures and residual effects, where required.

The assessment focuses primarily on the R400 Regional Road and the M6 Junction 3 interchange, which represent the principal transportation infrastructure serving the Application Site.

The significance of effects has been determined having regard to the magnitude of traffic impacts and the sensitivity of the receiving transportation environment, in accordance with the assessment criteria outlined in Section 14.2.3.9. Given the retrospective nature of the application, the available information and the nature and scale of traffic associated with the Application Site, the assessment methodology and level of detail adopted are considered proportionate to the potential traffic and transportation effects. Accordingly, detailed traffic modelling was not considered necessary for the purposes of this assessment.

14.2.3.1 Remedial EIAR Guidance and Legislative Review

This chapter has been prepared having regard to the following guidelines and policy documents:

14.2.3.2 Legislation

- Planning and Development Act 2000 (as amended); and
- European Union Directive 2011/92/EU, as amended by Directive 2014/52/EU.

14.2.3.3 Guidance Documents

- EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022);
- European Commission Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission, 2017);
- Traffic and Transport Assessment Guidelines (PE-PDV-02045) (TII, 2014);
- TII Project Appraisal Guidelines (PE-PAG-02017), Unit 5.3 – Travel Demand Projections (TII, 2021);
- TII Project Appraisal Guidelines for National Roads Unit 16.1 – Expansion Factors for Short Period Traffic Counts (PE-PAG-02039) (TII, 2016);
- Institute of Environmental Management and Assessment (IEMA) Guidelines, Environmental Assessment of Traffic and Movement, 2023; and



- Design Manual for Roads and Bridges (DMRB).

14.2.3.4 Planning Policy Documents

The Application Site is located within Offaly, Westmeath and Meath. Relevant planning policy documents considered in the assessment include:

- Offaly County Development Plan 1967 (historic plan period; archival references limited);
- Offaly County Development Plan 1987;
- Offaly County Development Plan (Draft) 1995;
- Offaly County Development Plan 2003–2009;
- Offaly County Development Plan 2009–2015;
- Offaly County Development Plan 2014–2020;
- Offaly County Development Plan 2021–2027;
- Westmeath County Development Plan 1986;
- Westmeath County Development Plan 1994;
- Westmeath County Development Plan 2002–2008;
- Westmeath County Development Plan 2008–2014;
- Westmeath County Development Plan 2014–2020;
- Westmeath County Development Plan 2021–2027;
- Meath County Development Plan 1994;
- Meath County Development Plan (Draft) 2000;
- Meath County Development Plan 2007–2013;
- Meath County Development Plan 2013–2019;
- Meath County Development Plan 2021–2027; and

The following national policy document has also been considered:

- Climate Action Plan 2025.

14.2.3.5 Consultation

As part of the assessment, Transport Infrastructure Ireland (TII) was consulted in June 2026. In correspondence dated 13 July 2026, TII noted that the Application Site is located south of the M6 and, in parts, immediately adjacent to the motorway. TII did not comment on the specifics of the Project; however, general guidance and recommendations were provided, including consideration of National Roads, TII guidance documents, haul routes utilising the national road network and best practice in the assessment of development-specific traffic and transportation issues.

The scope of this assessment has been informed by consultation with statutory consultees, bodies with environmental responsibility and other interested parties as outlined in Section 2.4 of Chapter 2 of the remedial EIAR. Relevant scoping correspondence associated with the application is provided in Appendix 2-1 of Chapter 2.

14.2.3.6 Desk Study and Data Sources

A desk study was undertaken to collate and review available background information relevant to the traffic and transportation assessment for the Application Site.

The desk study included a review of:

- Historical operational information associated with the Application Site;
- Publicly available traffic information;
- Historical peat extraction information;
- Bord na Móna traffic records;
- Staffing information provided by Bord na Móna;
- Available planning application documentation in the vicinity of the Application Site;
- Available traffic survey data;
- Aerial imagery;
- Ordnance Survey mapping;
- Road network information;
- IPC Licence documentation; and
- Relevant planning and environmental documentation.

Given the retrospective nature of the Substitute Consent application, available recent traffic survey data and publicly available traffic information have been utilised to inform the assessment.

Traffic survey data reviewed as part of the assessment includes:

- classified traffic survey data undertaken on the R400 at the existing Derrygreenagh Works access in March 2023 and reported in the Derrygreenagh Power Project Environmental Impact Assessment Report (EIAR) (An Coimisiún Pleanála Case Ref. PA19.319023)¹;
- 2023 annual traffic data from TII permanent traffic counters on the M6 motorway corridor; and
- Traffic and transportation information submitted as part of nearby planning applications.

Traffic survey information associated with the Derrygreenagh Power Project, which was submitted to ACP on 9 February 2024 (ACP Reference: PA19.319023), was reviewed to provide more recent traffic conditions for the R400 Regional Road. The Power Plant Area is located at the existing Derrygreenagh Works, east of the R400 and outside the Application Site boundary and therefore provides directly relevant traffic information for the same R400 corridor serving the Application Site. A 12-hour classified traffic survey was undertaken on the R400 at the existing Derrygreenagh Works access on 22 March 2023. The survey recorded a 12-hour two-way traffic flow of 2,205 vehicles. As reported in Chapter 14 of the Derrygreenagh

¹<https://www.pleanala.ie/publicaccess/EIAR-NIS/319023/EIAR%20and%20NTS/EIAR/EIAR%20Volume%20I%20-%20Table%20of%20Contents.pdf?r=872634> (Accessed 10 September 2026)



Power Project EIAR, the surveyed flow was converted to a calculated 2023 daily two-way traffic flow using an expansion factor of 1.274, derived in accordance with Transport Infrastructure Ireland (TII) Project Appraisal Guidelines for National Roads Unit 16.1 – Expansion Factors for Short Period Traffic Counts (PE-PAG-02039). This resulted in a calculated 2023 daily two-way traffic flow of 2,810 vehicles. This value has been adopted as the available reference traffic volume for the R400 in this assessment.

Available traffic data has been used to:

- Provide reference traffic conditions to inform the assessment;
- Characterise the receiving road network;
- Support the assessment of traffic and transportation effects associated with the three Project phases; and
- Provide an indication of current traffic conditions within the vicinity of the Application Site.

Operational information reviewed as part of the assessment included:

- Peat extraction volumes for the period July 1988 to June 2020, as described in Section 4.7 of Chapter 4 (Project Description);
- Operational timelines;
- Historical transport arrangements;
- Bord na Móna HGV movement data for the period 1992 to 2021;
- Peat stockpile removal information;
- Decommissioning activities;
- Staff movement information; and
- Rehabilitation proposals associated with the Application Site.

Table 14-1 Data Sources

Source	Data	Date
Bord na Móna	Historical peat extraction information as described in Section 4.7 of Chapter 4 (Project Description)	July 1988–June 2020
Bord na Móna	Available HGV movement records for Derryhinch, Drumman, Ballybeg and Toar Bogs	1992–2021
Bord na Móna	Staffing and operational information for the Peat Extraction, Current and Remedial Phases	Information provided by Bord na Móna for the purposes of this assessment
Bord na Móna	Decommissioning and rehabilitation information, as described in Sections 4.8 and 4.9 of Chapter 4 (Project Description) and the draft Cutaway Bog Decommissioning and Rehabilitation Plans contained in Appendix 4.3	2026

Source	Data	Date
TII Traffic Data Portal	Annual traffic data for M6 permanent traffic counters TMU M06 010.0 W and TMU M06 025.0 W	2023 data (accessed September 2026)
Derrygreenagh Power Project EIAR – An Coimisiún Pleanála Case Ref. PA19.319023	R400 classified traffic survey at the existing Derrygreenagh Works access and calculated 2023 daily two-way traffic flow	Surveyed 22 March 2023
Google Maps / Google Earth	Review of surrounding road network, site access arrangements and aerial imagery	Accessed on May 2026
EPA IPC Licence P0501-01, issued to Bord na Móna Energy Ltd	Operational, decommissioning and rehabilitation requirements associated with the Derrygreenagh Bog Group. A copy of the IPC Licence, including amendments, is provided in Appendix 4.1 of Chapter 4.	Refer to Appendix 4.1

The available Bord na Móna HGV movement data relate to Derryhinch, Drumman, Ballybeg and Toar Bogs. No Bord na Móna HGV movement data were available for Derryarkin Bog.

14.2.3.7 Impact Assessment Methodology

The traffic and transportation effects associated with each Project phase have been assessed through consideration of the scale and nature of traffic generation, HGV activity, the characteristics and sensitivity of the receiving road network, road safety, interaction with existing road users and the duration of the effect. Quantified traffic movements have been compared with the available reference traffic volumes where sufficient data is available, supplemented by qualitative assessment where individual traffic components could not be quantified.

The significance of effects has been determined having regard to the magnitude of traffic impacts and the sensitivity of the receiving transportation environment, in accordance with the assessment criteria outlined in Section 14.2.3.9. Given the retrospective nature of the application, the available information and the nature and scale of traffic associated with the Application Site, the assessment methodology and level of detail adopted are considered proportionate to the potential traffic and transportation effects. Accordingly, detailed traffic modelling was not considered necessary for the purposes of this assessment.

14.2.3.8 Limitations of Assessment

This assessment has been undertaken based on the best available information relating to peat extraction and ancillary activities and associated operational traffic movements at the Application Site.

Given the retrospective nature of the assessment, complete historical traffic and operational records were not available for the full Peat Extraction Phase between July 1988 and June 2020. Accordingly, the assessment has utilised:

- Available Bord na Móna operational information and traffic records;
- Publicly available traffic survey data;
- TII traffic counter data;
- Planning application documentation for developments in the surrounding area;
- Engineering judgement; and
- Reasonable assumptions where detailed historical information was unavailable.

The available Bord na Móna HGV movement records cover the period 1992 to 2021 and relate to Derryhinch, Drumman, Ballybeg and Toar Bogs. No Bord na Móna HGV movement data are available for Derryarkin Bog. For the Current Phase, HGV movement data are available for 2021 only, with no corresponding data available from 2022 onwards. These data limitations have been taken into account in the phase-specific assessments, and any assumptions made are identified where applicable.

For the Remedial Phase, Bord na Móna has identified that one tracked excavator and one tractor will be used during Years 1 and 2. These items of plant will operate within Bord na Móna lands and access the rehabilitation areas using the internal access network and are not expected to use the public road network during normal operations. From Year 3 onwards, rehabilitation activities will principally comprise monitoring, involving infrequent visits by ecologists and site managers in LGVs, typically approximately 1–2 visits per month. Detailed frequencies associated with any occasional public-road transfer of plant, contractor movements or other ancillary traffic have not been separately quantified and have therefore been considered qualitatively within the assessment.

Traffic survey data collected in 2023 and TII permanent traffic counter data from 2023 have been used as available reference traffic data to characterise the receiving road network and inform the assessment. This date does not represent traffic conditions at the July 1988 baseline.

14.2.3.9 Assessment Criteria

TII PE-PDV-02045 Traffic and Transport Assessment Guidelines (2014), Table 2.1 ‘Traffic Management Guidelines Thresholds for Transport Assessments’, sets out various threshold values and criteria that typically trigger the requirement for a Traffic and Transport Assessment (TTA) where national roads are affected by traffic arising from a proposed development. A general threshold value commonly used to identify whether a TTA, including detailed junction capacity assessments, is required is where traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.

It should be noted that the 10% threshold is generally used as a prompt for determining whether a TTA is required and is not typically used to determine the significance of effects. It is nonetheless commonly used in traffic assessments as a reference for considering the scale of change in traffic flows. For the purposes of this assessment, the magnitude of traffic impact has therefore been assessed based on the scale of traffic associated with the Application Site

expressed as a percentage of the available reference traffic flows on the receiving road network, as set out in Table 14-2.

Table 14-2: Definition of Terms Relating to Magnitude of Traffic Impact

Magnitude of Impact	Definition
High	Traffic associated with the Application Site exceeds 25% of the available reference traffic flow on the receiving road network
Medium	Traffic associated with the Application Site is between 10% and 25% of the available reference traffic flow on the receiving road network
Low	Traffic associated with the Application Site is between 5% and 10% of the available reference traffic flow on the receiving road network
Negligible	Traffic associated with the Application Site is less than 5% of the available reference traffic flow on the receiving road network

In addition to establishing the magnitude of traffic impacts, the sensitivity of the receptors (receiving road network) has also been considered in assessing the level of significance of traffic effects arising from traffic associated with the Application Site. The receptor sensitivity criteria adopted for this assessment have been developed having regard to the EPA Guidelines (2022) and professional judgement, taking account of the function and importance of the receiving road network. The general criteria defining receptor sensitivity adopted in this chapter are set out in Table 14-3.

Table 14-3: Definition of Terms Relating to Sensitivity of Traffic Receptor

Sensitivity	Definition
High	National roads and strategically important transport infrastructure
Medium	Regional roads and roads of regional importance
Low	Local roads serving predominantly local traffic
Negligible	Minor agricultural or private access roads

The significance of effects has been determined through consideration of:

- The magnitude of traffic impact;
- The sensitivity of the receiving environment;
- The duration of the effect;
- The nature of the traffic movements; and
- The characteristics of the surrounding road network.

The significance of traffic and transportation effects is determined by correlating the magnitude of the impact with the sensitivity of the receptor. The matrix adopted for this assessment is presented in Table 14-4. Where a range of significance is identified, the final assessment of each effect is determined through application of the assessment criteria and professional judgement. For the purposes of this assessment, effects with a significance level of slight or less are considered not significant in EIA terms.

Table 14-4 Matrix Assessment of Significance of Effect

Sensitivity	Negligible Magnitude	Low Magnitude	Medium Magnitude	High Magnitude
Negligible	Imperceptible	Imperceptible or Slight	Imperceptible or Slight	Slight
Low	Imperceptible or Slight	Imperceptible or Slight	Slight	Slight or Moderate
Medium	Imperceptible or Slight	Slight	Moderate	Moderate or Major
High	Slight	Slight or Moderate	Moderate or Major	Major or Profound

For the purposes of this assessment, effects categorised as slight or lower are considered not significant in EIA terms.

14.2.4 Receiving Environment (1988)

14.2.4.1 Study Area

The study area for this Traffic and Transportation assessment comprises the Application Site and the surrounding road network which facilitated access to the bog units and ancillary peat extraction infrastructure associated with the Project. The assessment considers traffic and transportation effects associated with the Peat Extraction Phase (July 1988 to June 2020), the Current Phase (June 2020 to the present day) and the Remedial Phase, comprising future rehabilitation and environmental stabilisation activities.

The road network characteristics described below are used to provide context for the assessment and should not be interpreted as representing the configuration of the road network at the July 1988 baseline.

The Application Site comprises five bog units including:

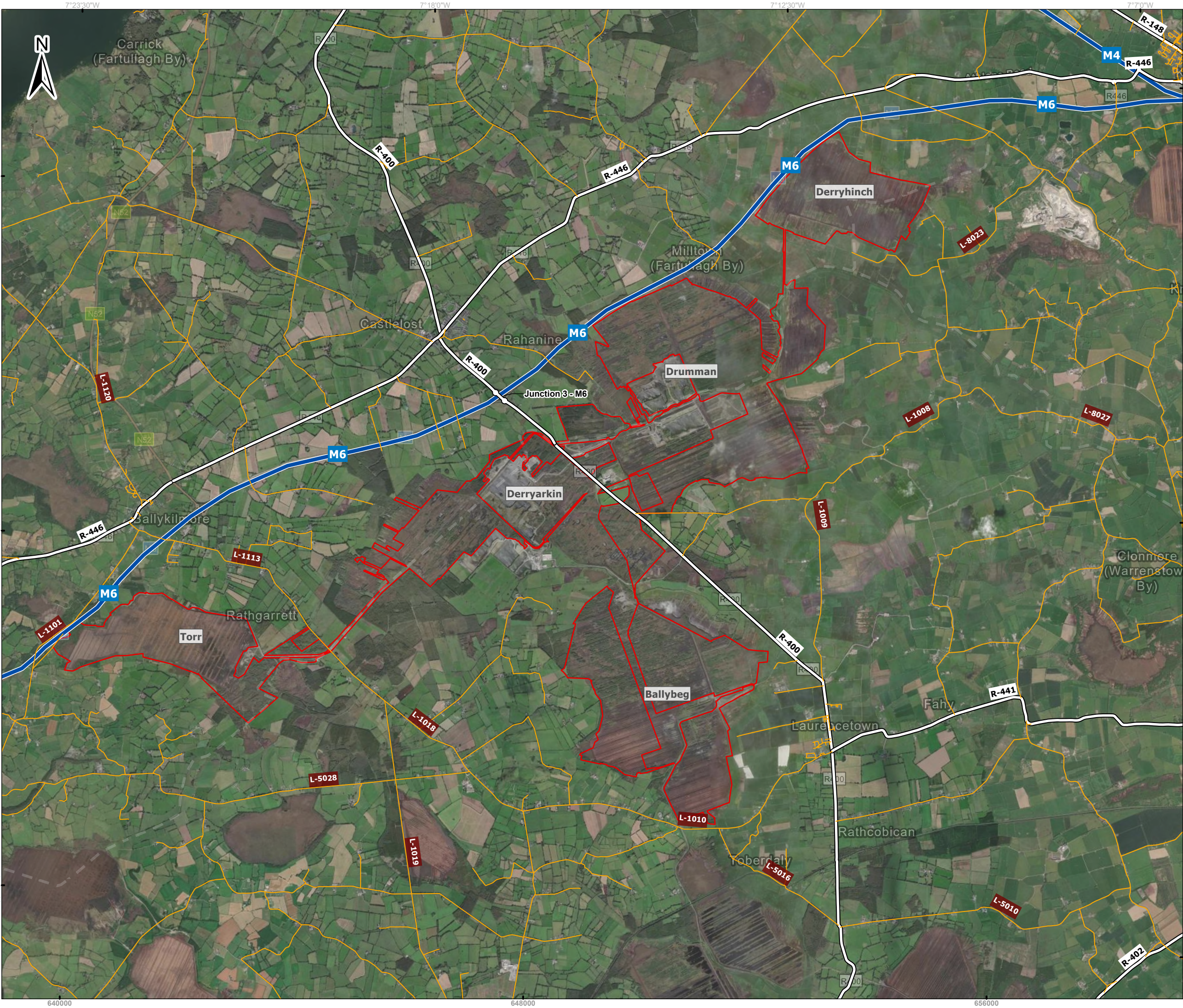
- Toar Bog;
- Derryarkin Bog;
- Ballybeg Bog;
- Drumman Bog; and
- Derryhinch Bog.

The Application Site is located south of the M6 Motorway across Counties Offaly, Westmeath and Meath. The principal road serving the Application Site is the R400 regional road, which extends in a north-south direction through the study area and provides connectivity between the Application Site, the surrounding local road network and the strategic motorway network via M6 Junction 3 (Rochfortbridge). The M6 motorway forms part of the national strategic road network and provides east-west connectivity between Dublin, the Midlands region and Galway.

Figure 14-1 illustrates the traffic and transportation study area adopted for the assessment, including the principal road network surrounding the Application Site, the R400 regional road, M6 Junction 3 and the principal access routes serving the bog units and associated ancillary infrastructure.

The surrounding road network considered as part of this assessment includes:

- the M6 Motorway;
- Junction 3 (Rochfortbridge) of the M6 Motorway;
- The R400 Regional Road;
- The L1113 local road;
- The L1019 local road;
- The L1010 local road;
- The L5010 local road; and
- Other local roads providing access to the individual bog units and ancillary infrastructure.



Legend

- Application Site
- Local Roads
- Regional Roads
- Motorways

0 1.5 3
Kilometers

Spatial Reference Datum: IRENET95 EPSG: 2157		Copyrights: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community,		
A	10/09/2026	First Issue	S.P	B.K
Rev	Date	Description	By	Chkd.

Client:

BnM

Project:

Derrygreenagh Substitute Consent

Title:

Figure 14-1:
Site Location and
surrounding road network

Scale @ A3: 1:60,000

Prepared by:	Checked by:	Date:
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14.2.4.2 Existing Road Network

M6 Motorway

The M6 Motorway forms part of the national strategic road network connecting Dublin and Galway and passes immediately north of sections of the Application Site, including Drumman Bog, Derryarkin Bog, Toar Bog and Derryhinch Bog.

In the vicinity of the Application Site, the M6 comprises a dual carriageway motorway standard road with two traffic lanes in each direction separated by a central median barrier. The motorway is subject to a posted speed limit of 120 km/h in the vicinity of the Application Site.

Access to the Application Site from the national road network is primarily facilitated via Junction 3 (Rochfortbridge) of the M6 Motorway interchange, which connects directly with the R400 Regional Road.

Junction 3 (Rochfortbridge) (M6 / R400 Interchange)

Junction 3 (Rochfortbridge) provides the principal connection between the M6 Motorway and the regional and local road network serving the Application Site. The junction facilitates connectivity between the motorway, the R400 Regional Road and the surrounding rural road network.

R400 Regional Road

The R400 Regional Road forms the principal road corridor serving the Application Site and provides direct or indirect access to Derryarkin Bog, Ballybeg Bog and Drumman Bog.

In the vicinity of the Application Site, the R400 is a two-way single carriageway regional road with an approximate carriageway width of 7.5 m. The road is predominantly rural in character and is generally bounded by grass verges with no dedicated pedestrian footpaths or cycle infrastructure provided.

The R400 is subject to a posted speed limit of 80 km/h in the vicinity of the Application Site. The road provides access, either directly or via local roads, to:

- Derrygreenagh Works, which is located outside the Application Site boundary;
- Derryarkin Bog;
- Ballybeg Bog;
- Drumman Bog;
- Adjacent sand and gravel extraction areas; and
- Biomass facilities.

Local Road Network

A number of local roads provide secondary access to individual bog units and associated infrastructure within the Application Site. These include:

- The L1113 Ballykilmore Road;
- The L1019 Derrycoffey Road;
- The L1010 local road;
- The L5010 local road; and
- Various local access roads and agricultural roads surrounding the bog units.

These roads are generally rural in nature and are characterised by:

- Relatively narrow carriageway widths;
- Limited verge provision;
- Absence of dedicated pedestrian and cycling facilities; and
- Generally low traffic volumes relative to the R400 Regional Road.

The local road network primarily facilitates agricultural traffic, local residential traffic and industrial traffic associated with existing land uses in the area.

14.2.4.3 Road Safety Environment

The surrounding road network within the study area comprises a predominantly rural road environment accommodating a combination of:

- Local rural traffic;
- Agricultural traffic;
- Commuter traffic;
- Industrial and HGV traffic; and
- Traffic associated with energy and extractive industry activities within the wider Midlands region.

The surrounding road environment generally comprises:

- Single carriageway regional and local roads;
- Varying carriageway widths;
- Rural verges and drainage ditches;
- Sections with limited forward visibility;
- Limited pedestrian infrastructure; and
- Sections of road accommodating agricultural and heavy vehicle movements.

The characteristics of the surrounding road network and the existing land uses within the study area indicate that the road network accommodates agricultural, industrial and HGV traffic movements associated with the wider rural environment.

No information reviewed as part of this assessment identified a specific road safety issue on the surrounding public road network attributable to traffic associated with the Application Site.

14.2.4.4 Site Access Arrangements

Historically, access to the Application Site was provided via a combination of:

- Regional roads;
- Vehicular and railway bridges;
- Local roads; and
- Industrial rail infrastructure.

The principal vehicular access arrangements to the Application Site were provided via the R400 Regional Road. Two site entrance barriers are located along the R400, providing access to Drumman and Derryarkin Bog to the south of the Derrygreenagh Works.

A total of four bridges (two vehicular bridges and two railway bridges) were installed within the Application Site to facilitate access to Derryhinch Bog and Drumman Bog. The bridges cross over the Milltown River near Derryhinch Bog and the Mongagh River near Drumman Bog.

The Derrygreenagh Works, located east of the R400 Regional Road, and outside the Application Site boundary, historically functioned as the central operational hub for peat extraction and ancillary activities within the Derrygreenagh Bog Group and included:

- Workshops;
- Welfare facilities;
- Offices;
- Fuel storage facilities; and
- Ancillary operational infrastructure.

Access arrangements to the individual bog units are described below.

Toar Bog

Access to Toar Bog is provided from the north via the L1113 Ballykilmore Road leading to a holding area located along the northern boundary of the bog. A second access point is provided from the east via the L1113 / L1019 Derrycoffey Road which secured planning permission from Westmeath County Council (application reference: 124018) for access works to allow for the out-loading of peat.

Derryarkin Bog

Historically, access to Derryarkin Bog was provided from the R400 Regional Road. Existing access tracks also provide access to the adjoining sand and gravel extraction areas and ancillary industrial uses. A site barrier entrance is located along the R400.

Ballybeg Bog

Historic road access to Ballybeg Bog was provided from the north via Derryarkin Road connecting to the R400 Regional Road and from the east via local road connections to the R400.

Drumman Bog

Access to Drumman Bog is provided from the west via the R400 Regional Road in the vicinity of the existing weighbridge and biomass facility. Additional access was historically provided internally from Derrygreenagh Works. There is also access via an existing site barrier entrance, to the south of the Derrygreenagh Works.

Derryhinch Bog

Access to Derryhinch Bog is provided from the north via an access track connecting to the L5010 local road and via local access roads within the townland of Baltigeer.

In addition to the public road network, the Application Site historically contained an extensive internal industrial rail network connecting the bog units with:

- Rhode Power Station;
- Croghan Briquette Factory;
- Derrygreenagh Works; and
- Other Bord na Móna bogs and facilities.

The internal industrial rail network facilitated the transportation of peat and operational movements between the bog units and associated Bord na Móna infrastructure without reliance solely on the public road network. Road-based peat transport also occurred during the Peat Extraction Phase, particularly during the later years of peat extraction.

14.2.4.5 Available Reference Traffic Conditions

Due to the absence of historical traffic survey data from the 1988 baseline year, more recent traffic survey information has been utilised to characterise the receiving road network and inform the traffic assessment. These data are used as available reference traffic conditions and do not represent traffic conditions at the July 1988 baseline.

The traffic datasets used are described in Section 14.2.3.6 and summarised in Table 14-5. The R400 Regional Road represents the principal road corridor serving the Application Site and therefore forms the primary focus of the traffic assessment.

A 12-hour classified traffic survey undertaken on the R400 Regional Road at the existing Derrygreenagh Works access on 22 March 2023 recorded a two-way flow of 2,205 vehicles. As reported in Chapter 14 of the Derrygreenagh Power Project EIAR (An Coimisiún Pleanála Case Ref. PA19.319023), an expansion factor of 1.274, derived in accordance with TII Project Appraisal Guidelines for National Roads Unit 16.1 – Expansion Factors for Short Period Traffic Counts (PE-PAG-02039), was applied to the surveyed flow. This resulted in a calculated 2023 daily two-way traffic flow of 2,810 vehicles, which has been adopted as the available reference traffic volume for the R400 in this assessment.

The Power Project EIAR records both the application of the 1.274 factor and the resulting 2,810 vehicles/day value.

The classified survey data indicate that the R400 accommodates a mix of general, agricultural, commercial and HGV traffic associated with the surrounding rural and industrial land use. Traffic flows on the surrounding local road network are understood to be substantially lower than those recorded on the R400 Regional Road.

TII permanent traffic counter data for 2023 were also reviewed to provide strategic traffic context for the M6 Motorway. The available data indicate an AADT of 17,103 vehicles at counter TMU M06 010.0 W, located east of Junction 3 between Junction 2 Kinnegad (West) and Junction 3 Rochfortbridge, and an AADT of 22,594 vehicles at counter TMU M06 025.0 W, located west of Junction 3 between Junction 4 Tyrrellspass and Junction 5 Tullamore/Kilbeggan. These traffic volumes are substantially higher than the available reference traffic volume on the R400 Regional Road.

The available traffic data are used as reference volumes against which the scale of traffic associated with the Application Site is considered in the phase-specific assessments in Section 14.2.4.8. Where required, professional judgement and engineering assumptions have been applied in the absence of historical baseline traffic data from the 1988 assessment year.

Table 14-5: Available Reference Traffic Data

Location	Available Reference Traffic Data	Source	Date
R400 Regional Road	2,810 vehicles/day	Derrygreenagh Power Project EIAR – An Coimisiún Pleanála Case Ref. PA19.319023, Chapter 14 and Appendix 14A (Referenced as Appendix 14-1 of this Chapter).	22 March 2023
M6 east of Junction 3	17,103 AADT	TII Permanent Traffic Counter TMU M06 010.0 W (Referenced as Appendix 14-2 of this Chapter)	2023
M6 west of Junction 3	22,594 AADT	TII Permanent Traffic Counter TMU M06 025.0 W (Referenced as Appendix 14-2 of this Chapter)	2023

14.2.4.6 Staff Volumes

Due to the historic nature of the Project, only limited historical staffing and traffic records are available for the assessment period from 1988 onwards. However, available Bord na Móna operational information and staffing data have been used to characterise staffing levels and estimate associated traffic movements for the purposes of this assessment.

Staff associated with peat extraction, drainage maintenance, rail infrastructure maintenance, environmental management and administration travelled to the Application Site on a daily basis during the Peat Extraction Phase. Staff accessed the bogs primarily via the R400 regional road and associated local road network.

Derrygreenagh Works, located adjacent to the R400 regional road (outside the Application Site boundary), acted as the primary operational base serving the Derrygreenagh Bog Group,



including Toar Bog, Derryarkin Bog, Ballybeg Bog, Drumman Bog and Derryhinch Bog. Derrygreenagh Works included workshops, offices, welfare facilities and machinery storage areas. Derrygreenagh Works and local holding areas within and adjacent to the bog units were used by staff associated with peat extraction activities, with local holding areas providing parking and operational bases for staff working directly on the bogs.

During the Peat Extraction Phase, staffing levels fluctuated seasonally depending on peat extraction operations, weather conditions and operational requirements. Higher staffing levels typically occurred during the peat extraction season, with reduced staffing levels during winter periods when peat extraction activity was lower. Information provided by Bord na Móna indicates an average daily staffing level of approximately 75 employees during the Peat Extraction Phase.

Following the cessation of peat extraction in June 2020, staffing numbers reduced significantly. Current staffing levels are associated primarily with:

- Environmental monitoring activities;
- Ongoing decommissioning works;
- Drainage and water management;
- Maintenance and security activities; and
- Administrative and management functions.

For assessment purposes, Bord na Móna has identified a peak staffing level of 20 employees during the Current Phase. This represents a conservative peak assessment value and should not be interpreted as the typical or current daily staffing level at the Application Site.

For the initial Years 1 and 2 of the Remedial Phase, Bord na Móna has identified an average daily staffing level of approximately 6 employees, associated primarily with implementation of the rehabilitation activities. From Year 3 onwards, rehabilitation activities will principally comprise monitoring of the progress of the rehabilitation plans. Bord na Móna has advised that this will involve infrequent site visits by ecologists and site managers in LGVs, typically approximately 1–2 visits per month.

Table 14-6 provides a summary of the staffing information adopted for each project phase and the corresponding estimated staff vehicle movements. In the absence of detailed information regarding staff travel mode or vehicle occupancy, a conservative assumption of one employee per vehicle, comprising one arrival and one departure per employee per day, has been adopted for the daily staffing assessment values. Accordingly, each employee has been assumed to generate two vehicle movements per day.

Table 14-6: Staff Numbers and Estimated Staff Vehicle Movements

Project Phase	Estimated Staff Numbers	Vehicle Occupancy Assumption	Estimated Vehicle Movements (Two-Way)	Primary Access Route
Peat Extraction Phase (1988–2020)	75 average daily employees	1 employee per vehicle	150/day	R400 / Local Road Network
Current Phase (2020–Present)	20 employees (peak assessment value)	1 employee per vehicle	40/day (peak)	R400 / Local Road Network
Remedial Phase – Years 1 and 2	6 average daily employees	1 employee per vehicle	12/day	R400 / Local Road Network
Remedial Phase – Year 3 onwards	Infrequent visits by ecologists and site managers	1 LGV per visits	Approx. 2–4 movements/month (1–2 visits/month)	R400 / Local Road Network

Staff traffic volumes associated with the Application Site have been assessed in the context of available traffic data on the surrounding road network, including the R400 regional road and the nearby M6 motorway corridor. The relative contribution of Application Site traffic to the surrounding road network is assessed as part of the traffic and transportation impact assessment presented in Section 14.2.4.8.

14.2.4.7 Working Hours

Historically, peat extraction activities at the Application Site were seasonal in nature and were heavily influenced by weather conditions and peat extraction requirements.

During the Peat Extraction Phase, operations on the peatlands took place between 08:00 and 21:00 during the summer months, with transportation of peat occurring between 06:00 and 11:00. Outside the summer peat extraction period, operational hours reduced to between 08:00 and 16:30. Office and workshop hours were between 08:00 and 16:30 throughout the year, as described in Section 4.6.2 of Chapter 4 (Project Description).

Current Phase activities are undertaken, and future Remedial Phase activities will be undertaken, in accordance with the applicable operational and environmental requirements of IPC Licence P0501-01. Where relevant, the timing of traffic associated with these phases is considered within the phase-specific assessments in Section 14.2.4.8. The assessment of traffic and transportation effects presented in Section 14.2.4.8 has considered the nature, duration and likely temporal distribution of traffic associated with the various Project phases.

14.2.4.8 Assessment of Likely Significant Effects on Traffic and Transportation

14.2.4.9 Do-Nothing Option

As July 1988 represents the baseline assessment year for this remedial EIAR, the 'Do-Nothing' option considers the circumstances that would have arisen had the Project not continued from July 1988 onwards. Accordingly, for the purposes of this traffic and transportation assessment, the 'Do-Nothing' option assumes that peat extraction and associated ancillary activities at the Application Site ceased in July 1988 and did not continue thereafter.

As outlined in Chapter 4, peat extraction and ancillary activities had already commenced at the Application Site prior to 1988, with drainage works and peat extraction operations having historically taken place at the Application Site since the 1950s. In reality, peat extraction and ancillary activities continued at the Application Site until the cessation of peat extraction in June 2020.

Under the 'Do-Nothing' option, peat extraction and ancillary activities, peat transport operations, staff movements and associated operational activities would not have continued beyond July 1988. Consequently:

- Staff traffic associated with peat extraction and ancillary activities would have reduced significantly at an earlier stage;
- Peat transport activities would have ceased;
- Machinery movements associated with peat extraction would not have continued; and
- Associated operational traffic linked to workshops, maintenance activities and ancillary operations would have progressively declined.

In the absence of continued peat extraction and ancillary activities, it is anticipated that traffic volumes associated with the Application Site would have reduced substantially over time, with the surrounding road network primarily accommodating rural, agricultural and local traffic movements.

Under the 'Do-Nothing' option, the subsequent decommissioning and rehabilitation activities arising from the continued peat extraction operations and associated requirements of IPC Licence P0501-01 would also not have arisen in their current form. Accordingly, the traffic movements associated with these activities would not have occurred as currently experienced or proposed.

Significance of Effects

The 'Do-Nothing' option would have resulted in reduced traffic movements associated with the Application Site at an earlier stage and therefore would likely have resulted in a long-term slight positive effect on traffic and transportation within the surrounding road network.

14.2.4.10 Peat Extraction Phase (1988 – June 2020)

Drainage and preparatory works associated with peat extraction at the Application Site commenced in 1950, with milled peat extraction starting in 1958 across the five bog units,



comprising part of the Derrygreenagh Bog Group. Peat extraction and ancillary activities continued throughout the assessment period from July 1988 until the cessation of peat extraction in June 2020.

Historically, peat extracted from the Application Site was transported using a combination of Bord na Móna's internal industrial rail network and HGVs on the public road network. The destinations served during the Peat Extraction Phase changed over time and included power generation, briquette production and horticultural facilities, as described in Section 4.7.5 of Chapter 4 (Project Description).

The internal industrial rail network connected the individual bog units and associated infrastructure across the wider Derrygreenagh Bog Group and facilitated the transportation of peat without reliance solely on the public road network. The majority of the permanent rail infrastructure was established during the 1950s and 1960s and remained in use for peat movements through the Peat Extraction Phase. Road-based peat transport also occurred during the Peat Extraction Phase, particularly during the later years of peat extraction. Chapter 4 records that the rail network connected the bogs with Derrygreenagh Works and continued to facilitate peat movements until completion of stockpile removal in 2021.

The Derrygreenagh Works, located outside the Application Site red line boundary, functioned as the primary operational base serving the wider Derrygreenagh Bog Group. Further details regarding the Works and associated infrastructure are provided in Section 14.2.4.4.

During the Peat Extraction Phase, traffic associated with the Application Site primarily comprised:

- staff traffic;
- machinery movements;
- HGV traffic on the public road network; and
- ancillary operational traffic.

The available reference traffic conditions used for the assessment are presented in Section 14.2.4.5.

Information provided by Bord na Móna indicates an average daily staffing level of 75 employees during the Peat Extraction Phase. As set out in Section 14.2.4.6, a conservative assumption of one employee per vehicle and one arrival and departure per employee has been adopted, resulting in an assessment value of 150 two-way staff vehicle movements per day.

Available Bord na Móna records provide HGV movement information for Derryhinch, Drumman, Ballybeg and Toar Bogs for the period 1992 to 2021. Based on the average number of daily movements within this dataset, approximately 3.89 HGV movements per day were recorded. No corresponding Bord na Móna HGV movement data were included for Derryarkin Bog in the dataset, which Bord na Móna advises was due to its use for sand and gravel extraction. As the Bord na Móna dataset extends beyond the Peat Extraction Phase into 2021 and does not include Derryarkin Bog, the 3.89 HGV movements per day figure is used as an indicative

assessment value and should not be interpreted as an average for the full July 1988 to June 2020 Peat Extraction Phase.

Table 14-7: Quantified Traffic Generation – Peat Extraction Phase (July 1988 – 2020)

Description	Daily Vehicle Movements (Two-Way)	Basis
Staff Vehicle Movements	150	75 average daily employees; conservative assumption of one employee per vehicle and one arrival/departure per day
HGV Movements	3.89	Average daily movements derived from available Bord na Móna records for 1992–2021 for Derryhinch, Drumman, Ballybeg and Toar Bogs; Derryarkin not included
Total Quantified Daily Vehicle Movements	153.89	Sum of quantified staff and HGV movements
Other operational / maintenance / machinery movements	Not separately quantified	No consistent daily movement dataset available; considered qualitatively within the assessment

The value of 153.89 movements per day represents a quantified assessment value based on the available staffing and HGV datasets. It does not represent a measured daily traffic total for any individual year within the Peat Extraction Phase, and other intermittent operational and machinery movements are considered qualitatively.

The quantified traffic associated with the Peat Extraction Phase has been considered against the available reference traffic volumes presented in Section 14.2.4.5. In the absence of detailed historic route-distribution information, a conservative sensitivity test has been undertaken by assigning the full quantified traffic value to the R400. For the M6, the same value has been used as an upper-bound sensitivity test for each side of Junction 3; actual Application Site traffic on either motorway section would necessarily have been lower depending on journey origin and destination.

Table 14-8: Estimated Traffic Impact Assessment – Peat Extraction Phase

Road	Available Reference Traffic Volume	Conservative Quantified Application Site Traffic	Application Site Traffic as % of Reference Volume	Magnitude	10% TII Screening Threshold Exceeded?
R400	Approx. 2,810 vehicles/day	153.89 movements/day	5.5%	Low	No
M6 east of Junction 3	17,103 AADT	≤153.89 movements/day	≤0.9%	Negligible	No
M6 west of Junction 3	22,594 AADT	≤153.89 movements/day	≤0.7%	Negligible	No

Based on the quantified information available, staff vehicle movements represented the principal component of regular road traffic associated with the Peat Extraction Phase.

The internal industrial rail network facilitated the transportation of peat without reliance solely on the public road network; however, road-based peat transport also occurred during the Peat Extraction Phase.

While traffic associated with the Application Site would have reduced in the absence of continued peat extraction and ancillary activities, the quantitative assessment indicates that the identified regular traffic associated with the Peat Extraction Phase was equivalent to approximately 5.5% of the available reference traffic volume on the R400 under the conservative assessment approach adopted. This is below the 10% TII screening threshold identified in Section 14.2.3.9 and corresponds to a Low magnitude of impact under the assessment criteria adopted in this chapter. The equivalent upper-bound proportion on the M6 is less than 1%. Accordingly, while the continuation of peat extraction generated traffic that would not have arisen under the Do-Nothing option, the available information does not indicate that this traffic materially affected the operational performance of the surrounding road network.

Significance of Effects

The R400 is classified as a medium sensitivity receptor in accordance with the criteria set out in Section 14.2.3.9. The quantified traffic represents a Low magnitude of impact on the R400 and a Negligible magnitude on the M6. Having regard to the magnitude of traffic, the duration of the Peat Extraction Phase, the use of both rail and road-based transport and the characteristics of the receiving road network, the traffic and transportation effect associated with the Peat Extraction Phase is therefore considered to have been a long-term, Slight Negative effect, which is not significant in EIA terms.

14.2.4.11 Current Phase (June 2020 – Present Day)

Peat extraction at the Application Site ceased in June 2020. As outlined in Section 4.8 of Chapter 4 (Project Description), activities undertaken during the Current Phase primarily have comprised decommissioning, environmental monitoring, peat stockpile removal, rehabilitation planning and ongoing site management associated with IPC Licence requirements.

Following the cessation of peat extraction, traffic volumes associated with the Application Site reduced relative to the Peat Extraction Phase. Based on the data provided by Bord na Móna, peat stockpile movements during 2020–2021 were limited to stockpiled peat originating from Ballybeg Bog. These movements formed part of the traffic associated with the Current Phase.

The removal of stockpiled peat was completed in 2021.

The Current Phase assessment has been undertaken using the available reference traffic conditions presented in Section 14.2.4.5.

Information provided by Bord na Móna identifies a peak staffing level of 20 employees for the Current Phase. As set out in Section 14.2.4.6, this figure is a conservative peak assessment value and should not be interpreted as the typical or current daily staffing level. Applying the conservative assumption of one employee per vehicle and one arrival and departure per employee results in a peak assessment value of 40 two-way staff vehicle movements per day.

Available Bord na Móna data indicate approximately 1.7 HGV movements per day in 2021. This coincides with the final year of peat stockpile removal. No corresponding HGV movement data are available from 2022 onwards and, accordingly, the 2021 value has not been extrapolated across the remainder of the Current Phase.

On-site machinery associated with decommissioning activities during the Current Phase has included a wheeled loader lorry, track excavator, locomotive and wagons, dump truck and tractors. These movements occur primarily within the Application Site using the internal access network and therefore do not represent regular additional traffic on the public road network. Where transfer of plant via the public road network is required, appropriate machinery may be transported using a low-loader trailer. Any such movements would be occasional and have not been included within the quantified Current Phase traffic assessment.

Table 14-9: Quantified Traffic Generation – Current Phase (2020 – Present Day)

Description	Estimated Daily Vehicle Movements (Two-Way)	Notes
Staff Vehicle Movements	40 (peak)	20 employees adopted as a conservative peak assessment value; one employee per vehicle and one arrival/departure per day
HGV Movements	1.7 (2021 only)	Available Bord na Móna HGV movement data for 2021; not extrapolated beyond 2021



Description	Estimated Daily Vehicle Movements (Two-Way)	Notes
Other decommissioning / monitoring / maintenance / machinery movements	Not separately quantified	Primarily internal and intermittent movements; any occasional public-road movements considered qualitatively within the assessment
Total Quantified Daily Vehicle Movements	41.7 (conservative assessment value incorporating 2021 HGV data)	Combination of peak staff assessment traffic and available 2021 HGV movements; not a measured daily traffic total for the entire Current Phase

For assessment purposes, the quantified value of 41.7 movements per day has been compared with the available reference traffic volumes presented in Section 14.2.4.5. This represents a conservative sensitivity test, as the 20-person staffing value is a peak rather than typical daily staffing level and not all Application Site traffic would travel on the same section of the surrounding road network.

Table 14-10: Traffic Impact Assessment – Current Phase

Road	Available Reference Traffic Volume	Conservative Quantified Application Site Traffic	Application Site Traffic as % of Reference Volume	Magnitude	10% TII Screening Threshold Exceeded?
R400	Approx. 2,810 vehicles/day	41.7 movements/day	1.5%	Negligible	No
M6 north/east of Junction 3	17,103 AADT	≤41.7 movements/day	≤0.24%	Negligible	No
M6 south/west of Junction 3	22,594 AADT	≤41.7 movements/day	≤0.18%	Negligible	No

The quantified assessment indicates that traffic associated with the Current Phase is substantially lower than that associated with the Peat Extraction Phase. The conservative quantified Current Phase assessment value of 41.7 movements per day is substantially lower than the 153.89 quantified movements per day assessed for the Peat Extraction Phase.

Ongoing traffic is associated primarily with staff access and intermittent decommissioning, environmental monitoring, drainage management and maintenance activities. Plant and machinery associated with these activities operate within the Application Site using the internal

access network and are not expected to routinely use the public road network. Where transfer of plant via the public road network is required, appropriate machinery may be transported using a low-loader trailer.

Temporary peat stockpile haulage activities generated additional HGV traffic on the public road network during the early part of the Current Phase. However, these activities were temporary in nature and were completed in 2021.

Under the conservative assessment approach adopted, quantified Current Phase traffic represents approximately 1.5% of the available reference traffic volume on the R400 and less than 0.3% of the available reference traffic volumes on the M6. These proportions fall within the Negligible magnitude category defined in Section 14.2.3.9 and are well below the 10% TII screening threshold. The intermittent additional movements associated with decommissioning, maintenance and monitoring activities and any occasional public-road movement of plant have also been considered qualitatively and are not considered to alter the overall magnitude of effect.

Significance of Effects

The R400 is classified as a medium sensitivity receptor in accordance with the criteria set out in Section 14.2.3.9. The quantified Current Phase traffic represents a Negligible magnitude of impact on both the R400 and M6. Having regard to the conservative peak staffing assumption, the temporary nature of stockpile haulage, the intermittent nature of other Current Phase activities, the predominantly internal nature of plant and machinery movements, and the scale of traffic relative to the receiving road network, the Current Phase traffic effect is considered to be a Short-Term, Imperceptible Negative effect and not significant in EIA terms. The stockpile haulage component was temporary and ceased in 2021, while other Current Phase activities remain ongoing at a low level.

14.2.4.12 Remedial Phase

The Remedial Phase relates to the future rehabilitation of the Application Site through the phased implementation of the Cutaway Bog Decommissioning and Rehabilitation Plans prepared for the five bog units, as described in Section 4.9 of Chapter 4 (Project Description). The rehabilitation works will be undertaken in accordance with the requirements of IPC Licence P0501-01, with the principal objective of achieving environmental stabilisation of the bogs.

As outlined in Chapter 4, activities associated with the Remedial Phase will include the implementation of rehabilitation measures, drainage management and drain blocking, environmental monitoring, maintenance and cleaning of silt ponds, environmental control measures, and ongoing aftercare and maintenance. The monitoring programme will initially comprise quarterly assessments, reducing to biannual assessments after two years and annual assessments after five years, subject to the success of the rehabilitation measures.

For the purposes of the traffic and transportation assessment, vehicle movements associated with the Remedial Phase are anticipated to comprise:

- Staff vehicles associated with rehabilitation, monitoring and site management activities;
- Contractor and maintenance vehicles associated with the implementation and maintenance of rehabilitation measures;
- Machinery and plant movements required to undertake drainage management, rehabilitation and associated maintenance activities; and
- HGV and material delivery movements, where required to facilitate the rehabilitation works.

Chapter 4 confirms that the rehabilitation measures will include drain blocking, hydrological management and ongoing maintenance of silt ponds, with monitoring and aftercare following implementation.

The Remedial Phase assessment has been undertaken with reference to the available reference traffic conditions presented in Section 14.2.4.5.

Traffic generation associated specifically with the implementation, monitoring and maintenance of the proposed rehabilitation measures is anticipated to be intermittent in nature.

Information provided by Bord na Móna indicates an average daily staffing level of approximately 6 employees during the initial Years 1 and 2 of the Remedial Phase. As set out in Section 14.2.4.6, a conservative assumption of one employee per vehicle and one arrival and departure per employee has been adopted, resulting in an assessment value of 12 two-way staff vehicle movements per day during this initial period.

On-site machinery proposed to be used during Years 1 and 2 comprises one tracked excavator and one tractor. These items of plant will operate within Bord na Móna lands and access the rehabilitation areas using the internal access network and are not expected to use the public road network during normal operations. Where transfer of plant via the public road network is required, appropriate machinery may be transported using a low-loader trailer.

From Year 3 onwards, site traffic will principally comprise infrequent monitoring visits by ecologists and site managers in light goods vehicles (LGVs), typically approximately 1–2 visits per month, to monitor the progress of the rehabilitation plans.

Detailed frequencies associated with any occasional public-road plant transfer, contractor or material delivery movements have not been separately quantified and have therefore been considered qualitatively.

Table 14-11: Available Traffic Generation Information – Remedial Phase

Description	Traffic Generation / Frequency	Notes
Staff Vehicle Movements – Years 1 and 2	12 two-way movements/day	6 average daily employees; one employee per vehicle and one arrival/departure per day

Description	Traffic Generation / Frequency	Notes
Machinery / Plant – Years 1 and 2	1 tracked excavator and 1 tractor	Primarily internal movements using the Application Site access network; not included as regular public-road traffic
Contractor / Maintenance / Material Movements	Not separately quantified	Intermittent movements, where required; considered qualitatively
Monitoring Visits – Year 3 onwards	Approx. 1–2 LGV visits/month	Ecologists and site managers monitoring rehabilitation progress

The quantified staff traffic component for Years 1 and 2 has been compared with the available reference traffic volumes to provide an indication of its relative scale. For this comparison, the full quantified staff traffic value has conservatively been assigned to each road corridor. The comparison represents the quantified public-road staff component during the initial Years 1 and 2; on-site excavator and tractor movements are primarily internal, while any occasional contractor, material delivery or public-road plant transfer movements have been considered qualitatively.

Table 14-12: Quantified Staff Traffic Comparison – Remedial Phase, Years 1 and 2

Road	Available Reference Traffic Volume	Quantified Staff Traffic	Staff Traffic as % of Reference Volume	Magnitude	10% TII Screening Threshold Exceeded?
R400	Approx. 2,810 vehicles/day	12 movements/day	0.4%	Negligible	No
M6 east of Junction 3	17,103 AADT	≤12 movements/day	≤0.07%	Negligible	No
M6 west of Junction 3	22,594 AADT	≤12 movements/day	≤0.05%	Negligible	No

The quantified staff component during Years 1 and 2 represents approximately 0.4% of the available reference traffic volume on the R400 and less than 0.1% of the available reference traffic volumes on the M6, corresponding to a Negligible magnitude under the criteria set out in Section 14.2.3.9. In addition to staff traffic, one tracked excavator and one tractor will be used during this period; however, these will operate within Bord na Móna lands using the internal access network and are not expected to use the public road network during normal operations. Any occasional contractor, material delivery or public-road plant transfer movements are anticipated to be intermittent and have been considered qualitatively.

From Year 3 onwards, traffic generation will reduce substantially, with approximately 1–2 LGV visits per month anticipated for monitoring by ecologists and site managers. This is consistent with the phased nature of the Remedial Phase, comprising an initial period of practical rehabilitation followed by monitoring, aftercare and maintenance.

Significance of Effects

The quantified staff traffic component during Years 1 and 2 of the Remedial Phase represents a Negligible magnitude of impact on the surrounding road network, comprising approximately 0.4% of the available reference traffic volume on the R400 and less than 0.1% of the available reference traffic volumes on the M6.

The one tracked excavator and one tractor proposed during Years 1 and 2 will operate within Bord na Móna lands using the internal access network and are not expected to use the public road network during normal operations. Any occasional contractor, material delivery or public-road plant transfer movements have been assessed qualitatively having regard to the nature, scale and phased implementation of the rehabilitation activities. From Year 3 onwards, traffic generation will be substantially lower, comprising approximately 1–2 LGV monitoring visits per month.

Accordingly, while intermittent additional vehicle movements will arise during implementation of individual rehabilitation works, these movements are not anticipated to result in a sustained material change in traffic conditions on the surrounding road network. Having regard to the quantified staff component, the phased and intermittent nature of the rehabilitation activities, the predominantly internal nature of plant movements, the very low level of traffic anticipated from Year 3 onwards, the characteristics of the receiving road network and the available reference traffic conditions, the overall traffic and transportation effect associated with the Remedial Phase is considered to be Slight Negative and not significant in EIA terms.

14.2.5 Cumulative Effects

The potential cumulative traffic and transportation effects associated with the Application Site have been considered in conjunction with the relevant projects identified in Section 2.9 of Chapter 2 (Remedial EIA Methodology).

For the purposes of this assessment, particular consideration has been given to developments with the potential to overlap temporally with activities at the Application Site and to generate traffic on the R400 Regional Road, surrounding local road network and/or the M6 corridor.

Peat Extraction Phase

The projects considered during the Peat Extraction Phase are identified in Section 2.9 of Chapter 2 and include existing and historic extractive, industrial, energy and other developments in the vicinity of the Application Site.

During the Peat Extraction Phase, traffic associated with the Application Site occurred in combination with traffic generated by these surrounding land uses. As described in Section 14.2.4.10, the internal industrial rail network facilitated peat transport without sole reliance on

the public road network, although road-based peat transport also occurred, particularly during the later years of the Peat Extraction Phase. Under the conservative quantitative assessment presented in Section 14.2.4.10, identified Application Site traffic was equivalent to approximately 5.5% of the available reference traffic volume on the R400.

While detailed historic traffic-generation data are not available for each of the cumulative projects throughout the full July 1988 to June 2020 period, the Application Site represented one component of the wider traffic environment associated with existing extractive, industrial and rural activities. Having regard to the scale of Application Site traffic and the established function of the surrounding road network, no significant additional cumulative traffic effect is identified for the Peat Extraction Phase.

Current Phase

The relevant projects considered during the Current Phase are identified in Section 2.9 of Chapter 2.

As assessed in Section 14.2.4.11, the Current Phase traffic associated with the Application Site is substantially lower than during the Peat Extraction Phase. Under the conservative assessment adopted, quantified Current Phase traffic represents approximately 1.5% of the available reference traffic volume on the R400 and less than 0.25% of the available reference traffic volumes on the M6.

A review of relevant consented and proposed developments within the wider study area identified a number of energy, utility, grid infrastructure, mineral extraction, data centre and wind energy projects with the potential to generate temporary construction traffic. In particular, projects such as the Red Admiral Data Centre, the Derrygreenagh Power Plant, Ballinla wind energy development, and sand and gravel extraction operations may result in periods of increased HGV and workforce traffic on sections of the regional and local road network.

However, these developments are geographically dispersed across the wider Midlands region, are subject to differing construction programmes, and, in many cases, are expected to generate relatively low levels of operational traffic following completion. Given the limited traffic demand associated with the Current Phase of the Application Site, together with the substantial reduction in traffic relative to the historic Peat Extraction Phase, the Application Site would represent only a minor contribution to any combined traffic flows arising from these developments. Consequently, no significant cumulative traffic and transportation effects are anticipated on the surrounding road network during either the Current Phase or the operational phase of the identified developments.

Remedial Phase

As described in Section 14.2.4.12, the quantified staff component during Years 1 and 2 of the Remedial Phase comprises approximately 12 two-way vehicle movements per day, equivalent to approximately 0.4% of the available reference traffic volume on the R400. One tracked excavator and one tractor will also be used during Years 1 and 2; however, these will operate



within Bord na Móna lands using the internal access network and are not expected to use the public road network during normal operations. From Year 3 onwards, traffic generation will reduce substantially, with approximately 1–2 LGV visits per month anticipated for monitoring by ecologists and site managers. Traffic associated with any future separate development of the lands would be subject to the relevant project-specific assessment.

Accordingly, based on a review of the consents associated with the projects outlined in Section 2.9 of Chapter 2, and the nature and scale of the proposed remedial works, the quantified contribution of Remedial Phase staff traffic to cumulative traffic flows would be negligible. Any occasional contractor, material delivery or public-road plant transfer movements associated with the rehabilitation works will occur in association with phased rehabilitation activities and have been considered qualitatively within the cumulative assessment. Having regard to the limited quantified staff component, the predominantly internal nature of plant movements during Years 1 and 2, the very low level of traffic anticipated from Year 3 onwards and the separate environmental assessment requirements applicable to any future development of the lands, no significant cumulative traffic and transportation effect is anticipated during the Remedial Phase.

Future Uses of the Application Site

The projects relevant to the Remedial Phase includes potential future use of lands within the footprint of the Application Site as separate and independent projects, including Derrygreenagh Wind and Solar Project.

A third party intends to develop infrastructure at lands within the Application Site, consistent with the Government's Large Energy User Action Plan (LEAP), and which will be subject to separate planning and regulatory consent as appropriate.

While these projects may result in temporary construction traffic and associated HGV movements during their respective development phases, they constitute separate and independent developments that will be subject to their own planning, environmental assessment and traffic assessment processes. The timing, scale and operational characteristics of these projects remain subject to separate consent procedures and implementation programmes.

For the reasons outlined above, there will be no significant negative cumulative effects with regards to traffic and transportation.

Significance of Effects

Having regard to the projects identified in Section 2.9 of Chapter 2 and the phase-specific assessments undertaken above, cumulative traffic and transportation effects have been considered as part of the assessment of each Project phase. No significant additional cumulative effects have been identified that would alter the phase-specific significance conclusions for the Peat Extraction, Current or Remedial Phases.

14.2.6 Control Measures

Based on the assessments presented in Section 14.2.4.10 to 14.2.4.12, no specific traffic mitigation measures are considered necessary in relation to the Peat Extraction Phase, Current Phase and Remedial Phase.

During the Peat Extraction Phase, established operational practices included the use of Bord na Móna's internal industrial rail network for peat transportation, established access arrangements to the individual bog units and the management and maintenance of internal access routes and operational crossing points.

During the Current Phase, existing access arrangements and operational management practices have continued to be used for decommissioning, monitoring and maintenance activities. Plant and machinery associated with these activities operate primarily within the Application Site using the internal access network. Where transfer of plant via the public road network is required, appropriate machinery may be transported using a low-loader trailer.

In support of Bord na Móna's ambition to contribute to a climate-neutral Ireland by 2050, Bord na Móna promotes sustainable travel measures, including carsharing and cycle-to-work initiatives, where practicable for personnel travelling to and from the Application Site. These measures have the potential to further reduce the number of light vehicle trips associated with Current Phase activities.

Given the low level of traffic generation associated with the Current Phase, together with the continued use of established site access arrangements and sustainable travel initiatives, no additional traffic-specific mitigation or control measures are considered necessary.

During the Remedial Phase, rehabilitation activities, contractor movements and plant and machinery movements will be managed using the existing site access arrangements. Bord na Móna has confirmed that during Years 1 and 2, one tracked excavator and one tractor will operate within Bord na Móna lands using the internal access network and are not expected to use the public road network during normal operations. Where public-road transfer of plant is required, appropriate machinery may be transported using a low-loader trailer. No significant upgrades or permanent alterations to the surrounding public road network will be required to facilitate the proposed remediation works.

Future rehabilitation and contractor activities will continue to be undertaken in accordance with the applicable requirements of IPC Licence P0501-01 and established site operational procedures. Where works interact with the public road network, any temporary traffic management required will be implemented in accordance with applicable statutory and road-safety requirements and, where necessary, in consultation with the relevant road authority.

Given the relatively low and intermittent level of traffic associated with the Remedial Phase, the predominantly internal nature of plant movements and the continued use of established site access arrangements and operational procedures, no significant residual traffic and transportation effects are anticipated. No additional traffic-specific mitigation measures are considered necessary.

14.2.7 Residual Effects

The control measures applicable to traffic and transportation are described in Section 14.2.6. No additional specific mitigation measures have been identified for the Peat Extraction Phase or Current Phase and, accordingly, the residual effects for these phases are consistent with the effects identified in Sections 14.2.4.10 and 14.2.4.11.

The residual traffic and transportation effect associated with the Peat Extraction Phase is considered to have been Long-Term, Slight Negative and not significant in EIA terms.

The residual traffic and transportation effect associated with the Current Phase is considered to be Short-Term, Imperceptible Negative and not significant in EIA terms.

For the Remedial Phase, the applicable operational and traffic management measures described in Section 14.2.6 will be implemented, where required, during future rehabilitation or contractor works. The quantified staff component during Years 1 and 2 represents a Negligible magnitude of impact, while one tracked excavator and one tractor will operate within Bord na Móna lands using the internal access network and are not expected to use the public road network during normal operations. Any occasional contractor, material delivery or public-road plant transfer movements have been assessed qualitatively. From Year 3 onwards, traffic generation will reduce substantially, with approximately 1–2 LGV visits per month anticipated for monitoring by ecologists and site managers.

Having regard to the phased and intermittent nature of the rehabilitation activities, the predominantly internal nature of plant movements, the very low level of traffic anticipated from Year 3 onwards, the characteristics of the receiving road network and the applicable traffic management measures, the residual traffic and transportation effect associated with the Remedial Phase is considered to be Slight Negative and not significant in EIA terms.

Significance of Residual Effects

Following the implementation of the traffic and transportation management measures outlined above, the residual traffic and transportation effects associated with the Peat Extraction and Remedial Phases are assessed as Slight Negative and not significant in EIA terms, while the residual effect associated with the Current Phase is assessed as Imperceptible Negative and not significant in EIA terms.

This assessment reflects the limited traffic generation associated with the Current and Remedial Phases, the use of established site access arrangements, and the capacity of the surrounding road network to accommodate anticipated vehicle movements. The assessment also takes account of potential cumulative interactions with other permitted, approved and proposed developments within the wider study area.

Accordingly, no significant residual effects on the operation, safety or carrying capacity of the surrounding road network are anticipated during any phase of the Project, taking account of cumulative effects where relevant.

14.2.8 Summary of Effects

Table 14-13 summarises the traffic and transportation effects associated with the Application Site across the assessed phases of the Project.

Table 14-13: Summary of Effects

Phase	Description of Effect	Significance of Effect	Duration
Peat Extraction Phase (July 1988 – June 2020)	Staff, HGV, operational and maintenance traffic associated with peat extraction activities	Slight Negative – Not Significant	Long-Term
Current Phase (June 2020 – Present Day)	Staff, temporary peat stockpile haulage, decommissioning, monitoring and site management traffic	Imperceptible Negative – Not Significant	Short-Term
Remedial Phase (Future Activities)	Staff and contractor traffic associated with rehabilitation activities during Years 1 and 2, primarily internal plant movements, followed by infrequent LGV monitoring visits from Year 3 onwards	Slight Negative – Not Significant	Long-Term

14.2.9 Major Accidents and Disasters

No information reviewed as part of this assessment identified a major accident or disaster associated with the Application Site that resulted in a significant traffic and transportation effect on the surrounding public road network during the Peat Extraction or current Phases. Having regard to the low and intermittent level of traffic anticipated during the Remedial Phase, no significant traffic and transportation effects arising from major accidents or disasters are anticipated.

14.3 OTHER MATERIAL ASSETS

14.3.1 Introduction

This section outlines assessment findings of any likely significant effects on other material assets, including electricity, telecommunications, gas, water supply infrastructure, wastewater infrastructure and waste management occurring as a result of Bord na Móna's peat extraction and ancillary activities at the Application Site during the Peat Extraction Phase (1988-June 2020), Current Phase (June 2020 to present day) and Remedial Phase (future activities).

14.3.2 Assessment Methodology

The assessment of the significance of effects on Material Assets was undertaken through a desktop study review of relevant material assets, excluding traffic and transport, which is addressed separately in Section 14.2.

The assessment comprised a review of available and relevant data and documentation concerning the Application Site in relation to the following material assets:

- Electricity, gas supply and water infrastructure;
- Surface water infrastructure;
- Wastewater infrastructure;
- Waste management facilities; and
- Telecommunications and Aviation.

An assessment has been undertaken to evaluate the significance of effects on those other material assets listed as a result of activities at the Application Site during the Peat Extraction Phase, Current Phase and Remedial Phase.

This section of the EIAR has been prepared in line with the methodology presented in Chapter 2 and the EPA Guidelines on information to be contained in Environmental Impact Assessment Reports (May 2022).

14.3.2.1 Annual Environmental Reports

As outlined in Chapter 4 of this remedial EIAR, Bord na Móna Energy Ltd was granted an IPC Licence (Reg. No. P0501-01) for the Derrygreenagh Bog Group (within which the Application Site is located) in April 2000. Annual Environmental Reports (AERs) are submitted to the EPA annually and include the amount of energy utilised, waste produced (type, reuse and disposal methods), and emissions for the whole Derrygreenagh Bog Group. AERs from 2000 to 2025 are included in Appendix 4.4.

14.3.3 Receiving Environment (Baseline 1988)

14.3.3.1 Electricity

Electricity supply to Derrygreenagh Works buildings and workshops, and to the drainage pump stations were powered by mains electricity from the national grid. Compressed air (oxygen and acetylene) is used mainly at the Derrygreenagh Works for welding and cutting purposes to maintain plant and equipment.

14.3.3.2 Water Supply Infrastructure

Water consumption across the Application Site would have primarily been at the Derrygreenagh Works, located outside the Application Site boundary. The water supply at Derrygreenagh Works was not supplied by a mains water connection, but by an onsite groundwater abstraction well. This well is not recorded in the GSI's national Well Database (GSI, 2023). The Toberdaly Public Supply groundwater source protection zone is mapped to the east of Ballybeg Bog. Springs at Toberdaly were developed as part of the ESB peat powered Rhode power station. The abstraction to supply Rhode power station ceased in 2003 following the closure of the power station. Toberdaly continues to be used as a public water supply.

14.3.3.3 Wastewater Services & Infrastructure

Welfare facilities including toilets and canteen facilities were provided for employees involved in peat extraction and ancillary activities at the Application Site. While the principal welfare facilities were located within the Derrygreenagh Works offices (located outside the Application Site boundary), smaller welfare outposts were located across the Application Site to provide convenient access for workers operating in more remote areas.

The workshops and offices at Derrygreenagh works were constructed in 1955, prior to the baseline assessment year of 1988 and before the commencement of the Planning and Development Act 1963 (1 October 1964). Accordingly, as outlined in Section 4.1 of Chapter 4, this infrastructure does not form part of the current Substitute Consent application.

The welfare facilities associated with peat extraction activities within the Application Site are understood to have been designed and constructed prior to the transposition of the Environmental Impact Assessment (EIA) Directive into Irish planning legislation in July 1988. Wastewater generated from these facilities was limited in scale and associated with routine staff welfare requirements.

14.3.3.4 Waste Management

Waste records are not available for the Application Site prior to the baseline year of 1988. However, as the activities undertaken at the Application Site in 1988 were broadly consistent with those carried out during the Peat Extraction Phase, the waste records available for the Peat Extraction Phase, including information reported in the Annual Environmental Reports (AERs), are considered representative of the waste types generated at the 1988 baseline.

The majority of waste generated included;

- Oil and fuel filters
- Boiler ash
- Heavy and light fuels;
- Waste oils (lubricating oil, hydraulic oil) and brake fluids;
- Scrap metal;
- Used batteries
- General waste;
- Paper and cardboard;
- Biodegradable kitchen and canteen waste;
- Workshop waste;
- Packaging waste;
- Waste plastic (primarily in the form of polythene sheeting); and,

Following the grant of the IPC Licence in 2000, waste management activities at the Application Site were undertaken in accordance with the requirements of that licence. Waste management records have been maintained since that time and continue to be managed in accordance with the relevant licence conditions, including Condition 7.3.

As outlined in Section 4.5.4 of Chapter 4, the following measures were carried out with respect to management of waste during the Peat Extraction Phase:

- Waste oils and brake fluids drained from machinery during servicing were collected in drums and emptied to a designated waste oil storage tank;
- Waste oil storage tank contents were transported off-site by a licenced waste disposal contractor;
- Oil and fuel filters were changed at vehicle service intervals;
- Spent filters were collected and disposed of by a licensed waste disposal contractor;
- Used batteries were collected by licensed battery collection contractor;
- Off washings from the self-contained machine parts washer were collected within a sludge tank at the workshops;
- Ash from the onsite boiler was stored in a skip onsite and collected by a licenced waste contractor and taken to a landfill for disposal;
- Waste polythene removed from stockpiles was collected at the roadside by a plastic recycling company; and
- Workshop waste and general refuse from canteens/offices were historically burned on site or disposed of into waste disposal areas at the workshops. This practise changed to the use of skips which were then collected by licenced waste contractors.

14.3.3.5 Telecommunications & Aviation

The Application site is located within three nautical miles (nm) of the M6 motorway. The M6 is used by the Irish Aviation Authority (IAA) as a major linear visual reference feature for Visual Flight Rules (VFR) navigation. The potential aviation impacts of the peat extraction and ancillary activities undertaken during the Peat Extraction, Current and Remedial Phase have been assessed.

The nearest significant aeronautical surfaces that existed in 1988 was Dublin Airport, located approximately 57 km from the Application Site. A summary of the nearest airports including private airports is provided below in Table 14-14.

Table 14-14: Aviation Environment

Installation	Description	Location (County)	Approximate Distance from Application Site	Year Built
Milltownpass Private Airstrip	Small private airstrip	Westmeath	2 km	1943
Clonbullogue Airfield	Private / parachuting airfield. Also known as Lowtown Airfield.	Offaly	11 km	1988
Dublin Airport	Principal airport serving the region.	Dublin	57 km	1940
Spollens Airport	Small airport	Offaly	12 km	-
Taggarts Airstrip	Private	Meath	10 km	2005

Installation	Description	Location (County)	Approximate Distance from Application Site	Year Built
Benfield Aerodrome	Grass-runway airfield	Offaly	20 km	Planning permission Granted in 2022

Radio waves, including microwave radio waves, are used for a wide variety of communication purposes across aviation communications and surveillance systems and across telecommunications (telecoms) systems have been considered in the assessment.

There is limited information regarding telecommunication infrastructure within or in the vicinity of the Application Site during the baseline year. However, current records indicate that approximately 20 telecommunication links traverse the wider area surrounding the Application Site.

As peat extraction activities were confined to ground level and did not involve structures of a height that could interfere with radio transmission paths, it is not considered likely that telecommunications services were affected during the baseline year or the Peat Extraction Phase. Similarly, no effects on telecommunications infrastructure are anticipated during the Current Phase or the Remedial Phase.

14.3.4 Peat Extraction Phase (19858 – 2020)

14.3.4.1 Electricity

As outlined in section 14.3.3.1 of this Chapter, electricity supply to Derrygreenagh Works buildings and workshops (which is located outside the Application Site) was powered by mains electricity from the national electricity grid across the Application Site. The drainage pump stations were also powered by mains electricity from the national grid.

14.3.4.2 Water Supply Infrastructure

As outlined in Section 14.3.3.2, water consumption across the Application Site would have primarily been at the Derrygreenagh Works. No alternative water supply infrastructure was installed.

14.3.4.3 Wastewater Services & Infrastructure

There was no connection to public sewer services during the Peat Extraction Phase and accordingly no impact on public sewerage and wastewater infrastructure associated with the peat extraction and ancillary activities at the Application Site.

Wastewater from the welfare facilities at Derrygreenagh Works is discharged to an on-site septic tank located outside of the Application Site boundary. The effluent is then discharged to a percolation system through peat before penetrating to ground. The septic tank is inspected and de-sludged annually by a licenced waste permit holder to ensure the treatment system is working optimally.

14.3.4.4 Waste Management

Between 1988 and 2020, the regulatory framework governing waste management at the facility evolved significantly. The grant of IPC Licence P0501-01 in 2000 introduced formal environmental management requirements, including the implementation of an Environmental Management System (EMS) and adherence to prescribed waste handling and management procedures. Hazardous and non-hazardous waste were managed under the licence, with improved bunding, oil interceptors, and refuelling procedures.

14.3.4.5 Telecommunications

A telecommunications desk-top study was undertaken in May 2026 in relation to the Application Site and the surrounding area. Although the study was conducted post Peat Extraction Phase, the identified locations and status of telecommunication links, together with the presence or absence of fixed-position masts within the Application Site, provide an indication of the telecommunications infrastructure.

No historical data for telecommunication links is available.

The desktop survey identified 20 telecommunication links in the vicinity of the Application Site. These telecommunications links pass above the Application Site, transmitting and receiving signals between tower masts.

Based on the available data, the operational status of the identified links, and given that the links operate above ground level, it is considered that the links would not have been affected by peat extraction and ancillary activities, which occur at ground level.

A scoping exercise for the Project was also undertaken with the Department of Defence in February 2023 with a subsequent round of scoping conducted in June 2026. No scoping response was received from the Department of Defence.

14.3.5 Current Phase (June 2020 to Present Day)

14.3.5.1 Electricity, Water Supply Infrastructure

The material assets identified for the Peat Extraction Phase under these headings remain unchanged for the Current Phase. No modifications have occurred within the Application Site and within the surrounding area that could be affected by the Current Phase.

14.3.5.2 Waste Management

Peat extraction at the Application Site ceased in June 2020 and Bord na Móna announced the cessation of peat extraction across all operational bogs in January 2021. Peat extraction at the Application Site ceased in June 2020. Decommissioning works are currently being carried out in accordance with Condition 10 of the IPC Licence, which requires the removal, disposal, or recovery of materials, equipment, and substances with the potential to cause environmental pollution. These works include the decommissioning and management of buildings, plant and equipment, waste materials, residual peat stockpiles, and rail infrastructure, as set out in the Decommissioning and Rehabilitation Plans.

Waste management follows Condition 7 of the IPC Licence, ensuring waste is disposed of or recovered by licensed contractors and records are maintained. Bord na Móna aims to reuse or

recycle waste where possible, in preference to recovery or disposal, as outlined in Chapter 4, Section 4.8.1 of this remedial EIAR.

14.3.5.3 Telecommunications

A telecoms scoping exercise was undertaken in May 2026 as part of the remedial EIAR. The results of the scoping exercise indicate that there are 20 radio links in the vicinity of the Application Site. Given the Scope of work during the Current Phase, there are no effects anticipated on telecommunication links.

14.3.6 Remedial Phase

14.3.6.1 Electricity, Water Supply, Wastewater, Telecommunications & Aviation

The material assets identified for the Peat Extraction Phase and the Current Phase are considered to remain unchanged for the Remedial Phase. Bord na Móna has committed to maintaining compliance with the conditions set out in the IPC Licence during the Remedial Phase where applicable.

Waste generated during the Remedial Measures Phase will be limited to small quantities of general waste arising from limited on-site staffing. Waste will be removed from site by a licensed waste collection contractor and transported to an appropriately licensed or permitted facility for off-site reuse, recycling, recovery, or disposal, as appropriate.

14.3.7 Assessment of Likely Significant Effects and Control Measures

14.3.7.1 Do Nothing' Option

As outlined in the EPA Guidelines (May 2022), the description of 'Do-Nothing Effects' relates to the environment as it would be if the Project was never progressed. However, peat extraction was already well established at the Application Site and therefore this scenario was not applicable.

As discussed in Section 3.4.1 of Chapter 3 Consideration of Reasonable Alternatives, the assessment period of this remedial EIAR commenced in 1988, a time at which peat extraction was already well-established at the Application Site. In the context of this remedial EIAR, the Project has been ongoing since the baseline assessment year of 1988. Further, Section 3.4.1 highlights that peat extraction activities commenced at the Application Site in 1958, with drainage works commencing in 1950.

The 'Do-Nothing' option is defined as the peat extraction having ceased at the Application Site in 1988 (as described in Section 3.4.1.1 of Chapter 3).

In the event that the peat extraction had ceased at the Application Site in 1988, it is assumed that lands not yet subject to drainage installation and peat extraction would have remained as relatively intact raised bog, supporting a range of raised bog habitats, including bog woodland, fen, and sphagnum mosses.

Subsequent land uses may also have occurred at the Application Site, including agricultural use, commercial forestry, or other commercial or non-commercial activities. Under this 'Do-Nothing' scenario, IPC Licence Ref. P0501-01 would not have been granted by the EPA in 2000 and associated decommissioning and planned rehabilitation works would not have taken place.



As of 1988, for areas that had been drained in preparation for peat extraction but where extraction had not yet commenced, it is assumed that drainage infrastructure would have remained in place under the 'Do-Nothing' scenario. Maintenance of drainage channels would have ceased from 1988, and these areas would likely have undergone natural recolonisation of the bog surface. Limited third-party turbary activity may also have occurred along intact bog margins, consistent with practices at similar sites.

Peat extraction was already underway at the Application Site prior to the transposition deadline of the EIA Directive in 1988. If peat extraction and associated activities had ceased from 1988 onwards, the residual effects described throughout this remedial EIAR would not have occurred.

However, consideration is given to the following:

- The legislative mandate provided to Bord na Móna under the Turf Development Act 1946, as amended, to acquire and develop peatlands; and
- The uncertainty regarding the planning status of the activity, which did not arise until 2020 and was not evident in 1988.

Accordingly, the 'Do-Nothing' option was not a viable option. Peat extraction and associated ancillary works have occurred at the Application Site from July 1988 onwards. The decision to cease peat extraction was taken in June 2020, and the Application Site is considered in the context of regularising (without prejudice) its planning status to facilitate future development, subject to planning consent as required.

The Application Site has and will continue to undergo revegetation, resulting in a transition from cutover peatland to revegetated peatland. These changes are addressed in the relevant chapters of the remedial EIAR.

In the event that Substitute Consent is not granted, the 'Do-Nothing' option would represent the existing situation at the time of application. Separately, and in accordance with statutory obligations under the IPC Licence, Cutaway Bog Decommissioning and Rehabilitation Plans will continue to be implemented at the Application Site, independent of the Substitute Consent process. Implementation of these plans is included in the assessment.

The role of cutaway and cutover peatlands, such as the Application Site, as a potential resource for amenity, tourism, biodiversity enhancement and conservation, air quality improvement, climate mitigation, renewable energy development, and education forms part of Bord na Móna's long-term vision for the area. The regularisation of the planning status of the Application Site is a key enabling factor in supporting its sustainable use and management of these peatlands. If this does not occur, the opportunity to continue employment and alternative use of the Application Site for the potential resources and activities mentioned above will be significantly restricted.

14.3.7.2 Peat Extraction Phase (1988 to June 2020)

Electricity

Identification of Impact

As outlined in Section 14.3.4.1 electricity supply to Derrygreenagh Works buildings and workshops, and also to the drainage pump stations, was powered by mains electricity from the national grid.

Control Measures

When working near power lines, all of Bord na Móna's sites follow the measures detailed below:

- All staff are trained on the routes and operating voltages of overhead electricity lines running across or near Bord na Móna landholdings.
- All staff must be trained to be aware of the risks associated with overhead lines.
- All contractors that may visit the sites are made aware of the location of lines before they come on to site.
- Information on safe clearances is provided to all staff and bog visitors.
- The suitability of machinery and equipment for use near power lines is risk assessed.
- Signage is erected in canteens and on site.
- Goalposts, when used, should not exceed a height of 4.2 metres, unless specifically agreed with ESB Networks Barriers should run parallel to the overhead line at a minimum horizontal distance of 6 metres on plan from the nearest overhead line conductor wire.
- On occasions when work must be carried out beneath overhead lines, a site-specific risk assessment is undertaken prior to any works. The risk assessment must take into account the maximum potential height that can be reached by the plant or equipment that will be used is undertaken prior to any works.
- Overhead line proximity detection equipment is fitted to machinery when such works are required.

Residual Effect

Peat extraction and ancillary activities and associated groundworks have no impact or interaction with the quality or supply of electricity from overhead power lines. Safety measures were implemented at the Application Site to prevent any physical contact between machinery and the lines. Electricity demand during the Peat Extraction Phase was relatively minor. As a result, the residual effect on electricity supply during this phase is considered long-term, not significant, and neutral.

Significance of Effects

Based on the assessment above there was no significant effect on electricity supply during the Peat Extraction Phase.

14.3.7.2.1 Water Supply

Identification of Impact

As outlined in Section 14.3.4.2, water consumption across the Application Site is primarily at the Derrygreenagh Works for domestic use. The water supply was from a well located outside the Application Site boundary.

Water was not directly required for peat extraction. Water supply was used for machine washing, and for welfare facilities including toilets and canteen.

Control Measures

Pre-IPC Licence

During the period between 1988 and 2000, prior to the IPC Licence taking effect at the Application Site, control measures were implemented by Bord na Móna for the protection of water supplies. These measures related to machinery maintenance and storage, refuelling facilities, surface water management, maintenance of internal drains, maintenance of onsite water pumps, and silt management. Details of these measures are provided in Section 4.5.4 of Chapter 4.

Post-IPC Licence

Since the grant of the IPC Licence in 2000, activities at the Application Site have been undertaken in accordance with the requirements of the licence, including conditions relating to emissions to water and water protection. These measures included:

- Regular monitoring and reporting of surface water discharges;
- Compliance with emission limit values for discharges to water;
- Management, inspection and maintenance of silt ponds and drainage infrastructure;
- Implementation of sediment control measures to minimise the release of suspended solids;
- Surface water protection measures, including bunding of fuel and chemical storage areas;
- Spill prevention and emergency response procedures;
- Installation and maintenance of oil interceptors and wastewater treatment infrastructure; and
- Ongoing inspection, monitoring and maintenance programmes to protect surface water and groundwater quality.

The implementation of these measures ensured that water management activities at the Application Site were subject to a comprehensive system of monitoring, maintenance and environmental control throughout the operational period.

Residual Effect

The residual effect of peat extraction and ancillary activities on water services is considered to have had a long term, imperceptible and neutral effect.

Significance of Effects

Based on the assessment above there was no significant effect on water supply during the Peat Extraction Phase.

14.3.7.2.2 Wastewater

Identification of Impact

Wastewater from the welfare facilities at Derrygreenagh Works, located outside the Application Site boundary, and is discharged to an on-site septic tank with the effluent discharged to a percolation system through peat before penetrating to ground. The septic tank is inspected and de-sludged annually by a licenced waste permit holder to ensure the treatment system is working optimally.

Control Measures

The Application Site complies with Condition 6 and Condition 9 of the IPC Licence which pertain to Emissions to Water and Water Protection respectively.

Residual Effect

The residual effect of peat extraction and ancillary activities on wastewater is considered to have had a long term, imperceptible and neutral effect.

Significance of Effects

Based on the assessment above, there were no significant effects on wastewater during the Peat Extraction Phase.

14.3.7.2.3 Waste Management

Identification of Impact

As outlined in Section 4.5.4, control measures were carried out with respect to management of waste. Since 2000 onwards, a waste management procedure in line with Condition 7 of the IPC Licence compliance has been in operation at the Application Site. All waste materials are documented, weighed, recycled or reused where possible, and removed from site by licenced contractors.

Control Measures

Pre-IPC Licence

Between 1988 and 2000, prior to the implementation of the IPC Licence at the Application Site, Bord na Móna had adopted control measures to mitigate potential impacts associated with waste management. These measures, as detailed in Section 4.7.7 of Chapter 4, were implemented to minimise environmental risks and ensure responsible waste handling practices.

Post-IPC Licence

Bord na Móna was granted an IPC Licence (Reg. No. P0501-01) for the Derrygreenagh Bog Group (within which the Application Site is located) in 2000. Following the grant of the IPC Licence, waste management activities at the Application Site were undertaken in accordance with the requirements of the IPC Licence.



The licence required that:

- Waste was only recovered or disposed of at appropriately authorised facilities;
- Waste was transported by authorised waste contractors;
- Detailed records of waste generation, storage, transport, recovery and disposal were maintained;
- Hazardous waste movements were tracked and documented;
- Waste quantities and classifications were reported to the EPA through the Annual Environmental Report (AER); and
- Ash and screening disposal areas were identified and managed in accordance with EPA requirements.

These measures ensured that waste generated during peat extraction and associated activities was managed, monitored and disposed of in accordance with applicable environmental legislation and licence requirements, thereby minimising the potential for adverse effects on the environment and surrounding material assets.

Residual Effect

The residual effect of peat extraction and ancillary activities on waste management is considered to have had a long term, slight and negative effect.

Significance of Effects

It is considered that the Peat Extraction Phase had a long-term, slight and negative effect on waste management.

14.3.7.2.4 Telecommunications and Aviation

Identification of Impact

As outlined in Section 14.3.4, peat extraction and ancillary activities did not interact with radio and telecommunications links which pass over the Application Site. As outlined in Section 14.3.4.5 above, the historical peat extraction at the Application Site has not caused any interference with aviation or nearby structures, as the aviation area is outside the site boundaries.

Control Measures

No control measures for telecoms or aviation interference were necessary during the Peat Extraction Phase.

Residual Effect

The Peat Extraction Phase had no residual effects on Telecommunications and Aviation.

Significance of Effects

Based on the assessment above there was no significant effects on Telecommunications and Aviation during the Peat Extraction Phase.

14.3.7.3 Current Phase (July 2020 to Present Day)

14.3.7.3.1 Electricity

Identification of Impact

The electrical supply infrastructure in place during the Peat Extraction Phase remains unchanged in the Current Phase.

Control Measures

Since 2005, all Bord na Móna's operations are in full accordance with The Safety, Health and Welfare Act 2005.

Residual Effect

There is no residual effect on electricity during the Current Phase.

Significance of Effects

Based on the assessment above there is no significant effect on electricity during the Current Phase.

14.3.7.3.2 Water Supply

Identification of Impact

Water was not directly required for peat extraction. Water supply was used for machine washing, and for welfare and canteen facilities at the Derrygreenagh Works, which is located outside the Application Site boundary.

Control Measures

The Application Site adheres to Conditions 6 and 9 of the IPC Licence, which relate to Emissions to Water and Water Protection, respectively.

Residual Effect

The residual effect of Current Phase activities on the water supply is considered a Short-term, imperceptible, Negative effect in nature.

Significance of Effects

Based on the above assessment, no significant effects on water supply were identified during the Current Phase.

14.3.7.3.3 Wastewater

Identification of Impact

Wastewater from the welfare facilities at the Derrygreenagh Works (located outside the Application Site boundary) is discharged to an on-site septic tank with the effluent discharged to a percolation system through peat before penetrating to ground.

Control Measures

The septic tank is inspected and de-sludged annually by a licenced waste permit holder to ensure the treatment system is working optimally.

Residual Effect

The residual effect of Current Phase activities on wastewater is regarded as a short-term, imperceptible negative effect.

Significance of Effects

There are no significant effects on wastewater during the Current Phase.

14.3.7.3.4 Waste Management

Identification of Impact

Waste management procedures compliant with Condition 7 of the IPC Licence have been in place at the Application Site, since 2000. All waste materials are recorded, weighed, recycled or reused where possible, and removed from the site by licensed contractors.

Control Measures

Condition 7 of the IPC Licence mandates the reduction, reuse, and recycling of waste materials whenever possible. Materials that cannot be reused or recycled are disposed of by licensed waste operators.

Residual Effect

The residual effect of the Current Phase activities on waste management is considered to be a short-term, slight and negative effect.

Significance of Effects

The Current Phase is considered to have a slight effect on Waste Management.

14.3.7.3.5 Telecommunications and Aviation

Identification of Impact

The potential impacts on telecoms and aviation assets are as outlined for the Peat Extraction Phase in Section 14.3.4.1 above.

Control Measures

No control measures for telecoms or aviation interference were required.

Residual Effect

There is no residual effect on telecoms or aviation during the Current Phase.

Significance of Effects

There were no significant effects on telecommunications and aviation during the Current Phase.

14.3.7.4 Remedial Phase

14.3.7.4.1 Electricity

Identification of Impact

The potential interactions with electricity infrastructure during the Remedial Phase are similar to those identified for the Peat Extraction Phase and Current Phase. Remedial activities will utilise existing infrastructure and are not expected to result in any additional demand on, or alteration to, the electricity network.

Mitigation Measures

No mitigation measures are required.

Residual Effect

There will be no residual effects from the Remedial Phase on the electricity infrastructure.

Significance of Effects

The effect on electricity infrastructure during the Remedial Phase is assessed as Neutral and not significant in EIA terms.

14.3.7.4.2 Water Supply

Identification of Impact

There are no underground water supply or sewerage networks within the areas of the Application Site where peatland rehabilitation works will be undertaken. Accordingly, no direct effects on water supply infrastructure are anticipated during the Remedial Phase.

Mitigation Measures

Bord na Móna will continue to comply with the requirements of the IPC Licence and associated environmental management procedures throughout the Remedial Phase.

Residual Effect

No residual effects on water supply infrastructure are anticipated during the Remedial Phase.

Significance of Effects

The effect on water supply infrastructure during the Remedial Phase is assessed as Neutral and not significant in EIA terms.

14.3.7.4.3 Wastewater

Identification of Impact

Wastewater generated from welfare facilities at Derrygreenagh Works (located outside the Application Site boundary) will continue to be discharged to an on-site septic tank and percolation area. The limited scale of wastewater generation associated with the Remedial Phase is not expected to result in any adverse effects on wastewater infrastructure.

Mitigation Measures

No additional mitigation measures are required. Existing wastewater management arrangements will remain in place throughout the Remedial Phase.

Residual Effect

No residual effects on wastewater infrastructure are anticipated during the Remedial Phase.

Significance of Effects

The effect on wastewater infrastructure during the Remedial Phase is assessed as Neutral and not significant in EIA terms.

14.3.7.4.4 Waste Management

Identification of Impact

Waste generated during the Remedial Phase will be minimal and will primarily comprise general waste arising from the small on-site staff (6 average daily employees). All waste will be removed from the site and managed appropriately, with recycling undertaken wherever practicable.

Mitigation Measures

Bord na Móna will continue to comply with IPC Licence requirements throughout the Remedial Phase.

Residual Effect

The residual effect on waste management is assessed as Neutral, with no adverse effects anticipated.

Significance of Effects

The effect on waste management during the Remedial Phase is assessed as Neutral and not significant in EIA terms.

14.3.7.4.5 Telecommunications and Aviation

Identification of Impact

The potential interactions with telecommunications and aviation infrastructure during the Remedial Phase are consistent with those identified for the Peat Extraction Phase (Section 14.3.7.2). Remedial activities will be limited in scale and will not involve structures or activities that could interfere with telecommunications links or aviation operations.

Mitigation Measures

No mitigation measures for telecoms or aviation interference will be required.

Residual Effect

No residual effects on telecommunications or aviation infrastructure are anticipated during the Remedial Phase.

Significance of Effects

The effect on telecommunications and aviation infrastructure during the Remedial Phase is assessed as Neutral and not significant in EIA terms.

14.3.8 Cumulative and In-Combination Effects

As outlined in Section 2.9 of Chapter 2 the projects considered in relation to the potential for cumulative effects, and for which all relevant data was reviewed, include existing and historical large-scale developments in operation surrounding the Application Site was carried out to identify those projects with the potential to have had a cumulative effect on the environment during the assessment period, i.e., since 1988. This included developments which were constructed prior to 1988 but were operational between 1988 and the present day at the same time as the peat extraction works, as well as developments which were built after 1988 and operational at the same time as peat extraction activities.

14.3.8.1 Peat Extraction Phase

The potential cumulative and in-combination effects arising from the Peat Extraction Phase of the Project, together with other relevant activities and projects within the Application Site, are considered below.

Electricity, Telecommunications, Aviation

Peat extraction and ancillary activities at the Application Site did not result in impacts on, or interactions with, electricity, telecommunications or aviation assets. Therefore, there are no cumulative or in combination effects on these assets.

Water Supply

The residual effect of peat extraction activities and ancillary activities on water services is considered to have had a long term, imperceptible and neutral effect. Based on the assessment above there was no significant cumulative or in-combination effects on water supply during the Peat Extraction Phase.

Wastewater

The residual effect of peat extraction and ancillary activities on wastewater is considered to have had a long term, imperceptible and neutral effect. Based on the assessment above, there were no significant cumulative or in-combination effects on wastewater during the Peat Extraction Phase.

Waste Management

The residual effect of peat extraction and ancillary activities on waste management is considered to have been long-term, slight, and negative. In addition to peat extraction and ancillary activities within the Application Site, the sand and gravel extraction activities undertaken within the surrounding area had the potential to generate waste. However, wastes arising from these activities would have been managed under separate waste management obligations and regulatory controls.

Waste generated during peat extraction operations at the Application Site was managed in accordance with the waste management conditions of the IPC Licence, thereby ensuring the appropriate handling, storage, recovery and disposal of waste materials. Given the limited volumes of waste generated, the availability of existing licensed waste management infrastructure, and the regulatory controls governing both peat extraction and sand and gravel extraction activities, no significant cumulative or in-combination effects on waste management are predicted.

14.3.8.2 Current Phase

The projects considered in relation to the potential for cumulative effects during the Current Phase are identified in Section 2.9 of Chapter 2.

Electricity, Telecommunications, Aviation

The Current Phase activities at the Application Site have not resulted in impacts on or interactions with, electricity, telecommunications or aviation assets. Therefore, there are no cumulative or in combination effects on these assets.

Water Supply

The residual effect of Current Phase activities on the water supply is considered a short-term in nature. Therefore, based on the above assessment, no significant cumulative or in combination effects on water supply were identified during the Current Phase.

Wastewater

The residual effect of Current Phase activities on wastewater is considered to have had a long term, imperceptible and neutral effect. Based on the assessment above, there were no significant cumulative or in combination effects on wastewater during the Current Phase.

Waste Management

The residual effect of Current Phase activities on waste management is considered to be short-term, imperceptible, and negative. Waste generated within the Application Site is limited in quantity and is managed in accordance with applicable waste management requirements and regulatory controls. Although mineral extraction, industrial, energy, and other strategic developments within the wider area have the potential to generate waste, these developments are subject to separate waste management obligations and utilise existing licensed waste management infrastructure. Accordingly, no significant cumulative or in-combination effects on waste management infrastructure or capacity are predicted.

14.3.8.3 Remedial Phase

Future projects, considered that may be constructed or continue to operate after present day during the Remedial Phase, are detailed in section 2.9 of Chapter 2.

Electricity, Telecommunications, Aviation, Wastewater and Water Supply

The Remedial Phase activities within the Application Site do not give rise to impacts or interactions affecting the quality or supply of electricity, telecommunications, aviation assets,

wastewater infrastructure or water supply infrastructure. Accordingly, no cumulative or in-combination effects on these assets are identified.

Waste Management

The Remedial Phase activities at the Application Site will have a short-term, negligible negative effect on waste management. There are no projects identified in Chapter 2 that will give rise to cumulative or in-combination effects.

Potential Future Land Use

There is limited potential for impacts on electricity, telecommunications services, water supply and waste management arising from the rehabilitation measures at the Application Site outlined in Chapter 4 of the rEIAR.

Any future development within the Application Site, will be the subject of separate planning applications. Where required, such applications will be accompanied by an Environmental Impact Assessment Report (EIAR), which will assess the likely significant environmental effects associated with the construction, operation and decommissioning of the respective developments, including consideration of the rehabilitation measures being implemented at the Application Site.

14.3.9 Major Accidents and Disasters

Historically, there has been limited potential for significant natural disasters to occur within the Application Site. The potential natural disasters that may occur on peatlands are limited to flooding, fire or landslides.

There is no record of historic landslides occurring within the Application Site.

Condition 13 of the IPC Licence states that it is the responsibility of the licence holder (Bord na Móna) to ensure that a documented Emergency Response Procedure is in place which shall address any emergency situation which may originate on-site. This Procedure shall include provision for minimising the effects of any emergency on the environment. As the licence is still active, this procedure is still in place.

Bord na Móna's Management team act as the committee to discuss and deliberate on matters relating to fire prevention and firefighting within the business.

Based on the data in the Annual Environmental Reports (AER) there is record of a bog fire at the Application Site in 2013.

The most recent incident occurred at Drumman Bog in July 2026 and was reported to the Environmental Protection Agency (EPA) under Incident No. INCI033357 on the 15 July 2026 and updates to the EPA were provided on 14 August 2026. The fire followed a period of exceptionally high temperatures. Corrective measures implemented to prevent the spread of the fire both within and beyond Bord na Móna lands included the establishment of fire breaks. The fire was subsequently brought under control later in July 2026.

Bord na Móna will continue to implement the Conditions of the IPC Licence during the Current Phase and Remedial Phase of the Project. Consequently, the risk of significant environmental

effects arising from major accidents or disasters is considered to be low, and no significant residual effects are predicted.

14.3.10 Conclusion

This chapter of the Remedial Environmental Impact Assessment Report (remedial EIAR) assesses the likely significant effects of the Project on material assets at the Application Site, including effects associated with the Peat Extraction, Current and Remedial Phases. The EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022) state that 'Material assets can now be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes transport infrastructure'. The EPA Guidelines (2022) define the following material assets: Built Services, Roads and Traffic, and Waste Management.

Overall, the assessment of traffic and transportation associated with the Peat Extraction, Current and Remedial Phases indicates that the Project has not resulted, and is not anticipated to result, in significant effects on the surrounding road network.

During the Peat Extraction Phase, quantified traffic represented approximately 5.5% of the available reference traffic volume on the R400 and less than 1% on the M6 under the conservative assessment approach adopted. During the Current Phase, the corresponding proportions reduced to approximately 1.5% on the R400 and less than 0.3% on the M6. For the Remedial Phase, the quantified staff traffic during Years 1 and 2 represents approximately 0.4% of the R400 reference traffic volume and less than 0.1% on the M6, with traffic expected to reduce substantially from Year 3 onwards.

Based on the above, the significance of effect relating to traffic and transportation for each phase is summarise below:

- Peat Extraction Phase: Slight Negative, Not Significant Current Phase: Imperceptible, Negative, Not Significant
- Remedial Phase: Slight Negative, Not Significant.

In relation to Material Assets, the assessment has identified no significant residual effects associated with electricity supply, water supply, wastewater, telecommunications or aviation during the Peat Extraction, Current or Remedial Phases. Waste management effects were assessed as slight and negative during the Peat Extraction and Current Phases, while no significant effect is anticipated during the Remedial Phase.

The assessment of cumulative and in-combination effects has identified no significant effects on material assets. The potential for major accidents and disasters is considered low, with no significant residual effects predicted, taking account of the controls and emergency response measures implemented under the IPC Licence.

14.3.11 References

- remedial EIAR Environmental Protection Agency (EPA), Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, 2022.
- European Commission, Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report, 2017.
- Institute of Environmental Management and Assessment (IEMA), Environmental Assessment of Traffic and Movement, 2023.
- Transport Infrastructure Ireland (TII), Traffic and Transport Assessment Guidelines (PE-PDV-02045), 2014.
- Transport Infrastructure Ireland (TII), Traffic Data Portal and Permanent Traffic Counter Data, including M6 traffic count stations TMU M06 010.0 W and TMU M06 025.0 W, 2023 data, accessed September 2026.
- Derrygreenagh Power Project EIAR – An Coimisiún Pleanála Case Ref. PA19.319023, Chapter 14 and Appendix 14A, including the R400 classified traffic survey undertaken on 22 March 2023.
- Transport Infrastructure Ireland (TII), Project Appraisal Guidelines for National Roads Unit 16.1 – Expansion Factors for Short Period Traffic Counts (PE-PAG-02039), 2016.
- Bord na Móna, HGV movement records for Derryhinch, Drumman, Ballybeg and Toar Bogs, 1992–2021.
- Bord na Móna, staffing and operational information for the Peat Extraction, Current and Remedial Phases, provided for the purposes of this assessment.
- Bord na Móna, historical peat extraction, transport, decommissioning and rehabilitation information, as described in Chapter 4 (Project Description) of this remedial EIAR.
- Environmental Protection Agency (EPA), Integrated Pollution Control Licence Reg. No. P0501-01, Derrygreenagh Bog Group, issued to Bord na Móna Energy Ltd., including applicable amendments. Chapter 4 confirms that the Application Site is within the Derrygreenagh Bog Group and that Licence P0501-01 is issued to Bord na Móna Energy Ltd.
- Department of Transport, Traffic Signs Manual.
- Design Manual for Roads and Bridges (DMRB), relevant standards and guidance.
- Google Maps and Google Earth aerial imagery and mapping accessed May 2026.
- Planning and Development Act 2000 (as amended).
- Directive 2011/92/EU of the European Parliament and of the Council on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU.



