APPENDIX 2-1

Copy of Scoping Responses

Mr. Ian Lumley,
An Taisce,
Tailors Hall,
Back Lane,
Dublin 8

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Mr. Ian Lumley,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:09
To: 'planning@antaisce.org'
Cc: 'Jonny Fearon'
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Sir or Madam,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:26
To: 'planning@antaisce.org'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

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Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:11
To: 'reception@artscouncil.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:49
To: Roger Woods
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tuam Road, Galway
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Evan Connolly

From: Roger Woods <rwoods@bai.ie>
Sent: Wednesday 19 January 2022 16:52
To: Shaun Doolin
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Hi Shaun

The BAI does not perform an in-depth analysis of the effect of wind turbines on FM networks. However, we are not aware of any issues from existing windfarms into existing FM networks. Also, the proposed windfarms are not located close to any existing or planned FM transmission sites.

Regards

Roger

Senior Executive Engineer
Broadcasting Authority of Ireland
2-5 Warrington Place
Dublin D02 XP29

Tel: 01 6441200
Fax: 01 6441299

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Tá an ríomhphost seo agus aon iatán a ghabhann leis rúnda agus is leis an duine sin amháin a bhfuil siad seolta chuige/chuici a bhaineann siad. Muna duitse an ríomhphost seo, ní ceart é a léamh ná a scaoileadh chuig aon tríú páirtí. Iarrtar ort teachtaireacht a sheoladh chuig an seoltóir nó chuig info@bai.ie, agus an ríomhphost seo a scrios.

From: Shaun Doolin <sdoolin@mkoireland.ie>
Sent: Wednesday 19 January 2022 16:26
To: Roger Woods <rwoods@bai.ie>
Subject: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Good afternoon,

We are undertaking constraints mapping for the viability of a wind farm development at three sites (Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny). There are no turbine layouts at this early stage yet. Please see attached KML files of the three preliminary site boundaries.

Centre coordinates for the sites are:

Killuremore, Co. Galway
Irish Grid: 177505.4577, 234214.7124
ITM: 577461.0806, 734241.6963
Lat/Long: 53.3579°, -8.338582°
Approximate Radius: 4km

Sharragh, Co. Tipperary

Irish Grid: 198737.8366, 202630.0680
ITM: 598688.7213, 702663.7551
Lat/Long: 53.07459°, -8.019569°
Approximate Radius: 3km

Killoshulan, Co. Kilkenny
Irish Grid: 234469.6216, 165674.5034
ITM: 634412.6237, 665716.056
Lat/Long: 52.74142°, -7.490374°
Approximate Radius: 4km

Have you any links in these areas and if so, what set back distances would you require?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:19
To: Roger Woods
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

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From: Roger Woods <rwoods@bai.ie>
Sent: Friday 23 September 2022 10:19
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Jonny

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Regards

Roger

Senior Executive Engineer
Broadcasting Authority of Ireland
2-5 Warrington Place
Dublin D02 XP29

Tel: 01 6441200
Fax: 01 6441299

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Please consider the environment before printing this email

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:49
To: Roger Woods <rwoods@bai.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Yours sincerely,



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Environmental Scientist
McCarthy Keville O'Sullivan Ltd

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Tara Ivanovic

From: Roger Woods <rwoods@bai.ie>
Sent: Friday 8 May 2026 12:23
To: Evan Connolly
Cc: Jonny Fearon
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Hi Evan

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Regards

Roger
Innealtóir Feidhmiúcháin Sinsearach | Senior Executive Engineer

T: +353 (0)1 644 1200 | rwoods@cnam.ie

Coimisiún na Meán

1 Áras Shíol Bhroinn, Bóthar Shíol Bhroinn, Baile Átha Cliath, D04 NP20, Éire.
1 Shelbourne Buildings, Shelbourne Road, Dublin, D04 NP20, Ireland.

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Déan machnamh ar an timpeallacht, le do thoil, roimh an ríomhphost seo a phriontáil.

Please consider the environment before printing this email.

External Restricted

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Friday 8 May 2026 12:19
To: Roger Woods <rwoods@bai.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
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From: Roger Woods <rwoods@bai.ie>
Sent: Friday 23 September 2022 10:19
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>

Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Jonny

The BAI does not perform an in-depth analysis of the effect of wind turbines on FM networks. However, we are not aware of any issues from existing windfarms into existing FM networks. Also, the proposed windfarms are not located close to any existing or planned FM transmission sites.

Regards

Roger

Senior Executive Engineer
Broadcasting Authority of Ireland
2-5 Warrington Place
Dublin D02 XP29

Tel: 01 6441200
Fax: 01 6441299

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Tá an ríomhphost seo agus aon iatán a ghabhann leis rúnda agus is leis an duine sin amháin a bhfuil siad seolta chuige/chuici a bhaineann siad. Muna duitse an ríomhphost seo, ní ceart é a léamh ná a scaoileadh chuig aon tríú páirtí. Iarrtar ort teachtaireacht a sheoladh chuig an seoltóir nó chuig info@bai.ie, agus an ríomhphost seo a scrios.

Please consider the environment before printing this email

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:49
To: Roger Woods <rwoods@bai.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:37
To: tinaa@batconservationireland.org
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf

Dear Dr. Tina Aughney,

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Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:03
To: 'tinaa@batconservationireland.org'
Cc: 'Jonny Fearon'
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Hi Tina,

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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Sent: Thursday 22 September 2022 16:37
To: tinaa@batconservationireland.org
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
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Jonathan Fearon
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Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:06
To: 'info@batconservationireland.org'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

To whom it may concern,

Please see below email regarding scoping request

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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Sent: Friday 8 May 2026 12:03
To: 'tinaa@batconservationireland.org' <tinaa@batconservationireland.org>
Cc: 'Jonny Fearon'
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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From: Jonny Fearon
Sent: Thursday 22 September 2022 16:37
To: tinaa@batconservationireland.org
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Mr. Oran O'Sullivan,
BirdWatch Ireland,
1 Springmount,
Newtownmountkennedy,
Co. Wicklow

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 13:39
To: 'info@birdwatchireland.ie'
Cc: 'Jonny Fearon'
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

FAO: Policy and Advocacy Team,

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Evan

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From: Jonny Fearon
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

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As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Sir/Madam,
Commission for Regulation of Utilities , Water
and Energy,
The Grain House, The Exchange,
Belgard Square North,
Tallagh
Dublin 24

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir/Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:28
To: 'planning@cru.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

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Sir or Madam,
Department of Agriculture, Food and the Marine,
Johnstown Castle Estate,
Wexford,

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

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Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Tara Ivanovic

From: Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Sent: Wednesday 28 September 2022 11:49
To: Jonny Fearon
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Wind Farm Co Kilkenny.pdf

You don't often get email from environmental_co-ordination@agriculture.gov.ie. Learn why this is important

Good morning,

Please see comments attached from our Forestry Division.

Regards

Breeda

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Department of Agriculture, Food and the Marine

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An Roinn Talmhaíochta, Bia agus Mara

Tá an t-eolais san ríomhphost seo, agus in aon ceangláin leis, faoi phribhléid agus faoi rún agus le h-aghaigh an seolaí amháin. D'fhéadfadh ábhar an seoladh seo bheith faoi phribhléid profisiúnta nó dlíthiúil. Mura tusa an seolaí a bhí beartaithe leis an ríomhphost seo a fháil, tá cosc air, nó aon chuid de, a úsáid, a chóipeál, nó a scaoileadh. Má tháinig sé chugat de bharr dearmad, téigh i dteagmháil leis an seoltóir agus scrios an t-ábhar ó do ríomhaire le do thoil.

MKO
Tuam Road
Galway
H91 VW84

27 September 2022

Re: **Scoping Request for the proposed Killoshulan Wind Farm at Killoshulan and surrounding townlands in County Kilkenny.**

Dear Sir/Madam,

The following are the comments from this Division in relation to the proposed development:

If the proposed development will involve the felling or removal of any trees, the developer must obtain a Felling License from this Department before trees are felled or removed. A Felling Licence application form can be obtained from **Felling Section, Department of Agriculture, Food and the Marine, Johnstown Castle Estate, Co. Wexford**. Email: felling.forestservice@agriculture.gov.ie or Web gov.ie - Tree Felling Licences (www.gov.ie)

A Felling Licence granted by the Minister for Agriculture, Food and the Marine provides authority under the Forestry Act 2014 to fell or otherwise remove a tree or trees and/or to thin a forest for silvicultural reasons. The Act prescribes the functions of the Minister and details the requirements, rights and obligations in relation to felling licences. The principal set of regulations giving further effect to the Forestry Act 2014 are the Forestry Regulations 2017 (S.I. No. 191 of 2017).

The developer should take note of the contents of **Felling and Reforestation Policy** document which provide a consolidated source of information on the legal and regulatory framework relating to tree felling; gov.ie - Tree Felling Licences (www.gov.ie) As this development is within forest lands, particular attention should be paid to deforestation, turbulence felling and the requirement to afforest alternative lands.

In order to ensure regulated forestry operations in Ireland accord with the principles of sustainable forest management (SFM), as well fulfilling the requirements of other relevant environmental protection laws, the Department (acting through its Forest Service division) must undertake particular consultations, and give certain matters full consideration during the assessment of individual Felling Licence applications. This includes consultation with relevant bodies, the application of various protocols and procedures (e.g. Forest Service Appropriate Assessment Procedure), and the requirement for applicants on occasion to provide further information (e.g. a Natura Impact Statement).

Consequently, when the Forest Service is considering an application to fell trees, the following applies:

1. The interaction of these proposed works with the environment locally and more widely, in addition to potential direct and indirect impacts on designated sites and water, is assessed. Consultation with relevant environmental and planning authorities may be required where specific sensitivities arise (e.g. local authorities, National Parks & Wildlife Service, Inland Fisheries Ireland, and the National Monuments Service);

2. Where a tree Felling Licence application is received, the Department will publish a notice of the application before making a decision on the matter. The notice shall state that any person may make a submission to the Department within 30 days from the date of the notice. The notices are published online at: gov.ie - Felling Licence Applications (www.gov.ie)

3. Third parties that make a submission or observation will be informed of the decision to grant or refuse the licence, and on request, details of the conditions attached to the licence, the main reasons and considerations on which the decision to grant or refuse the licence was based, and where conditions are attached to any licence, the reasons for the conditions. Both third parties and applicants will be also informed of their right to appeal any decision within 14 days to the Forestry Appeals Committee. Felling Licence decision are published online at: gov.ie - Felling Licence Decisions (www.gov.ie)

It is important to note that when applying to **a Local Authority**, or **An Bord Pleanàla**, for planning permission where developments are:

a) subject to an EIA procedure (including screening in the case of a sub-threshold development) and any resulting requirement to produce an EIAR; and/or

b) subject to an Appropriate Assessment procedure (including screening) and any resulting requirement to a Natura Impact Statement (NIS); and

c) the proposed development in its construction or operational phases, or any works ancillary thereto, would directly or indirectly involve the felling and replanting of trees, deforestation for the purposes of conversion to another type of land use, or replacement of broadleaf high forest by conifer species,

1. that there is a requirement inter alia under the EIA Directive for an overall assessment of the effects of the project or the alteration thereof on the environment to be undertaken, including the direct and indirect environmental impact of the project;

   and

2. pursuant to Article 2(3) of the EIA Directive, the Department of Agriculture, Food and the Marine strongly recommends that, notwithstanding the fact that a parallel consent in the form of felling licence may also have to be applied for, any EIAR and/or NIS produced in connection with the application for planning permission to the Local Planning Authority or An Bord Pleanàla, should include an assessment of the impact of and measures, as appropriate, to prevent, mitigate or compensate for any significant adverse effects direct or indirect identified on the environment arising from such felling and replanting of trees, deforestation for the purposes of conversion to another type of land use, or replacement of broadleaf high forest by conifer species.

Yours sincerely,



Catherine Boyce
Felling Section
Department of Agriculture, Food and the Marine
Johnstown Castle
Co Wexford

Tara Ivanovic

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday 11 May 2026 16:30
To: environmentalco-ordination@agriculture.gov.ie
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

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Tara Ivanovic

From:	Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Sent:	Thursday 14 May 2026 10:49
To:	'econnolly@mkoireland.ie'
Subject:	FW: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments:	Killoshulan Renewable wind farm Near Urlingford, Johnstown, Urlingford co Kilkenny.pdf

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Good morning,

Please see attached observations/comments.

Environmental Co-ordination Unit

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday 11 May 2026 16:30
To: Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Kind regards,
Evan

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Disclaimer:

Department of Agriculture, Food and the Marine

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An Roinn Talmhaíochta, Bia agus Mara

Tá an t-eolas sa ríomhphost seo, agus in aon cheangaltáin leis, faoi rún agus tá sé dírithe ar an bhfaighteoir/na faighteoirí beartaithe amháin agus níor cheart ach dóibh siúd é a úsáid. D'fhéadfadh an t-eolas seo a bheith faoi réir pribhléid dhlíthiúil agus ghairmiúil. Mura tusa faighteoir beartaithe an ríomhphoist seo, níor cheart duit an teachtaireacht seo, nó aon chuid di, a úsáid, a nochtadh, a chóipeáil, a dháileadh nó a choinneáil. Má fuair tú an ríomhphost seo go hearráideach, cuir an

seoltóir ar an eolas láithreach agus scrios gach cóip den ríomhphost seo ó chóra(i)s do ríomhaire, le do thoil.

An Roinn Talmhaíochta,
Bia agus Mara
Department of Agriculture,
Food and the Marine

MKO
Tuam Road
Galway
Ireland
H91 VW84

13th May 2026

Re: Proposed wind farm development on behalf of Killoshulan Renewable Energy Limited located near the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

Dear Sir/Madam,

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The developer should take note of the contents of **Felling and Reforestation Policy** document which provide a consolidated source of information on the legal and regulatory framework relating to tree felling; gov.ie - Tree Felling Licences (www.gov.ie) As this development is within forest lands, particular attention should be paid to deforestation, turbulence felling and the requirement to afforest alternative lands.

In order to ensure regulated forestry operations in Ireland accord with the principles of sustainable forest management (SFM), as well fulfilling the requirements of other relevant environmental protection laws, the Department (acting through its Forest Service division) must undertake particular consultations, and give certain matters full consideration during the assessment of individual Felling Licence applications. This includes consultation with relevant bodies, the application of various protocols and procedures (e.g. Forest Service Appropriate Assessment Procedure), and the requirement for applicants on occasion to provide further information (e.g. a Natura Impact Statement).

Consequently, when the Forest Service is considering an application to fell trees, the following applies:

1. The interaction of these proposed works with the environment locally and more widely, in addition to potential direct and indirect impacts on designated sites and water, is

assessed. Consultation with relevant environmental and planning authorities may be required where specific sensitivities arise (e.g. local authorities, National Parks & Wildlife Service, Inland Fisheries Ireland, and the National Monuments Service);

2. Where a tree Felling Licence application is received, the Department will publish a notice of the application before making a decision on the matter. The notice shall state that any person may make a submission to the Department within 30 days from the date of the notice. The notices are published online at: gov.ie - Felling Licence Applications (www.gov.ie)

3. Third parties that make a submission or observation will be informed of the decision to grant or refuse the licence, and on request, details of the conditions attached to the licence, the main reasons and considerations on which the decision to grant or refuse the licence was based, and where conditions are attached to any licence, the reasons for the conditions. Both third parties and applicants will be also informed of their right to appeal any decision within 14 days to the Forestry Appeals Committee. Felling Licence decision are published on the Departments Forestry Licence Viewer 9FLV) link here: Forestry Licence Viewer (agriculture.gov.ie)

It is important to note that when applying to **a Local Authority**, or **An Bord Pleanàla**, for planning permission where developments are:

a) subject to an EIA procedure (including screening in the case of a sub-threshold development) and any resulting requirement to produce an EIAR; and/or

b) subject to an Appropriate Assessment procedure (including screening) and any resulting requirement to a Natura Impact Statement (NIS); and

c) the proposed development in its construction or operational phases, or any works ancillary thereto, would directly or indirectly involve the felling and replanting of trees, deforestation for the purposes of conversion to another type of land use, or replacement of broadleaf high forest by conifer species,

1. that there is a requirement inter alia under the EIA Directive for an overall assessment of the effects of the project or the alteration thereof on the environment to be undertaken, including the direct and indirect environmental impact of the project;

and

2. pursuant to Article 2(3) of the EIA Directive, the Department of Agriculture, Food and the Marine strongly recommends that, notwithstanding the fact that a parallel consent in the form of felling licence may also have to be applied for, any EIAR and/or NIS produced in connection with the application for planning permission to the Local Planning Authority or An Bord Pleanàla, should include an assessment of the impact of and measures, as appropriate, to prevent, mitigate or compensate for any significant adverse effects direct or indirect identified on the environment arising from such felling and replanting of trees, deforestation for the

purposes of conversion to another type of land use, or replacement of broadleaf high forest by conifer species.

3. Please note that there must be absolute spatial consistency between the felling licence areas submitted to DAFM (second authority) and all related planning documents submitted to the first authority in respect of the felling area(s).

Pp 

Neil O'Brien
Higher Executive Officer
Felling Section

Sir or Madam,
Department of the Environment, Climate and
Communications,
29-31 Adeladie Road,
Dublin D02 X285

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Tara Ivanovic

From: GSI Planning <GSIPlanning@GSI.ie>
Sent: Monday 7 November 2022 13:57
To: Jonny Fearon
Cc: Clare Glanville; GSI Planning
Subject: RE: EIS 22/385 - EIA Scoping Report for Killoshulan Wind Farm, Co Kilkenny
Attachments: GSI datasets relevant to EIA & SEA_20210421.pdf; 22_385 Killoshulan Wind Farm Co Kilkenny.pdf

Dear Jonathan,

With reference to your email received on the 22 September 2022, concerning the EIA Scoping Report for Killoshulan Wind Farm, Co Kilkenny, please find attached response and dataset sheet from Geological Survey Ireland.

If you have any further queries or if we can be of further assistance, please do not hesitate to contact me Trish Smullen, or my colleague Clare Glanville at GSIPlanning@gsi.ie.

Yours sincerely,

Trish Smullen
Geological Survey Ireland

From: GSI Planning <GSIPlanning@GSI.ie>
Sent: Thursday 22 September 2022 17:04
To: Clare Glanville <Clare.Glanville@decc.gov.ie>; Sophie O'Connor <Sophie.OConnor@decc.gov.ie>; Brian McConnell <Brian.McConnell@gsi.ie>; Monica Lee <Monica.Lee@gsi.ie>; Taly Hunter Williams <Taly.HunterWilliams@gsi.ie>; Sean Cullen <Sean.Cullen@gsi.ie>; Charise McKeon <Charise.McKeon@gsi.ie>; Jim Hodgson <jim.hodgson@gsi.ie>; Eoin McGrath <Eoin.McGrath@gsi.ie>; Trish Smullen <Trish.Smullen@gsi.ie>
Cc: GSI Planning <GSIPlanning@GSI.ie>
Subject: EIS 22/385 - EIA Scoping Report for Killoshulan Wind Farm, Co Kilkenny

EIS 22/385

EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in Co Kilkenny. Request for observations by MKO Ireland. Document is enclosed. Further details are below.

Regards,

John

From: Jonny Fearon [mailto:jfearon@mkoireland.ie]
Sent: 22 September 2022 16:31
To: Jonny Fearon
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

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As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tá eolas sa teachtaireacht leictreonach seo (agus b'fhéidir sa chomhaid ceangailte leis) a d'fhéadfadh bheith príobháideach nó faoi rún. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo. Más trí earráid a fuair tú an teachtaireacht leictreonach seo cuir, más é do thoil é, an té ar sheol an teachtaireacht ar an eolas láithreach. Deimhnítear leis seo freisin nár aims odh víreas sa phost seo tar éis a scanadh.

An Roinn Comhshaoil, Aeráide agus Cumarsáide
Department of the Environment, Climate and Communications

Geological Survey
Suirbhéireacht Gheolaíochta
Ireland | Éireann

Geological Survey Ireland's Publicly Available Datasets Relevant to Planning, EIA and SEA processes

following European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018
(S.I. No. 296 of 2018)

Geological Survey Ireland Programme	Dataset	Relevant EIA Topic	Coverage	Description / Notes / Limitations	Link to Geological Survey Ireland map viewer
Geohazards	Landslide: National landslide database and landslide susceptibility map	Land & Soil/Climate/Landscape	National	Associated guidance documentation relating to the National Landslide Susceptibility Map is also available.	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b68cf1e4a9044a5981f950e9b9c5625c
Geohazards	Groundwater Flooding (Historic)	Water	Regional	Provide information of historic flooding, both surface water and groundwater. [A lack of flooding presented in any specific location of the map only indicates that a flood has not been detected. It does not indicate that a flood cannot occur in that location at present or in the future]	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc
Geohazards	Groundwater Flooding (Predictive)	Water	Regional	Provides information on the probability of future karst groundwater flooding (where available). [The maps do not, and are not intended to, constitute advice. Professional or specialist advice should be sought before taking, or refraining from, any action on the basis of the flood maps]	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc
Geohazards	Radon Map	Land & Soils/Air	National		http://www.epa.ie/radiation/radonmap/
Geoheritage	County Geological Sites as adopted by National Heritage Plan and listed in County Development Pla	Land & Soils/Landscape	Regional	All geological heritage sites identified by Geological Survey Ireland are categorised as CGS pending any further NHA designation by NPWS.	https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228
Geological Mapping	Bedrock geology:	Land & Soils	National	1:100,000 scale and associated memoirs.	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5&scale=0
Geological Mapping	Bedrock geology:	Land & Soils	Regional	1:50,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5&scale=0
Geological Mapping	Quaternary geology: Sediments	Land & Soils	National	1:50,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5&scale=0
Geological Mapping	Quaternary geology: Geomorphology	Land & Soils	National	1:50,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7ee1b6ab8d5&scale=0
Geological Mapping	Physiographic units:	Land & Soils	National	Broad-scale physical landscape units mapped at 1:100,000 scale in order to be represented as a cartographic digital map at 1:250,000 scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=afa76a420fc54877843aca1bc075c62b
Geological Mapping	GeoUrban: Spatial geological data for the greater Dublin and Cork areas	Land & Soils	Regional	includes 3D models	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9768f4818b79416093b6b2212a850ce6&scale=0
Geological Mapping	Geotechnical database	Land & Soils	National	Digitised geotechnical and Site Investigation Reports and boreholes which can be accessed through online downloads	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=a2718be1873d47a585a3f0415b4a724c
Goldmine	Historical data sets including geological memoirs and 6" to 1 mile geological mapping records	land & Soils/Water	National	available online	https://secure.dccae.gov.ie/goldmine/index.html
Groundwater & Geothermal	Groundwater resources (aquifers)	Water	National	Data limited to 1:100,000 scale; sites should be investigated at local scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	Groundwater recharge.	Water	National	Data limited to 1:40,000 scale; sites should be investigated at local scale; long term annual average recharge	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	Groundwater vulnerability.	Water	National	Data limited to 1:40,000 scale; sites should be investigated at local scale	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	Group scheme and public supply source protection areas.	Water	National	Not all PWS / GWS have SPZ / ZOC. Check with IW / coco / NFGWS for private supplies.	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	Groundwater Protection Schemes	Water	National	Data is limited to scale of 1:40,000. Data does not include all of the source protections areas	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	Catchment and WFD management units.	Water	National		https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	karst specific data layers	water	National	For areas underlain by limestone, includes karst features, tracer test database; turlough water levels (gwlevel.ie).	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	Wells and Springs	Water	National	Not comprehensive, there may be unrecorded wells and springs	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef
Groundwater & Geothermal	Groundwater body Descriptions	Water	National	Not exhaustive; only those in designated SACs; could be other GWDTEs; for more information contact NPWS / EPA / site investigations	https://www.gsi.ie/en-ie/programmes-and-projects/groundwater-and-geothermal-unit/activities/understanding-ireland-groundwater/Pages/Groundwater-bodies.aspx
Groundwater & Geothermal	Geothermal Suitability maps	land & Soils/Water	National	Also, Roadmap for a Policy and Regulatory Framework for Geothermal Energy, November 2020	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9ee46bee08de41278b90a991d60c0b9e
Marine & Coastal Unit	INFOMAR - Ireland's national marine mapping programme; providing key baseline data for Ireland's	Water	National		https://secure.dccae.gov.ie/GSI/INFOMAR_VIEWER/
Marine & Coastal Unit	CHERISH - Coastal change project (Climate, Heritage and Environments of Reefs, Islands, and Headla	Water	Regional		http://www.cherishproject.eu/en/
Marine & Coastal Unit	Coastal Vulnerability Index (CVI).	water /Land & Soils	Regional	Currently the project is being carried out on the east coast and will be rolled out nationally	https://www.gsi.ie/en-ie/programmes-and-projects/marine-and-coastal-unit/projects/Pages/Coastal-Vulnerability-Index.aspx
Minerals	Aggregate potential	Land & Soils/Material Assets	National	Consideration of mineral resources and potential resources as a material asset which should be explicitly recognised within the environmental assessment process	https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956
Minerals	Active quarries	Land & Soils	National		https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956
Minerals	Historic mines	Land & Soils/Cultural Heritage	National	Inventory and Risk Classification 2009. Environmental Protection Agency, Economic Minerals Division and Geological Survey Ireland (DECC).	https://gis.epa.ie/EPAMaps/default?easting=?&northing=?&lid=EPA:LEMA_Facilties_Extractive_Facilities https://www.epa.ie/enforcement/mines/
Tellus	Geochemical data: multi-element data for shallow soil, stream sediment and stream water	Land & Soils	Regional	A national mapping programme	https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707ff72f754
Tellus	Airborne geophysical data including radiometrics, electromagnetics and magnetics	Land & Soils	Regional	A national mapping programme	https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707ff72f754
Tellus	urban geochemistry mapping (Dublin SURGE project),	Land & Soils	Regional		https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707ff72f754

Notes:

1. The maps and data listed above are available on the Geological Survey Ireland map viewer https://www.gsi.ie/en-ie/data-and-maps/Pages/default.aspx

2. Please read all disclaimers carefully when using Geological Survey Ireland data

3. Geological Survey Ireland and Irish Concrete Federation published guidelines for the treatment of geological heritage in the extractive industry in 2008.

Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:31
To: DECC Planning Notifications
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

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Evan Connolly

From: DCEE Planning Notifications <PlanningNotifications@dcee.gov.ie>
Sent: Monday 15 June 2026 15:56
To: Evan Connolly
Subject: [Filed on 2026-06-16] EIS 26/120 - Updated EIAR Scoping Report for Killoshulan Wind Farm, Co Kilkenny
Attachments: 26_120 Killoshulan Wind Farm Co Kilkenny.pdf

Categories: Filed to CloudFiler

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Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

To whom it may concern,

Please see attached a submission on behalf of Geological Survey Ireland (a section of the Department of Climate, Energy and the Environment) with regard to the subject entity.

Please send an acknowledgement of receipt to PlanningNotifications@dcee.gov.ie at your earliest convenience.

Regards,

Jennie Wall
Executive Officer

Planning Advisory Section

An Roinn Aeráide, Fuinnimh agus Comhshaoil
Department of Climate, Energy and the Environment

Bóthair an Bhaile Nua, Loch Garman, Y35 AP90
Newtown Road, Wexford, Y35 AP90

T +353 (0)1 678 3235
jennie.wall@dcee.gov.ie www.gov.ie/dcee

An Roinn Aeráide,
Fuinnimh agus Comhshaoil
Department of Climate,
Energy and the Environment

Geological Survey
Suirbhéireacht Gheolaíochta
Ireland | Éireann

Evan Connolly
MKO
9C Beckett Way,
Park West Business Park,
Dublin, D12 XN9W

19 May 2026

Re: Updated EIAR Scoping Report for Killoshulan Wind Farm, Co Kilkenny
Your Ref: 260172
Our Ref: 26/120 [c.f. 22/385]

Dear Evan,

Geological Survey Ireland is the national earth science agency and is part of the Department of Climate, Energy and the Environment. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability.

With reference to your email received on the 13 May 2026, concerning the Updated EIAR Scoping Report for Killoshulan Wind Farm, Co Kilkenny, we recommend using our various data sets when conducting the EIAR, SEA, planning and scoping processes for developments, plans and policies. For more detailed information on how to access this data please access 'Data and Maps' Data & Maps (gsi.ie) on our 'Geoscience for planning' webpage. Use of our data or maps should be attributed correctly (please refer to each individual dataset's metadata for correct attribution).

For specific data available for Environmental Assessment and Planning topics please follow this link [Data by Environmental Assessment and Planning Topic (gsi.ie)], where you will find our data arranged by environmental assessment topic as illustrated below:

Land and soils
Soil
• Subsoils (Quaternary Geology)
• Tellus Geochemistry
• Geotechnical
Geology
• Bedrock
• Geophysics
• Bedrock & Quaternary 3D

Water
Groundwater
• Aquifers GW vulnerability, GWPSs (GWPPs)
• Karst
Surface water
• Tellus Geochemistry
Estuarine & marine waters
• Marine and coastal
Flooding
• GWClimate

Climate Change
Carbon accounting / Carbon balance
• Geothermal
• Carbon capture and storage
Climate change trends
• National coastal change assessment

Cultural Heritage
Archaeology
• Cherish
Underwater Archaeology
• Shipwrecks

Material Assets
Built Services
• Natural resources (Minerals & Aggregates)
• Active quarries

The Landscape
Landscape Appearance & Character
• Physiographic units
Historical landscapes
• Historic mines

Other Relevant Data		
Natural (Geo) hazards	*Natural heritage*	
• Landslide Susceptibility Mapping	• Geoheritage (County Geological Sites)	
• Groundwater flooding	• Dimension Stone/Stone Built Ireland	
• Coastal vulnerability		
• Subsidence		
• Radon		

Groundwater

Our records show that there is a groundwater drinking water abstraction, **Balief Group Water Scheme**, with a zone of contribution/source protection area within the wind farm site boundary. Key to groundwater protection in general, and protection of specific drinking water supplies, is preventing ingress of runoff to the aquifer. Design of drainage will need to be cognisant of the group water scheme and the interactions between surface water and groundwater as well as run-off. Appropriate design should be undertaken by qualified and competent persons to include mitigation measures as necessary, such as SUDs or other drainage mitigation measures.

Any excavation should ensure that groundwater flow within the zone of contribution to the groundwater abstraction points is not disrupted, resulting in diminished yields. Note that there could be other groundwater abstractions in the locality for which Geological Survey Ireland has not undertaken studies, and a robust assessment should be undertaken by qualified and competent persons including a survey of all current wells and water abstractions within the vicinity.

Given the nearby drinking water source (Group Water Scheme), the effects of any potential contamination as a result of the project would need to be assessed.

Other Comments

Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at mailto:GeologicalMappingInfo@gsi.ie.

If we can be of any further help, please do not hesitate to contact me Clare Glanville, or my colleague Trish Smullen at GSIPlanning@gsi.ie.

Yours sincerely,

Dr. Clare Glanville
Senior Geologist
Geoheritage and Planning Programme
Geological Survey Ireland

Trish Smullen
Geologist
Geoheritage and Planning Programme
Geological Survey Ireland

The publicly available data referenced/presented here, should in no way be construed as Geological Survey Ireland support for or objection to the proposed development or plan. The data are made freely available to all and can be used as independent scientific data in assessments, plans or policies. It should be noted that in many cases these data are a baseline or starting point for further site-specific assessments.

Sir or Madam,
Department of Defence,
Station Road,
Newbridge,
Co.Kildare

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Tara Ivanovic

From: Don Watchorn (Defence) <Don.Watchorn@defence.ie>
Sent: Friday 23 September 2022 09:08
To: Jonny Fearon
Cc: Gareth O'Flaherty (Defence); Sarah Zacharia (Defence)
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Mr. Fearon,

The Department of Defence wishes to acknowledge receipt of your e-mail below and attached documentation re. proposed windfarm at Killoshulan, Co. Kilkenny.

We will consult with our Military colleagues and revert in due course.

Best regards
Don

Don Watchorn

Property Management Branch

An Roinn Cosanta

Department of Defence

Bóthar an Stáisiúin, An Droichead Nua, Contae Chill Dara, W12 AD93.

Station Road, Newbridge, Co.Kildare, W12 AD93.

T +353 (0)45 452199
E-mail don.watchorn@defence.ie

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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without the prior consent of the Department of Defence.

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:18
To: Don Watchorn (Defence)
Cc: Gareth O'Flaherty (Defence); Sarah Zacharia (Defence); Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Don,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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From: Don Watchorn (Defence) <Don.Watchorn@defence.ie>
Sent: Friday 23 September 2022 09:08
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Gareth O'Flaherty (Defence) <Gareth.OFlaherty@defence.ie>; Sarah Zacharia (Defence) <Sarah.Zacharia@defence.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Mr. Fearon,

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We will consult with our Military colleagues and revert in due course.

Best regards
Don

Don Watchorn

Property Management Branch

An Roinn Cosanta

Department of Defence

Bóthar an Stáisiúin, An Droichead Nua, Contae Chill Dara, W12 AD93.

Station Road, Newbridge, Co.Kildare, W12 AD93.

T +353 (0)45 452199
E-mail don.watchorn@defence.ie

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Evan Connolly

From: Defence Property Management Planning <PropertyManagementPlanning@defence.ie>
Sent: Monday 15 June 2026 16:08
To: Evan Connolly
Cc: Defence Property Management Planning
Subject: [Filed on 2026-06-16] FW: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Categories: Filed to CloudFiler

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Without Prejudice

Dear Mr. Connolly,

I refer to your below e-mail dated Tuesday, 12 May 2026, in relation to preparing an Environmental Impact Assessment Report (EIAR) for the proposed Killoshulan Windfarm, located 2.4km east of Johnstown, 3.7km northeast of Urlingford and 4.6km west of Freshford, Co. Kilkenny.

I wish to advise at the outset that any determination in relation to a planning consent is solely a matter for the planning authorities and/or ACP, as appropriate. Therefore, the following observations are made on a non-prejudicial basis, and are not intended to be used to rely on for a prospective planning application, nor are these observations to be relied on in the event of any commercial transaction pertaining to such lands and they are not to be relied on in the event of any contract exchange pertaining to same.

As a matter of practice, the Department of Defence does not provide observations or advice in the scoping process, except where the relevant parties have been directed by a planning authority to seek the Department's views.

Having consulted with the Military authorities, the Department of Defence wishes to make the following observations:

- The N8 route is identified as an Irish Air Corps low level route. The location of structures higher than 45m above ground within 3NM of the route centreline of low level routes should be considered.

- The proposed wind farm may affect the Air Corps ability to access regional areas to the south especially in poor weather conditions.

- The cumulative effect of renewable energy developments has the potential to impede the Irish Air Corps operability.

- All turbines should be illuminated by Type C, Medium intensity, Fixed Red obstacle lighting with a minimum output of 2,000 candela to be visible in all directions of azimuth and to be

operational H24/7 days a week. Obstacle lighting should be incandescent. If LED or other lighting types are used, should be a type visible to Night Vision equipment. Obstacle lighting must emit light at the near Infra-Red (IR) range of the electromagnetic spectrum, specifically at or near 850 nanometres (nm) of wavelength. Light intensity to be of similar value to that emitted in the visible spectrum of light.

- In the event of negative impacts on future military radar systems, the owner will engage with the Department of Defence and will provide suitable mitigations as soon as practical.

Nothing in the above observations shall be taken as a binding response by the Minister for Defence in the event that a planning application is made. The Minister reserves the right to comment on an actual planning application as and when it is submitted in accordance with the provisions of the planning regulatory code.

We would appreciate if you could keep us informed on any progress relating to this proposed development.

Kind Regards,
Michelle

Michelle Brady

Property Management Planning

An Roinn Cosanta

Department of Defence

Bóthar an Stáisiúin, An Droichead Nua, Contae Chill Dara, W12 AD93.

Station Road, Newbridge, Co.Kildare, W12 AD93

propertymanagementplanning@defence.ie

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: 12 May 2026 10:21
To: Info Officer <info@military.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

FAO Irish Air Corps,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled '' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of

Killoshulan and adjacent townlands in County Kilkenny'' and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
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Offices in Galway and Dublin
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Gateway scanned this email for viruses, vandals and malicious content. Tá an t-eolas san ríomhphost seo, agus aon iatán a ghabhann leis, príobháideach agus rúnda, agus ceaptha don té a bhfuil sé seolta amhain. Mura tú an té a bhfuil sé seolta níl cead agat an ríomhphost ná aon iatán a léamh, a chóipeáil, ná a usáid. Má fuair tú an ríomhphost seo in earráid, cur an seoltóir ar an eolas le casadh an ríomhphoist le do thoill agus scrios ansin é. **Rinne Defence Forces Email Security Gateway mionscrúdú ar an ríomhphost seo le haghaidh víreais, loitiméirí, agus ábhar mailíseach.

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Tara Ivanovic

From: Housing Manager DAU <Manager.DAU@housing.gov.ie>
Sent: Friday 23 September 2022 12:47
To: Jonny Fearon
Cc: Eoin McCarthy
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Our Ref: G Pre00249/2022 (Please quote in all related correspondence)

A Chara

I acknowledge receipt of your recent consultation.

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU).

The normal target turnaround for pre-planning and other general consultations is six weeks from date of receipt. In relation to general consultations from public bodies under the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 to 2011, the Department endeavours to meet deadline dates, where requested.

If you have not heard from DAU and wish to receive an update, please email manager.dau@housing.gov.ie.

Kind regards

Edel Griffin
Executive Officer

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta
Department of Housing, Local Government and Heritage
Aonad na nIarratas ar Fhorbairt
Development Applications Unit
Oifigí an Rialtais
Government Offices
Bóthar an Bhaile Nua, Loch Garman, Contae Loch Garman, Y35 AP90
Newtown Road, Wexford, County Wexford, Y35 AP90

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:20
To: 'Housing Manager DAU'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Edel,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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From: Housing Manager DAU <Manager.DAU@housing.gov.ie>
Sent: Friday 23 September 2022 12:47
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Our Ref: G Pre00249/2022 (Please quote in all related correspondence)

A Chara

I acknowledge receipt of your recent consultation.

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU).

The normal target turnaround for pre-planning and other general consultations is six weeks from date of receipt. In relation to general consultations from public bodies under the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 to 2011, the Department endeavours to meet deadline dates, where requested.

If you have not heard from DAU and wish to receive an update, please email manager.dau@housing.gov.ie.

Kind regards

Edel Griffin
Executive Officer

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta
Department of Housing, Local Government and Heritage
Aonad na nIarratas ar Fhorbairt
Development Applications Unit
Oifigí an Rialtais
Government Offices
Bóthar an Bhaile Nua, Loch Garman, Contae Loch Garman, Y35 AP90
Newtown Road, Wexford, County Wexford, Y35 AP90

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

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As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tara Ivanovic

From: Housing Manager DAU <Manager.DAU@npws.gov.ie>
Sent: Tuesday 12 May 2026 14:03
To: Evan Connolly
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Good afternoon Evan,

On behalf of the Department of Housing, Local Government and Heritage I wish to acknowledge receipt of your email below concerning Killoshulan Wind Farm.

Please note Development Applications Unit (DAU) is the coordinating unit for the Department of Housing, Local Government and Heritage, coordinating responses/submission from National Parks and Wildlife Service, National Monuments Service, Underwater Archaeology Unit and Architectural Heritage. All Correspondence to be issued to **Development Applications Unit only**, no need to send separate emails for the different sections.

Please note a meeting request was submitted for this wind farm in April so I have added the updated EIAR to the file already registered to our system, file ref: G Pre00134/2026 (**please use this in all correspondence**).

I have sent this new information on to our NPWS and NMS sections for review and will revert with a response in due course.

Kind regards,

Edel

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday 11 May 2026 17:28
To: Housing Manager DAU <Manager.DAU@npws.gov.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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For attention of the National Parks and Wildlife Service,

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

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Sir or Madam,
Department of Tourism, Culture, Arts, Gaeltacht
Sport and Media,
23 Kildare Street,
Dublin 2
D02 TD30

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:35
To: 'Customer.Service@tcagsm.gov.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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From: Transport GCU <GeneralCo-OrdinationUnit@transport.gov.ie>
Sent: Tuesday 13 June 2023 12:26
To: Jonny Fearon <jfearon@mkoireland.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Good afternoon,

Please find attached for your attention submission from Department of Transport in relation to the the proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny.

Kind regards
Jacqui

Jacqui Traynor
Central Policy, Coordination and Reform
An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60
T +353 (0)1 604 1177
gcu@transport.gov.ie www.gov.ie/transport

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Monday 29 May 2023 16:57
To: Transport GCU <GeneralCo-OrdinationUnit@transport.gov.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Kind Regards,
Jonny.

Jonny Fearon
Environmental Scientist

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To: Jonny Fearon
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Attachments: 20230613 DoT reply Killoshulan.docx

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Kind regards
Jacqui

Jacqui Traynor
Central Policy, Coordination and Reform
An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60
T +353 (0)1 604 1177
gcu@transport.gov.ie www.gov.ie/transport

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Sent: Monday 29 May 2023 16:57
To: Transport GCU <GeneralCo-OrdinationUnit@transport.gov.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Jonny.

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Environmental Scientist

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An Roinn Iompair
Department of Transport

Mr. Jonny Fearon
Environmental Scientist

MKO
Tuam Road, Galway, H91 VW84
13th June 2023

Re: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Jonny,

The Department of Transport makes the following comments on the Killoshulan Wind Farm Scoping Document in Co. Kilkenny.

It should be noted that the Department considers the construction involved in providing this development and especially, the connection cables to the national grid may have effects on both the environment and the Regional and Local Road network.

Where the developer proposes the placement of any cables (or additional cables) in one or more trenches within the extents of the (regional and local) public road network, it is necessary to consider the following:

- Their presence within the public road could significantly restrict the Road Authority in carrying out its function to construct and maintain the public road and will likely add to the costs of those works.
- Their installation within the lands associated with the public road may affect the stability of the road. In particular where the road is a "legacy road" (where there is no designed road structure and the subgrade may be poor or poorly drained) the design needs to take account of all the variable conditions and not be based on a sample of the general conditions.
- The possible effect on the remaining available road space (noting that there may be need to accommodate other utilities within the road cross-section in the future).

- The necessity to have the power in the cables switched off where the Road Authority considers this necessary in order to carry out its function to construct and maintain the public road.

The Department consider it important that the examination of the proposal should include consideration of the following:

- Examination of options other than the routing of cables along the public road,
- Examination of options for connection to the national grid network at a point closer to the wind farm in order to reduce the adverse impact on public roads.
- Details of where within the road cross section cables are to be placed so as to minimise the effect on the Roads Authority in its role of construction and maintenance,
- Examination of details of any chambers proposed within the public road cross section so as to minimise the effect on the Roads Authority in its role of construction and maintenance,
- Examine the elimination of jointing bays and use of temporary removable jointing bays to protect the integrity of the road structure for the safety of those driving on the public road by eliminating hard spots and also preserve the road width for other utilities and,
- Rationalisation of the number of cables involved (including existing electric or possible future cables) and their diversion into one trench, in order to minimise the impacts on the road network and the environment along the road boundary (hedgerows).

The Department considers the following should be considered when applying conditions to any approval.

1. A condition requiring the specific approval of the local authority to the detail of the final route of cables through the public road space. If during construction there is a need to deviate from the detailed design then the approval of the local authority would again be sought. This would assist in minimising the impact on the public road.

2. A condition requiring the developer to comply with all appropriate standards and, inter alia the Guidelines for Managing Openings in Public Roads, 2017 in order to ensure orderly development.
3. A condition requiring that the location of the cables would be recorded as exactly as possible (maybe using BIM type technology) so as to facilitate the further use of road space for utilities and the maintenance/construction of the public road by the Roads authority. This record should be lodged with the local authority and with the ESB Networks for retention on their records.
4. A condition to require the elimination of jointing bays and the use of temporary removable jointing bays instead, to protect the integrity of the road structure, thereby improving safety for those driving on the public road by eliminating hard spots and preserving the road width for other utilities.
5. A condition requiring the developer to route cables away from bridge structures and specifically preventing the developer from attaching cables to road bridges. This would allow for the future maintenance of bridges without interruption of the electricity supply along the cables.
6. A condition requiring the developer to notify the Roads Authority of the owner of the cables (Owner) and the controller (Power Controller) of the power transmitted along the cables. In addition, the condition should require Owner and Power Controller to notify the Roads Authority of any change in ownership of the cables or change of Power Controller transmitting power along the cables. In all instances the Owner and Power Controller should be required to maintain an agreed contacts list with the Roads Authority.

Central Policy, Coordination and Reform
An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60
T +353 (0)1 604 1177
gcu@transport.gov.ie www.gov.ie/transport

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 13:26
To: 'Transport GCU'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Jacqui,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in May 2023 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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From: Transport GCU <GeneralCo-OrdinationUnit@transport.gov.ie>
Sent: Tuesday 13 June 2023 12:26
To: Jonny Fearon <jfearon@mkoireland.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Good afternoon,

Please find attached for your attention submission from Department of Transport in relation to the the proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny.

Kind regards
Jacqui

Jacqui Traynor
Central Policy, Coordination and Reform
An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60
T +353 (0)1 604 1177
gcu@transport.gov.ie www.gov.ie/transport

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Monday 29 May 2023 16:57
To: Transport GCU <GeneralCo-OrdinationUnit@transport.gov.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access

roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Kind Regards,
Jonny.

Jonny Fearon
Environmental Scientist

MKO
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:43
To: john.bagnall@eir.ie; MobileNetworksTXN@eir.ie
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

Dear Mr. John Bagnall,

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Evan Connolly

From: John Bagnall <john.bagnall@eir.ie>
Sent: Friday 21 January 2022 15:16
To: Shaun Doolin
Cc: Mobile Networks TXN
Subject: Re: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Hi Shaun,

We have a number of transmission links within the Killuremore and Killoshulan areas that would be at risk, the end points of the transmission links are below, if you could keep a buffer of 100meters radius away from this transmission path when placing your turbines and send them on for further analysis. The Sharagh area is fine.

Killuremore									
Killuremore		Site ID	Lat	Long			Site ID	Lat	Long
Link1	A-end	BGR	53°31'19.51"N	8°19'42.50"W	<--->	B-end	CPG	53°16'38.55"N	8°24'39.90"W

Killoshulan									
Killoshulan		Site ID	Lat	Long			Site ID	Lat	Long
Link1	A-end	KK_1139	52°43'51.02"N	7°28'52.15"W	<--->	B-end	KK_9004	52°42'59.39"N	7° 8'45.88"W
Link2	A-end	KK_3020	52°45'37.28"N	7°30'33.51"W	<--->	B-end	KK_9004	52°42'59.39"N	7° 8'45.88"W
Link3	A-end	BAP	52°45'36.56"N	7°30'29.37"W	<--->	B-end	TSY	52°47'25.21"N	7° 43'12.90"W
Link4	A-end	BAP	52°45'36.56"N	7°30'29.37"W	<--->	B-end	MNE	52°43'31.88"N	7° 43'1.18"W
Link5	A-end	BAP	52°45'36.56"N	7°30'29.37"W	<--->	B-end	THS	52°40'48.03"N	7° 49'4.96"W
Link6	A-end	BAP	52°45'36.56"N	7°30'29.37"W	<--->	B-end	JWL	52°42'9.30"N	7° 10'8.81"W

Please keep sending new development analysis requests to MobileNetworksTXN@eir.ie for Eir Mobile and the Eir fixed network.

Kind regards,

John Bagnall
Transmission Design & Engineering

M: +353 85 1053746
E: john.bagnall@eir.ie
Address: EirCode - D24 HX03

On Wed, 19 Jan 2022 at 16:25, Shaun Doolin <sdoolin@mkoireland.ie> wrote:

> Good afternoon,

We are undertaking constraints mapping for the viability of a wind farm development at three sites (Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny). There are no turbine layouts at this early stage yet.

Please see attached KML files of the three preliminary site boundaries.

Centre coordinates for the sites are:

Killuremore, Co. Galway

Irish Grid: 177505.4577, 234214.7124

ITM: 577461.0806, 734241.6963

Lat/Long: 53.3579°, -8.338582°

Approximate Radius: 4km

Sharragh, Co. Tipperary

Irish Grid: 198737.8366, 202630.0680

ITM: 598688.7213, 702663.7551

Lat/Long: 53.07459°, -8.019569°

Approximate Radius: 3km

Killoshulan, Co. Kilkenny

Irish Grid: 234469.6216, 165674.5034

ITM: 634412.6237, 665716.056

Lat/Long: 52.74142°, -7.490374°

Approximate Radius: 4km

Have you any links in these areas and if so, what set back distances would you require?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

MKO

Tuam Road, Galway

Ireland, H91 VW84

+353 (0) 91 735611

www.mkoireland.ie

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Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:41
To: 'John Bagnall'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

Dear John,

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An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Evan Connolly

From: Bagnall, John <john.bagnall@eir.ie>
Sent: Tuesday 12 May 2026 11:46
To: Evan Connolly
Cc: Jonny Fearon
Subject: Re: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

You don't often get email from john.bagnall@eir.ie. Learn why this is important

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Hi Evan,

The buffer zone captured in 2022 are still valid for Eir links and don't need to be updated.

Kind regards,

John Bagnall
Wireless Transmission Engineer

M: +353 85 1053746
E: john.bagnall@eir.ie
Address: EirCode - D08 Y42N

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: 11 May 2026 16:41
To: Bagnall, John <john.bagnall@eir.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
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Sir or Madam,
Eirgrid,
The Oval,
160 Shelbourne Rd,
Ballsbridge
Dublin 4

Our Ref: 211027
Your Ref:

31st August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:42
To: 'StatutoryNotifications@Eirgrid.com'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

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Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
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mkoireland.ie | +353 (0)91 735 611

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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:45
To: info@emrsolutions.com
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
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Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:49
To: info@emrsolutions.com
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Sent: Thursday 22 September 2022 16:47
To: Peter O`Brien
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

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Yours sincerely,

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McCarthy Keville O'Sullivan Ltd

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Environmental Scientist

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Evan Connolly

From: Peter O`Brien <peter.obrien@enet.ie>
Sent: Monday 24 January 2022 08:58
To: Shaun Doolin
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Hi Shaun,

We have links affected below:

Killoshulan, Co. Kilkenny

A-End	B-End	Frequency	Set Back
52°45'36.52"N 7°30'29.48"W	52°44'39.70"N 7°33'34.00"W	28GHz	70m
52°45'36.52"N 7°30'29.48"W	52°47'24.95"N 7°50'25.24"W	11GHz	70m
52°45'36.52"N 7°30'29.48"W	52°47'31.89"N 7°34'15.93"W	23GHz	70m
52°45'36.52"N 7°30'29.48"W	52°47'36.07"N 7°34'0.02"W	18GHz	70m
52°45'36.52"N 7°30'29.48"W	52°47'17.11"N 7°26'20.40"W	23GHz	70m
52°45'36.52"N 7°30'29.48"W	52°45'22.85"N 7°10'28.62"W	11GHz	70m

Regards,
Peter

From: Shaun Doolin <sdoolin@mkoireland.ie>
Sent: Wednesday, January 19, 2022 4:26 PM
To: Peter O`Brien <peter.obrien@enet.ie>
Subject: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

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Good afternoon,

We are undertaking constraints mapping for the viability of a wind farm development at three sites (Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny). There are no turbine layouts at this early stage yet. Please see attached KML files of the three preliminary site boundaries.

Centre coordinates for the sites are:

Killuremore, Co. Galway
Irish Grid: 177505.4577, 234214.7124
ITM: 577461.0806, 734241.6963
Lat/Long: 53.3579°, -8.338582°

Approximate Radius: 4km

Sharragh, Co. Tipperary
Irish Grid: 198737.8366, 202630.0680
ITM: 598688.7213, 702663.7551
Lat/Long: 53.07459°, -8.019569°
Approximate Radius: 3km

Killoshulan, Co. Kilkenny
Irish Grid: 234469.6216, 165674.5034
ITM: 634412.6237, 665716.056
Lat/Long: 52.74142°, -7.490374°
Approximate Radius: 4km

Have you any links in these areas and if so, what set back distances would you require?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:17
To: 'Peter O`Brien'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

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Kind regards,
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From: Peter O`Brien <peter.obrien@enet.ie>
Sent: Friday 23 September 2022 08:38
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Jonny,

This won't affect our current network,

Regards,
Peter

Peter O`Brien | Licensed Link planner
A: Enet House, National Technology Park, Castletroy, Co Limerick, V946P52
M: +353867744313 | **W:** www.enet.ie



Registered in Ireland, Registration No. 332982
Registered Offices: Enet House, National Technology Park, Castletroy, Co Limerick, V94 6P52
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From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday, September 22, 2022 4:47 PM
To: Peter O`Brien <peter.obrien@enet.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Sir or Madam,
Environmental Protection Agency,
PO BOX 3000,
Johntown Castle Estate,
Co. Wexford
Y35 W821

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Tara Ivanovic

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday 11 May 2026 16:53
To: EIAPlanning@epa.ie
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

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Sent: Thursday 22 September 2022 16:46
To: wilson.dalikeni@esb.ie
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf

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Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:52
To: 'wilson.dalikeni@esb.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

Dear Wilson,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist

MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
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Sir or Madam,
Failte Ireland,
88-95 Amiens Street,
Dublin 1,

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 16:57
To: planning applications
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
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Evan Connolly

From: planning applications <planning.applications@failteireland.ie>
Sent: Tuesday 9 June 2026 14:50
To: Evan Connolly
Subject: Re: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Fáilte Ireland EIAR Guidelines 2023.pdf

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Hello Evan,

Thank you for your email and scoping documentation regarding the Environmental Impact Assessment Report for a proposed wind farm development located in the northwest of County Kilkenny.

Please see attached a copy of Fáilte Ireland's Guidelines for the Treatment of Tourism in an EIA, which you may find informative for the preparation of the Environmental Impact Assessment for the proposed project. The purpose of this report is to provide guidance for those conducting Environmental Impact Assessment and compiling an Environmental Impact Assessment Reports (EIAR), or those assessing EIARs, where the project involves tourism or may have an impact upon tourism. These guidelines are non-statutory and act as supplementary advice to the EPA EIAR Guidelines outlined in section 2.

Regards,

Yvonne

Yvonne Jackson

Product Development-Environment & Planning Support | Fáilte Ireland

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Fáilte Ireland

LinkedIn | Twitter | YouTube | Facebook

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday, May 11, 2026 16:56
To: planning applications <planning.applications@failteireland.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>

Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

[AIRE] Tháinig an teachtaireacht seo ó lasmuigh de Fáilte Ireland. Bí cúramach le hipearnasc, le ceangaltáin agus le treoracha sa ríomhphost seo.
[ATTENTION] This message originated from outside of Fáilte Ireland. Please treat hyperlinks, attachments and instructions in this email with caution.

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

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If you require any further information, please do not hesitate to contact me.

Kind regards,

Evan

Evan Connolly BSc. MSc.

Environmental Scientist

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Fáilte Ireland
Turasóireacht Náisúnta
An tÚdara Eorbartha
National Tourism
Development Authority

EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects



July 2023

An tÚdarás Náisiúnta Forbartha Turasóireachta
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Baile Átha Cliath 1
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National Tourism Development Authority
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1. Introduction

Tourism is a growing sector and substantial part of the Irish Economy. It contributes to both urban and rural economies in every part of the country. The impact and interaction of tourism with the environment is complex and the assessment of environmental impacts is of utmost importance to creating a sustainable tourism economy and protecting the natural resources that are so often a tourism attraction.

The purpose of this report is to provide guidance for those conducting Environmental Impact Assessment and compiling an Environmental Impact Assessment Reports (EIAR), or those assessing EIARs, where the project involves tourism or may have an impact upon tourism. These guidelines are non-statutory and act as supplementary advice to the EPA EIAR Guidelines outlined in section 2.

This guidance document has been prepared by Fáilte Ireland to update their EIA guidelines in line with changes in legislative and guidance requirements.

2. Background to this Document

Tourism is one of the largest and most important sectors of the economy, providing employment for approximately **260,000 people**, an economic contribution of **€9.5 billion**, and exchequer revenue of **€1.8 billion** in 2019, which helps fund other key public services.

In 2019 Ireland welcomed **9.7 million overseas visitors.**

Fáilte Ireland is the National Tourism Development Authority established by the Irish Government in May 2003. Fáilte Irelands role is to support the tourism industry and work to sustain Ireland as a high-quality and competitive tourism destination. They provide a range of practical business supports to help tourism businesses better manage and market their products and services.

Fáilte Ireland also work with other state agencies and representative bodies, at local and national levels, to implement and champion positive and practical strategies that will benefit Irish tourism and the Irish economy.

Fáilte Ireland promotes Ireland as a holiday destination through a domestic marketing campaign (DiscoverIreland.ie) and manage a network of nationwide tourist information centres that provide help and advice for visitors to Ireland.

Tourism related projects cover a broad range of plans, programmes and developments, from the Wild Atlantic Way to a single hotel conversion. These guidelines apply to projects involving or impacting upon tourism. A tourism plan, strategy or programme where it is part of the statutory plan making process under the Planning and Development Acts (as amended), may be more appropriately assessed by a Strategic Environmental Assessment (SEA) as discussed in the next section.

It should be borne in mind that EIA is required where there is anticipated to be a significant impact on the environment, where tourism projects are of a prescribed type or meet thresholds identified below.

Where Natura 2000 Designated Sites are potentially affected by tourism development Appropriate Assessment must be carried out by the appropriate authority in accordance with Article 6(3) of the EU Habitats Directive.

3. Legislation and Statutory Guidance

Environmental Impact Assessment is a procedure that ensures that the environmental implications of decisions are taken into account before planning based decisions are made. The assessment results in a report, called an Environmental Impact Assessment Report (EIAR).

Legislation

These guidelines are produced under current EIAR legislative requirements, having regard to Directive 2011/92/EU (known as 'Environmental Impact Assessment' – EIA Directive), as amended by Directive EU 2014/52 which came into effect in May of 2017. These requirements were transposed into Irish Law on 1 September 2018 as most of the provisions of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) came into effect. The principle of both Directives is to ensure that plans, programmes and projects likely to have significant effects on the environment are made subject to an environmental assessment, prior to their approval or authorisation.

Statutory Guidance

In response to the changes to the EIAR requirements under Directive EU 2014/52, the Environmental Protection Agency (EPA) developed Guidelines on the information to be contained in Environmental Impact Assessment Reports in May 2022. The Guidelines are a statutory document to be regarded by those preparing EIARs and the decision makers considering the EIARs.

Some of the key changes to the EIA Directive introduced by Directive 2014/52/EU are as follows:

- Additional information to be provided in the project description to describe the location of the project, the technologies and substances used, the construction of the project and required demolition;
- The requirement for consideration of alternatives has changed from a requirement to provide ‘An outline of the main alternatives studied by the developer and an indication of the main reasons for this choice, taking into account the environmental effects’ to ‘a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment’;
- A refinement of the environmental factors to be considered in the assessment with an increased focus on resource efficiency, climate change, biodiversity and disaster prevention;
- Changes to Prescribed Environmental Factors with ‘Land’ being added, ‘Human Beings’ replaced by ‘Population & Human Health’ and ‘Flora & Fauna’ replaced by ‘Biodiversity’;

- The developer is required to have competent experts to prepare the EIAR and the Board is required to have access to sufficient expertise to assess the EIAR;
- Requirement for the incorporation of mitigation and monitoring measures in consents and ensuring that developers deliver these measures;
- The requirements for the assessment of cumulative effects with existing and/or approved projects, taking into account existing environmental issues to be considered; and
- Reasoned decisions made with regard to the EIA outcomes must be provided.

In addition to the EPA statutory guidance, the Department of Housing has produced Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment in August 2018.

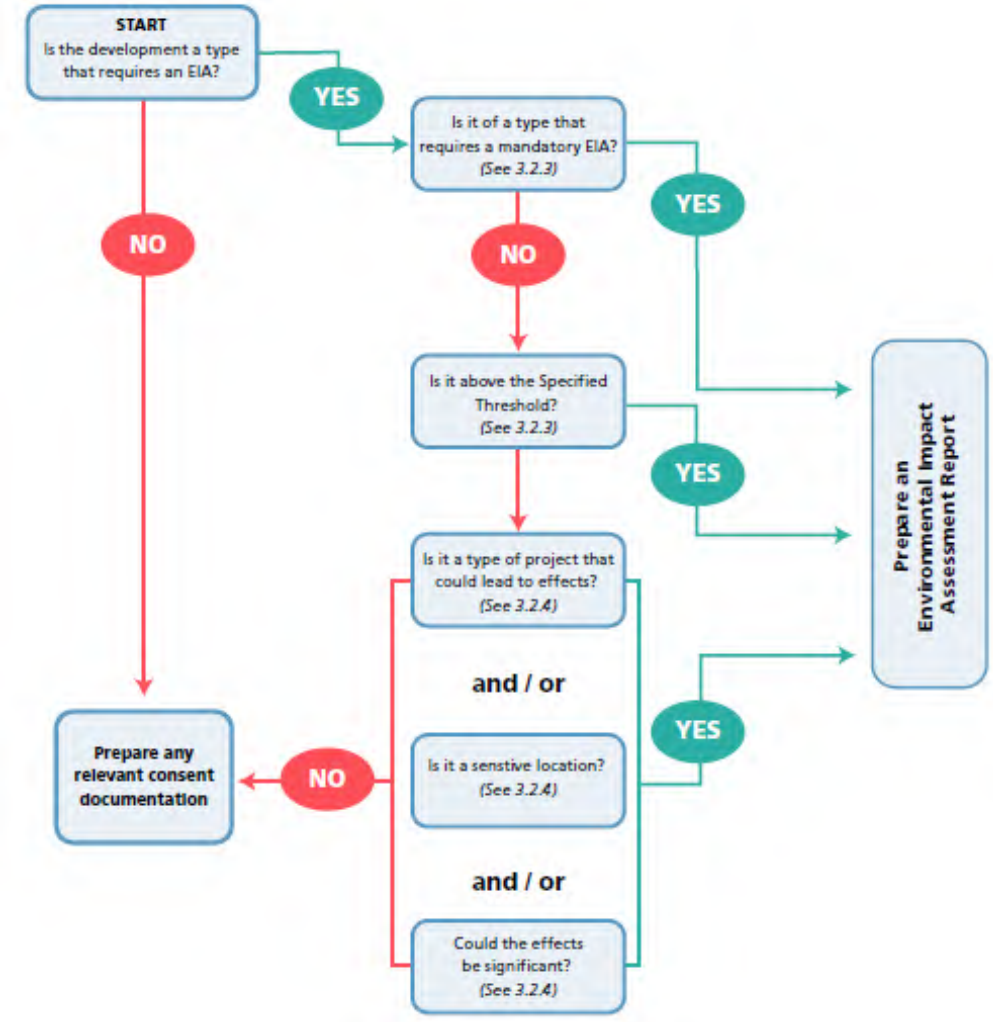
The process of EIA is set out in the EPA EIAR Guidelines, this document should be read in conjunction with and used as supplementary guidance to the EPA EIAR Guidelines. The process for ascertaining whether an EIAR is required is known as 'screening' and the process to determine the breath and scope of an EIAR is known as 'scoping'. Guidance on this can be found in Section 3.2 of the EPA Guidelines.

Screening

Through EIA Screening, developments are either considered as requiring an EIAR due to the project type or because they exceed a threshold level. The screening process begins by establishing whether the proposal is a 'project' as understood by the Directive (as amended).

The prescribed development types and thresholds are set out in Annex I and II of the EIA Directive as transposed into Schedule 5 of the Planning and Development Regulations 2010-2018 (as amended). Development which does not exceed these thresholds but may require an EIAR are called sub threshold. Sub-Threshold considerations are outlined in Schedule 7 of European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) as transposed from Annex III of the Directive. The Guidelines on Environmental Impact Assessment Reports note that projects at first glance may not appear to come under the Schedule but on closer examination when the process is further examined, they may do so because of the sensitivity or significance of the receiving environment etc. Sub threshold developments require an EIAR if they are likely to have significant environmental impacts and must undergo assessment for likely significant impacts through an EIAR screening report. The contents of a screening report for subthreshold development are contained in Annex III of the EIA Directive.

Figure 1: EIAR Screening Process



(Taken from Fig 3.2 of the EPA Guidelines)

Tourism locations should be identified as sensitive receptors in screening assessments for particular impacts, depending on scale and sensitivity, as they would in a full EIAR. Section 6 below can act as guidance for Screening Reports as well as for full EIAR.

The screening process for considering where an EIAR is necessary, is summarised above in Figure 1 (excerpted from Figure 3.2 of the EPA Guidelines).

Strategic Environmental Assessment (SEA) is a more strategic level of environmental assessment that examines plans, policies, objectives and programmes specifically rather than projects. For some tourism developments it may be more appropriate that they be examined through SEA, while individual projects or specific proposals are likely to be more assessed through EIAR. If a project is part of a plan, programme or policy/objective assessed by SEA there may still be a requirement for an EIAR for that development (subject to EIA Screening assessment).

EIAR Scoping

Scoping an EIAR is an opportunity to look at the breadth of issues and ensure that any areas of possible significant impact are assessed. Identifying sensitivities and stakeholders should take account of tourism facilities and consider Fáilte Ireland in scoping requests where necessary.

4. Assessing Tourism

There is no legal definition of 'tourism' in Irish legislation. The UNWTO definition of sustainable tourism is *"Tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities"*. This is widely accepted as a key definition of tourism as we move to a more sustainable future.

Tourism assessments are frequently carried out by economic consultants and by specific tourism consultants. It is always advisable, particular for tourism projects, that suitably qualified and experienced personnel are used to determine the impact of tourism related projects or to assess the impact of more general proposals on a tourism asset identified in a particular location. There is a requirement for EIAR under current legislation to contain a statement of competency within all EIAR documents, including screening and scoping reports.

Projects which involve a tourism element

Tourism projects are wide ranging and diverse. While there are some projects which cater to tourism and are easily identified as such - Hotels, Museums, etc. there are other projects where tourism is a key service or element, but which may not be immediately obvious – walking/cycling/forest trails, greenways, blueways, community facilities and others. EIAR conducted for developments containing tourist elements should be completed in accordance with the current guidance from the EPA.

Projects which include a tourism element can have potential for particular environmental effects which differ from a non-tourism development. These impacts can be intermittent, event related, inconsistent, dependent on weather, temporal, temporary or seasonal. This is considered within the prescribed environmental topics for EIAR outlined in Section 7 below.

Projects which may have an impact upon tourism

While tourism projects may be diverse, the projects which can impact tourism are considerably more wide ranging, from large infrastructural developments to local energy developments. Disruption to or suppression of a tourist resource or amenity can have very local or more strategic impacts, directly or indirectly- for example energy projects in a rural area can have both a negative and positive impact in different regards. There can be temporary, periodic or even seasonal impacts occurring during construction or operational periods.

According to the Fáilte Ireland Tourism Facts 2019 Report, the most important factors in determining the attractiveness of tourism destinations for visitors to Ireland are;

- Beautiful Scenery and Unspoiled Environment
- Hospitality
- Safety
- Nature, Wildlife and Natural Attractions
- History and Culture

- Pace of Life

These factors used for the promotion of tourism in Ireland are also barometers of sensitivity to change in tourism sensitive or dominant locations where development may have an impact upon the tourism asset. The potential for development to impact these sensitivities, and the environmental criteria under which they can be considered, are identified in section 7 of the guidelines.

5. Guiding Principles of EIAR

As outlined in the EPA EIAR Guidelines, the fundamental principles to be followed when preparing an EIAR, including screening and scoping, are:

- Anticipating, avoiding and reducing significant effects
- Assessing and mitigating effects
- Maintaining objectivity
- Ensuring clarity and quality
- Providing relevant information to decision makers
- Facilitating better consultation.

Environmental assessment should be undertaken in accordance with the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

6. Consideration of Competency and Qualifications

As per Section 2.5 of the EPA Guidelines, EIAR is required to be completed by '*competent experts*'.

Contributors to the preparation of environmental impact assessment reports, including screening and scoping assessments, should be qualified and competent. Sufficient expertise, in the relevant field of the project concerned, is required for the purpose of its examination by the competent authorities in order to ensure that the information provided by the developer is complete and of a high level of quality so that a full and proper assessment can be undertaken.

For tourism related projects, or projects likely to affect tourism assets, competent experts in the area of tourism should be utilised in the environmental assessment.

The competency of all involved in the production of an EIAR or any related report (e.g. Screening and scoping) is required to be stated at the beginning of the EIAR report with further details as necessary in each following chapter.

Where tourism projects involve for example heritage or cultural components, input from heritage consultants, conservation architects, or historians may be required.

7. EIAR Requirements

The following are the key requirements for an EIAR under the current guidance. This is not a definitive list and should be read in conjunction with regulations.

- project description;
- assessment of alternatives considered;
- baseline assessment;
- assessment of effects;
- cumulative impact;
- interaction of impacts;
- mitigation & monitoring; and
- residual impacts

Project Description

Project descriptions are required to describe the whole project including site, scale, design and key factors. It is important that the EIAR and design team have a consistent understanding of the development description in full. The key requirements are outlined in section 3.5 of the EPA Guidelines however they identify the following;

- the location of the project
- the physical characteristics of the whole project
- the main characteristics of the operational phase of the project
- an estimate, by type and quantity, of the expected residues and emissions

The location of the project should include identifying key sensitive receptors (including tourism receptors). In the operational phase of the project any tourism based, or potentially tourism related activity, should be identified.

Assessment of Alternatives

The assessment of the various reasonable alternatives is an important requirement of the EIA process.

Where tourism projects are location dependent the assessment of reasonable alternatives should consider alternative methods, layouts, technologies and mitigations, detail the key considerations culminating in the selection of the option/design, the reasoning for these and the environmental effect of these decisions. This is particularly important for tourism projects which are often location tied. The EPA EIAR Guidelines indicate that it is generally sufficient to provide a broad description of each main alternatives and the key issues associated with each, showing how environmental considerations were taken into account in deciding on the selected option.

Baseline Assessment

Baseline descriptions are evidence based, current descriptions of environmental characteristics with consideration of likely changes to the baseline environment evidenced in planning histories, unimplemented permissions, and applications pending determination. Baseline assessments should identify any tourism sensitivities in the zone of influence of a development. This zone of influence of a development is highly dependent on its **Context, Character, Significance,** and **Sensitivity**, as outlined in the EPA EIAR Guidelines. These characteristics apply to both the development and the environment.

For example, in a tourism context;

The location of sensitive tourism resources that are likely to be directly affected should be highlighted, and other premises which although located elsewhere, may be the subject of in combination impacts such as alteration of traffic flows or increased urban development.

The character of an area from a tourism perspective should be described and the principal types of tourism in the area. Where relevant, the specific environmental resources or attributes in the existing environment which each group uses or values should be stated and where relevant, indicate the time, duration or seasonality of any of those activities.

The significance of the tourism assets or activities likely to be affected should be highlighted. Reference to any existing formal or published designation or recognition of such significance should be included. Where possible the value of the contribution of such tourism assets and activities to the local economy should also be provided.

If there are any significant concerns or opposition to the development known to exist among tourism stakeholders and interest groups, this should be highlighted. Identify, where possible, the particular aspect of the development which is of concern, together with the part of the existing tourism resource which may be threatened or impacted.

In addition, the baseline should include any methodologies employed in the study to obtain information, if particular databases are used to locate sensitive receptors they should be acknowledged. In relation to tourism information, the suggested information sources at the end of this document are a non-exhaustive list which may be of assistance in identifying tourism receptors.

Impact Assessment

The topics for consideration of impact are prescribed in the EIA Directive and transcribed into Irish law by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018). Impact assessment should contain the likely significant effects of a development arising from both construction and operation of a development. Advice on describing the effects is contained within the EPA EIAR Guidelines and includes the **quality, significance, extent, probability, type** and **duration** of the effect, with particular descriptors for each. In describing effects upon tourism receptors these descriptors should take account of the particular aspects and sensitivities of tourism, for example a temporary annual effect from a development may have different impacts upon tourism if it falls at peak season rather than off-peak.

Impact assessment should be carried out as per EPA guidelines and the best practice for that prescribed topic. It may be considered appropriate to consider impact on tourism under the 'Population and Human Health' and / or 'Landscape' topics as suggested below.

Population and Human Health

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The impact upon tourism can be considered within this section through the sensitivities of Hospitality, Safety and Pace of Life. Changes in population can impact the perception of pace of life or safety in a particular location. Impacts upon these issues in areas which rely heavily on tourism or have a particular sensitive tourism generator should be considered in this section. The EPA guidelines makes reference to amenity *"..which may be relevant under 'Population and Human Health' and 'Landscape'"*.

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Particular tourist activities can have a significant impact upon biodiversity. Landscapes which are 'unspoiled' can be attractors of tourism. However, the disturbance to ecology must be managed to minimise impacts.

Biodiversity is also a tourism asset and should be protected as such from other development and should be provided for in proposals where possible.

The assessment should also consider current Government policy on nature conservation as outlined in the National Biodiversity Action Plan 2017-2021 (NBAP) (and subsequent iterations (Including draft NBAP recently open for public consultation, to cover 2023 to 2027) which also includes Ireland's vision for biodiversity below.

'That biodiversity and ecosystems in Ireland are conserved and restored, delivering benefits essential for all sectors of society and that Ireland contributes to efforts to halt the loss of biodiversity and the degradation of ecosystems in the EU and globally.'

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A link between tourism and this prescribed environmental factor, beyond the normal development impacts, is rare, however particular activities or facilities which use geological features may have an impact upon soils and geology, such as mountain biking trails, recreational uses of old quarries etc.

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Indirect impacts such as material use for extensive landscaping and public realm should also be considered.

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Tourism uses can be water intense, depending on development type. Recreational use of a surface water feature, water-based leisure centres etc have different impacts to standard development.

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The different transport patterns associated with tourism activities is a key impact of tourism and should be considered especially for tourism projects. These produce temporal and seasonal changes on the norm and specialist consideration and interpretation should be given. Tourism proposals should, where possible, be well served by public transport and should be accessible by modes other than the car. The impact of traffic on tourism assets can be substantial and can vary in severity according to season, the weather, etc. The impact of construction traffic can be a particular concern in tourism sensitive areas in terms of noise pollution and visual impact. The construction programme of developments should work to

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Material assets outside of the material assets already referenced that should be considered are built services (utilities) and infrastructure. Tourism development should include impact assessment on built services (utilities) and infrastructure while non tourism related development should consider the effect on tourism, which should be considered.

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There is a requirement for tourist developments to describe expected significant effects on the environment of the proposed development's vulnerability to major accidents and/or natural disasters relevant to it. Where appropriate measures should be identified to prevent or mitigate the significant adverse effects of such accidents or disasters, including resulting from climate change, on the environment and detail the preparedness for the proposed response.

Interaction of Impacts

Where two or more environmental impacts combine or interact they should be considered under the prescribed topics. It is best practice to provide a table of interactions within an EIAR or EIA Screening Report.

Cumulative Impact

The cumulative impact is that of the project combined with any known likely project which will interact or compound an environmental impact.

Transboundary Impact

Transboundary impacts should be included in EIAR. In the case of tourism, especially international travel, the transboundary impacts may not be proximate to the EIAR site.

Mitigation & Monitoring

Mitigation should follow the hierarchy of minimisation in descending order of preference- Avoid, Reduce, Remedy.

Avoid sensitive tourism resources- such as views, access and amenity areas including habitats as well as historical or cultural sites and structures.

Reduce the exposure of sensitive resources to excessive environmental impact.

Reduce the adverse effects to tourism land uses and patterns of activities, especially through interactions arising from significant changes in the intensity of use or contrasts of character or appearance.

Remedy any unavoidable significant residual adverse effects on tourism resources or activities.

Mitigation measures must be measurable and achievable within the bounds of the project.

With regard to Monitoring, Article 8a of the EIA Directive requires that:

1. 'The decision to grant development consent shall incorporate at least the following information …
(b) any environmental conditions attached to the decision, a description of any features of the project and/or measures envisaged to avoid, prevent or reduce and, if possible, offset significant adverse effects on the environment as well as, where appropriate, monitoring measures. … 4 Member States shall ensure that the features of the project and/or measures envisaged to avoid, prevent or reduce and, if possible, offset significant adverse effects on the environment are implemented by the developer, and shall determine the procedures regarding the monitoring of significant adverse effects on the environment. The type of parameters to be monitored and the duration of the monitoring shall be proportionate to the nature, location and size of the project and the significance of its effects on the environment. Existing monitoring arrangements resulting from Union legislation other than this Directive and from national legislation may be used if appropriate, with a view to avoiding duplication of monitoring.'

Residual Impacts

The residual impacts are the final predicted or intended impacts which occur after the proposed mitigation measures have been implemented.

8. Sources of information on Tourism

Information available online

Fáilte Ireland

Fáilte Ireland offers detailed research analysis and insights into the Irish Tourism Industry. The National Tourism Development Authority has a portfolio of research across a number of areas including facts and figures, Environmental Surveying and Monitoring, briefing papers and reports and visitor feedback. The Fáilte Ireland website has a dedicated research library which can be accessed here

Fáilte Ireland also manages an environmental surveying and monitoring database as part of the Wild Atlantic Way Operational Programme which can be accessed here. The purpose of this is to work with and demonstrate to our stakeholders and partners that we are committed to the sustainable development of the Wild Atlantic Way, and to be able to pre-empt and avoid environmental effects in the future should they occur.

Discover Ireland:

Operated by Fáilte Ireland, the Discover Ireland website includes comprehensive information on tourist attractions in destinations all around Ireland, including listings for activities, accommodation, events and experiences for every county, major town and region in Ireland. The website features elements from the four destination brands – Wild Atlantic Way, Ireland's Ancient East, Ireland's Hidden Heartlands and Visit Dublin and can be accessed here.

Tourism Ireland

Tourism Ireland is responsible for marketing the island of Ireland overseas as a holiday and business tourism destination. Tourism Ireland publishes a range of research documents including; visitor facts and figures, seasonal updates and industry insights which are accessible here

Local Authorities

Local Authorities are an invaluable source of information. They produce tourism strategies and audits of tourism assets within their jurisdiction. Local authorities will also produce landscape and seascape studies. Protected views and prospects as well as the record of protected structures and other designated protected buildings are contained within the Statutory Development Plans.

Regional Assemblies

Regional Assemblies can also be consulted on high level strategic tourism and potential Regional Spatial and Economic Strategies (RSESs) should be consulted.

Central Statistics Office

The Central Statistics Office (CSO) is Ireland's national statistical office and their purpose is to impartially collect, analyse and make available statistics about Ireland's people, society and economy. The Tourism and Travel Section of the Central Statistics Office is the major source for tourism statistics in Ireland and is updated regularly.

Fáilte Ireland
Turasóireacht Náisúnta
An tÚdara Eorbartha
National Tourism
Development Authority

EIAR Guidelines for the Consideration of Tourism and Tourism Related Projects



July 2023

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1. Introduction

Tourism is a growing sector and substantial part of the Irish Economy. It contributes to both urban and rural economies in every part of the country. The impact and interaction of tourism with the environment is complex and the assessment of environmental impacts is of utmost importance to creating a sustainable tourism economy and protecting the natural resources that are so often a tourism attraction.

The purpose of this report is to provide guidance for those conducting Environmental Impact Assessment and compiling an Environmental Impact Assessment Reports (EIAR), or those assessing EIARs, where the project involves tourism or may have an impact upon tourism. These guidelines are non-statutory and act as supplementary advice to the EPA EIAR Guidelines outlined in section 2.

This guidance document has been prepared by Fáilte Ireland to update their EIA guidelines in line with changes in legislative and guidance requirements.

2. Background to this Document

Tourism is one of the largest and most important sectors of the economy, providing employment for approximately **260,000 people**, an economic contribution of **€9.5 billion**, and exchequer revenue of **€1.8 billion** in 2019, which helps fund other key public services.

In 2019 Ireland welcomed **9.7 million overseas visitors.**

Fáilte Ireland is the National Tourism Development Authority established by the Irish Government in May 2003. Fáilte Irelands role is to support the tourism industry and work to sustain Ireland as a high-quality and competitive tourism destination. They provide a range of practical business supports to help tourism businesses better manage and market their products and services.

Fáilte Ireland also work with other state agencies and representative bodies, at local and national levels, to implement and champion positive and practical strategies that will benefit Irish tourism and the Irish economy.

Fáilte Ireland promotes Ireland as a holiday destination through a domestic marketing campaign (DiscoverIreland.ie) and manage a network of nationwide tourist information centres that provide help and advice for visitors to Ireland.

Tourism related projects cover a broad range of plans, programmes and developments, from the Wild Atlantic Way to a single hotel conversion. These guidelines apply to projects involving or impacting upon tourism. A tourism plan, strategy or programme where it is part of the statutory plan making process under the Planning and Development Acts (as amended), may be more appropriately assessed by a Strategic Environmental Assessment (SEA) as discussed in the next section.

It should be borne in mind that EIA is required where there is anticipated to be a significant impact on the environment, where tourism projects are of a prescribed type or meet thresholds identified below.

Where Natura 2000 Designated Sites are potentially affected by tourism development Appropriate Assessment must be carried out by the appropriate authority in accordance with Article 6(3) of the EU Habitats Directive.

3. Legislation and Statutory Guidance

Environmental Impact Assessment is a procedure that ensures that the environmental implications of decisions are taken into account before planning based decisions are made. The assessment results in a report, called an Environmental Impact Assessment Report (EIAR).

Legislation

These guidelines are produced under current EIAR legislative requirements, having regard to Directive 2011/92/EU (known as 'Environmental Impact Assessment' – EIA Directive), as amended by Directive EU 2014/52 which came into effect in May of 2017. These requirements were transposed into Irish Law on 1 September 2018 as most of the provisions of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) came into effect. The principle of both Directives is to ensure that plans, programmes and projects likely to have significant effects on the environment are made subject to an environmental assessment, prior to their approval or authorisation.

Statutory Guidance

In response to the changes to the EIAR requirements under Directive EU 2014/52, the Environmental Protection Agency (EPA) developed Guidelines on the information to be contained in Environmental Impact Assessment Reports in May 2022. The Guidelines are a statutory document to be regarded by those preparing EIARs and the decision makers considering the EIARs.

Some of the key changes to the EIA Directive introduced by Directive 2014/52/EU are as follows:

- Additional information to be provided in the project description to describe the location of the project, the technologies and substances used, the construction of the project and required demolition;
- The requirement for consideration of alternatives has changed from a requirement to provide ‘An outline of the main alternatives studied by the developer and an indication of the main reasons for this choice, taking into account the environmental effects’ to ‘a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment’;
- A refinement of the environmental factors to be considered in the assessment with an increased focus on resource efficiency, climate change, biodiversity and disaster prevention;
- Changes to Prescribed Environmental Factors with ‘Land’ being added, ‘Human Beings’ replaced by ‘Population & Human Health’ and ‘Flora & Fauna’ replaced by ‘Biodiversity’;

- The developer is required to have competent experts to prepare the EIAR and the Board is required to have access to sufficient expertise to assess the EIAR;
- Requirement for the incorporation of mitigation and monitoring measures in consents and ensuring that developers deliver these measures;
- The requirements for the assessment of cumulative effects with existing and/or approved projects, taking into account existing environmental issues to be considered; and
- Reasoned decisions made with regard to the EIA outcomes must be provided.

In addition to the EPA statutory guidance, the Department of Housing has produced Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment in August 2018.

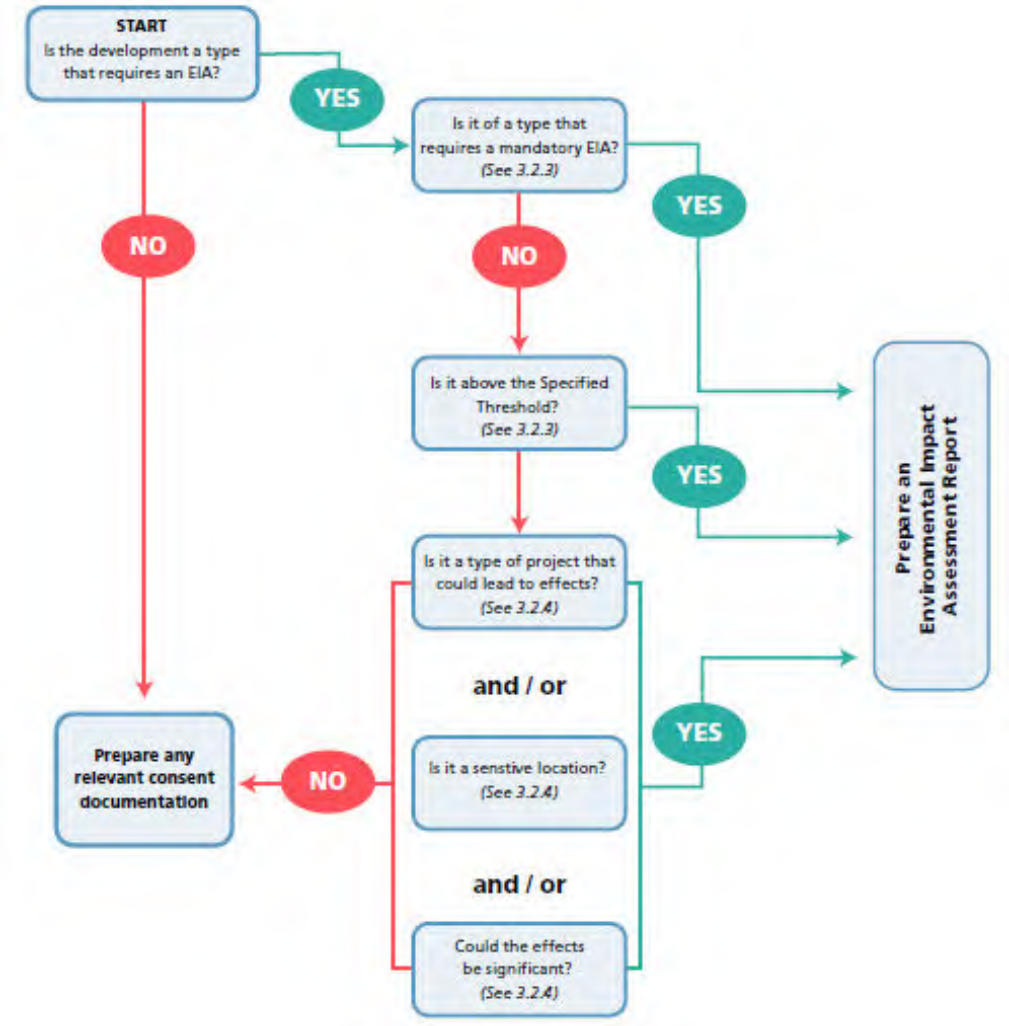
The process of EIA is set out in the EPA EIAR Guidelines, this document should be read in conjunction with and used as supplementary guidance to the EPA EIAR Guidelines. The process for ascertaining whether an EIAR is required is known as 'screening' and the process to determine the breath and scope of an EIAR is known as 'scoping'. Guidance on this can be found in Section 3.2 of the EPA Guidelines.

Screening

Through EIA Screening, developments are either considered as requiring an EIAR due to the project type or because they exceed a threshold level. The screening process begins by establishing whether the proposal is a 'project' as understood by the Directive (as amended).

The prescribed development types and thresholds are set out in Annex I and II of the EIA Directive as transposed into Schedule 5 of the Planning and Development Regulations 2010-2018 (as amended). Development which does not exceed these thresholds but may require an EIAR are called sub threshold. Sub-Threshold considerations are outlined in Schedule 7 of European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) as transposed from Annex III of the Directive. The Guidelines on Environmental Impact Assessment Reports note that projects at first glance may not appear to come under the Schedule but on closer examination when the process is further examined, they may do so because of the sensitivity or significance of the receiving environment etc. Sub threshold developments require an EIAR if they are likely to have significant environmental impacts and must undergo assessment for likely significant impacts through an EIAR screening report. The contents of a screening report for subthreshold development are contained in Annex III of the EIA Directive.

Figure 1: EIAR Screening Process



(Taken from Fig 3.2 of the EPA Guidelines)

Tourism locations should be identified as sensitive receptors in screening assessments for particular impacts, depending on scale and sensitivity, as they would in a full EIAR. Section 6 below can act as guidance for Screening Reports as well as for full EIAR.

The screening process for considering where an EIAR is necessary, is summarised above in Figure 1 (excerpted from Figure 3.2 of the EPA Guidelines).

Strategic Environmental Assessment (SEA) is a more strategic level of environmental assessment that examines plans, policies, objectives and programmes specifically rather than projects. For some tourism developments it may be more appropriate that they be examined through SEA, while individual projects or specific proposals are likely to be more assessed through EIAR. If a project is part of a plan, programme or policy/objective assessed by SEA there may still be a requirement for an EIAR for that development (subject to EIA Screening assessment).

EIAR Scoping

Scoping an EIAR is an opportunity to look at the breadth of issues and ensure that any areas of possible significant impact are assessed. Identifying sensitivities and stakeholders should take account of tourism facilities and consider Fáilte Ireland in scoping requests where necessary.

4. Assessing Tourism

There is no legal definition of 'tourism' in Irish legislation. The UNWTO definition of sustainable tourism is *"Tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities"*. This is widely accepted as a key definition of tourism as we move to a more sustainable future.

Tourism assessments are frequently carried out by economic consultants and by specific tourism consultants. It is always advisable, particular for tourism projects, that suitably qualified and experienced personnel are used to determine the impact of tourism related projects or to assess the impact of more general proposals on a tourism asset identified in a particular location. There is a requirement for EIAR under current legislation to contain a statement of competency within all EIAR documents, including screening and scoping reports.

Projects which involve a tourism element

Tourism projects are wide ranging and diverse. While there are some projects which cater to tourism and are easily identified as such - Hotels, Museums, etc. there are other projects where tourism is a key service or element, but which may not be immediately obvious – walking/cycling/forest trails, greenways, blueways, community facilities and others. EIAR conducted for developments containing tourist elements should be completed in accordance with the current guidance from the EPA.

Projects which include a tourism element can have potential for particular environmental effects which differ from a non-tourism development. These impacts can be intermittent, event related, inconsistent, dependent on weather, temporal, temporary or seasonal. This is considered within the prescribed environmental topics for EIAR outlined in Section 7 below.

Projects which may have an impact upon tourism

While tourism projects may be diverse, the projects which can impact tourism are considerably more wide ranging, from large infrastructural developments to local energy developments. Disruption to or suppression of a tourist resource or amenity can have very local or more strategic impacts, directly or indirectly- for example energy projects in a rural area can have both a negative and positive impact in different regards. There can be temporary, periodic or even seasonal impacts occurring during construction or operational periods.

According to the Fáilte Ireland Tourism Facts 2019 Report, the most important factors in determining the attractiveness of tourism destinations for visitors to Ireland are;

- Beautiful Scenery and Unspoiled Environment
- Hospitality
- Safety
- Nature, Wildlife and Natural Attractions
- History and Culture

- Pace of Life

These factors used for the promotion of tourism in Ireland are also barometers of sensitivity to change in tourism sensitive or dominant locations where development may have an impact upon the tourism asset. The potential for development to impact these sensitivities, and the environmental criteria under which they can be considered, are identified in section 7 of the guidelines.

5. Guiding Principles of EIAR

As outlined in the EPA EIAR Guidelines, the fundamental principles to be followed when preparing an EIAR, including screening and scoping, are:

- Anticipating, avoiding and reducing significant effects
- Assessing and mitigating effects
- Maintaining objectivity
- Ensuring clarity and quality
- Providing relevant information to decision makers
- Facilitating better consultation.

Environmental assessment should be undertaken in accordance with the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

6. Consideration of Competency and Qualifications

As per Section 2.5 of the EPA Guidelines, EIAR is required to be completed by '*competent experts*'.

Contributors to the preparation of environmental impact assessment reports, including screening and scoping assessments, should be qualified and competent. Sufficient expertise, in the relevant field of the project concerned, is required for the purpose of its examination by the competent authorities in order to ensure that the information provided by the developer is complete and of a high level of quality so that a full and proper assessment can be undertaken.

For tourism related projects, or projects likely to affect tourism assets, competent experts in the area of tourism should be utilised in the environmental assessment.

The competency of all involved in the production of an EIAR or any related report (e.g. Screening and scoping) is required to be stated at the beginning of the EIAR report with further details as necessary in each following chapter.

Where tourism projects involve for example heritage or cultural components, input from heritage consultants, conservation architects, or historians may be required.

7. EIAR Requirements

The following are the key requirements for an EIAR under the current guidance. This is not a definitive list and should be read in conjunction with regulations.

- project description;
- assessment of alternatives considered;
- baseline assessment;
- assessment of effects;
- cumulative impact;
- interaction of impacts;
- mitigation & monitoring; and
- residual impacts

Project Description

Project descriptions are required to describe the whole project including site, scale, design and key factors. It is important that the EIAR and design team have a consistent understanding of the development description in full. The key requirements are outlined in section 3.5 of the EPA Guidelines however they identify the following;

- the location of the project
- the physical characteristics of the whole project
- the main characteristics of the operational phase of the project
- an estimate, by type and quantity, of the expected residues and emissions

The location of the project should include identifying key sensitive receptors (including tourism receptors). In the operational phase of the project any tourism based, or potentially tourism related activity, should be identified.

Assessment of Alternatives

The assessment of the various reasonable alternatives is an important requirement of the EIA process.

Where tourism projects are location dependent the assessment of reasonable alternatives should consider alternative methods, layouts, technologies and mitigations, detail the key considerations culminating in the selection of the option/design, the reasoning for these and the environmental effect of these decisions. This is particularly important for tourism projects which are often location tied. The EPA EIAR Guidelines indicate that it is generally sufficient to provide a broad description of each main alternatives and the key issues associated with each, showing how environmental considerations were taken into account in deciding on the selected option.

Baseline Assessment

Baseline descriptions are evidence based, current descriptions of environmental characteristics with consideration of likely changes to the baseline environment evidenced in planning histories, unimplemented permissions, and applications pending determination. Baseline assessments should identify any tourism sensitivities in the zone of influence of a development. This zone of influence of a development is highly dependent on its **Context, Character, Significance,** and **Sensitivity**, as outlined in the EPA EIAR Guidelines. These characteristics apply to both the development and the environment.

For example, in a tourism context;

The location of sensitive tourism resources that are likely to be directly affected should be highlighted, and other premises which although located elsewhere, may be the subject of in combination impacts such as alteration of traffic flows or increased urban development.

The character of an area from a tourism perspective should be described and the principal types of tourism in the area. Where relevant, the specific environmental resources or attributes in the existing environment which each group uses or values should be stated and where relevant, indicate the time, duration or seasonality of any of those activities.

The significance of the tourism assets or activities likely to be affected should be highlighted. Reference to any existing formal or published designation or recognition of such significance should be included. Where possible the value of the contribution of such tourism assets and activities to the local economy should also be provided.

If there are any significant concerns or opposition to the development known to exist among tourism stakeholders and interest groups, this should be highlighted. Identify, where possible, the particular aspect of the development which is of concern, together with the part of the existing tourism resource which may be threatened or impacted.

In addition, the baseline should include any methodologies employed in the study to obtain information, if particular databases are used to locate sensitive receptors they should be acknowledged. In relation to tourism information, the suggested information sources at the end of this document are a non-exhaustive list which may be of assistance in identifying tourism receptors.

Impact Assessment

The topics for consideration of impact are prescribed in the EIA Directive and transcribed into Irish law by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018). Impact assessment should contain the likely significant effects of a development arising from both construction and operation of a development. Advice on describing the effects is contained within the EPA EIAR Guidelines and includes the **quality, significance, extent, probability, type** and **duration** of the effect, with particular descriptors for each. In describing effects upon tourism receptors these descriptors should take account of the particular aspects and sensitivities of tourism, for example a temporary annual effect from a development may have different impacts upon tourism if it falls at peak season rather than off-peak.

Impact assessment should be carried out as per EPA guidelines and the best practice for that prescribed topic. It may be considered appropriate to consider impact on tourism under the 'Population and Human Health' and / or 'Landscape' topics as suggested below.

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The cumulative impact is that of the project combined with any known likely project which will interact or compound an environmental impact.

Transboundary Impact

Transboundary impacts should be included in EIAR. In the case of tourism, especially international travel, the transboundary impacts may not be proximate to the EIAR site.

Mitigation & Monitoring

Mitigation should follow the hierarchy of minimisation in descending order of preference- Avoid, Reduce, Remedy.

Avoid sensitive tourism resources- such as views, access and amenity areas including habitats as well as historical or cultural sites and structures.

Reduce the exposure of sensitive resources to excessive environmental impact.

Reduce the adverse effects to tourism land uses and patterns of activities, especially through interactions arising from significant changes in the intensity of use or contrasts of character or appearance.

Remedy any unavoidable significant residual adverse effects on tourism resources or activities.

Mitigation measures must be measurable and achievable within the bounds of the project.

With regard to Monitoring, Article 8a of the EIA Directive requires that:

1. 'The decision to grant development consent shall incorporate at least the following information …
(b) any environmental conditions attached to the decision, a description of any features of the project and/or measures envisaged to avoid, prevent or reduce and, if possible, offset significant adverse effects on the environment as well as, where appropriate, monitoring measures. … 4 Member States shall ensure that the features of the project and/or measures envisaged to avoid, prevent or reduce and, if possible, offset significant adverse effects on the environment are implemented by the developer, and shall determine the procedures regarding the monitoring of significant adverse effects on the environment. The type of parameters to be monitored and the duration of the monitoring shall be proportionate to the nature, location and size of the project and the significance of its effects on the environment. Existing monitoring arrangements resulting from Union legislation other than this Directive and from national legislation may be used if appropriate, with a view to avoiding duplication of monitoring.'

Residual Impacts

The residual impacts are the final predicted or intended impacts which occur after the proposed mitigation measures have been implemented.

8. Sources of information on Tourism

Information available online

Fáilte Ireland

Fáilte Ireland offers detailed research analysis and insights into the Irish Tourism Industry. The National Tourism Development Authority has a portfolio of research across a number of areas including facts and figures, Environmental Surveying and Monitoring, briefing papers and reports and visitor feedback. The Fáilte Ireland website has a dedicated research library which can be accessed here

Fáilte Ireland also manages an environmental surveying and monitoring database as part of the Wild Atlantic Way Operational Programme which can be accessed here. The purpose of this is to work with and demonstrate to our stakeholders and partners that we are committed to the sustainable development of the Wild Atlantic Way, and to be able to pre-empt and avoid environmental effects in the future should they occur.

Discover Ireland:

Operated by Fáilte Ireland, the Discover Ireland website includes comprehensive information on tourist attractions in destinations all around Ireland, including listings for activities, accommodation, events and experiences for every county, major town and region in Ireland. The website features elements from the four destination brands – Wild Atlantic Way, Ireland's Ancient East, Ireland's Hidden Heartlands and Visit Dublin and can be accessed here.

Tourism Ireland

Tourism Ireland is responsible for marketing the island of Ireland overseas as a holiday and business tourism destination. Tourism Ireland publishes a range of research documents including; visitor facts and figures, seasonal updates and industry insights which are accessible here

Local Authorities

Local Authorities are an invaluable source of information. They produce tourism strategies and audits of tourism assets within their jurisdiction. Local authorities will also produce landscape and seascape studies. Protected views and prospects as well as the record of protected structures and other designated protected buildings are contained within the Statutory Development Plans.

Regional Assemblies

Regional Assemblies can also be consulted on high level strategic tourism and potential Regional Spatial and Economic Strategies (RSESs) should be consulted.

Central Statistics Office

The Central Statistics Office (CSO) is Ireland's national statistical office and their purpose is to impartially collect, analyse and make available statistics about Ireland's people, society and economy. The Tourism and Travel Section of the Central Statistics Office is the major source for tourism statistics in Ireland and is updated regularly.

Sir or Madam,
Forest Service,
Agriculture House,
Kildare Street,
Dublin 2

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Tara Ivanovic

From: Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Sent: Wednesday 28 September 2022 11:49
To: Jonny Fearon
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Wind Farm Co Kilkenny.pdf

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Good morning,

Please see comments attached from our Forestry Division.

Regards

Breeda

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
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+353 (0) 91 735611
www.mkoireland.ie

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An Roinn Talmhaíochta, Bia agus Mara

Tá an t-eolais san ríomhphost seo, agus in aon ceangláin leis, faoi phribhléid agus faoi rún agus le h-aghaigh an seolaí amháin. D'fhéadfadh ábhar an seoladh seo bheith faoi phribhléid profisiúnta nó dlíthiúil. Mura tusa an seolaí a bhí beartaithe leis an ríomhphost seo a fháil, tá cosc air, nó aon chuid de, a úsáid, a chóipeál, nó a scaoileadh. Má tháinig sé chugat de bharr dearmad, téigh i dteagmháil leis an seoltóir agus scrios an t-ábhar ó do ríomhaire le do thoil.

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:36
To: 'Environmental Co-ordination (Inbox)'; 'forestryinfo@agrilcultre.gov.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Breeda,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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From: Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Sent: Wednesday 28 September 2022 11:49
To: Jonny Fearon <jfearon@mkoireland.ie>
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Good morning,

Please see comments attached from our Forestry Division.

Regards

Breeda

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tuam Road, Galway
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Evan Connolly

From: Evan Connolly
Sent: Monday 11 May 2026 17:01
To: Forestry Info
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

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The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Tara Ivanovic

From:	Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Sent:	Thursday 14 May 2026 10:49
To:	'econnolly@mkoireland.ie'
Subject:	FW: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments:	Killoshulan Renewable wind farm Near Urlingford, Johnstown, Urlingford co Kilkenny.pdf

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Good morning,

Please see attached observations/comments.

Environmental Co-ordination Unit

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday 11 May 2026 16:30
To: Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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An Roinn Talmhaíochta, Bia agus Mara

Tá an t-eolas sa ríomhphost seo, agus in aon cheangaltáin leis, faoi rún agus tá sé dírithe ar an bhfaighteoir/na faighteoirí beartaithe amháin agus níor cheart ach dóibh siúd é a úsáid. D'fhéadfadh an t-eolas seo a bheith faoi réir pribhléid dhlíthiúil agus ghairmiúil. Mura tusa faighteoir beartaithe an ríomhphoist seo, níor cheart duit an teachtaireacht seo, nó aon chuid di, a úsáid, a nochtadh, a chóipeáil, a dháileadh nó a choinneáil. Má fuair tú an ríomhphost seo go hearráideach, cuir an

seoltóir ar an eolas láithreach agus scrios gach cóip den ríomhphost seo ó chóra(i)s do ríomhaire, le do thoil.

An Roinn Talmhaíochta,
Bia agus Mara
Department of Agriculture,
Food and the Marine

MKO
Tuam Road
Galway
Ireland
H91 VW84

13th May 2026

Re: Proposed wind farm development on behalf of Killoshulan Renewable Energy Limited located near the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

Dear Sir/Madam,

The following are the comments from this Division in relation to the proposed development:

If the proposed development will involve the felling or removal of any trees, the developer must obtain a Felling License from this Department before trees are felled or removed. A Felling Licence application form can be obtained from the Department's website link here: gov.ie - Tree Felling Licences (www.gov.ie)

A Felling Licence granted by the Minister for Agriculture, Food and the Marine provides authority under the Forestry Act 2014 to fell or otherwise remove a tree or trees and/or to thin a forest for silvicultural reasons. The Act prescribes the functions of the Minister and details the requirements, rights and obligations in relation to felling licences. The principal set of regulations giving further effect to the Forestry Act 2014 are the Forestry Regulations 2017 (S.I. No. 191 of 2017).

The developer should take note of the contents of **Felling and Reforestation Policy** document which provide a consolidated source of information on the legal and regulatory framework relating to tree felling; gov.ie - Tree Felling Licences (www.gov.ie) As this development is within forest lands, particular attention should be paid to deforestation, turbulence felling and the requirement to afforest alternative lands.

In order to ensure regulated forestry operations in Ireland accord with the principles of sustainable forest management (SFM), as well fulfilling the requirements of other relevant environmental protection laws, the Department (acting through its Forest Service division) must undertake particular consultations, and give certain matters full consideration during the assessment of individual Felling Licence applications. This includes consultation with relevant bodies, the application of various protocols and procedures (e.g. Forest Service Appropriate Assessment Procedure), and the requirement for applicants on occasion to provide further information (e.g. a Natura Impact Statement).

Consequently, when the Forest Service is considering an application to fell trees, the following applies:

1. The interaction of these proposed works with the environment locally and more widely, in addition to potential direct and indirect impacts on designated sites and water, is

assessed. Consultation with relevant environmental and planning authorities may be required where specific sensitivities arise (e.g. local authorities, National Parks & Wildlife Service, Inland Fisheries Ireland, and the National Monuments Service);

2. Where a tree Felling Licence application is received, the Department will publish a notice of the application before making a decision on the matter. The notice shall state that any person may make a submission to the Department within 30 days from the date of the notice. The notices are published online at: gov.ie - Felling Licence Applications (www.gov.ie)

3. Third parties that make a submission or observation will be informed of the decision to grant or refuse the licence, and on request, details of the conditions attached to the licence, the main reasons and considerations on which the decision to grant or refuse the licence was based, and where conditions are attached to any licence, the reasons for the conditions. Both third parties and applicants will be also informed of their right to appeal any decision within 14 days to the Forestry Appeals Committee. Felling Licence decision are published on the Departments Forestry Licence Viewer 9FLV) link here: Forestry Licence Viewer (agriculture.gov.ie)

It is important to note that when applying to **a Local Authority**, or **An Bord Pleanàla**, for planning permission where developments are:

a) subject to an EIA procedure (including screening in the case of a sub-threshold development) and any resulting requirement to produce an EIAR; and/or

b) subject to an Appropriate Assessment procedure (including screening) and any resulting requirement to a Natura Impact Statement (NIS); and

c) the proposed development in its construction or operational phases, or any works ancillary thereto, would directly or indirectly involve the felling and replanting of trees, deforestation for the purposes of conversion to another type of land use, or replacement of broadleaf high forest by conifer species,

1. that there is a requirement inter alia under the EIA Directive for an overall assessment of the effects of the project or the alteration thereof on the environment to be undertaken, including the direct and indirect environmental impact of the project;

and

2. pursuant to Article 2(3) of the EIA Directive, the Department of Agriculture, Food and the Marine strongly recommends that, notwithstanding the fact that a parallel consent in the form of felling licence may also have to be applied for, any EIAR and/or NIS produced in connection with the application for planning permission to the Local Planning Authority or An Bord Pleanàla, should include an assessment of the impact of and measures, as appropriate, to prevent, mitigate or compensate for any significant adverse effects direct or indirect identified on the environment arising from such felling and replanting of trees, deforestation for the

purposes of conversion to another type of land use, or replacement of broadleaf high forest by conifer species.

3. Please note that there must be absolute spatial consistency between the felling licence areas submitted to DAFM (second authority) and all related planning documents submitted to the first authority in respect of the felling area(s).

Pp 

Neil O'Brien
Higher Executive Officer
Felling Section

Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:37
To: 'networksinfo@gasnetworks.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Mr John Butler,
Geological Survey of Ireland,
Beggars Bush,
Haddington Road,
Dublin 4

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Mr John Butler,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:43
To: 'GSI Planning'
Cc: Clare Glanville; Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Trish,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

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The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
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From: GSI Planning <GSIPlanning@GSI.ie>
Sent: Monday 7 November 2022 13:57
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Clare Glanville <Clare.Glanville@decc.gov.ie>; GSI Planning <GSIPlanning@GSI.ie>
Subject: RE: EIS 22/385 - EIA Scoping Report for Killoshulan Wind Farm, Co Kilkenny

Dear Jonathan,

With reference to your email received on the 22 September 2022, concerning the EIA Scoping Report for Killoshulan Wind Farm, Co Kilkenny, please find attached response and dataset sheet from Geological Survey Ireland.

If you have any further queries or if we can be of further assistance, please do not hesitate to contact me Trish Smullen, or my colleague Clare Glanville at GSIPlanning@gsi.ie.

Yours sincerely,

Trish Smullen
Geological Survey Ireland

From: GSI Planning <GSIPlanning@GSI.ie>
Sent: Thursday 22 September 2022 17:04
To: Clare Glanville <Clare.Glanville@decc.gov.ie>; Sophie O'Connor <Sophie.OConnor@decc.gov.ie>; Brian McConnell <Brian.McConnell@gsi.ie>; Monica Lee <Monica.Lee@gsi.ie>; Taly Hunter Williams <Taly.HunterWilliams@gsi.ie>; Sean Cullen <Sean.Cullen@gsi.ie>; Charise McKeon <Charise.McKeon@gsi.ie>; Jim Hodgson <jim.hodgson@gsi.ie>; Eoin McGrath <Eoin.McGrath@gsi.ie>; Trish Smullen <Trish.Smullen@gsi.ie>
Cc: GSI Planning <GSIPlanning@GSI.ie>
Subject: EIS 22/385 - EIA Scoping Report for Killoshulan Wind Farm, Co Kilkenny

EIS 22/385

EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in Co Kilkenny. Request for observations by MKO Ireland. Document is enclosed. Further details are below.

Regards,

John

From: Jonny Fearon [mailto:jfearon@mkoireland.ie]
Sent: 22 September 2022 16:31
To: Jonny Fearon
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

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As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Tá eolas sa teachtaireacht leictreonach seo (agus b'fhéidir sa chomhaid ceangailte leis) a d'fhéadfadh bheith príobháideach nó faoi rún. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo. Más trí earráid a fuair tú an teachtaireacht leictreonach seo cuir, más é do thoil é, an té ar sheol an teachtaireacht ar an eolas láithreach. Deimhnítear leis seo freisin nár aims odh víreas sa phost seo tar éis a scanadh.

Sir or Madam,
Health Service Executive,
Oak House,
Millenium Park,
Naas
Co. Kildare

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

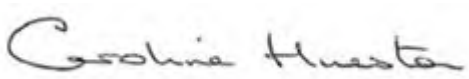
Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Tara Ivanovic

From: Hueston, Caroline <caroline.hueston@hse.ie>
Sent: Tuesday 4 October 2022 11:30
To: Jonny Fearon
Subject: Ref: 211027 Scoping Application for the Proposed Renewable Energy Development Killoshulan, Co Kilkenny
Attachments: Cover letter Killoshulan Scoping MKO EHIS 2726.docx; HSE submission Killoshulan Renewable Energy Development Scoping MKO EHIS 2726.docx

You don't often get email from caroline.hueston@hse.ie. Learn why this is important

Jonathan
Attached please find the HSE report for the above proposed development, a hard copy of which has been posted to you today. Should any additional comments be received from other HSE stakeholders they will be forwarded to you before October 21st.
Regards
Caroline



Environmental Health Officer
Environment / Climate Change Network Support Unit
Environmental Health Service
HSE West
Ennistymon Health Centre
Ennis Road
Ennistymon
Co. Clare
065 7071143
086 8236817

Need information and advice on COVID-19? Go to www.hse.ie/coronavirus

Feidhmeannachtna Seirbhíse Sláinte, Teach na Darrach,Pairc na Mílaoise, An Nás, Cill Dara W91KDC2.

National Environmental Health Office, Oak House, Millennium Park, Naas, Co Kildare W91KDC2.

t 045 880442
e ehnationaloffice@hse.ie

Mr Jonathan Fearon
MKO
Tuam Road
Galway
H91 VW84

Date:	21 October 2022
Name:	Mr Jonathan Fearon, MKO, Tuam Road, Galway
Consultant's reference:	211027 EIA Scoping Application for the Proposed Renewable Energy Development, Killoshulan, Co. Kilkenny
Re:	EIA Scoping Report
Proposed development:	Proposed Renewable Energy Development, Killoshulan, Co. Kilkenny
Applicant:	Killloshulan Renewable Energy Ltd
EHIS Reference:	2726

Dear Mr Fearon

Please find enclosed the HSE Consultation Report in relation to the above proposal.

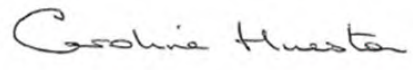
The following HSE departments were made aware of the consultation request for the proposed development on 23 September 2022

- Emergency Planning – David O'Sullivan
- Estates – Helen Maher/Stephen Murphy
- Assistant National Director for Health Protection – National Clinical Director for Health Protection

- CHO – Kate Killeen White

Please contact me if you have any queries regarding this report

Yours sincerely



Caroline Hueston
Environment/Climate Change, Network Support Unit (NSU)
Environmental Health Service
HSE West,
Ennistymon Health Centre,
Ennis Road,
Ennistymon,
Co. Clare
065 7071143
086 8236817

HSE EIA Scoping

Environmental Health Service Submission Report

Date: 21 October 2022

Our reference: EHIS 2726

Report to: Jonathan Fearon, M Sc. Environmental Scientist, MKO, Tuam Road, Galway

Type of Consultation: EIA Scoping

Proposed development: Renewable Energy Development, Killoshulan, Co. Kilkenny

Applicant: Killoshulan Renewable Energy Ltd

Proposed Development: The proposed development will likely comprise approximately 10-15 No. wind turbines, a 110Kv substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), burrow pit(s), a temporary construction compound and a permanent anemometry mast located in Co Kilkenny and a grid connection to Ballyragget 110Kv substation, located in Co Kilkenny via an underground grid connection route.

General Introduction

The following documents should be taken into consideration when preparing the Environmental Impact Assessment Report:

- Guidelines on the information to be contained in EIS (2002), 187kb
- Advice Notes on Current Practice in the preparation of EIS (2003), 435kb
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

https://www.housing.gov.ie/sites/default/files/publications/files/guidelines_for_planning_authorities_and_an_bord_pleanála_on_carrying_out_eia_-_august_2018.pdf

EU publication: Environmental Impact Assessment of Projects Guidance on the preparation of the Environmental Impact Assessment Report, EU, 2017

http://ec.europa.eu/environment/eia/pdf/EIA_guidance_EIA_report_final.pdf

Adoption of the Directive (2014/52/EU) in April 2014 initiated a review of the above guidelines. The draft new guidelines can be seen at:

http://www.epa.ie/pubs/consultation/reviewofdrafteisguidelinesadvicenotes

The applicant should also consider the findings of the High Court judgement issued in the judicial review of the Derryadd Wind Farm. (2021 IEHC 390 [20202 No. 557 JR] P. Sweetman v An Bord Pleanála)

Generally the Environmental Impact Assessment should examine all likely significant impacts and provide the following information for each:

a) Description of the receiving environment;

b) The nature and scale of the impact;

c) An assessment of the significance of the impact;

d) Proposed mitigation measures;

e) Residual impacts.

Directive 2014/52/EU has an enhanced requirement to assess likely significant impacts on Population and Human Health. It is the experience of the Environmental Health Service (EHS) that impacts on human health are often inadequately assessed in EIAs in Ireland. It is recommended that the wider determinants of health and wellbeing are considered in a proportionate manner when considering the EIA. Guidance on wider determinants of health can be found at www.publichealth.ie

In addition to any likely significant negative impacts from the proposed development, any positive likely significant impacts should also be assessed.

The HSE will consider the final EIAR accompanying the SID/Planning application and will make comments to An Bord Pleanála/Local Planning Authority on the methodology used for assessing the likely significant impacts and the evaluation criteria used in assessing the significance of the impact.

This report only comments on Environmental Health Impacts of the proposed development. It is based on an assessment of the correspondence submitted to this office dated 22nd September 2022

The Environmental Health Service (EHS) recommends that the following matters are included and assessed in the EIAR

- Public Consultation
- Decommissioning phase of the proposed wind farm
- Siting and location of turbines
- Noise & Vibration
- Shadow Flicker
- Air Quality
- Surface and Groundwater Quality
- Geological Impacts

• Ancillary facilities

• Cumulative impacts

Public Consultation

It is recommend that early and meaningful public consultation with the local community is undertaken to ensure all potentially significant impacts of the proposed renewable energy development have been adequately addressed.

All parties affected by the proposed development, **including those who may benefit financially from the project,** must be fully informed of what the proposal entails especially with regard to potential impacts on surrounding areas.

Sensitive receptors and other stakeholders should be identified to ensure all necessary and appropriate mitigation measures are put in place to avoid any complaints about the proposed wind farm development in the future.

With the lifting of restrictions around public gatherings as a result of Covid 19 prevention measures there should be no barrier to holding public consultation events. The Environmental Health Service expects that meaningful public consultation, where the local community is fully informed of the proposed development, will be undertaken. Members of the public should be given sufficient opportunities to express their views on the proposed renewable energy development.

The Environmental Impact Assessment Report (EIAR) should clearly demonstrate the link between public consultations and how those consultations have influenced the decision-making process in the EIA.

To assist with the consultation and planning process it is recommended that the applicant develops a dedicated website for the proposed renewable energy development. All correspondence, maps, project updates and documentation including the EIAR should be uploaded to the website

The EIAR should state the period of planning permission sought, the length of time construction is estimated to take and if it is anticipated that the renewable energy development will be decommissioned and removed or will continue to operate (following any further planning consent) at the end of this period of planning permission (should permission be granted)

Decommissioning

The EIAR should detail the eventual fate of the wind turbines and associated material i.e. will the material be recycled or how will it be disposed of.

Information should also be provided regarding the proposed methodology to be used for the disposal of the materials forming the foundations of the wind turbines.

The EIAR should indicate the proposed future use of the development site at the end of the planning permission period.

Siting, Location and details of Turbines

The EIAR should include a map and a description of the proposed location of each of the proposed wind turbines.

The Environmental Health Service expects that details (height and model) of the turbines to be installed will be available at the time planning permission is sought and will be included in the EIAR.

Details of the foundations for the wind turbine including depth, quantity and material to be used should be included in the EIAR.

Assessment of Consideration of Alternatives

The EIAR should consider an assessment of alternatives. The EHS recommends that alternative renewable energy options to on- shore wind farms should be assessed as part of the EIAR.

Noise & Vibration

The potential impacts for noise and vibration from the proposed development on all noise sensitive locations must be clearly identified in the EIAR. The EIAR must also consider the appropriateness and effectiveness of all proposed mitigation measures to minimise noise and vibration.

A baseline noise monitoring survey should be undertaken to establish the existing background noise levels. Noise from any existing turbines in the area should not be included as part of the back ground levels.

In addition, an assessment of the predicted noise impacts during the construction phase and the operational phase of the proposed renewable energy development must be undertaken which details the change in the noise environment resulting from the proposed development.

The Draft Revised Wind Energy Development Guidelines were published in December 2019. Whilst these have yet to be adopted, any proposed wind farm development should have consideration of the draft Guidelines.

https://www.housing.gov.ie/sites/default/files/public-consultation/files/draft_revised_wind_energy_development_guidelines_december_2019.pdf .

Shadow Flicker

It is recommended that a shadow flicker assessment is undertaken to identify any dwellings and sensitive receptors which may be impacted by shadow flicker. The assessment must include all proposed mitigation measures. Dwellings should include all occupied properties and any existing or proposed properties for which planning consent has been granted for construction or refurbishment.

It is recommended that turbine selection will be based on the most advanced available technology that permits shut down during times when residents are exposed to shadow flicker. As a result no dwelling should be exposed to shadow flicker.

Air Quality

Due to the nature of the proposed construction works generation of airborne dust has the potential to have significant impacts on sensitive receptors. A Construction Environmental Management Plan (CEMP) should be included in the EIAR which details dust control and mitigation measures. Measures should include:

- Sweeping of hard road surfaces
- Provision of a water bowser on site, regular spraying of haul roads
- Wheel washing facilities at site exit
- Restrict speed on site
- Provide covers to all delivery trucks to minimise dust generation
- Inspect and clean public roads in the vicinity if necessary
- Material stockpiling provided with adequate protection from the wind
- Dust monitoring at the site boundary
- Truck inspection and maintenance plan
- Details of a road maintenance agreement between the wind farm operator and the Local Roads Authority to clarify responsibility for the upkeep and repair of access roads during the construction phase of the project

Surface and Ground Water Quality

The proposed development has the potential to have a significant impact on the quality of both surface and ground water. All drinking water sources, both surface and ground water, must be identified. Public and Group Water Scheme sources and supplies should be identified in addition to any private wells supplying potable water to houses in the vicinity of the proposed development. Measures to ensure that all sources and supplies are protected should be described. The Environmental Health Service recommends that a walk over survey of the site is undertaken in addition to a desktop analysis of Geological Survey of Ireland data in order to identify the location of private wells used for drinking water purposes.

Any potential significant impacts to drinking water sources should be assessed. Details of bedrock, overburden, vulnerability, groundwater flows, aquifers and catchment areas should be considered when assessing potential impacts and any proposed mitigation measures.

Any impacts on surface water as a result of the construction of the underground cables should be identified and addressed in the EIAR.

Geotechnical and Peat Stability Assessment

A detailed assessment of the current ground stability of the site for the proposed renewable energy development and all proposed mitigation measures should be detailed in the EIAR. The assessment should include the impact construction work may have on the future stability of ground conditions, taking into consideration extreme weather events, site drainage and the potential for soil erosion.

Information should be provided on the make and model of the turbines and on construction details for the turbine foundations, including the depth and volume of concrete required. An accurate assessment of the potential impacts of the foundations on water quality and peat stability cannot be undertaken without this information.

Reference is made to a peat slide which occurred near Ballybofey in Co. Donegal on November 13th 2020 which may have been linked to construction activity at Meenbog Wind Farm. Potential impacts on water supply associated with contamination following a peat slide include sedimentation and alteration of pH levels.

The Environmental Health Service recommends that a detailed Peat Stability/Geotechnical Assessment should be undertaken to assess the suitability of the soil for the proposed development. The EIAR should include provision for a peat stability monitoring programme to identify early signs of potential bog slides ('pre-failure indicators' see the Scottish Government's 'Peat Landslide Hazard and Risk Assessments: Best Practice Guide for Proposed Electricity Developments 2017) https://www.gov.scot/binaries/content/documents/govscot/publications/advice-and-guidance/2017/04/peat-landslide-hazard-risk-assessments-best-practice-guide-proposed-electricity/documents/00517176-pdf/00517176-pdf/govscot%3Adocument/00517176.pdf

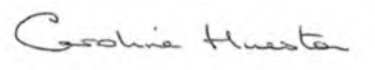
Ancillary Facilities

The EIAR should include details of the location of all site office, construction compound, fuel storage depot, sanitary accommodation and canteen, First Aid facilities, disposal of wastewater and the provision of a potable water supply to the site canteen.

Cumulative Impacts

All existing or proposed wind farm developments in the vicinity should be clearly identified in the EIAR.

The impact on sensitive receptors of the proposed development combined with any other wind farm/renewable energy developments in the vicinity should be considered. The EIAR should include a detailed assessment of any likely significant cumulative impacts of the proposed renewable energy development.



Environmental Health Officer, Environment NSU
Ennistymon Health Centre
Ennistymon
Co. Clare

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:39
To: Hueston, Caroline
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Caroline,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

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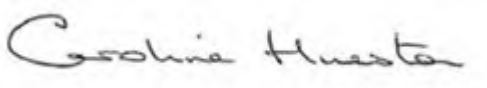
McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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From: Hueston, Caroline <caroline.hueston@hse.ie>
Sent: Tuesday 4 October 2022 11:30
To: Jonny Fearon <jfearon@mkoireland.ie>
Subject: Ref: 211027 Scoping Application for the Proposed Renewable Energy Development Killoshulan, Co Kilkenny

You don't often get email from caroline.hueston@hse.ie. Learn why this is important

Jonathan
Attached please find the HSE report for the above proposed development, a hard copy of which has been posted to you today. Should any additional comments be received from other HSE stakeholders they will be forwarded to you before October 21st.
Regards
Caroline



Environmental Health Officer
Environment / Climate Change Network Support Unit
Environmental Health Service
HSE West
Ennistymon Health Centre
Ennis Road
Ennistymon
Co. Clare
065 7071143
086 8236817

Need information and advice on COVID-19? Go to www.hse.ie/coronavirus

Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:51
To: aharvey@heritagecouncil.ie
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf

Dear Ms. Alison Harvey,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tuam Road, Galway
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McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:09
To: 'mail@heritagecouncil.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Sir or Madam,
Iarnród Éireann,
Old Railway Station,
Grace Road,
Athlone
Co. Westmeath

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Tara Ivanovic

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday 27 July 2026 15:31
To: colin.hedderly@irishrail.ie
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Colin,

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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Evan Connolly

From: Oisin Nolan <Oisin.Nolan@irishrail.ie>
Sent: Wednesday 5 August 2026 09:49
To: Evan Connolly
Cc: Jonny Fearon; Niall Mcnamara
Subject: Re: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Guidance on Third Party Works with Iarnród Éireann.eml

You don't often get email from oisin.nolan@irishrail.ie. Learn why this is important

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Hi Evan,

I work in IÉ's Technical Approvals Office and will be the main point of contact for this project. Our team manages third-party proposals that interface with railway property or infrastructure.

I've had a look through the updated Scoping Document and maps. No direct interface with railway property has been identified at this stage. The nearest operational railway is approximately 18km west of the proposed site, while the former Great Southern Railway corridor is approximately 11km east at its closest point. The proposed grid connection and turbine delivery routes have not yet been confirmed. These routes will require further consideration from an Iarnród Éireann perspective as the project develops.

As the routes develop we would appreciate communication in relation to:

- Any grid connection or other services crossing or running close to railway/ CIÉ property
- Any railway bridges or level crossings included on the turbine delivery or construction traffic routes
- The proposed abnormal loads, vehicle arrangements and any loading, clearance or access constraints associated with railway bridges or level crossings

Any works crossing or affecting railway property will require separate technical approval and, where applicable, a licence from CIÉ/ Iarnród Éireann. Planning permission does not replace these requirements. The requirements for these crossing are included in the attached email which includes some applicable standards should your cable route involve a crossing of CIÉ lands.

If you have any queries as the design develops or if you think that a Teams call is required at this stage, please let me know.

Kind regards,

Oisín Nolan

Innealtóir Ceaduithe/ Approvals Engineer

Oifig Theicniúil CCE/ CCE Technical Office

Iarnród Éireann/ Irish Rail

0873605026

oisin.nolan@irishrail.ie

www.irishrail.ie

Iarnród Éireann
Irish Rail

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Monday 27 July 2026 15:31
To: Colin Hedderly <Colin.Hedderly@irishrail.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Dear Colin,

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist

MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Evan Connolly

Subject: Guidance on Third Party Works with Iarnród Éireann
Attachments: CCE-TMS-310 v1.2 APPENDIX C - Third Party Initial Application form.docx; Requirements for Undertrack Crossings and Pressure Pipelines.pdf; I-DEP-121 v 1.0 Third Party Works Additional Details of Railway Safety Requirements.pdf; CCE-TMS-310 v 1.2 Guidance on Third Party Works Version 1.2 Issued Feb 2018.pdf; CCE-TMS-313 V 1.0 Requirements for Third Party Utility Services.pdf; I-DEP-121 v 1.0 Third Party Works Additional Details of Railway Safety Requirements.pdf

Thank you for reaching out regarding the approval process for third-party works that may impact Iarnród Éireann infrastructure. Below is a summary of key guidance:

1. **Approval Process:**
   All third-party works over, under, adjacent to, or otherwise affecting the railway require approval from Iarnród Éireann (IÉ) to ensure compliance with safety, technical, and quality standards. This process is detailed in our technical document, CCE-TMS-310 – *Guidance on Third Party Works*.

2. **Initial Application:**
   Please complete the **Third Party Initial Application Form** and submit it to this office. Any available drawings and/or technical documentation should be included to allow a comprehensive assessment of the project.

3. **Key Considerations:**
   - **Preliminary Planning:** Engage with IÉ early during project conceptual or pre-planning stages.
   - **Insurance & Costs:** All charges for IÉ activities must be covered by the third party, with payments made in advance.
   - **Safety Requirements:** All personnel working near railway property must have appropriate safety certifications, including Personal Track Safety (PTS) training.

4. **Enclosed Documentation**
   The following additional documents related to approvals have been included for your reference.

   - **CCE-TMS-310** Guidance on Third Party Works
   - **CCE-TMS-313** Requirements for Third Party Utility Services
   - **CCE-TMS-344** Requirements for Undertrack Crossings and Pressure Pipelines
   - **I-DEP-0121** Third Party Works: Additional Details of Railway Safety Requirements

Regards,

Niall McNamara
BEng, CEng, MIEI, MPWI
Principal Approvals Engineer
CCE Technical Office
Iarnród Éireann/Irish Rail
Iarnród Éireann Irish Rail

086 041 6267
niall.mcnamara@irishrail.ie
www.irishrail.ie

Reference No.	**CCE-TMS-310**
Version	**1.2**
Operative Date	**26/02/2018**
Status	**LIVE**
Prepared by	**Robert Kelly**
Checked by	**Cathal Mangan**
Approved by	**Éamonn Ballance**

CCE DEPARTMENT

TECHNICAL GUIDANCE DOCUMENT

CCE-TMS-310

Guidance on Third Party Works

Purpose

This standard provides information and guidance for third parties intending to carry out works over, under, adjacent to, or otherwise affecting the railway.

The principles in this Technical Document are approved by the Head of Department and therefore constitute standard practices, which apply throughout the CCE Department.

Signed: E Ballance **Chief Civil Engineer**

These guidance notes, along with all CCE Department Technical Documents, are available on the CCE Website. Electronic copies of the documents are controlled and live. Holders of printed copies of the document are responsible themselves for ensuring that they have the most up to date version as appropriate.

This is a Controlled Document, as presented on-line.

It is Uncontrolled if printed, unless endorsed on this page with the approved and completed "Controlled Copy" label/stamp.

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Revision History

Version No and Date	Section No and Reason for Change
Version 1.0, 30/09/2016	Frist Issue. Replaces I-DEP-0120, Version 1.0, 01/11/2006 All Sections Updated.
Version 1.1, 16/06/2017	Second Issue. Section 6.7 Updated.
Version 1.2, 26/02/2018	Third Issue. Section A.6.2 Updated.

1 POLICY AND PRINCIPLES

1.1 Policy

1.1.1 The Railway Safety Act 2005 places an obligation on all persons carrying out any works on or near the railway to ensure that there is no increase in risk to the railway as a consequence of these works.

1.1.2 All work carried out adjacent to the railway property boundaries, under or over the railway, or that may have a direct or indirect impact on the railway must be carried out in a safe manner which safeguards the interests of Iarnród Éireann (IÉ). In order to minimise risk and general impact on the railway, all third party works and their agents must comply with IE Safety, Technical & Quality Management Systems and Standards as appropriate.

1.1.3 In the interests of national development, IÉ aims to facilitate such work by a Third Party (TP) in a timely manner while safeguarding the railway's interests.

1.2 Principles

1.2.1 A Third Party (TP) is defined; as an external party to IÉ who seeks to do work that impacts the railway in any form, works that are adjacent to the railway property boundaries, under, over the railway or have a direct or indirect impact to the infrastructure, operations and safety to the railway. A third party, as set out in this standard, may refer to the third party itself, its agents, consultants, representatives or contractors (including sub-contractors).

1.2.2 This standard does not cover works by first or second parties. As defined in this standard, IÉ is the first party and contractors engaged by IÉ are second parties.

1.2.3 This standard outlines the main processes for meeting IÉ's requirements. An agreement is necessary in all cases.

1.2.4 IÉ may decide to change any of the requirements within this standard at its own discretion at any time.

2 ABBREVIATIONS

2.1.1 The following abbreviations are used in this standard:

- IÉ Iarnród Éireann
- CIÉ Córas Iompair Éireann
  (Group holding company for IÉ)
- IM Infrastructure Manager
- OHLE Overhead Line Equipment
  (DART overhead power lines)
- PES Principal Engineer Structures
- PSCS Project Supervisor Construction Stage
- PSDP Project Supervisor Design Process
- PTS Personal Track Safety
  (Minimum training course required for access to track)
- RM Regional Manager
- CRR Commission for Railway Regulation
- STSE Senior Track & Structures Engineer
- TP Third Party
- TPC Third Party Coordinator

3 BACKGROUND

3.1 Railway Operating Environment

3.1.1 IÉ has a statutory duty to operate a safe railway. It currently operates a railway network of approximately 2400 km of track, carrying passengers and freight. The current timetable operates frequent services at high speeds with varying types of modern rolling stock, which operate more efficiently and at lower noise levels than older stock within the current fleet. Trains can run at speeds up to 100 mph (160 km/h).The network and timetable are continuously under development in order to provide improvements and better services; therefore the railway operating environment is fluid by nature and subject to change. Service improvement and developments are part of a continuing programme towards more frequent, faster and quieter trains.

3.1.2 It is important for third parties to understand that the railway is a very different environment from those such as roads or construction sites. The concept of train operation is that a route is available for a train to run with a dedicated right of way between signals. A train cannot swerve, nor can it stop in the same distance as a road vehicle. For example, a train travelling at 90 mph (145 km/h) requires 2 km to stop. The operating rules required to safely operate a train have been developed over many years. These operating rules are detailed, wide ranging, and applied strictly and consistently. The operating rules are different from those applicable in other sectors, including that of construction.

3.1.3 Thus, third parties engaging with IÉ to plan or carry out work that affects the railway are required:

- To conform to the relevant IÉ rules, Safety, Technical and Quality Management procedures and standards as well as the normal legal conditions such as wayleaves, licences or commercial agreements.
- To conform to all current health, safety & welfare legislation and construction regulations.
- To demonstrate that their proposed works and systems of working will be planned, designed and constructed to minimise impact and risk to the railway.
- To consult and be familiar with the relevant information that is contained within the IE Network Statement (see link below). The IE Network Statement is published in accordance with Statutory Instrument No.55 of 2010 – European Communities (Railway Infrastructure) Regulations 2010 and gives characteristics of the IE infrastructure including (not limited to) general rules, procedures, extents of network, limits, connected railway networks, line speeds, traffic control and communication systems.

http://www.irishrail.ie/media/ie_2016_network_statement_2904.pdf

3.1.4 It is necessary for the third party to engage competent expertise (in all aspects e.g. design, construction and supervision) with regard to the railway interface.

3.1.5 This standard provides preliminary outline guidance for third parties on:

- What to expect
- Who to contact
- How permission to carry out the works may be granted
- What activities will be charged for and payment schedule
- What supplementary information may be required, such as method statements, risk assessments, design approvals and movement monitoring.

3.1.6 It is necessary for the third party to conform to IE Infrastructure Standard *I-DEP-0121 Third Party Works: Railway Safety Requirements.*

Note: that this standard is a guide only. IÉ will decide the exact internal process and procedures for dealing with each project on an individual basis.

3.1.7 It is necessary for the third party to conform to; *IE Standard CCE-TRK-SPN-0101, Specification for Movement Monitoring of Railway Track.*

3.1.8 WARNING: The railway is private property. A third party (including personnel or agents acting on its behalf) may only access IÉ property including track for such purpose as surveys after the necessary arrangements have been made, including insurance, and after having obtained written permission from the relevant IE department.

4 TYPE OF WORK

4.1 Work Covered

4.1.1 This standard covers both temporary and permanent third party works that may impact the railway. The variety of these projects is vast. The following is a non-exhaustive list of such example activities:

- Construction of, or alterations to existing, tunnels and overbridges or underbridges (bridges are named in relation to the railway, so an overbridge is over the railway).
- Insertion of pipes, ducts or services under or over the railway.
- Placing of cables or other services under or over the railway.
- Excavations adjacent to the railway and its property boundaries.
- Any work over railway airspace.
- Cranes that are positioned adjacent to the railway and its property boundaries which might impact the railway while in lifting, slewing, or potential collapse mode. This includes tower cranes, crawler rigs, piling rigs and other large plant.
- Any adjacent piling works.
- Work close to the OHLE (Overhead Line Equipment – DART overhead power lines).
- Work on boundaries, e.g. fencing.
- Temporary use of IÉ land for access or alteration to boundary fences or structures.
- Surveys or site investigations on or near the railway.
- Alterations to any drainage adjacent to the railway requires prior consultation with IE. Alterations may increase the risk of scour and washout of railway infrastructure (including drainage). New developments may increase run-off where previously there was adequate soakage. IÉ does not allow new drainage connections to existing railway culverts and watercourses.
- Increased traffic at level crossings (temporarily arising from construction, or permanently arising from a full development such as a new housing estate).
- Traffic arising from developments (permanent or temporary) that results in increased traffic on railway bridges and increased risks such as heavier loads on bridges, damage to parapets and high loads striking limited headroom bridges.
- Third party developments that require change to IÉ infrastructure (such as level crossings, rail diversions and signalling).

- New stations, such as required by a developer as part of planning requirements and/or enhancement of the development.
- Construction of buildings or structures (or temporary structures during construction) that are adjacent to the railway and have the potential to impact it, for example; signs that may blow over onto the railway.
- Resurfacing of roads under railway underbridges or alterations to overbridges.
- Access for maintenance and inspection of structures or properties owned by third parties, for example; an overbridge (road over rail) or painting or re-roofing of adjacent properties.

4.1.2 Activities that may be some distance from the railway but that can have a serious potential impact on it. Examples include work that may change the water table of the railway formation. This could be caused by alterations to drainage, or dewatering, or disruption of groundwater flows.

4.1.3 Third parties who intend to carry out work on adjacent (non-railway) property are required to contact the relevant Senior Track & Structures Engineer (STSE) at their local IE Divisional Office at project pre-planning stage in order to determine any potential to impact the railway. Following contact by the third party the STSE will advise the specific process to be followed. STSE regions and divisional office contact details are given in appendix A.

4.1.4 Local authority planners are requested to contact the relevant STSE at their local IE Divisional Office in respect of any planned developments in order to determine any potential impact to the railway and its operations.

4.1.5 The Railway Safety Act 2005 in Section 37(3) states it "shall be the general duty of every person, in carrying out any activity on or near a railway premises or railway land, to ensure in so far as reasonably practicable that no person who is involved in the operation of a railway or who is being carried on a railway is exposed to danger as a consequence of any act or omission on the part of such person".

4.1.6 In addition, Section 113 of the Act deals with roadworks in the vicinity of railway infrastructure and obligations not to affect the safe working of that infrastructure. It includes a requirement that a road authority, if it intends to commence any works on a public road that may affect the safe working of the infrastructure, must notify the railway of its intentions and must fully consider any objections or representations by the railway.

4.2 Work Not Covered

4.2.1 This standard does not cover a situation where there is a major joint venture by IÉ/CIÉ with a developer. An example could be a station/retail/office/apartment development on, over or adjacent to CIÉ land. This type of work is covered under different arrangements, however the initial contact should be made with the regional STSE in order to provide guidance on those arrangements. It should be noted that the core safety requirements of this.

5 CATEGORISATION OF WORK

5.1 General Impact

5.1.1 IÉ assesses projects primarily by assessing any potential to impact the railway and its operations. The project itself may have a permanent impact on the railway. Examples include:

- Affecting the viewing distances of approaching trains for IÉ lineside staff.
- Impeding the future flexibility to realign the track for higher speed or to include additional tracks.
- Impeding the future flexibility to carry larger loads.

5.1.2 In addition, a project may temporarily impact the railway by requiring measures during the works such as:

- Protection for the safety of persons on the railway.
- In exceptional circumstances, special arrangements to control the movement of trains.

5.1.3 The consequences to the railway arising from these projects can be large in relation to safety, resources needed to mitigate the risks and associated costs.

5.1.4 Every project is unique but can be broadly divided into three types: (1) Minor Impact, (2) Major Impact and (3) Specialised Projects. It is the impact on the railway that is the key issue – some small construction works may result in a major impact on the railway. For example; a small project might have the potential to affect the overhead power lines (OHLE) to the DART; in this case the consequences of damage or accident would greatly impact IÉ train services.

5.1.5 Categorisation helps to identify how a project might be dealt with and the appropriate process to be applied. Some projects may be difficult to categorise or may span the categories. IÉ decides which category a third party project falls within and the particular process to be applied. All third parties planning either minor, major or specialised projects must make contact and initiate the processes with the regional STSE first. Following initial assessment IE will determine who within the organisation will manage the process. For example; minor impact projects are managed by the regional STSE, major impact projects are managed by the internal IE Third Party Coordinator (TPC).

5.1.6 The categories are explained below with some examples for illustration. **Note:** IÉ stakeholders in this instance are those departments or sections potentially affected by the project. They may include, among others, the Train Operations Department, the Infrastructure Manager, Central Traffic Control, the Chief Civils Engineers Department and CIÉ Group Property Management.

5.2 Minor Impact Project

5.2.1 A minor impact project is one that affects fewer IÉ stakeholders and has minor impact on the railway. Examples include:

- A small diameter pipe inserted under the railway.
- A cable erected over the railway.
- New boundary fencing or wall to be constructed.

5.3 Major Impact Project

5.3.1 A major impact project may affect several IÉ stakeholders, and could have significant impact and consequences for the railway. The safety implications of these projects require thorough assessment. Examples of a major impact project include:

- Construction of a new overbridge or underbridge.
- Construction of a new structure, adjacent to the track and its boundaries, with excavation and foundations works that could impact the stability of the railway track.
- Construction of a new station that requires alteration to the OHLE and/or new signalling.

5.4 Specialised Projects

5.4.1 A specialised project may affect several IÉ and external stakeholders and could have significant impact and consequences for the railway. The safety implications of these projects require thorough assessment. Examples of a specialised project include:

- New station development.
- Joint ventures with CIE/IE and others.
- Other specialised projects.

6 OTHER ELEMENTS TO CONSIDER

6.1 Who to Contact

6.1.1 The third party must contact the IÉ, STSE within the appropriate IE Divisional Region at the earliest known opportunity i.e. project conceptual stage or pre-planning stage in order to initiate the assessment and design review processes required to obtain IÉ acceptance of the various project phases. Details and timeframes of these processes are outlined later in this standard.

6.1.2 IÉ track and structures are managed by the Chief Civil Engineer (CCE). The CCE is based in The Engineering & New Works Building, CIE General Works, Inchicore, and Dublin 8. The three regional line divisions responsible for the maintenance of the rail network report directly to the CCE. There are three principal regional divisional offices: (1) Dublin, (2) Limerick Junction (3) Athlone. Third parties are required to contact the STSE within the appropriate regional office in respect of all planned third part works and projects.

6.1.3 IÉ have an internal Third Party Coordinator (TPC) who coordinates the major impact projects following initial assessment by the regional STSE.

6.1.4 Specialised projects are handled by specific sections within IÉ, however the initial assessment is carried out by the regional STSE.

6.1.5 CIÉ (the group holding company) deals with insurance, legal and commercial aspects on behalf of IÉ. Within CIÉ, commercial aspects of agreements are dealt with by CIÉ Group Property Management. The CIÉ Solicitor prepares the legal agreements. In many instances, these are complex documents and it is advisable for the third party to consult its own legal advisor at an early stage.

6.2 Pre-Project Planning

6.2.1 Third parties and developers of projects that affect the railway will be asked to demonstrate that their proposal has been designed to minimise impact and risk to the railway.

6.2.2 The principle to be applied in the planning and design of the project by the third party is to design out the risks and disruption to IÉ where possible. As required it is necessary for the third party to conform to; *IE Standard CCE-STR-PSD-005, Technical Approval for Civil Engineering Structures.*

6.2.3 When projects are being developed, the third party, its agents, planners and designers should be aware that possessions (special arrangements to control movement of trains) are granted only in exceptional circumstances. Costs are charged to the third party for possessions. Cost for overrunning possessions and delaying trains are additional and also charged to the third party, these additional overrunning charges can be substantial.

6.2.4 Disruptive possessions are limited (i.e. those which affect IÉ train services) and may not be considered.

6.2.5 Designers of projects are advised to design for minimum site work and to take account of the railway environment. With an overbridge, for example, the usual construction method is to use precast or ready-made units – it is not usually possible to place shuttering underneath for in-situ placing of a concrete bridge deck.

6.2.6 Surveys or site investigation work required for design of the works must be arranged well in advance. Insurance and method statements for this work must be submitted at least 12 weeks in advance to IE.

6.2.7 Third party personnel who undertake work in the vicinity of the railway line are required to attend a Personal Track Safety (PTS) course delivered by IÉ and to be in possession of the appropriate PTS certificate. The third party is advised to arrange for this with the IE Training Centre well in advance of the time the personnel are due to go on or near the railway line, and to factor this into its project timescale. For further information, see Infrastructure Standard *I-DEP-0121 Third Party Works: Railway Safety Requirements.* Contact details for the IE Training Centre are given in Appendix 3, Section A.3

6.2.8 Third party personnel who undertake work in the vicinity of the railway are required to hold a valid Safe Pass Certificate.

6.3 Safety Management

6.3.1 Safety is primary for IÉ. This applies to the safe operation of trains, passenger areas and safe systems of work for personnel on or near the railway.

6.3.2 In addition to all other construction safety management responsibilities, the third party must work within the constraints of the IÉ Railway Safety Management Systems, arrangements and requirements when working in the vicinity of the railway.

6.3.3 The Infrastructure Standard *I-DEP-0121 Third Party Works: Railway Safety Requirements* gives detailed information on the safety arrangements required by IÉ as relevant to third party projects.

6.3.4 Railway Safety Act 2005

6.3.5 Third parties are advised to consult this Act and ensure that they carry out their responsibilities under the Act in relation to the works.

6.4 Maintenance

6.4.1 Completed work, particularly a structure, will require maintenance. This is the responsibility of the third party. Works should be designed to minimise the requirements for maintenance access from the trackside.

6.4.2 Maintenance considerations, including access requirements to facilitate regular inspections, need to be addressed during the design phase and also catered for in the legal agreement(s) for the project.

6.4.3 A third party requiring access for maintenance purposes or inspections will be subject to IE costs and charges associated with facilitating access.

6.5 Documents

6.5.1 At each stage of the process, IÉ may issue documents that may assist the third party to plan and design the relevant works insofar as they impact the railway. These may consist of relevant IÉ standards, engineering requirements and other information appropriate to the work being carried out.

6.5.2 The third party is required to provide information to IÉ at the pre-defined various stages of the acceptance process. This standard outlines the general requirements. Specific requirements for each project are given in advance of each stage. Documentation must be submitted in hard & soft copy (3 hard copies & 1 digital copy unless otherwise specified). Drawings should be folded.

6.5.3 Third parties are requested to make full and adequate submissions. Inadequate submissions are returned with a request for more information. This may delay the process.

6.6 Insurance

6.6.1 Insurance must be put in place by the third party and verified by CIÉ in advance of the work proceeding. It should be noted that past projects have experienced start-up delays due to third parties underestimating this element of the process.

6.6.2 The types of insurance required depend on the circumstances and nature of the proposed works. The third party will be notified of the insurance requirements at an early stage of the process. Setting out of the insurance requirements is subject to IÉ having received sufficient information from the third party in order to determine the risk IÉ may be exposed to as a result of the project. Example; forms of insurance include some or all of the following, but not exclusively: public liability, employer's liability, professional indemnity, pollution liability, motor third party property damage, non-negligence and contractors all risks cover.

6.7 Cost and Timescale

6.7.1 The third parties procedures will at all times comply with the CIE Group Procurement Policies & Procedures.

6.7.2 The third party pays the charges in full relating to the various activities that IÉ/CIÉ has to carry out before, during and after the works as may be necessitated by the project. Details of the principal chargeable activities are given in Appendix B. Details of the proposed charges can be made available to the third party at an early stage of each phase.

6.7.3 Timing of payments (advance/interim/arrears) should be considered on a job by job basis and agreement reached with the third party regarding same in advance of progressing the job.

6.7.4 Payment of charges is made in full prior to any work or phase commencing. Where applicable, the third party is required to submit a refundable bond in advance of the works. The level of the bond is determined by IÉ. The bond is returned to the third party after satisfactory completion of the works, receipt of outstanding charges and receipt by IÉ of a copy of the safety file.

6.7.5 For a small project with minor impact on the operating railway, IÉ chargeable activities are likely to be minor and proportional to the type of work and scale of project.

6.7.6 For a project of major impact on the operating railway, the time for the overall process is likely to be extensive. There are significant IÉ chargeable activities involved in this type of project.

6.7.7 For any third party project that could impact the railway, the third party should consult with the IÉ regional STSE at the earliest possible stage. This could prevent or reduce the necessity to change plans and in turn reduce the time and costs involved.

7 COMMISSION FOR RAILWAY REGULATION (CRR) ASSESSMENT

7.1 Requirements for Assessment

7.1.1 IÉ (and their agents) are obliged to comply with both Irish and European legislation in regard to the implementation of changes to infrastructure, therefore the company is obliged to comply with the requirements of the Railway Safety Act (2005), the Railway Safety Directive (2004/49/EC) and the Interoperability Directive (2008/57/EC) for all new railway infrastructure. In order to satisfy these legislative requirements an application for Authorisation to Place in Service (APIS) shall be made to the Commission For Railway Regulation (CRR) for each stage of the project in accordance with the CRR Guidelines for the approval of new infrastructure works, in particular RSC-G-009-E 'Guidelines for the Process of Authorisation for Placing in Service of Railway Sub Systems'. All third parties should familiarise themselves with the specific requirements for each stage of the APIS process as set out in RSC-G-009-E.

7.1.2 IÉ (and their agents) are also obliged to comply with the requirements of Commission Regulation (EC) No. 352/2009, 'Common Safety Method on Risk Evaluation and Assessment' for all new railway infrastructure. In order to satisfy the requirements of the Common Safety Method, Iarnród Éireann developed and adheres to IE standard, IM-SMS-014 Safety Validation of Changes to Plant, Equipment, Infrastructure and Operations (PEIO). An application for safety validation shall be prepared for each stage of the project, to be submitted to the Iarnród Éireann Safety Validation Panel (SVP), SVP approval will be required before an application can be made to the Commission for Railway Regulation.

7.1.3 Guidelines in order to meet the requirements of the CRR are published by the CRR which will set out the particulars to be adhered to. The guidelines also state that further clarification can be sought from the CRR. The CRR website is www.crr.ie. All third parties planning work which will have an impact on the railway should familiarise themselves with the requirements of the CRR.

7.1.4 IÉ requires the third party to prepare the information that may be required by the CRR and/or IE Safety Validation Panel. This may be needed at different stages of the acceptance process. IÉ will consider the impact of the works on its Safety Case in accordance with the CRR guidelines. Submissions are prepared by the third party and sent on to the CRR by IÉ.

7.1.5 CRR acceptance is normally only given for the stage to which the submission applies, i.e. it is a staged acceptance process with preliminary design, detailed design and commissioning being the steps.

7.1.6 The CRR may include conditions to any submission. Site inspections of the works may be carried out as deemed necessary by them. All conditions will have to be adhered to by the third party.

7.1.7 While IÉ facilitates the third party in the interaction with the CRR it can take no responsibility for errors, omissions, losses or delays arising from this.

8 OVERVIEW OF PROCESS FOR MINOR & MAJOR IMPACT PROJECTS

8.1 General

8.1.1 This section gives an overview of the process that is to take place for minor and major impact projects. Note that some of the activities described below are designed to be sequential but may occur in parallel depending on specific project circumstances; however any deviation will be at the discretion of IE.

8.1.2 A minor impact project is likely to be simpler with fewer requirements. For a flowchart illustration of this process, see 8.9.

8.1.3 A major impact project may consist of the following phases:

- Initial Assessment: initial letter of application and submission for pre-project assessment, payment of IE charges.
- Preliminary Design Review.
- Detailed Design Review.
- Completion of Agreements.
- Pre-Construction Arrangements.
- Construction.
- Post-Construction.

For a flowchart illustration of this process, see 8.10.

8.2 Initial Assessment

8.2.1 The third party's initial contact for all proposed works or projects will be with the regional STSE. Third parties are advised to make contact at an early stage of project development. In the case of roads (with associated railway bridges), it is advisable to consult with IÉ during the route selection process.

8.2.2 The third party begins the formal process by sending in an Initial Application Form (see Appendix C) to the regional STSE. This form can be printed from the online version.

8.2.3 On the basis of the initial written application, the regional STSE will make the initial response.

8.2.4 This initial response provides information for the third party. The information varies depending on the project, but is likely to contain details of:

- The requirement for a pre-project assessment of the application for third party work, and the cost of this payable in advance.
- IÉ's nominated single point of contact for communications and submissions.

- General arrangements and procedures to follow, relevant standards and documents.
- IE's fees and payment requirements for the initial phase.

8.2.5 The initial response also includes a request for further information from the third party. The request is made so that IÉ will have sufficient information to assess the impact on the railway and thus decide whether Initial Acceptance may be granted. This information will also allow IÉ to begin to establish the costs to be charged. The specific information requested depends on the project, an example of what the third party maybe asked for:

- A demonstration that the conceptual proposal has been designed to minimise the risk and impact to IÉ operations.
- An indicative project timescale that should also take account of the time required by IÉ to review the submitted documentation.
- Location drawings.
- Conceptual plans and elevations for the project.
- An outline of the proposed construction method and materials.
- Outline future maintenance considerations.

8.2.6 In the case where novel technology or systems are proposed, an early submission to the CRR may also be required at this stage.

8.2.7 IÉ will require a minimum of 8 weeks to review each formal submission.

8.2.8 The regional STSE distributes the information for comment to the relevant IE Infrastructure Manager and other IÉ/CIÉ stakeholders. The stakeholders review the submission and assess the implications in their respective areas.

8.2.9 Depending on the complexity of the project, IE may decide to arrange a meeting between the third party and the stakeholders.

8.2.10 The regional STSE decides whether to grant initial acceptance and replies to the third party.

8.2.11 If the project receives Initial Acceptance from IE, the third party may proceed to the next phase. Specific conditions and information on fees covering IÉ's activities for the next phase(s) are given at this stage.

8.2.12 IE assessments of the next phase cannot commence until the fees are paid by the third party.

8.3 Preliminary Design Review

8.3.1 The third party instructs its legal advisors to engage with the CIÉ Solicitors' office to commence the process of preparing legal agreements.

8.3.2 The third party submits the Preliminary Design for the project to the IE.

8.3.3 The third party now pays IÉ the relevant project charges for this phase.

8.3.4 IÉ will require a minimum of 8 weeks to review each formal submission.

8.3.5 Sufficient information on the project must be submitted to allow IÉ to review. The third party will be expected to have fully considered minimising risk and impact to IÉ within the preliminary design information submitted.

8.3.6 Six hard copies and one digital copy of the Preliminary Design information and design statement must be provided and include:

- Location maps, preliminary elevations and plans of the project showing all relevant horizontal and vertical clearances to the track (e.g. Clearances to structures, access routes and overhead electrified lines).
- Surveys of existing installations and station/trackside services, if applicable, including any necessary diversions.
- Preliminary site investigation results.
- Identification of impact on the railway infrastructure and train operations.
- Identification of the need for temporary enabling works necessary for the safety of the railway infrastructure or train operations.
- A design statement including a list of the standards to which the works will be designed and constructed to.
- A risk assessment concerned with the impact of the works on railway operations, personnel and infrastructure, and the impact of the train operations on the works and personnel. Details must also be given of how these risks will be evaluated, mitigated and managed.
- Measures to prevent unauthorised access (including vehicular containment) to railway property.
- The overall project timescale, including allocation for the IÉ design review, CCR approval, and completion of legal agreement activities.
- An outline programme for the construction phase.

8.3.7 Depending on the complexity of the works, IÉ may require the third party to submit a separate set of information on the preliminary design to the Commission of Railway Regulation (CRR) at this stage. If required, the third party must forward the required amount of copies of the preliminary design submission to IÉ for forwarding to the CRR and any other information or documentation they require. The CRR may issue acceptance for this stage provided it is satisfied with the information submitted. If the Preliminary Design proposal is acceptable to IÉ, the third party is given Acceptance of Preliminary Design by IÉ together with any relevant conditions. If the proposal is not acceptable, the third party may be requested to submit a revised proposal. The applicant is advised not to commence Detailed Design prior to the Acceptance of the Preliminary Design by IÉ.

8.4 Detailed Design Review

8.4.1 The third party submits the completed detailed design for the project, and the associated design and check certification as required to IE for review. Once the detailed design information is submitted IE will confirm their costs and payment requirements for this phase. IE assessments of this phase cannot commence until the fees are paid by the third party.

8.4.2 IÉ will require a minimum of 8 weeks to review each formal submission.

8.4.3 Three hard copies and one digital copy of the detailed design information for IÉ must be provided. The information must consist of drawings and calculations describing in detail the permanent works and outlining the temporary works necessary for the construction works. (Note: only 2 copies of reinforcement drawings and design calculations are required; reinforcement schedules are not required.) The detailed design submission must include:

- Location maps, elevations and plans of the project.
- Detailed horizontal and vertical clearances to the track (and OHLE if applicable).
- Geotechnical investigation reports.
- Calculations, drawings.
- Original design and check certificates, as required by IE Intended construction methodology.
- Design specifications for significant components.
- Declaration of the intended life cycle of the works and identification of requirements to achieve this.
- Details of the safety management arrangements specific to the railway-related works being undertaken (e.g. details of an entire road project are not required). See *I-DEP-0121 Third Party Works: Safety Requirements* for more details.
- Updated overall project timescale, including allocation for IÉ design review, CCR approval, and completion of legal agreement activities.
- Updated programme for the construction phase.

8.4.4 The third party sends the detailed design submission for the CRR to IÉ for forwarding to the CRR. This submission must be presented as 3 hard copies and 1 digital copy and include:

- The information listed in 8.4.3, if this has not previously been requested.
- Design specifications. This should be a high-level performance specification for significant components. More detailed specifications may be requested. This must be accompanied by general arrangement drawings and a programme of works.

- A list of the standards to which the new infrastructure works will be designed and constructed. Any non-compliance must also be included with reasons for same.
- Details of the safety management systems governing the design, construction, operation, maintenance and disposal of the proposed infrastructure works – including a risk assessment.
- A declaration of the intended life cycle of the project and identification of safety requirements in order to achieve this (e.g. OHLE replacement).
- Compliance with any relevant principles and guidelines adopted by the CRR and relevant legislation, including a description of the compliance. Specifically highlight any items of non-compliance or partial compliance.
- Compatibility of the new infrastructure works with the existing infrastructure, rolling stock and railway operations.
- Confirmation that the commissioning and bringing into operation of the new infrastructure works is consistent with the operation of the railway and the duty of the railway undertaking under the legislation. This must include details of the testing and commissioning regime and test results where appropriate.

Note: IÉ will consider the impact of the works on its Safety Case in accordance with the CRR guidelines.

8.4.5 If the detailed design review submission (as listed in 8.4.3) is acceptable to IÉ, the third party is given Acceptance of Detailed Design by IÉ together with any relevant conditions. If the proposal is not acceptable, the third party may be requested to submit a revised proposal. Note that Acceptance of Detailed Design does not signify that the works may commence on site. Permission to proceed can only be given via the IE Third Party Coordinator after project specific arrangements are put in place including CRR acceptance.

8.5 Completion of Agreements

8.5.1 If the project is granted acceptance by the CRR, and Acceptance of Detailed Design by IÉ, the third party may progress to completion of the necessary legal agreements, wayleaves, licences, disposals or other understandings between the third party and IÉ/CIÉ as required.

8.5.2 Where a legal agreement has to be executed between IÉ/CIÉ and the third party, it must be submitted for CIÉ Board approval. Works cannot proceed until CIE Board Approval is obtained.

8.5.3 The requirements for insurance must be put in place and all insurance must be to the satisfaction of the CIÉ Group Secretarial Services Manager prior to any works commencing.

8.6 Pre-Construction Arrangements

8.6.1 The third party must submit to IÉ evidence of the competence of its selected contractor to carry out the works insofar as they impact the railway (this includes the competence of any sub-contractors who may carry out significant parts of the works). This evidence must set out the relevant experience and technical ability of personnel. It must also include evidence of the contractor's safety management system.

8.6.2 Once the competence of the third party contractors has been accepted the third party can begin planning the construction arrangements by submitting an early method statement and any associated temporary works designs to IÉ, including design and check certificates. Note: the required method statements only apply to the section of the works which impacts railway operations, infrastructure and property.

8.6.3 The third party and its contractors may be required to attend meetings with the relevant IE staff to discuss the IÉ railway safety requirements. The content, type, timing and scope of these railway safety requirements are entirely at the discretion of IÉ.

8.6.4 The third party then submits 6 hard copies and 1 digital copy of the detailed method statement for the initial work to IE for review.

8.6.5 Permission to Proceed is not a blanket approval to carry out the works. The relevant safety arrangements will need to be agreed, planned and set up in specific agreement with the relevant IE staff.

8.6.6 Railway safety arrangements can take a minimum of 11 weeks in the planning schedule. Arrangements may include the provision of protection staff, arrangements for possessions, or other measures as necessary. Refer to *I-DEP-0121 Third Party Works: Railway Safety Requirements.*

8.6.7 While every attempt is made to accommodate third party construction schedules, the exigencies of railway maintenance work and other IE projects mean that provision of such railway safety arrangements cannot be guaranteed at the time required.

8.6.8 If a track monitoring system has been specified, IE must be satisfied that a suitable system is in place, for guidelines, see: *IE Standard CCE-TRK-SPN-010, Specification for Movement Monitoring of Railway Track.*

8.7 Construction

8.7.1 Construction must take place in accordance with the legal agreement(s), the approved designs, method statements, the railway safety requirements, current health safety & welfare legislation and building regulations.

8.7.2 In many cases specific method statements must be issued for acceptance by IE staff on a rolling basis for different phases of the works.

8.7.3 For minor changes to method statements or designs the third party must inform the nominated IÉ contact person in advance. For major changes the third party must re-submit the affected documents and drawings to IÉ for evaluation and formal acceptance.

8.7.4 IÉ may carry out safety and technical audits on the construction process in order to establish that the work is being carried out in accordance with the approved documents. The third party is required to facilitate the auditing process and to abide by the audit report recommendations.

8.7.5 Should circumstances arise during the construction works which create a risk to the railway in IÉ's opinion, IÉ will serve notice to the third party and take such steps as are necessary to safeguard the railway operation and its infrastructure.

8.8 Post-Construction

8.8.1 Upon certification of completion (refer to *I-DEP-0121 Third Party Works: Railway Safety Requirements* for forms), the maintenance arrangements, as set out in the legal agreement(s) will be implemented.

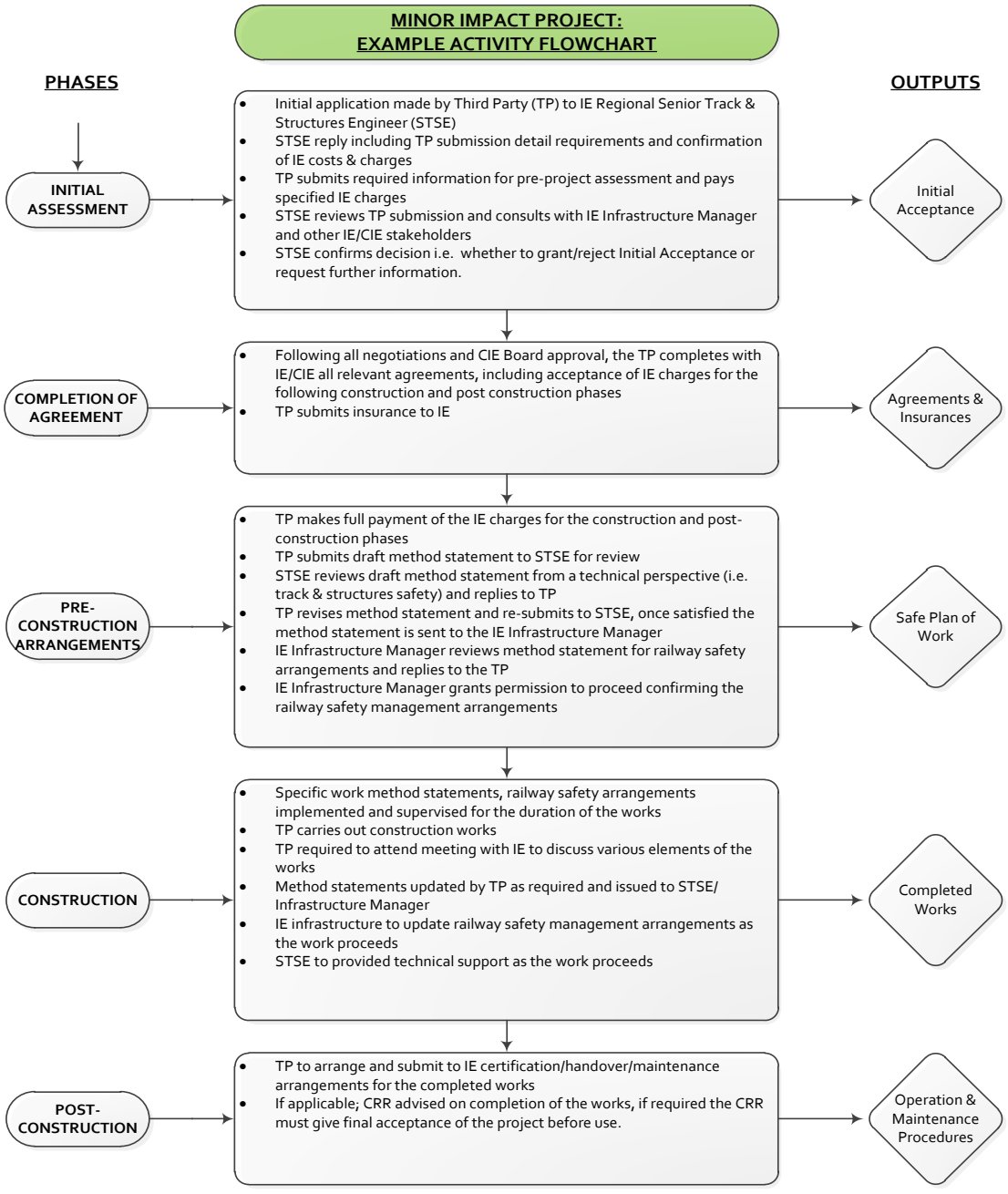
8.8.2 At this stage IÉ informs the CRR that the works have been completed. A CRR Inspector may wish to undertake an inspection. If the CRR is satisfied it issues the final acceptance, i.e. commissioning acceptance.

8.8.3 Third parties are advised that the CRR must have given its acceptance for the commissioning of the project before it can be opened and/or used.

8.9 Minor Impact Project: Activities Flowchart

8.9.1 This chart is given for guidance only. Some activities such as legal agreements may commence earlier and run in parallel. Actual circumstances may change.

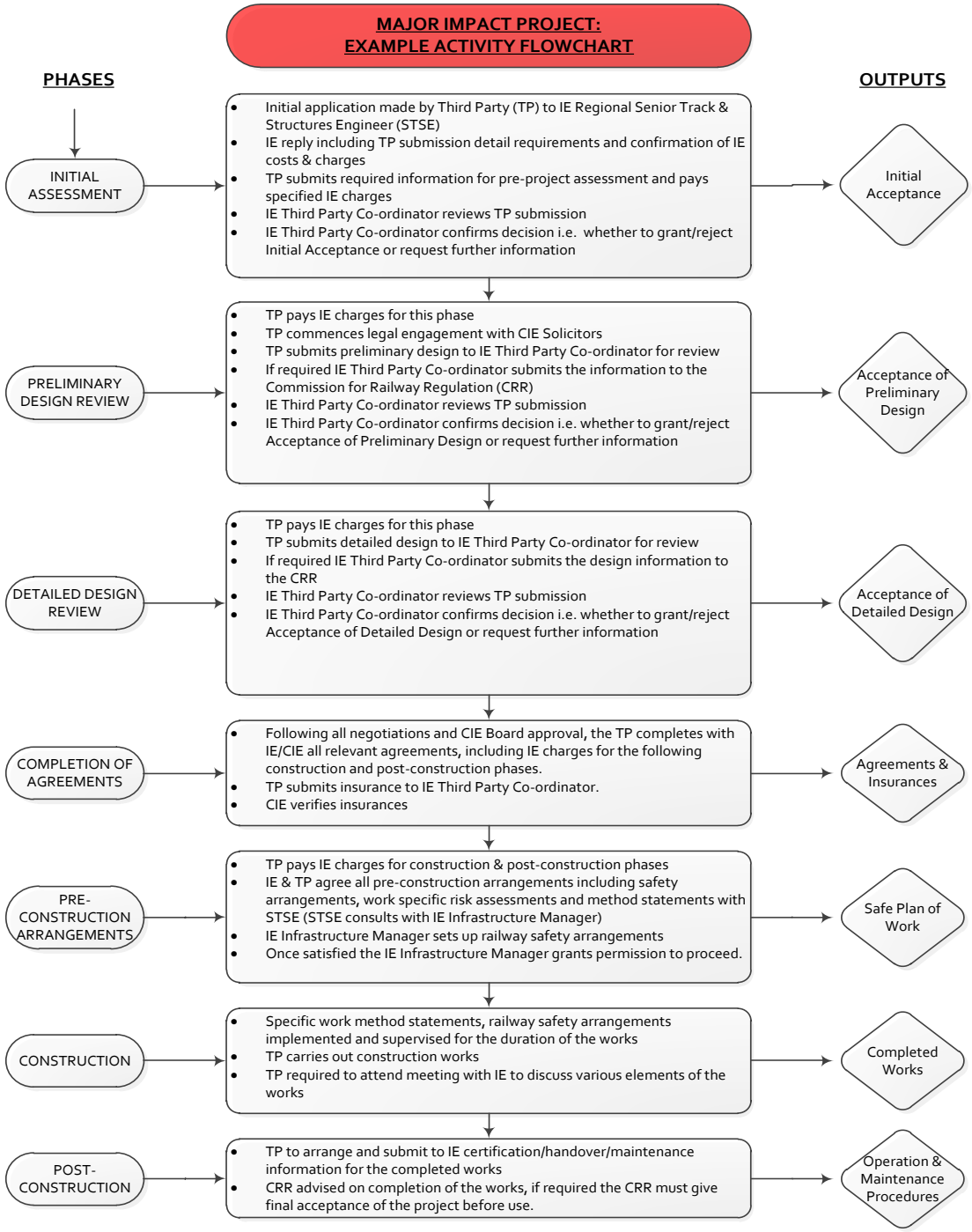
8.9.2 TP refers to the Third Party.



8.10 Major Impact Project: Activities Flowchart

8.10.1 This chart is given for guidance only. Actual circumstances may vary. The chart is presented for a situation where CRR approval is not necessary.

8.10.2 TP refers to the Third Party.



9 REVIEW

9.1 Review Procedure

9.1.1 This standard will need to be reviewed every five years or as required.

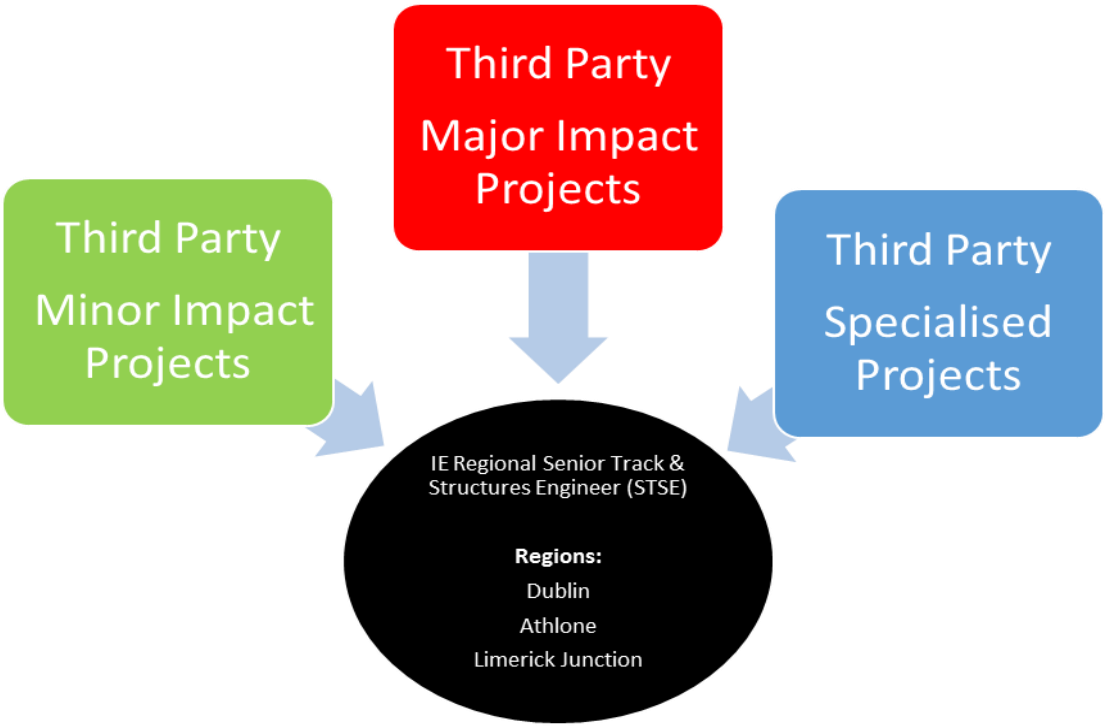
9.1.2 If changes arise from the review, this standard will be reissued. If no changes arise from the review, the current version of this standard will remain in force.

APPENDIX A - WHO TO CONTACT IN IARNRÓD ÉIREANN

A.1 Summary

A.1.1 This is a guide on who to contact in the first instance in relation to third party (TP) works that may impact the railway. It includes details on where to send the initial application form. Note that Iarnród Éireann (IÉ) decides the classification of work and a third party might subsequently be redirected to another section within IÉ depending on the specific detail of the project.

Table A.1: Contacts for Project Types



Minor Impact	Major Impact	Specialised Projects
• New boundary wall/fencing • Small diameter utility pipe/cable under/over railway • Tower crane or structures adjacent to railway • Some types of work which will affect the overhead power lines (OHLE) in the DART area • Minor works at level crossings • Resurfacing or road surfaces on over or underbridges • Works some distance from the railway, but with the potential to affect it. E.g. resultant change to ground water levels • Inspection of structures by TPs • Surveys and site inspection works • Other Minor works	• Construction of a bridge over/ under or adjacent to the railway • Structures requiring significant foundations/excavation works adjacent to the railway boundary • Other major works	• New station development • Joint ventures with CIE/IE • Other specialist project

A.2 Relevant Division

A.2.1 IÉ Infrastructure is divided into three divisions responsible for maintenance of the rail network. Their main offices are in Dublin, Limerick Junction, and Athlone. See the map in A.4 for the relevant division.

A.3 Contact Addresses

Dublin
Divisional Office
Iarnród Éireann
Pearse Station
Westland Row, Dublin 2
Tel: 01 7033501
Fax: 01 7033591

Limerick Junction
Divisional Office
Iarnród Éireann
Limerick Junction
Co. Tipperary
Tel: 062 51083
Fax: 062 52219

Athlone
Divisional Office
Iarnród Éireann
Old Railway Station
Grace Road, Athlone
Co. Westmeath
Tel: 090 6487711
Fax: 090 6494333
Email: aone.info@irishrail.ie

Third Party Coordinator
Iarnród Éireann Infrastructure
Engineering & New Works Building
CIÉ General Works
Inchicore
Dublin
D08 K6Y3
Tel: 01 7034451

IE Training Centre
Iarnród Éireann
Inchicore,
Dublin 8
Email: contractor.pts@irishrail.ie



APPENDIX B - COSTS

A.4 Chargeable Activities

A.4.1 All costs incurred by Iarnród Éireann (IÉ) arising from the works are charged to the third party.

A.4.2 All costs incurred by Iarnród Éireann (IÉ) arising from the works are payable in full to IE by the third party in advance the works and/or each phases.

A.4.3 Charges by IÉ depend on several factors, including:

- The complexity of the works and the number of interfaces.
- The quality of submitted information at the various stages of the process.

A.4.4 The following is a non-exhaustive list of activities, arising from the works, for which the third party is charged by IÉ. The full range of charges depends on the type of project and the resultant activities that need to be carried out by IÉ/CIÉ. Payment must be made in advance of the activities being executed.

A.4.5 The necessity to carry out any such activities is solely the decision of IÉ.

Table B1: Charges

PHASE	SAMPLE CHARGEABLE IÉ/CIÉ ACTIVITIES
Initial Assessment	Pre-project assessment of the project by IÉ.
Design Review	IÉ review of the preliminary and detailed design of the project. Liaison with IÉ stakeholders and other bodies. Cost of providing access for site surveys at all stages (including protection arrangements).
Review, Investigation, Design, Validation	As may be deemed necessary by IÉ: any design work carried out by IÉ in connection with the works. IÉ interface with CCR, as required. Engagement by IÉ of external expertise to review, investigate, design or validate in connection with the works.
Agreements and Insurance	Legal work to prepare wayleaves, agreements etc. Work in respect of specification and validation of insurance.
Pre-Construction Arrangements	Preliminary engineering planning. Assessment of method statements. Planning/set-up of railway safety management arrangements.
Construction	Provision of IÉ personnel on protection duties. Arrangements for possessions.

PHASE	SAMPLE CHARGEABLE IÉ/CIÉ ACTIVITIES
Construction (continued)	Provision of alternative services for passengers. Supervision of excavation works in the vicinity of IÉ cables. Slowing of trains (through setting up or cancelling temporary speed restrictions). The carrying out by IÉ of works to facilitate the third party development. This may include physical works by IÉ (e.g. alterations to signals, widening of level crossings, permanent way works). Safety and/or engineering supervision and coordination of the project by IÉ. Engagement of external expertise to provide site presence and/or condition recording and monitoring. Displacement monitoring of railway infrastructure. The taking of all precautionary measures for the prevention of injury, loss or damage to persons or property. Any additional cost or expense incurred by IÉ arising from the third party works.
Post-Construction	Post-project handover and certification. Any post-project rectification works. Maintenance.

A.5 Other Charges

A.5.1 In the event of possession overrun by the third party with delay to train services, there is a significant charge based on the time involved.

A.5.2 Where applicable, a refundable bond is submitted in advance of the works. The level of the bond is determined by IÉ. The bond is returned to the third party after satisfactory completion of the works, receipt of all outstanding IÉ charges and receipt by IÉ of a copy of the safety file/all O&M documentation. Satisfactory completion means completion of the works in adherence to the accepted detailed design and method statement(s) and no damage and/or disruption to IÉ property, infrastructure or operations.

A.5.3 PTS training (necessary for third party personnel on or near the railway) is provided by IÉ on a charge per person-day, as appropriate.

A.6 Basis and Management of Charges

A.6.1 Information on the charges and schedule of rates is made available to the third party at an early stage of each phase.

A.6.2 As a general rule, IÉ costs incurred during minor impact projects will be managed by the relevant IM within the applicable IÉ Division. For major impact projects, the STSE or Third Party Coordinator may manage IÉ costs incurred during each phase. This will be confirmed to the Third Party at the initial assessment phase.

A.7 Commercial Charges

A.7.1 A charge is made for wayleaves. There may also be charges for licences or agreements, depending on the type of project. These are determined by CIÉ Group Property Management. The third party is advised on these at the time of negotiating the agreement(s).

APPENDIX C - INITIAL APPLICATION FORM

Iarnród Éireann Infrastructure	**THIRD PARTY INITIAL APPLICATION FORM**

Third parties planning to undertake works that may impact Iarnród Éireann (IÉ) infrastructure must complete this form. For guidance, please refer to *CCE-TMS-310 Guidance for Third Parties*. Completed forms must be submitted to the relevant contact in IÉ.

For IÉ use only	***Project Name***	***File Ref No***

CONTACT DETAILS

Third Party		
Agent acting on behalf of the third party (if applicable)	Name: Relationship to third party:	
Contact Name		
Contact Address		
Tel	**Fax**	**E-mail**

PROJECT DESCRIPTION

General summary (e.g. development, construction)	
Details of work that may impact the railway	
Work location as it impacts the railway (include sketch map or other details if possible) Between which IÉ stations: Located in which townland:	
Overall project timescale	
Intended timescale for works affecting the railway	

Note: attach any additional information as you may wish.

Signed by: _____ **Date:** _____

Position: _____

Reference No.	**CCE-TMS-344**
Version	**1.1**
Operative Date	**04/02/2013**
Status	**LIVE**
Prepared by	**Nick West**
Checked by	**Cathal Mangan**
Approved by	**Éamonn Ballance**

CCE DEPARTMENT

TECHNICAL MANAGEMENT STANDARD

CCE-TMS-344

Requirements for Undertrack Crossings and Pressure Pipelines

This CCE Department Technical Standard sets out the requirements for undertrack crossings and pressure pipelines.

This CCE Department Technical Document is mandatory.

The principles in this Technical Standard are approved by the Head of Department and therefore constitute mandatory standard practices, which apply throughout the CCE Department.

Signed **Chief Civil Engineer**

This standard, along with all CCE Department Standards, is available from the CCE Website. Electronic copies of the standards are controlled and live. Holders of printed copies of the standard are responsible themselves for ensuring that they have the most up to date version as appropriate.

This is a Controlled Document, as presented on-line.

It is Uncontrolled if printed, unless endorsed on this page with the approved and completed 'Controlled Copy label'/stamp.

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1 Policy, Scope and Principles

1.1 Policy

1.1.1 The design and installation of undertrack crossings and pressure pipelines within Iarnród Éireann infrastructure must avoid, as far as possible, any adverse impact on the railway infrastructure or operations.

1.2 Scope

1.2.1 This standard covers the requirements for the installation of undertrack crossings and/or pressure pipelines in or near Iarnród Éireann property by third parties or others. It includes an outline of the approval process for third parties.

1.3 Principles

1.3.1 This standard is compulsory for all Departments within Iarnród Éireann and for third parties intending to install services in or near Iarnród Éireann property.

1.3.2 This standard should be read with reference to the following:

1.3.2.1 I-DEP-0120 Guidance on Third Party Works

1.3.2.2 I-DEP-0121 Third Party Works: Additional Details of Railway Safety Requirements

1.3.2.3 CCE-TRK-SPN-008 Specification for Hollow Steel Sleepers for Use in Plain Track

1.3.2.4 CCE-TRK-SPN-010 Specification for Movement Monitoring of Railway Track

1.3.3 Before any works by or on behalf of a third party can commence, the requirements of I-DEP-0120 and I-DEP-0121 must be satisfied including the following issues:

1.3.3.1 Engineering approval

1.3.3.2 Legal agreement(s)

1.3.3.3 Insurance

1.3.3.4 Safety requirements

1.3.3.5 Costs

1.3.4 The first 2000 mm under the top of rail is reserved for Iarnród Éireann maintained services. Third party services must be installed below this level to the depths prescribed in this standard. Iarnród Éireann reserves the right to be able to excavate up to 2000 mm below top of rail level without notification to any third party.

1.3.5 In addition to the clearance requirements noted in 1.3.4 above, third parties must install their services so that the clearances to them accord with their own standards for the required distance between these services and an unsupervised and un-notified excavation in the 2000 mm reserved depth.

1.3.6 Internal undertrack crossings in this standard refer to those being undertaken for Iarnród Éireann services only.

1.3.7 Internal undertrack crossings may be installed at a depth of 1500–2000 mm.

1.3.8 Hollow bearers may only be used for track crossings for SET Department cables and must not be used for station and other services not maintained by the SET Department.

1.3.9 The Senior Track and Structures Engineer (STSE) may appoint an Iarnród Éireann Designated Representative (IÉDR) in accordance with I-DEP-0120 and I-DEP-0121 for all stages or part of the works. References in this standard to STSE also include IÉDR where appointed.

1.3.10 This document replaces I-PWY-1139 which is now withdrawn.

1.3.11 Terms such as "his" or "manager" are not gender specific.

2 Definitions

2.1 Standard-Specific Definitions

2.1.1 The established definitions of all permanent way terminology used in standards and procedures are set out in CCE-TMS-399 Glossary of Civil and Permanent Way Engineering Terms. The definitions below are of particular relevance to this standard.

2.1.2 **Access Manhole** – Structure provided to give access to the service.

2.1.3 **Compaction** – Deliberate densification of soil during the construction process.

2.1.4 **Embedment** – Arrangement and types of materials around a buried pipeline that contribute to its structural performance.

2.1.5 **Iarnród Éireann Designated Representative (IÉDR)** – The person appointed by Iarnród Éireann as the main engineering contact with a third party for a specific project.

2.1.6 **High Pressure Pipe** – Means pressures above 7 bar.

2.1.7 **Minimum Depth for Undertrack Crossings** – Depth of the service measured from the top of rail to the top of the highest part of the surround, pipe, sleeve or tunnel. The minimum depth applies within the track support zone.

2.1.8 **Open-Cut Method** – Method used to construct an undertrack crossing in a trench excavated by hand or by machine.

2.1.9 **Pressure Pipeline** – A pipeline containing a liquid or gas at a pressure greater than 1 bar above atmospheric pressure.

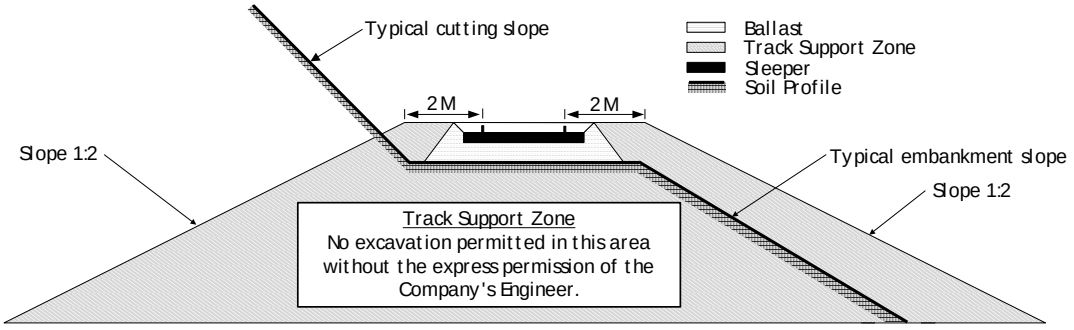
2.1.10 **Rail Level** – The level of the top of the lowest rail above the undertrack crossing.

2.1.11 **Service** – A cable, pipe or pipeline laid or constructed by any method.

2.1.12 **Third Party** – Any organisation other than Iarnród Éireann or CIÉ, including public utilities and statutory authorities, which requires to do work that impacts the railway. This refers to the third party or its agents, consultants, representatives or contractors (including sub-contractors).

2.1.13 **Track Support Zone** – The zone in which any excavation could undermine the stability of the track.

Figure: Track Support Zone



2.1.14 **Undertrack Crossing** – A service passing under the track below the level of the underside of the sleepers or track slab.

3 Accountabilities and Responsibilities

The full listing of CCE Management Accountabilities and Responsibilities is shown in CCE-SMS-001 CCE Safety Management System. The following accountabilities and responsibilities are specific to this CCE Standard.

3.1 Chief Civil Engineer (CCE)

3.1.1 The Chief Civil Engineer (CCE) has overall accountability for this technical standard and its implementation.

3.1.2 The CCE is accountable for setting Occupational Safety, Plant & Machinery Safety, Track Safety and Structures Safety objectives and for providing resources to all parts of the CCE Department to achieve those objectives.

3.1.3 The CCE is accountable for:

3.1.3.1 Occupational Safety of all activities in the whole CCE Department, and for

3.1.3.2 Plant & Machinery Safety of all the activities in the CCE Department and on all the work sites under the CCE Department's control, and for

3.1.3.3 Track Safety, Structures Safety, the Safety of Buildings & Facilities and the Safety of all the CCE assets under the CCE Department's control.

3.1.4 The Chief Civil Engineer is accountable for owning this technical standard or assigning an owner for the standard from his senior management team.

3.2 Technical Manager, CCE

3.2.1 The Technical Manager, CCE, is the owner of this standard.

3.2.2 The Technical Manager, CCE is accountable for ensuring that:

3.2.2.1 This standard is implemented through an appropriate review programme.

3.2.2.2 This standard is sufficient for its stated requirement with respect to the design and installation of undertrack crossings and pipelines

3.3 Senior Track and Structures Engineer (STSE)

3.3.1 The Senior Track and Structures Engineer (STSE) is accountable for Track Safety and Structures Safety for those parts of the Iarnród Éireann railway network within the CCE Locations that are his accountability.

3.3.2 The STSE must be familiar with the content of this technical standard.

3.3.3 The STSE is accountable for ensuring that undertrack crossings and pressure pipelines are constructed in accordance with this standard.

3.4 Infrastructure Manager (or Nominated Regional Manager)

3.4.1 The Infrastructure Manager is responsible for all aspects of the management of production activities within his Division.

3.4.2 The Infrastructure Manager, or Nominated Regional Manager, is accountable for all the aspects of Track Safety, Structures Safety, Plant & Machinery Safety and Occupational Safety of all the production operations and supplier operations associated with the CCE locations under his control.

3.4.3 With regard to this standard, the Infrastructure Manager, or Nominated Regional Manager, is accountable for:

3.4.3.1 Ensuring that tasks are executed in a manner that is in accordance with this technical standard and ensures the safe operation of the Track and Structures

3.4.3.2 Ensuring that production activities required as a result of this standard are planned, scheduled and controlled such that only technically competent manpower and the correct resources are used and that the activities are undertaken in a timely manner

3.4.3.3 Following the instructions and technical advice of the Senior Track and Structures Engineer as necessary

3.4.3.4 Reviewing the progress of all the actions associated with this standard with the Senior Track and Structures Engineer

3.5 Further Accountabilities and Responsibilities

3.5.1 Section 4, Implementation, of this standard describes further the specific accountabilities, responsibilities and duties required under this standard.

3.5.2 Staff ensure that any difficulties with the implementation of this standard are brought to the attention of the Technical Manager, CCE.

4 Implementation

4.1 Approval Process for Third Party Undertrack Crossings

4.1.1 Design and construction proposals (including temporary works) must be submitted as set out in I-DEP-0120 Guidance on Third Party Works in line with the requirements there for major or minor impact projects.

4.1.2 Approval processes depend on the technical complexity and risks associated with the project. A water pipe of 300 mm or less is likely to be treated as a minor impact project. Pressurised gas pipelines are more likely to be treated as major impact projects.

4.1.3 Submissions must include the following specific information relating to undertrack crossings and pressure pipelines:

4.1.3.1 Type of service (e.g. sleeve, duct or carrier pipe)

4.1.3.2 Pipeline diameter, design pressure, material and applicable standards

4.1.3.3 Design shown to be in compliance with the requirements of this standard

4.1.3.4 Plan and cross-section at location showing depth below track

4.1.3.5 Proposed markers

4.1.3.6 Results of the site investigation

4.1.3.7 Settlement prediction and movement monitoring

4.1.3.8 Corrosion protection including monitoring arrangements

4.1.3.9 The location, size and depth of any manholes

4.1.3.10 Arrangements in the event of abandonment

4.1.4 All third party design submissions for undertrack crossings must be subject to an independent check, and Design and Check Certificates must be provided.

4.2 General Engineering Considerations

4.2.1 A suitable site investigation must be undertaken to establish ground conditions. The results must be provided as part of submissions during the approval process. Additional site investigations must be arranged if required by the Senior Track and Structured Engineer (STSE).

4.2.1.1 The design of the undertrack crossing must take account of:

4.2.1.2 Imposed loads

4.2.1.3 Ground conditions

4.2.1.4 Earthworks, structures and services likely to be affected

4.2.1.5 Monitoring and maintenance requirements for the projected lifetime

4.2.1.6 Future abandonment and/or decommissioning

4.2.2 As far as is reasonably practicable, an undertrack crossing with a pressure pipeline must not be constructed in a location with adverse ground conditions, such as:

4.2.2.1 Areas subject to subsidence

4.2.2.2 Areas of mineral extraction

4.2.2.3 Peat deposits below the pipeline

4.2.3 In relation to pressure pipelines, consideration must be given in the design and construction to the following risks:

4.2.3.1 Damage to the pipeline from derailment

4.2.3.2 Fire

4.2.3.3 Pollution

4.2.3.4 Explosion

4.2.3.5 Use of increased pressures during testing

4.3 Settlement Prediction and Movement Monitoring

4.3.1 The design of undertrack crossings must include a settlement prediction which should cover the effect of the pipe installation and also the effect of the construction of ancillary works, such as thrust and reception pits, where they impinge on the track support zone.

4.3.2 The STSE will undertake a review of the proposed design settlement prediction and determine if the amber thresholds specified in CCE-TRK-SPN-010 Specification for Movement Monitoring of Railway Track are breached when compared to the existing track condition.

4.3.3 Where these thresholds are breached, the design of the undertrack crossing must be revisited to bring the predicted levels back below these thresholds. This may involve the following:

4.3.3.1 Changing the method of tunnelling,

4.3.3.2 Changing the location of the undertrack crossing, either vertically or horizontally, to more suitable ground conditions,

4.3.3.3 Undertaking the entire construction of the undertrack crossing under possession, or

4.3.3.4 Other changes as advised by the STSE.

4.3.4 Temporary Speed Restrictions should not be used as a mitigation for predicted amber or red threshold breaches.

4.3.5 Whether the predicted settlement breaches a threshold or not, track monitoring must take place in accordance with CCE-TRK-SPN-010. This requirement may be waived at the discretion of the STSE if the undertrack crossing is very deep and well within a rock layer.

4.3.6 Track monitoring should take place before the commencement of the tunnelling process (or before/during the construction of any ancillary works within the track support zone) as specified in CCE-TRK-SPN-010. Monitoring should continue during tunnelling works and for at least one week after the work is complete unless settlement is continuing in which case the monitoring should continue for at least one week after such settlement ceases to be a concern.

4.3.7 For any breach of amber or red thresholds resulting from site works, the relevant follow-up actions should be identified as part of the method statement for the works and should include placing a speed restriction, ceasing work until any resultant track defect is corrected and possible reviewing of designs and/or work methods.

4.4 Design Loading

4.4.1 All pipes, sleeves, ducts, and surrounds within the track support zone must be designed to carry the imposed dead and live loads.

4.4.2 The design axle load must be taken as 250 kN with a dynamic factor of 2.0.

4.4.3 Where appropriate, the design of temporary works must afford adequate support to the tracks.

4.4.4 The design adopted must be such that construction may be carried out safely and ensure that the design assumptions will be satisfied regarding the influence of construction procedures and soil characteristics.

4.4.5 The density of track ballast must be taken as 21 kN/m^3.

4.4.6 It may be assumed that only one half of an axle load, applied to the rails at a sleeper, will be transmitted to the formation below that sleeper, and that the remaining half will be transmitted to the formation equally through the sleepers on either side.

4.4.7 Each wheel load may be assumed to be uniformly distributed over the ballast at the underside of the sleeper:

4.4.7.1 Longitudinally – over a distance of 450 mm symmetrically about the centre line of each rail, or

4.4.7.2 Transversely – over twice the distance from the centre line of each rail to the end of the sleeper.

4.4.8 Dispersal of each wheel load through the ballast must be taken at a slope of 1:4 to the vertical.

4.5 Position of Crossings, Manholes, Joints and Welds

4.5.1 As far as is practicable, all undertrack crossings must cross in a direction at right angles to the rails. The Senior Track and Structures Engineer may, at his discretion, allow crossings within 10 degrees of this standard.

4.5.2 The minimum horizontal clearance must be 3 m between an undertrack crossing and the nearest electrified overhead line equipment mast, signal post, signal gantry, CCTV, AHB barriers or other structure.

4.5.3 Clearance to bridge foundations for trenchless crossings should be considered. As a guideline, clearances to bridge foundations for trenchless crossings should be 20 m, but reference should be made to the potential effect subsidence may have on the structure.

4.5.4 Third party open-cut crossings through underbridges may be allowed where the depth of the bottom of the excavation for the crossing is at most half the distance from the nearest abutment/pier (e.g. the distance to abutment is 2000 mm, the max depth excavation is 1000 mm). Otherwise, extensive site investigations may be required to determine the depth and efficacy of the bridge foundations.

4.5.5 Third party services are only allowed to pass through existing culverts with the written permission of the Technical Manager, CCE.

4.5.6 Inspection chambers and manholes must be located outside the railway fences.

4.5.7 There must be no joints or welds under any track. The closest weld or joint must be at least 2.3 m horizontally from the nearest rail.

4.5.8 Where two or more separate pipes are to be installed at the one location (but not within the one duct):

4.5.8.1 The closest distance between the pipes should be a minimum of twice the diameter of the larger/largest pipe.

4.5.8.2 Consideration should be given to axle spacing of the rolling stock on the line and the possibility of one pipe causing settlement of one rail and another pipe causing settlement of the other rail leading to twist at or close to the bogie spacings. (It is recommended that twin pipes should be spaced at a minimum 5 m spacing as a guidance unless it can be shown that the combined settlement effect of the two pipes will not breach threshold values at the spacing of the bogies on a carriage, or the axles of a two-axle wagon where the latter is still used.)

4.5.8.3 Consideration should be given to installing the first pipe and comparing the settlement with predicted settlements before proceeding with any further pipes.

4.6 Undertrack Crossings: Construction Techniques and Minimum Depths

4.6.1 Undertrack crossings must be installed so that they do not adversely affect the bearing capacity and drainage of the formation.

4.6.2 The first 2000 mm below the top of rail is reserved for Iarnród Éireann services. Third party undertrack crossings are not permitted in this reserved zone. Refer also to 1.3.4 to 1.3.7 for further restrictions that apply.

4.6.3 Open-Cut Methods and Minimum Depths

4.6.3.1 Undertrack crossings constructed using open-cut methods are not normally permitted for third party services. A written application for a derogation in an exceptional case may be submitted for consideration to the Technical Manager, CCE.

4.6.3.2 Where undertrack crossings by open-cut are permitted, clauses 4.6.3.3 to 4.6.3.7 apply.

4.6.3.3 The minimum depth of crossings laid by open-cut methods below top of rail is 1500 mm with an absolute minimum depth of 1200 mm as shown in Figure 1 below.

4.6.3.4 Open-cut crossings installed at a depth less than 1500 mm may only take place with the written permission of the STSE.

4.6.3.5 Open-cut crossings must not affect ballast cleaning and routine ballast excavation must take place without interference with the crossing. (See Figure 1 which shows the depth required for the ballast cleaning blade.)

4.6.3.6 Open-cut crossings must not be installed lower than 2000 mm below top of rail level.

4.6.3.7 Open-cut crossings must be reinstated in 150 mm layers of suitably compacted clause 804 material up to a level 350 mm below the underside of the sleepers. At that level a suitable fines barrier (geotextile) should be applied, covered in 50 mm of sand or equivalent separation layer. The ballast should then be added in compacted 150 mm layers to the underside of the sleepers. Following restoration of the sleepers to their appropriate position, the boxes must be re-filled with ballast and compacted, and the ballast shoulder reinstated to full height.

4.6.4 Trenchless Techniques and Minimum Depths

4.6.4.1 Undertrack crossings constructed using trenchless techniques must have a minimum depth of 4500 mm below top of rail level to crown of pipe to ensure that appropriate clearances are maintained to Iarnród Éireann services and to minimise settlement effects.

4.6.4.2 Any requirement for an undertrack trenchless crossing at a depth less than 4500 mm must be referred in writing to the Technical Manager, CCE.

4.6.4.3 The STSE may require third party or other services to be deeper in the following circumstances:

a) If there are more favourable ground conditions at a lower depth,

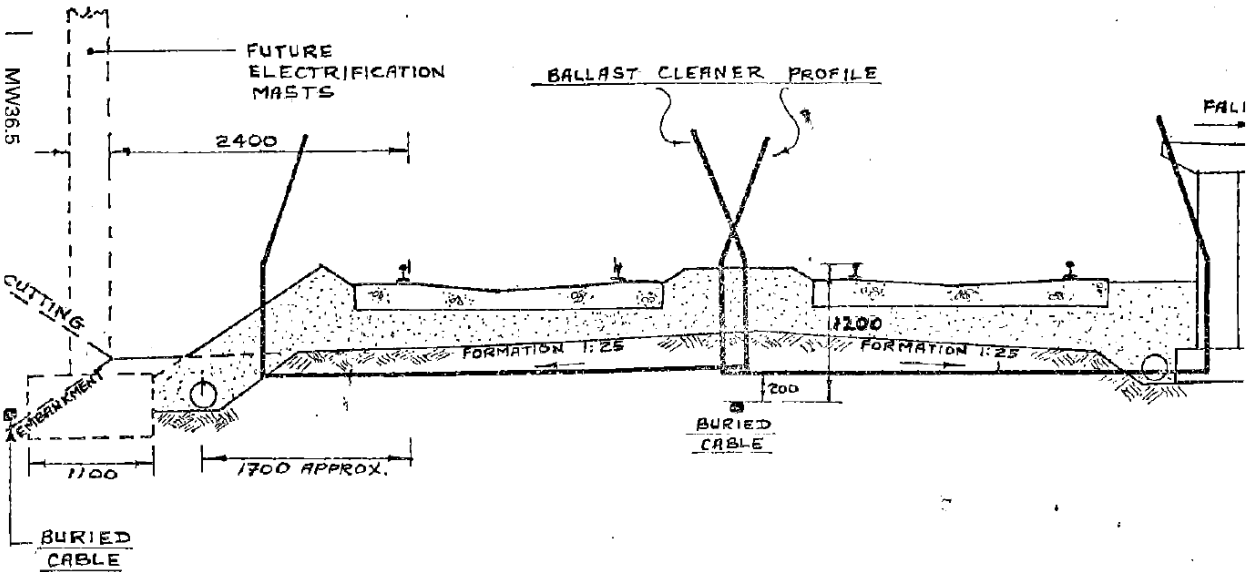
b) If there is a risk of electromagnetic interference with Iarnród Éireann services,

c) In the case of pipelines under pressure, if there is a risk of wash-away or explosion in the case of a leak, or

d) For any other reason he determines to be appropriate.

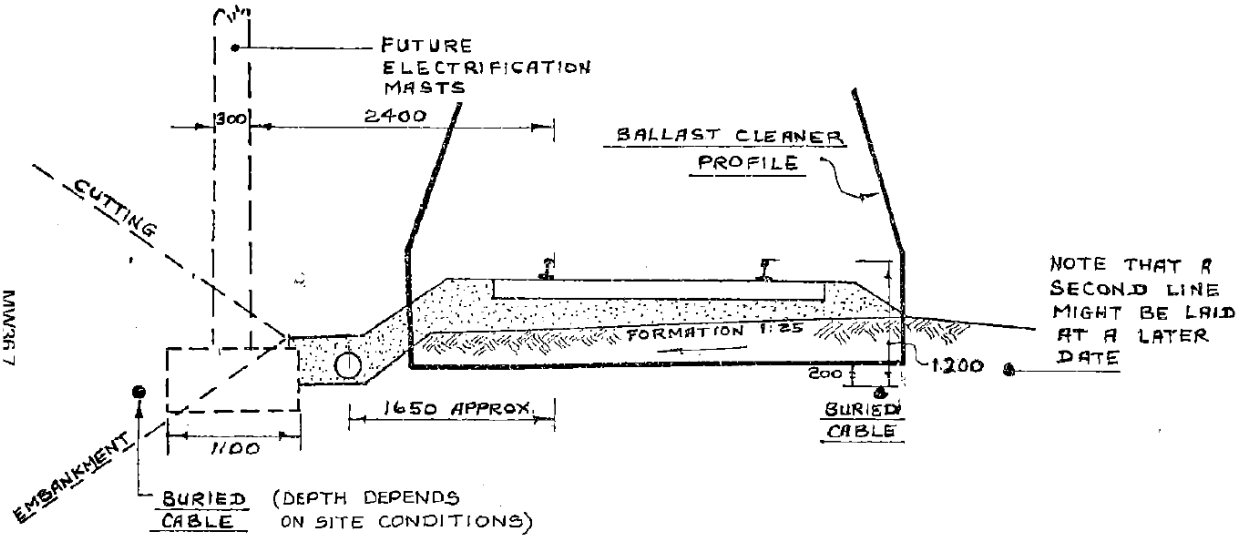
4.6.4.4 Undertrack crossings using trenchless techniques should not be located through made-up embankments due to the unknown nature of the fill material.

Figure 1: Positions for Buried Cables
(required for ballast cleaner operation)



POSITIONS FOR BURIED CABLES. BALLAST CLEANER CUTTING BLADE OUTLINE INDICATED. - DOUBLE LINE

(EXISTING RAIL LEVEL MAY NOT BE FINAL LEVEL)
(ON CURVED TRACK "PLANE" OF RAILS ALTERS)



POSITIONS FOR BURIED CABLES- BALLAST CLEANER CUTTING BLADE OUTLINE INDICATED - SINGLE LINE

(EXISTING RAIL LEVEL MAY NOT BE FINAL LEVEL)
(ON CURVED TRACK "PLANE" OF RAILS ALTERS)

4.7 Corrosion Protection

4.7.1 Pipelines must be designed and routed to take account of the possible corrosive effects of traction or track circuit current in the track, high-voltage overhead power lines, stray earth currents etc.

4.7.2 External pipe coatings must have suitable mechanical and electrical properties in relation to the pipe size, environment, and operating conditions.

4.7.3 Where corrosion protection is proposed, details of the protection scheme must be submitted to the STSE. These should prove the scheme's integrity as well as its cathodic protection.

4.7.4 Monitoring procedures must be specified and put in place to ensure that the measures adopted are satisfactory.

4.8 Pipe Bedding

4.8.1 Pipelines constructed using the open-cut method must be laid so that the barrel is continuously supported and completely surrounded by concrete or granular fill as determined by the design.

4.8.2 If the nature of the ground at the base of the trench is such that it will not itself provide adequate support, the thickness of the lower bedding must be designed to ensure adequate support along the length of the pipeline.

4.8.3 Where pipes are installed in soft ground, the thickness of the lower bedding may need to be increased in order to prevent excessive settlement of the pipeline. The thickness of the upper bedding must be sufficient to ensure that the bending moments in the pipe are acceptable.

4.8.4 Where the trench contains rocks or stones, a 150 mm thickness of sand or other suitable material must be placed beneath the pipe. Alternatively, a suitable coating may protect the pipe.

4.9 Concrete Surround

4.9.1 Where applicable, a concrete surround should provide a minimum 150 mm cover around the ducts, pipes or sleeve.

4.9.2 Concrete surrounds must extend for the full width of the trench within the track support zone.

4.9.3 Except where it is otherwise agreed with the STSE, the concrete surround must further extend as far as the inspection chambers.

4.10 Granular Fill Surround

4.10.1 Granular fill as a surround to ducts, sleeves, or pipes must be in accordance with Table 1.

Table 1: Materials for Granular Surround and Backfilling

Nominal Duct Diameter (mm)	Graded Aggregate Ranges (mm)	Single Sized Aggregate Sizes (mm)
<140	-	10
140 to 400	20 to 5, or 14 to 5	10, or 14, or 20
>400	40 to 5, or 20 to 5, or 14 to 5	10, or 14, or 20, or 40

4.11 Backfilling

4.11.1 Backfilling above the concrete or granular fill surround, and up to the level of formation, must also be in accordance with Table 1.

4.11.2 Backfilling must be placed in layers not exceeding 150 mm thickness and each layer must be mechanically compacted as determined by design.

4.12 Thrust Boring

4.12.1 The equipment and method for carrying out thrusting must provide a lined bore with the sleeve or carrier pipe completely filling the void formed by the thrusting equipment. Alternatively, any voids must be filled with an approved cement grout.

4.12.2 Joints in pipes used as sleeves in thrust bores must have a capacity to resist axial and bending stresses equal to that of a continuous pipe.

4.13 Thrust and Reception Pits

4.13.1 Where practicable, thrust and reception pits must be located outside the railway boundaries.

4.13.2 Thrust and reception pits must be located outside the track support zone (refer to 4.3.1).

4.13.3 The hole in the support wall of the thrust pit, to permit the pipe to be thrust, must only be cut immediately prior to commencement of the thrusting operation. Conversely, the hole in the support wall of the reception pit must not be cut until the cutting shield, pipe or sleeve has arrived at the support wall to the reception pit.

4.14 Construction Using Moling Techniques

4.14.1 The line and level of the mole must be monitored to ensure that the minimum depth and alignment limits are not infringed during the construction.

4.14.2 Where the results of the monitoring indicate that either of these limits may be infringed, the mole must be withdrawn and construction recommenced with applicable actions put in place, as agreed by the STSE, to ensure that no repetition of the infringement occurs.

4.15 Monitoring of Excavated Material

4.15.1 During construction of an undertrack crossing constructed by any method other than the open-cut method, the quantity of material excavated must be monitored to ensure that the volume is compatible with the progress of the work.

4.15.2 Should the excavated volume appear not to be compatible with the progress of the work, work must cease until actions have been taken to the satisfaction of the STSE to ensure the stability of the fill around the undertrack crossing.

4.15.3 During the construction works, movement monitoring of the railway track will be required. This must be carried out as per CCE-TRK-SPN-010 Specification for Movement Monitoring of Railway Track.

4.16 Boundary Fences, Drains, Roads, Walkways and Ramps

4.16.1 There must be no interference with fences, drains, roads, walkways, access ramps or other property except as agreed with the STSE.

4.16.2 Any loss or damage arising from the works must be made good and all rubble, litter and debris must be promptly removed.

4.16.3 All road pavements which have been disturbed must be reinstated to the Department of the Environment Specification for Road Works.

4.17 Explosives

4.17.1 Explosives must not be used without the written permission of the STSE.

4.18 Abandonment

4.18.1 When a third party service is no longer in use, the service owner must advise Iarnród Éireann and arrange to disconnect and make the service safe. This includes, as required:

4.18.1.1 Complete purging of the pipe and maintenance of cathodic protection, or

4.18.1.2 Filling of the void with inert material to prevent future collapse.

4.18.2 The third party must remove the abandoned pipe where this is required by Iarnród Éireann on safety grounds.

4.19 Marker Plates

4.19.1 Permanent marker plates must be provided at both ends of an undertrack crossing on precast concrete marker posts or attached to an adjacent structure or building. The design of the marker plates must be agreed with the STSE. Information to be provided on the marker plate must include:

4.19.1.1 Position of the undertrack crossing in relation to the marker

4.19.1.2 Depth of the undertrack crossing measured from rail level to the top of the duct, sleeve, pipe or surround and, where applicable, advice that no warning tape has been installed

4.19.1.3 Number of ducts, where applicable

4.19.1.4 Details of the services installed in the undertrack crossing including, where applicable, cable designations and location of cables in the ducts

4.19.1.5 Emergency contact point and telephone number

4.19.1.6 When the service in the undertrack crossing is owned by a third party, the name and address of the company owning the service

4.20 Records/Information

4.20.1 On completion of the construction of a third party undertrack crossing or pipeline, a copy of the Safety File must be provided as outlined in I-DEP-0120 Guidance on Third Party Works. This must include records containing the following information:

4.20.1.1 Location of the undertrack crossing, including map references, engineer's line reference (ELR) and mileage

4.20.1.2 Where applicable, a buried cable chart referenced to identifiable reference points

4.20.1.3 Depth of the undertrack crossing, measured from rail level to the top of the duct or surround

4.20.1.4 Construction details including cross-sections of the undertrack crossing, the number and type of ducts, pipes or sleeve, type of backfill and/or size of surround and material of reinstatement

4.20.1.5 Where applicable, construction details and locations of access manholes

4.20.1.6 Maintenance procedures (including emergency contacts and procedures) as may be appropriate for the undertrack crossing or pipeline

5 Revision History

Version No and Date	Section No and Reason for Change
1.1, 04/02/2013	Briefing document for version 1.0 applies to version 1.1 along with amendment and addition below Amended clause: 4.6.3.1 Additional clause: 4.6.4.2 Vertical lines denote change from I-PWY-1139 to version 1.1 of this technical document
1.0, 01/02/2013	First issue. This standard replaces I-PWY-1139 which has now been withdrawn.

End of Standard

Reference No.	**CCE-TMS-313**
Version	**1.0**
Operative Date	**11.05.2021**
Status	**LIVE**
Prepared by	**Technical Review Group**
Checked by	**Cathal Mangan**
Approved by	**Éamonn Ballance**

CCE DEPARTMENT

TECHNICAL MANAGEMENT STANDARD

CCE-TMS-313

Requirements for Third Party Utility Services

This CCE Department Technical Standard sets out the requirements for Third Parties intending to install new utility services and/or the upgrade of existing utility services on or near Iarnród Éireann property.

This CCE Department Technical Document is mandatory.

The principles in this Technical Standard are approved by the Head of Department and therefore constitute mandatory standard practices, which apply throughout the CCE Department.

Signed  **Chief Civil Engineer**

This standard, along with all CCE Department Standards, is available on the CCE Website. Electronic copies of the standards are controlled and live. Holders of printed copies of the standard are responsible themselves for ensuring that they have the most up to date version as appropriate.

This is a Controlled Document, as presented on-line.

It is Uncontrolled if printed, unless endorsed on this page with the approved and completed "Controlled Copy" label/stamp.

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Revision History

Version No and Date	Section No and Reason for Change
Version 1.0, 11/05/2021	First issue of technical document

1 Policy, Scope and Principles

1.1 Policy

1.1.1 The installation of Third Party utility services within Iarnród Éireann (IE) infrastructure must avoid any adverse impact on the railway infrastructure or operations. The positioning of any utility services shall not prevent maintenance of the IE infrastructure or inhibit the future upgrade of IE infrastructure.

1.1.2 This standard applies to electrified railways, non-electrified railways and railways planned to be electrified in the future.

1.2 Scope

1.2.1 This standard sets out the requirements for intended Third Party utility services i.e. new utilities services and/or the upgrade of existing utilities services on or near Iarnród Éireann infrastructure to ensure quality and consistency across the IE rail network.

1.3 Principles

1.3.1 This standard is compulsory for all Departments within Iarnród Éireann and for Third Parties intending to install utility services/upgrade existing utility services on or near Iarnród Éireann property.

1.3.2 This standard should be read with reference to the following:

1.3.3 CCE-TMS-310 Guidance on Third Party Works (*replaces I-DEP-0120 Guidance on Third Party Works*).

1.3.4 CCE-TMS-344 Requirements for Undertrack Crossings and Pressure Pipelines

1.3.5 I-DEP-0121 Third Party Works: Additional Details of Railway Safety Requirements Safety definitions that apply to all standards are set out in CCE-SMS-001 CCE Safety Management System.

1.3.6 I-ETR-4010 Electrification Standard I-ETR-4010 Vertical Clearance of Overhead Services (draft document).

2 Definitions

2.1 Standard-Specific Definitions

2.1.1 The established definitions of all permanent way terminology used in standards and procedures are set out in CCE-TMS-399 Glossary of Civil and Permanent Way Engineering Terms. The definitions below are of particular relevance to this standard.

2.1.2 **Cable Run** - Sequence of overhead cables between a pair of poles or pylons.

2.1.3 **Railway Overbridge** - A bridge that passes over a railway.

2.1.4 **Railway Underbridge** - A bridge that supports a railway track over a road, river or other obstruction.

2.1.5 **Third Party Utility Services** – For the purpose of this standard, it refers to a public or private entity and includes any cables, pipes, ducts that carry telecommunications; ESB; gas; water; surface water and wastewater or a combination of same being installed by a public or private entity.

3 Accountabilities and Responsibilities

The full listing of CCE Management Accountabilities and Responsibilities is shown in CCE-SMS-001 CCE Safety Management System. The following accountabilities and responsibilities are specific to this CCE Standard.

3.1 Chief Civil Engineer (CCE)

3.1.1 The Chief Civil Engineer (CCE) has overall accountability for this Technical Standard and its implementation.

3.1.2 The CCE is accountable for setting Occupational Safety, Plant & Machinery Safety, Track Safety and Structures Safety objectives and for providing resources to all parts of the CCE Department to achieve those objectives.

3.1.3 The CCE is accountable for:

3.1.3.1 Occupational Safety of all activities in the whole CCE Department, and for

3.1.3.2 Plant & Machinery Safety of all the activities in the CCE Department and on all the worksites under the CCE Department's control, and for

3.1.3.3 Track Safety, Structures Safety, the Safety of Buildings & Facilities and the Safety of all the CCE assets under the CCE Department's control.

3.1.4 The Chief Civil Engineer is accountable for owning this technical standard or assigning an owner for the standard from his senior management team.

3.2 Technical Manager, CCE

3.2.1 The Technical Manager, CCE, is the owner of this standard.

3.2.2 The Technical Manager, CCE, is accountable for Track Safety and Structures Safety for the entire Iarnród Éireann railway network.

3.2.3 The Technical Manager, CCE, is accountable for ensuring that:

3.2.3.1 This standard is implemented through a programme of compliance verification and review

3.2.3.2 This standard is sufficient for its stated requirement with respect to the requirements for Third Party utility services

3.3 Senior Track and Structures Engineer (STSE)

3.3.1 The Senior Track and Structures Engineer is accountable for Track Safety and Structures Safety for those parts of the Iarnród Éireann railway network within the CCE Locations that are his accountability.

3.3.2 With regard to this standard, the STSE is accountable for ensuring that:

3.3.2.1 Compliance with this standard is measured and verified

3.3.2.2 Third Party Services are installed/upgraded in accordance with this standard.

3.4 Infrastructure Manager (IM) (or Nominated Regional Manager)

3.4.1 The Infrastructure Manager is responsible for all aspects of the management of production activities within his Division.

3.4.2 The Infrastructure Manager, or Nominated Regional Manager, is accountable for all the aspects of Track Safety, Structures Safety, Plant & Machinery Safety and Occupational Safety of all the production operations and supplier operations associated with the CCE locations under his control.

3.4.3 With regard to this standard, the Infrastructure Manager, or Nominated Regional Manager, is accountable for:

3.4.3.1 Ensuring that tasks are executed in a manner that is in accordance with this technical standard and ensures the safe operation of the Track and Structures

3.4.3.2 Ensuring that production activities required as a result of this standard are planned, scheduled and controlled such that only technically competent manpower and the correct resources are used and that the activities are undertaken in a timely manner

3.4.3.3 Following the instructions and technical advice of the Senior Track and Structures Engineer as necessary

3.4.3.4 Reviewing the progress of all the actions associated with this standard with the Senior Track and Structures Engineer.

3.5 Further Accountabilities and Responsibilities

3.5.1 Section 4, Implementation, of this standard describes further the specific accountabilities, responsibilities and duties required under this standard.

3.5.2 Staff must ensure that any difficulties with the implementation of this standard are brought to the attention of the Technical Manager, CCE.

4 Implementation

4.1 Third Party Utility Services

4.1.1 Applications from Third Parties for the installation/upgrade of utility services that interface with the IE Infrastructure shall be dealt with on a case by case basis through relevant Licence Agreements. The overarching requirements are

4.1.1.1 Where new Third Party utility services are to be installed they shall be routed underground to cross under the track; through the deck of overbridges and/or in the ground beneath underbridges. CCE-TMS-344 sets out the requirements for Undertrack Crossings and Pressure Pipelines.

4.1.1.2 In cases with new Third Party utility services where there are extreme technical difficulties and where all other technical options for an under track crossing (UTX) have been exhausted, an overhead crossing may be considered, refer to 4.2.

4.1.2 Third party services shall not be placed under any circumstances in SET/B&F ducts, through ballast or through hollow sleepers.

4.2 Overhead Utility Services crossing the railway

4.2.1 New Overhead Cables - suspended over the track

4.2.1.1 Cables to be suspended over track are strongly discouraged.

4.2.1.2 They may be permitted on particular lines in exceptional cases, where there are proven very difficult technical circumstances and not at all on other stated lines, refer to Appendix A. Each application will be dealt with on a case by case basis.

4.2.1.3 In circumstances where overhead cables are allowed then the Licence Agreement shall stipulate that the overhead cables will be removed or diverted underground at the Company's discretion and at the cost of the Licensee following a term of notice normally six months.

4.2.1.4 Design, maintenance and documentation requirements for overhead cables crossing Iarnród Éireann railway infrastructure is contained in the Electrification Standard, I-ETR-4010 Vertical Clearance of Overhead Services.

4.2.1.5 Lines where new overhead cables are not permitted under any circumstances are listed in Appendix A.

4.2.2 Existing Overhead Cables - suspended over the track

4.2.2.1 Existing cables over track may be replaced for maintenance reasons but may not be substantially upgraded (e.g. to a different voltage or replacing a copper cable with a fibre optic cable).

4.2.2.2 Where existing overhead cable routes are required to be used for additional cable runs, this may be considered with the proviso that any future upgrade of the railway infrastructure, such as electrification, will require subsequent removal or diversion underground of these cables and this will be at the expense of the Licensee. The requirement for this will be captured in the relevant Licence Agreement.

4.2.3 ESB Overhead Cables - Suspended over the track

4.2.3.1 The existing agreement with ESB from 1964 only allows for underground cables. Where new overhead cables are proposed for the ESB they shall have a separate Licence Agreement and not a supplemental agreement to the 1964 agreement.

4.2.3.2 Existing cables over track may be replaced for maintenance reasons but may not be substantially upgraded (e.g. to a different voltage or replacing a copper cable with a fibre optic cable).

4.2.3.3 Additional cables may not be added to existing Cable Runs on poles/pylons.

4.2.4 Existing Cable Run on poles over a railway bridge structure

4.2.4.1 Additional cables maybe added to existing cable runs in instances where fallen cables would not foul the railway line e.g. where an existing Cable Run goes diagonally over a bridge deck or where there is a bend on the road or wide verge such that the Cable Run is well away from the parapets.

4.2.4.2 Where there is no existing Cable Run on poles then a proposed Cable Run must go underground and/or in the bridge deck.

4.3 Third Party Utility Services Parallel to the Railway

4.3.1 Any new utility services parallel to the railway on railway property are to be strongly discouraged as there is a greater risk to the services being damaged and/or a greater risk to the railway.

4.3.2 Under exceptional circumstances, IÉ may consider such utility services where they can be proven to not interfere with the maintenance, renewal or potential development of any infrastructure.

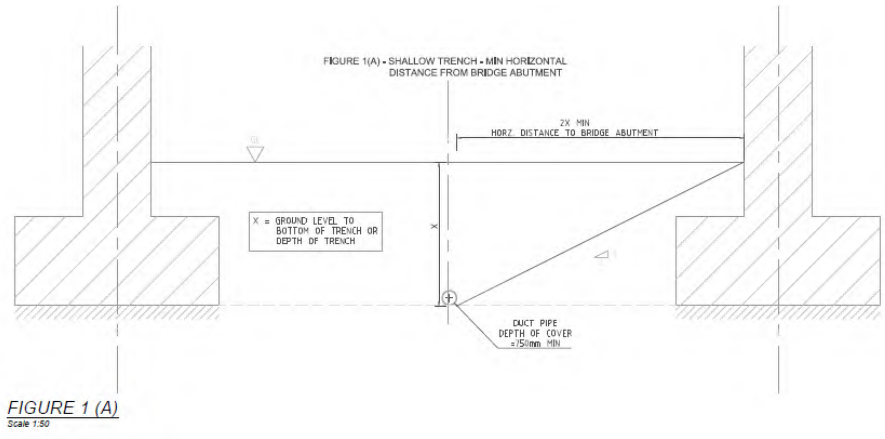
4.4 Third Party Utility Services at Railway Underbridges

4.4.1 Where utility services are proposed to go through an underbridge they shall be buried in the ground beneath the bridge.

4.4.2 Where it is proposed and agreed to carry additional utility services on existing poles under a railway bridge, any inspection, investigation, testing, maintenance and/or renewal works associated with the bridge structures that may need to take place in the future and that therefore requires a removal, either temporary or permanent, of the utility service, will be done so at the expense of the Licensee. The requirement for this will be captured in the relevant Licence Agreement.

4.4.3 Where utility services are to be placed in the ground/road beneath an underbridge, the pipe/duct for the utility service should be installed at a minimum horizontal distance from the bridge abutments/pier of twice the depth below ground level of the pipe/duct (i.e. a slope of 1:2), refer to figure 1(A).

4.4.4 Where 4.4.3 cannot be achieved, and where the depth of the foundations has been identified through site investigations then the distance to the nearest abutment/pier must be twice the depth of the maximum excavation below a level 1m higher than the level of the underside of the foundation, refer to figure 1(B).



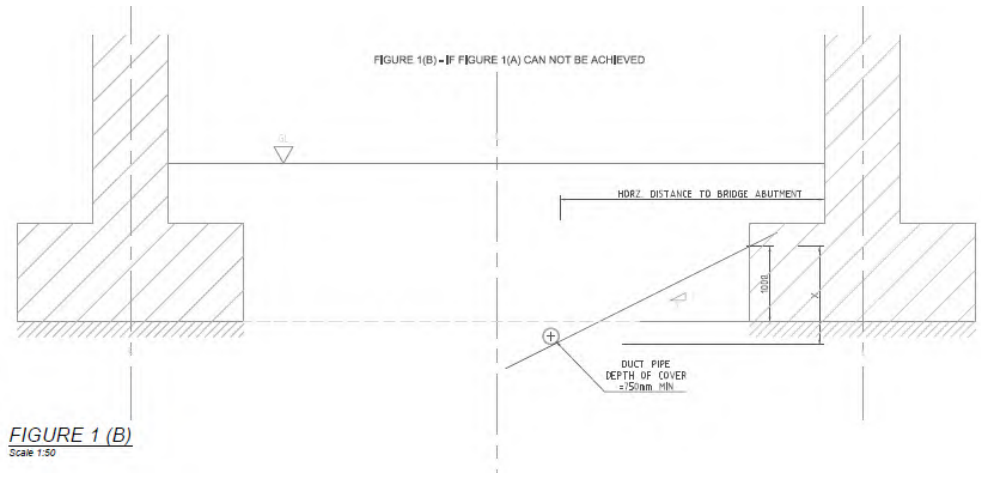


Figure 1 (A) and (B) – Shallow Trench Method at Underbridges, in the ground/road beneath

4.5 Third Party Utility Services at Railway Overbridges

4.5.1 Utility services may go underground through an overbridge subject to there being adequate cover below the surface. The definition of adequate is normally specified by the utility company.

4.5.2 Where ducts are being installed in a footpath or verge over a bridge consideration must be given to whether there will be an adverse effect on the height of the parapets.

4.5.3 Where the parapets are sub-standard then efforts must be made to reduce the level of the path or verge to improve them, preferably to comply with standards. Refer to 4.5.4.

4.5.4 Where this is not possible then at the very least the height of the parapet must not be compromised further. For the avoidance of doubt the required standards are:

4.5.4.1 There is an obligation under Section 50 of the Railway Clauses Consolidation Act 1845 to maintain parapets at 4ft high and approach walls/fences at 3ft high

4.5.4.2 Certain concrete bridges renewed from around the 1980s were built with a 1.5m parapet and this should be maintained where this has been done

4.5.4.3 Bridges over OHLE wires must have a parapet 1.8m high over the wires. The parapet must be solid for at least the first 1.2m and may be mesh or perforated plate above that.

4.5.4.4 These dimensions must not be compromised by any works related to the installation of a service or otherwise.

4.5.5 Where it is not possible, in the case of extreme technical difficulty, to maintain the existing parapet height (e.g. a large sewage pipe where the railway is in a deep cutting and going under the railway with a UTX would not be a practical solution) then a parapet extension may be considered but consideration must be given to the protected or heritage status of the bridge.

4.5.6 Where this is not practical, consideration should be given to a separate structure to carry the pipe.

4.5.6.1 Utility services i.e. pipes, ducts or cables, must not be attached to the outside face or suspended from the underside of any overbridge.

4.5.6.2 Pipes and ducts over track must have their own structure which would include a walkway to allow inspection and maintenance.

4.6 Undertrack Pipe Lines and Ducts

4.6.1 In the case of undertrack pipe lines and ducts, reference shall be made to CCE-TMS-344 Requirements for Undertrack Crossings and Pressure Pipelines.

4.7 Level Crossings

4.7.1 Where Third Party utility services are to be installed at level crossings, they shall be routed underground to cross under the track. Reference shall be made to CCE-TMS-344 Requirements for Undertrack Crossings and Pressure Pipelines.

End of Standard

Appendix A Iarnród Éireann (IE) - Track Routes

A.1 Functional Location - Track Routes on the IE Network

A.1.1 Overhead cables may be permitted on particular lines in exceptional cases, where there are proven very difficult technical circumstances and not at all on other stated lines. The table below outlines where overhead cables are permitted or not permitted under any circumstances.

A.1.2 Lines on the IE network are described in terms of "Functional Location" which represents a spatial area in this case a track route and/or section of track route. The functional location provided in the table below is as defined in SAP and present on IAMS GIS.

Functional Location - Track Route ID	**Function Location - Track Route Description**	**Are new overhead cables permitted Permitted/Not Permitted? (Subject to conditions)**
IN-AW2WT	Athenry to Tuam	Permitted
IN-AW2WT	Athlone to Westport	Not permitted
IN-BJ2NT	Ballingrane Junction to Newcastle West	*Currently under Licence to Limerick Co. Co. and soon to be sold to Limerick Co. Co.*
IN-BY2KJ	*Ballybrophy to Killonan Junction*	Permitted
IN-BS2SO	Broadstone to Sligo	Not permitted - Liffey Jn to Sligo *Broadstone to Liffey Junction gone to Luas.*
IN-CE2VW	Carlow Branch	Not permitted
IN-CM2FS	Cement Factory Junction to Foynes	Permitted
IN-CJ2EW	Church Road Jct to East Wall Jct	Not permitted (DART)
IN-CS2CC	Claremorris to Collooney	Permitted
IN-CL2PC	Clonsilla to Pace	Not permitted (DART)
IN-CY2BD	Connolly to Border	Not permitted (DART)
IN-CY2BJ	Connolly to Suburban Jctn	Not permitted (DART)
IN-CK2CH	Cork to Cobh	Not permitted
IN-DA2TM	Drogheda to Tara Mines	Not permitted - between Navan Station and Tara Mines Junction
IN-EJ2AT	Ennis Junction to Athenry	Permitted
IN-GE2YL	Glountaune to Youghal	Not permitted - Glountaune to Midleton, Permitted - Midleton to Youghal
IN-GS2WR	GSWR	Not permitted (DART)
IN-HN2CK	Heuston to Cork	Not permitted (DART)
IN-HJ2HT	Howth Junction to Howth	Not permitted (DART)
IN-KK2WW	Kilkenny to Waterford	Not permitted
IN-KL2TL	Killarney to Tralee	Not permitted
IN-KM2WW	Kilmacthomas to Waterford West	Permitted
IN-LC2CF	Limerick to Cement Factory	Permitted
IN-LK2WW	Limerick to Waterford	Not permitted - Limerick to Limerick Junction,

Functional Location - Track Route ID	Function Location - Track Route Description	Are new overhead cables permitted Permitted/Not Permitted? (Subject to conditions)
		Permitted - Limerick Junction to Waterford
IN-MW2KL	Mallow to Killarney	Not permitted
IN-MJ2BA	Manulla Junction to Ballina	Not permitted
IN-MG2WR	MGW	Not permitted (DART)
IN-MR2GY	Mullingar to Athlone	Permitted Mullingar to Athlone (under licence to Westmeath Co Co). Not permitted - from Athlone to Galway
IN-MR2GY	Athlone to Galway	Not permitted
IN-NR2AJ	New Ross to Abbey Junction	Permitted
IN-NT2TL	Newcastle West to Tralee	*Sold to Kerry Co. Co. and under Licence to Limerick Co. Co. and soon to be sold to Limerick Co. Co.*
IN-NJ2CY	Newcomen Jct to Connolly	Not permitted (DART)
IN-OR2NS	Ossary Road Jct to North Strand Jct	Not permitted (DART)
IN-PS2CY	Pearse to Connolly	Not permitted (DART)
IN-PS2SJ	Pearse to Shanganagh Jct	Not permitted (DART)
IN-PN2AE	Portarlington to Athlone	Not permitted
IN-RS2WX	Rosslare Strand to Wexford	Not permitted
IN-SJ2WX	Shanganagh Junction to Wexford	Not permitted (Note: DART section from Shanganagh to 17 1/2 MP)
IN-SQ2SQ	Sligo Quay	Permitted
IN-TJ2KT	Tara Junction to Kingscourt	Not permitted - between Tara Mines Junction and the South end of the Tara Mines tailings ponds otherwise permitted
IN-TS2TS	Tegral Sidings (Athy)	*Abandoned and disposed of to Kildare Co Co*
IN-TL2FT	Tralee to Fenit	Sold to Kerry Co. Co.
IN-TU2CS	Tuam to Claremorris	Permitted
IN-WW2RO	Waterford to Rosslare Europort	Not permitted - through Waterford to 77MP and from Rosslare Strand to Rosslare Europort, otherwise permitted
IN-WR2SD	West Rd Jct to Docklands	Not permitted (DART)

Iarnród Éireann

CCE
Departmental and Multidisciplinary Standard

I-DEP-0121
Third Party Works: Additional Details of Railway Safety Requirements

Purpose

This standard provides comprehensive safety information for third parties who intend to carry out works on or near the line. This is in addition to the details given in *I-DEP-0120 Guidance on Third Party Works*.

Document Control

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1 POLICY AND PRINCIPLES

1.1 Policy

1.1.1 All work carried out adjacent to, or under or over the railway, or which may have a direct or indirect impact on the railway must be carried out in a safe manner that safeguards the interests of Iarnród Éireann (IÉ). This includes minimising the general impact on the railway, and minimising the safety risk to the railway and personnel.

1.2 Principles

1.2.1 Iarnród Éireann requires all third parties, their consultants, contractors and agents acting on their behalf to identify, assess and control risks in the design and construction of those works that are carried out on or near the railway.

2 DEFINITIONS AND ABBREVIATIONS

2.1.1 The following definitions and abbreviations apply to the terms below as used in this standard.

2.1.2 Persons connected with third party activity:

- **Iarnród Éireann Designated Representative (IÉDR)** – The person appointed by Iarnród Éireann (IÉ) to be the specific point of contact with the third party at the particular stage(s) of the project. The role of the IÉDR may be carried out by a different person for different stages of the work. The IÉDR may also delegate his/her responsibilities to other persons at particular phases of the work.
- **OHLE Nominated Person** – The person authorised by IÉ to issue or cancel Permits to Work and perform switching, Isolation, and earthing operations in relation to the OHLE.
- **Project Supervisor Construction Stage (PSCS)** – A person or entity appointed in writing by the third party (as client) to be Project Supervisor for the Construction Stage for each project. The PSCS is responsible for managing and coordinating the safety and health issues on site for the construction phase in accordance with the Safety Health and Welfare at Work (Construction) Regulations 2006.
- **Project Supervisor Design Process (PSDP)** – A person or entity appointed in writing by the third party (as client) to be Project Supervisor for the Design Process. The PSDP is responsible for coordination of the work of designers in relation to the safety and health issues for the project in accordance with the Safety Health and Welfare at Work (Construction) Regulations 2006.
- **Railway Protection Representative (RPR)** – The person appointed by IÉ to issue instructions on railway protection to third party personnel when they are on or near the line.
- **Site Safety Monitor** – A person who may be appointed by IÉ to monitor IÉ's safety interests in respect of third party works.

- **Third Party** – An external party who requires to carry out work that impacts on the railway. A third party as set out in this standard may refer to the third party itself or its agents, consultants, representatives or contractors (including sub-contractors).
- **Third Party Coordinator** – Iarnród Éireann member of staff who coordinates the major impact projects in the pre-construction (approvals) phases, and may be the IÉDR for those phases (see *I-DEP-0120* for a definition of a major impact project).
- **Third Party Designated Representative (TPDR)** – A competent person nominated in writing by the third party to be the specific point of contact with the IÉDR at the particular stage(s) of the project. The identity of this person is given in the method statement and may change depending on the role during the different phases of the work. Appendix E Handover/Handback Arrangements sets out specific competency requirements for the TPDR responsible for the safe completion of site handover/handback arrangements.

2.1.3 Railway and equipment definitions:

- **IÉ** – Iarnród Éireann
- **Isolation** – This occurs when the OHLE is isolated (i.e. with power switched off) and earthed in a particular section
- **Lineside** – Works that are within the space between the railway boundary and 3 metres (10 feet) from the nearest rail
- **OHLE** – Overhead line equipment (DART overhead electric power lines)
- **Possession** – Special arrangements to control the movement of trains
- **PPE** – personal protective equipment
- **PTS** – personal track safety, as in Contractor PTS Certificate

3 INTRODUCTION

3.1 This Standard

3.1.1 This standard contains detailed safety information for third parties in the planning, design and construction phases of a project that impacts on the railway.

3.1.2 This standard complements the information provided in *I-DEP-0120 Guidance on Third Party Works* which should be read in conjunction with this standard. *I-DEP-0120* provides information on project types, who to contact, the application procedure, the Railway Safety Commission approval process, method statement guidelines and other details.

3.1.3 In relation to safety considerations, this standard *(I-DEP-0121*) contains:

- Guidance on the hazards, risks and control measures associated with working in a railway environment

- What to focus on during the design phase
- Necessary steps during the construction phase
- Post-construction requirements

3.1.4 The appendices give information on:

- Risks associated with works on or near railway lines
- Specific site safety requirements
- Key aspects of railway protection arrangements
- Safety requirements when working in the OHLE area
- Handover/handback arrangements
- Contractor Personal Track Safety (PTS) training arrangements
- Completion certificates
- The required contents of a Safety File
- The requirements for a Safety Management System

3.1.5 Please note:

1. Iarnród Éireann (IÉ) is concerned with the risks arising directly from works insofar as they affect the railway. In addition to those risks which arise from work on or near the line, risks to the railway can also arise from works some distance away (e.g. deep excavation, basements, drainage, works affecting water table, tower cranes).
2. IÉ requires all the activities that pose risk to the railway to be included in the safety information presented in the various submissions made to it.
3. IÉ does not require information on construction activities off its property that clearly pose no risk to the railway. The relevant Iarnród Éireann Designated Representative (IÉDR) should be contacted for clarification if there is any doubt.
4. This standard sets out guidelines to cover a range of foreseen activities. Each third party project will have particular requirements that may not be specifically covered here. IÉ will determine the exact internal process and procedures for dealing with each project on an individual basis. IÉ reserves the right to change any of the requirements within this standard at its own discretion at any time.
5. Third parties are responsible for ensuring that their activities are carried out in a safe manner and that they address all risks.

4 HAZARDS AND RISKS OF THE RAILWAY ENVIRONMENT AND CONTROL MEASURES

4.1 The Railway Environment is Different

4.1.1 This standard concerns third party works that occur on or near railway lines. It should be assumed that all lines have trains operating throughout the day and night. The dangers of working on or near the railway are in addition to those encountered elsewhere in a construction environment.

4.1.2 The concept of train operation is that a route is available for a train to run with a dedicated right of way between signals. A train cannot stop in the same distance as a road vehicle for a given speed. For example, a train travelling at 145 km/h (90 mph) requires 2 km to stop. The operating rules required to operate a train safely are detailed, wide ranging, and applied strictly and consistently. The operating rules are different from those applicable in other sectors, including that of construction. In particular, it should be noted that trains could be passing through or near the site at speeds up to 160 km/h (100 mph).

4.1.3 This means that:

- All works must be carried out in a manner that ensures the operation of the railway is safe at all times
- Appropriate arrangements must be in place for the safety of all persons while they are working on or near railway property

4.2 Risks Associated with the Railway Environment

4.2.1 In addition to the normal risks arising from the construction activity, works in the vicinity of the railway can introduce safety risk as follows:

- Risks to third parties arising from train movements
- Risks to railway personnel, operations and others due to third party construction activity
- Risks to third parties arising from general hazards that may be found on railway land

4.2.2 To assist the planners of third party works in eliminating these risks, Appendix A sets out a non–exhaustive list of the risks and hazards that may arise.

4.2.3 Risk to IÉ business is another issue that third party planners and designers must consider and eliminate. This is where there is a risk of IÉ train services being disrupted by the third party works. If there is residual risk, the third party must take measures to control the risk to a level acceptable to IÉ.

4.3 Control Measures to Deal with Risks Arising from Construction Works in the Railway Environment

4.3.1 Normal construction safety procedures apply, particularly the Safety Health and Welfare at Work (Construction) Regulations 2006 (and any subsequent revisions or amendments) – henceforth referred to in this document as the SHWW Construction Regulations 2006. Under these regulations, the third party is required to prepare a Safety and Health Plan in which it has identified railway-specific risks (among others) and to address these risks using appropriate control measures when designing a safe system of work.

4.3.2 The control measures that IÉ requires for third party works on or near the railway have the objective of eliminating the risks indicated in Section 4.2 above or of reducing these to a level acceptable to IÉ. These control measures include setting up a site-specific Safety Management System as outlined in Appendix I. A description of this system must be submitted to IÉ as a high-level document (i.e. setting out the overall processes but not all the details as these will be included in the individual method statements). As part of the Safety Management System, a safe system of work (set out in method statements) must be established for the various stages of the works. The Safety Management System will include elements of the following:

- Site safety requirements (see Appendix B)
- Railway protection arrangements (see Appendix C)
- Safety requirements in the OHLE area (see Appendix D)
- Handover/handback arrangements (see Appendix E)

4.3.3 In the method statement(s) it submits to IÉ for particular stages of the works, the third party will be required to set out a safe system of work addressing safety issues. The method statement(s) must detail specific control measures to eliminate risks in relation to the railway-specific works or reduce these to a level acceptable to IÉ. Each method statement must also identify measures for recovery in case of unplanned events that may affect train services.

4.3.4 The Iarnród Éireann Designated Representative (IÉDR), acting in consultation with the Divisional Engineer, will in advance determine the railway protection arrangements to be applied and the third party must work within these imposed constraints. The railway protection arrangements must be included in the safe system of work as set out in the method statement prepared by the third party.

5 DESIGN STAGE

5.1 Safety Considerations

5.1.1 As referred to in this section, third parties include the third party itself (as client, developer or promoter) and its consultants, designers, the Project Supervisor Design Process (PSDP), or other agents/contractors engaged by the third party.

5.1.2 At the beginning of the design stage, the third party must inform IÉ of the personnel or entities (as given in 5.1.1) who will be carrying out the various activities on its behalf during this stage.

5.1.3 The approval process for third party work is set out in *I-DEP-0120 Guidance on Third Party Works* and the third party must follow the process described therein. The additional information given in this section is provided specifically to assist the third party during the design stage, with regard to IÉ safety requirements.

5.1.4 The third party must comply with the requirements of the Railway Safety Act 2005. It must also comply with the requirements of the Railway Safety Commission (RSC) and the *Draft Guidelines for Design of Railway Infrastructure and Rolling Stock* (issued by the RSC).

5.1.5 The SHWW Construction Regulations 2006 identify duties for those involved in construction projects and provide guidance for the safety management of construction-related tasks. The third party is responsible for compliance with the SHWW Construction Regulations 2006 in meeting the duties of the client.

5.1.6 The planning and design process of the third party must take account of working in a railway environment when:

- Preparing the preliminary Safety and Health Plan and designing a safe system of work
- Developing the Safety File

5.1.7 The third party develops the preliminary Safety and Health Plan for the project during the design phase. The plan must take account of the railway activities and the appropriate control measures. The site-specific Safety Management System required by IÉ is likely to include extracts from the Safety and Health Plan.

5.1.8 The submission for the preliminary design review, referred to in *I-DEP-0120 Guidance on Third Party Works,* must include a risk assessment concerned with the impact of the works on railway operations, personnel and infrastructure, and the impact on the (third party) works and personnel arising from train operations and any general hazards that may exist on railway land. The submission for the detailed design review must include a description of the proposed Safety Management System (see Appendix I for detailed requirements).

5.1.9 Developers of projects that affect the railway will be asked to demonstrate that their proposal has been designed to minimise impact and risk to the railway. They will be expected to apply the general principles of prevention during the various stages of design.

5.1.10 One of the main principles to be applied in the planning and design of the project by the third party is to design out the safety risks to IÉ where possible. If there is residual risk, the third party must take measures to control the risk to a level acceptable to IÉ.

5.1.11 Third party planners, designers and contractors must also plan to eliminate risk of damage to IÉ's infrastructure in the course of the construction works.

5.1.12 When projects are being developed, the third party and/or its designers should be aware that works which affect train operations may require Possessions or other restrictions to train movements before the works can proceed. Possessions, Isolations of the OHLE, speed restrictions, or other restrictions are granted only in exceptional circumstances. The third party must plan to complete any works that take place during a Possession (and/or Isolation) and have contingency plans in place for unforeseen events. Costs charged for overrunning the agreed handback time of Possessions or Isolations and delaying trains are substantial.

5.1.13 The works must be designed in accordance with IÉ standards and procedures. Design review procedures must comply with *I-DEP-0120* or as otherwise required by IÉ.

5.1.14 Designers of projects are advised to design for minimum site work and to take account of the railway environment. In the case of a bridge over the railway for example, the use of precast or prefabricated units is essential as IÉ will not permit the use of shuttering and in-situ placing of concrete over the railway.

5.1.15 When planning the works on site, third party designers or contractors should endeavour to ensure, where practicable, that work is carried out under fenced Green Zone conditions (see Appendix C.7.2), i.e. the work is fenced off from train operations in compliance with Appendix B.5.

5.1.16 Designers must design for safe maintenance, taking into account the hazards arising from working in the railway environment. Designers are also advised to design for minimum maintenance, i.e. to reduce the need for maintenance personnel to come on or near the line. This would obviate the need (a) to obtain permission for maintenance work, (b) to set up safety arrangements including railway protection if appropriate, and (c) to enter and work in railway property. An example of design for reduced maintenance might be the design choice of a precast concrete bridge rather than a steel bridge as this would eliminate the need for periodic painting. For a trackside structure, an example might be where the access for maintenance does not require personnel to approach from trackside.

5.1.17 Proposed maintenance activities for the structure must be submitted for approval during the initial approval process and agreed by IÉ. Of relevance are maintenance activities that are to be carried out on or near IÉ property and/or which have the potential to affect IÉ railway operations. The procedures for this type of work must be laid out clearly and approved, including the process for entering IÉ property to carry out the work. The PSDP must include this information (with evidence of these approvals) in the Safety File.

5.1.18 It should be noted that temporary or enabling works are subject to the same requirements as permanent works on or near railway.

5.1.19 Surveys or site investigation work required as part of the design process must be arranged well in advance. Insurance details and method statements for this survey work must be submitted at least 8 weeks in advance to the IÉDR for approval.

5.1.20 All third party personnel who have to work in the vicinity of the railway line are required to:

- Understand safety instructions in English

- Attend railway safety awareness training delivered by IÉ, namely a Contractor Personal Track Safety (PTS) Training Course, and be in possession of a Contractor PTS Certificate
- Attend any other safety-related training as required by IÉ
- Be in possession of appropriate personal protective equipment (PPE)

5.1.21 The third party is advised to arrange for the Contractor PTS training well in advance of the time its personnel are due to go on or near the railway line, and to factor this into the project timescale. (See Appendix F for details of training arrangements.)

6 CONSTRUCTION STAGE

6.1 Safety Considerations

6.1.1 Third parties in this section include the third party itself, its contractors, the Project Supervisor Construction Stage (PSCS), Project Supervisor Design Process (PSDP) or other agents, consultants or personnel engaged by the third party.

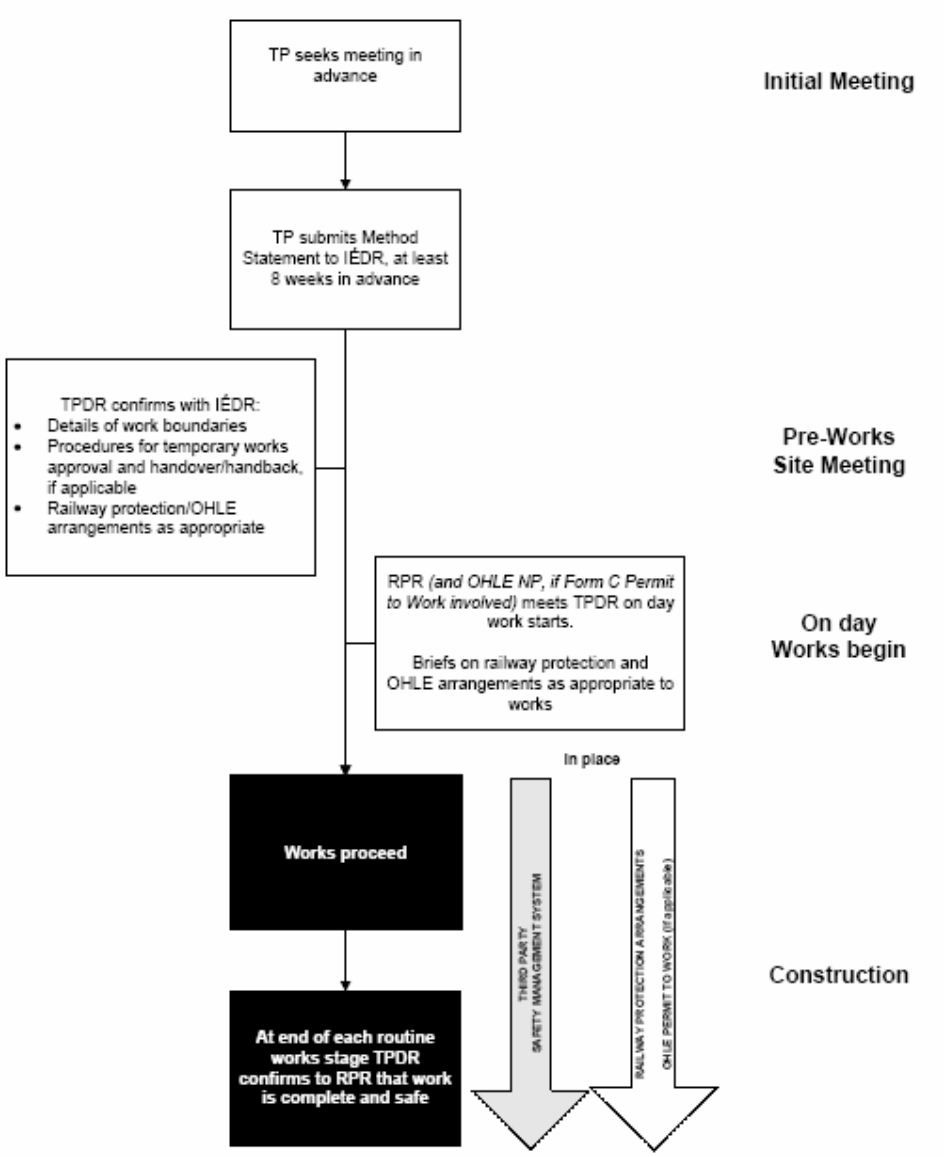
6.1.2 Clear lines of communication are essential. The various personnel involved must be clearly identified. At the beginning of this stage, IÉ will inform the third party who the IÉDR will be for the construction stage of the work. The third party must in turn inform IÉ of the identity of the PSCS. The PSCS then gives IÉ the names of the different third party personnel and their roles and responsibilities in respect of matters which affect railway safety. This includes the name of a competent Third Party Designated Representative (TPDR) for the construction stage of the work. It is recognised that there may be different TPDRs for different stages of the work, depending on the circumstances. Details of the third party personnel, including the TPDR(s), must be set out in the site-specific Safety Management System which is submitted to IÉ at this stage.

6.1.3 The construction stage cannot commence until the provisions of the pre-construction arrangements have been complied with as set out in *I-DEP-0120 Guidance on Third Party Works* and the necessary approvals and legal agreements are in place. If all is in place, the IÉDR may now give agreement for the initial work to proceed and issue a written communication granting Permission to Proceed to the third party.

6.1.4 Permission to Proceed is not a blanket approval to enter the railway. The third party can only carry out the works with the specific agreement of the IÉDR for specific phases of the works, where the relevant safety arrangements have been planned and set up in line with the approved method statement for each stage of the works.

6.1.5 The main sequences for planning and carrying out the work are outlined in Figure 1. (TP refers to third party; NP refers to Nominated Person.)

Figure 1: The Construction Sequence



6.2 Arrangements for the Works

6.2.1 The third party is advised to seek an early meeting with the relevant IÉDR to discuss the proposed works and the IÉ railway protection requirements. Topics are likely to include construction methodology, temporary works arrangements and track movement monitoring. The content, type, timing and range of these railway protection arrangements are entirely the decision of IÉ (see Appendix C for general information on railway protection). The railway protection arrangements must fit within the third party's safe system of work for which the third party is responsible (including its contractors and sub-contractors).

6.2.2 At this stage, the third party submits to the IÉDR an updated draft of the document describing the site-specific Safety Management System.

6.2.3 If railway protection arrangements are required, Iarnród Éireann, at its sole discretion and subject to available resources, can decide to appoint a Railway Protection Representative (RPR) to be in charge of these arrangements. Depending on the circumstances, the RPR may be an ES, PIC, PICOP or TSC (see Appendix C.2 for more on these roles). The RPR will establish railway protection arrangements for the protection of those working on or near the line. All personnel concerned (including the third party, its contractors, agents and sub-contractors) must comply with the directions given by the RPR. Note that a different RPR may be in place at different times.

6.2.4 If movement monitoring of railway track is required by IÉ (as per Appendix F of *I-DEP-0120 Guidance on Third Party Works*), then at least two weeks of readings are required in advance of the construction works. The monitoring must be in accordance with the requirements set down in *I-DEP-0123 Third Party Works: Specification for Movement Monitoring of Railway Track.*

6.2.5 The third party must now submit 4 hard copies of the detailed method statement to the IÉDR for review. This must be in line with the schedule set out in the document describing the third party's proposed site-specific Safety Management System. The time for IÉ to review each formal method statement submission is likely to be a minimum of 8 weeks.

6.2.6 The method statement sets out the safe system of work for the particular phase of the works in question. It contains hazard identification, risk assessment and control measures. Appendix E of *I-DEP-0120* includes guidelines on method statements. Note that the method statement submitted to IÉ should only contain information on the railway-related activities of the planned work. If a bridge over the railway is planned, for example, IÉ will only want details of the bridge works, not details of the associated road project. In all projects, however, anything that affects the railway must be included. Many activities outside the railway boundary have the potential to affect the safety of the railway.

6.2.7 The method statement must have a cover sheet outlining the content and should show a revision number that is quoted on each page. It should be signed to indicate approval by the PSCS for the project and the TPDR; it must also be signed by the designer of the works, both temporary and permanent, as being consistent with the accepted design. No works may take place until the IÉDR signs for acceptance.

6.2.8 If the third party work is in the OHLE area, appropriate safety arrangements must be in place. See Appendix D for procedures that apply where work takes place near the OHLE and a Permit to Work is required (the permit will be issued by an OHLE Nominated Person).

6.2.9 If there are temporary works, the temporary works certificate(s) must be in place. See Appendix D of I-*DEP-0120 Guidance on Third Party Works*.

6.2.10 If temporary handover of the railway workspace is given to the third party to carry out works, the process set out in Appendix E Handover/Handback Arrangements must be followed. Note: The third party is expected to have in place contingency plans and resources including personnel, with out-of-hour contacts, to ensure that, despite any problems or unforeseen events, the site can be handed back safely and without disruption to IÉ train services. Details of these plans should be contained within the method statement.

6.3 Pre-Works Site Meeting

6.3.1 A pre-works meeting is held on site before commencement of the works. For complex works projects, a series of these meetings may be needed.

6.3.2 At this meeting, the TPDR will brief the IÉDR on the site-specific Safety Management System and demonstrate how it is to be put in place.

6.3.3 The third party (including its contractor and PSCS as appropriate) will re-confirm with the IÉDR (or his/her designated representative) the safe system of work in the method statement for the immediate work stage that is being undertaken. This will include confirming:

- The boundaries of the works relevant to the railway.
- The duration of the works.
- The required railway protection arrangements including the identity of the RPR.
- The procedures to be applied if the work is in the OHLE area and if a Permit to Work is required (see Appendix D). These details will include the identity of the OHLE Nominated Person.
- The procedures to be applied for temporary works approval, if there are temporary works (see Appendix D of *I-DEP-0120 Guidance on Third Party Works*). Arrangements must be clarified if there is a handover/handback process as per Appendix E of the current standard.

6.3.4 Note that the third party (including its TPDR, PSCS and any third party contractor) can only subsequently deviate in its work activities from those set out in the method statement regarding railway protection after acceptance of a revised method statement submitted to the IÉDR.

6.4 Construction

6.4.1 The site must have safety arrangements as set out in Appendix B. On commencement of the works, the third party must put its site-specific Safety Management System in place.

6.4.2 On the day that the works are scheduled to start, the RPR will meet and brief the TPDR and third party personnel who will be working on or near the line on the railway protection arrangements. The RPR also will confirm to the TPDR that the railway protection arrangements are in place. If work is in the vicinity of the OHLE, the IÉ Nominated Person will brief the TPDR on OHLE safety issues and issue a Permit to Work for OHLE-related works, as appropriate.

6.4.3 The third party then may commence its works in accordance with the safe system of work set out in the method statement(s).

6.4.4 IÉ reserves the right to carry out periodic safety audits of the works insofar as they affect IÉ's safety interests. In some circumstances, IÉ may appoint a Site Safety Monitor. The third party, including any of its agents, must cooperate with these arrangements. In particular, the third party must have the following documents available on site:

- Safety Management System
- Method statements
- Any other relevant approvals (e.g. site handover/handback certification)

6.4.5 When routine work ceases (e.g. on a daily basis), the third party must:

- Ensure personnel are clear of the line
- Ensure that all materials and equipment are clear of the line and secured
- Ensure that the particular stage of work is complete and safe
- Inform the RPR accordingly

6.4.6 The third party must advise IÉ in advance of the key project milestones so that IÉ may, in turn, inform the Railway Safety Commission (RSC). This includes the date that construction is due to commence. The RSC may decide to inspect the works at any stage. Where bridge works are involved, the RSC requires timely notification of the following stages:

- The start of the works
- Two weeks in advance of the deck being placed
- When the safety barriers/parapets have been constructed/erected

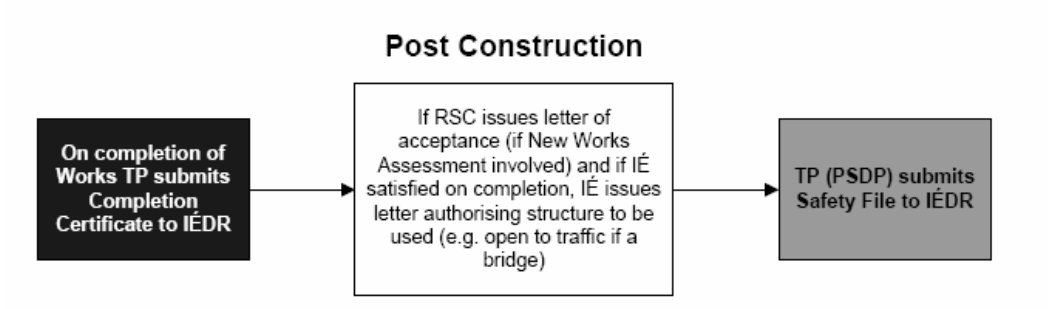
7 POST-CONSTRUCTION STAGE

7.1 Completion of Works

7.1.1 The third party must inform the IÉDR of the completion of the works.

7.1.2 The sequence for post-construction is outlined in Figure 2. (TP refers to third party.)

Figure 2: Post-Construction Sequence



7.2 Certification

7.2.1 On completion of the works, the third party must submit a Completion Certificate (see Appendix G) and one copy of the as-built drawings to the IÉDR. These must include a drawing showing the as-built clearances relative to the IÉ track, boundary line etc. A copy of any relevant test results or certificates must also be attached.

7.2.2 The Completion Certificate must confirm that the works have been constructed correctly, in accordance with the approved design.

7.3 Authorisation to Open or Use the Works

7.3.1 Authorisation to open or use the works applies to projects that are over or under the railway, and/or that have required Railway Safety Commission (RSC) New Infrastructure Works Assessment. It is likely that specific requirements relating to the use of the works will have been set out in the legal agreement for the project. However, it is also expected that the general requirements below will apply.

7.3.2 IÉ inspects the works for completeness and safety. If satisfied, IÉ informs the RSC that the works have been completed. An RSC Inspector may wish to undertake an inspection. If the RSC is satisfied, it issues the final acceptance – i.e. commissioning acceptance.

7.3.3 IÉ then issues written authorisation to the third party that it may proceed to put the completed works into service.

7.3.4 Note: IÉ and the RSC must have given commissioning acceptance for these types of project before the structure or installation can be opened and/or used. If, for example, the works comprise an underbridge or an overbridge, the third party is not permitted to open this to road or pedestrian traffic until it receives authorisation as set out above.

7.3.5 Arrangements to pass rail traffic on underbridges constructed by third parties are subject to special conditions and must be previously agreed with IÉ during the approval process. Similar arrangements must be in place if the third party intends to use a bridge for site haulage purposes prior to public use. Risks arising from this and control measures to address these must be set out in the relevant method statement.

7.4 Safety File

7.4.1 After satisfactory completion of the works, the third party must submit a copy of the Safety File to IÉ (see Appendix H).

7.5 Maintenance

7.5.1 When the works are put into service, the maintenance obligations of the third party come into being as set out in the legal agreement(s) between the third party and IÉ/CIÉ.

7.5.2 Any subsequent third party maintenance works which involve access to railway property or impact on the railway must follow the procedures set out in the Safety File and the relevant legal agreement(s) between the third party and IÉ.

8 REVIEW

8.1 Review Procedure

8.1.1 This standard will need to be reviewed every five years or earlier if required.

8.1.2 If changes arise from the review, this standard will be reissued. If no changes arise from the review, the current version of this standard will remain in force.

9 REVISION HISTORY

Issue No and Date	***Section No and Reason for Change***

APPENDIX A RISKS THAT MAY ARISE FROM THE WORKS AND THE RAILWAY ENVIRONMENT

A.1 Overview

A.1.1 This section contains a non-exhaustive list of the hazards and risks that may arise during third party works on or near the railway. Third parties (particularly their planners and designers) must consider these hazards and assess the risks when forming the appropriate control measures for their project.

A.2 Hazards and Risks to Third Parties Arising from Train Movements

A.2.1 Third party work and personnel must be protected from the risk of being struck by a train. Appendix C Railway Protection Arrangements gives details of the control measures relating to railway safety that IÉ requires to be included within the third party's overall safe system of work.

A.3 Hazards and Risks to Railway Personnel, Operations and Others due to Third Party Construction Activity

A.3.1 The third party needs to identify all risks and then set up control measures that address these risks including what could be termed normal construction risks. These measures will form part of the third party's safe system of work. The third party must also focus on risks to the railway arising from the construction activity. The following is a non-exhaustive list of risks to be considered when preparing control measures:

1. A major accident or derailment caused by construction activity and resulting in ill health, injuries, fatalities, damage to railway operations and property, or loss of operability. Control measures must ensure that any movements of vehicles, personnel and plant, equipment or materials do not cause any such undesirable events on or near the line.

2. Unauthorised access to the railway. Control measures such as fencing and security, as necessary, must be in place.

3. The possible confusion of train drivers caused by red or green items or lights; this could arise when third party personnel have to go on or near the line. To guard against this hazard, no green or red clothing, helmets or lights should be used by third party personnel near the railway.

4. Dust and/or emissions affecting train drivers' viewing distances. Control measures must be in place to ensure this does not happen.

5. Temporary lighting blinding train drivers. Control measures must be in place to ensure this does not happen.

6. Obscuring of railway signals (including sighting of these) or damage to signal equipment or digging up of signal cables; these could lead to danger or disruption to train operations. Control measures must be in place to ensure that this does not happen.

7. Injury to third party personnel when they are working on the railway site. Orange high-visibility clothing and appropriate personal protective equipment (PPE), including protective footwear, must be worn at all times by third party personnel.

8. Handback of the railway working space that leaves the railway in a dangerous condition and/or handback that is late and affects railway operations. Appropriate control measures, including contingency plans, must be in place to prevent these situations. (See Appendix E.)

9. Danger to third party personnel from the electrified lines where the activity is in OHLE areas. Control measures must be in place to guard against this and to protect the OHLE from damage as a result of the works.

10. Vandalism. Fencing must be intact, and materials and plant must be secured to prevent vandals placing these on the line.

11. Scaffolding or temporary works or construction materials falling on or near the line. Erection and/or removal must be carried out safely. Control measures include submission for temporary works design approval, as per Appendix D Design and Check Procedures in *I-DEP-0120 Guidance on Third Party Works.*

12. Danger to passengers if the works are in or near stations. Due care must be exercised and exits in stations must be maintained and not impeded.

13. Dangers from driver-operated machines used for lifting purposes (e.g. cranes). These machines must be strictly controlled to ensure that the crane equipment or loads do not swing or fall on or near the railway line.

14. Construction plant (including tower cranes and piling rigs) falling onto the line if it collapses, even if it is located off railway property. Control measures must be in place.

15. Works which may adversely affect the railway even though located some distance from the railway boundary. For example, work which lowers the water table might cause subsidence of the railway formation. Control measures must be in place.

16. Increased traffic on adjacent bridges or level crossings, causing damage to these or, in the case of level crossings, danger to train operations. Control measures must be put in place.

17. Destabilisation of the track support which could give rise to settlement causing train derailment. Control measures must be in place to avoid this, including maintenance of the track support system and movement monitoring of railway track.

18. Use of explosives near the line. See B.11.

19. Material falling on the line if demolition adjacent to the line is proposed. Control measures must be employed to prevent this.

20. Contamination or any danger to railway land, personnel or operations from any hazardous chemicals used during the works. Control measures must be in place.

21. Fire risks that could arise from the construction works. The railway line and operations must be protected.

22. The digging up or cutting of services on railway property (signal or electricity cables, drains, culverts, gas pipes etc.). There must be protection against this risk.

23. Structural collapse and poor construction practices that may affect the railway. Contractors and designers employed by the third party must be competent and control measures must be in place.

24. Third party personnel working on the railway site under the influence of drugs or alcohol. Control measures must be in place to guard against this, in line with the IÉ Drugs and Alcohol Policy.

25. Safety instructions not being understood. The third party must ensure all personnel assigned to work on railway property can understand safety instructions given in English.

26. Lack of familiarisation among third party personnel with the railway environment, the particular site and the site boundaries. This could cause accidents. Control measures must include provision for Contractor Personal Track Safety (PTS) Training and briefing on the site characteristics.

A.4 General Hazards that may be Found on Railway Land

A.4.1 When planning and executing their works on or near the railway, third parties should note that there may be general hazards on railway land as listed below. They should carry out an investigation to see if these exist and put control measures in place accordingly.

A.4.2 **Confined Spaces** – A considerable number of confined spaces exist on or about the railway. In certain circumstances, this may be a transient state dependent on usage. The third party must ensure that its staff are suitably trained to recognise a confined space and a safe system of work must be devised by the third party. This must also be notified to IÉ before any work is carried out.

A.4.3 **Contaminated Land** – Railway land, especially in the area of former or existing large sidings or depots, may be contaminated with dangerous substances. The third party must investigate and take appropriate precautions when carrying out activities that disturb or alter the existing land.

A.4.4 **Asbestos** – The third party must check for the presence of asbestos and take all appropriate precautions.

A.4.5 **Lead** – Railway bridges, structures and some buildings may have protective and decorative coatings containing substantial quantities of lead. Accordingly, the third party must take all appropriate precautions.

A.4.6 **Cadmium** – Cadmium may have been used as anti-corrosion plating on some metal products (nuts for rail fastenings, for example) on or about the railway. Accordingly, the third party must take all appropriate precautions.

A.4.7 **Hazards from Rats and Birds** – There may be a risk of leptospirosis (Weils Disease) when working on the railway as a result of contamination by rats. There may be a risk in some locations from pigeon droppings. Accordingly, the third party must take all appropriate precautions.

A.4.8 **Timber Sleepers** – Some timber sleepers used on the railway are treated with creosote which is a hazardous substance. The third party must take appropriate precautions if its staff are likely to come into contact with these sleepers.

A.4.9 **Toilet Waste and Dumping of Hazardous Material** – There is a risk of individuals contracting infections arising from discharge of toilet waste on tracks from some trains. Control measures could include observation of normal hygiene, use of gloves and vaccinations as appropriate. Note should also be taken of the risk of infection from discarded needles which may have been illegally dumped on railway land.

APPENDIX B SPECIFIC SITE SAFETY REQUIREMENTS FOR THIRD PARTIES

Note: These requirements must be included as appropriate within the third party's safe system of work.

B.1 Personal Protective Equipment

B.1.1 All third party personnel working on railway property are required to wear orange high-visibility clothing at all times. This must be clearly labelled with either *Third Party* or *Contractor* or the name of the contracting organisation. The clothing may be in vest form or wet weather gear. The requirements are as follows: colours – EN471 Fluorescent Orange; for vests, the minimum visible area at the rear must be 0.5 sq m, minimum visible area on the front must be 0.2 sq m; the clothing must have sewn-on silver reflective tape, width 50 mm, minimum visible area 0.13 sq m. Full specification is available on request.

B.1.2 The third party is responsible for ensuring that its staff have personal protective equipment (PPE) appropriate to the tasks being carried out and in line with the control measures set out in its method statement. As part of this, Iarnród Éireann (IÉ) requires that third party personnel have appropriate safety footwear when working on or near the line.

B.1.3 Third party personnel who do not have appropriate high-visibility clothing or appropriate safety footwear may be instructed to leave the railway site immediately.

B.1.4 Personnel on the railway site must not wear red or green clothing, or red or green helmets, as these could be mistaken for signals or railway safety flags by train drivers.

B.2 Personnel

B.2.1 Third party staff entering railway property must possess a Contractor Personal Track Safety (PTS) Certificate. (See Appendix F for details.)

B.2.2 Third party staff entering railway property must be able to understand safety instructions given in English.

B.2.3 Third party personnel must comply with the drugs and alcohol requirements of the Railway Safety Act 2005. Any third party personnel on IÉ property must be in compliance with the IÉ Drugs and Alcohol Policy. During the approval process, third parties are required to demonstrate how they will comply with this policy.

B.3 Railway Site Familiarisation

B.3.1 In addition to ensuring its staff have completed Contractor PTS Training, the third party must ensure that detailed briefing on the characteristics of the specific railway site is given to all its personnel including contractors, sub-contractors and any others engaged by the third party. This requirement applies both before commencement of the work and at agreed intervals during the progress of the work.

B.3.2 The briefing must include:

- Details of the boundaries of the railway site
- Requirements for fencing and security of the railway site
- Procedures for access close to the line
- Procedures for the safe operation of equipment, machinery and storage of materials and other such relevant matters as set out in the safe system of work for the site in the method statement

B.3.3 The third party must also ensure that its personnel undergo additional briefing if the boundaries of the railway site or other relevant circumstances are changed.

B.3.4 The third party must ensure that control measures are in place for safe management of visitors to the site, in relation to the railway. This includes, for example, briefing visitors on the characteristics of the railway site and procedures for access close to the line and ensuring they have suitable PPE and a Contractor PTS Certificate if they go on or near the line.

B.3.5 Records of all such briefings and control measures must be kept by the third party for monitoring purposes.

B.4 Removal of Third Party Employees

B.4.1 IÉ is at liberty to object to, and to require the third party to remove from the railway site immediately, any person employed on its behalf who:

- Has refused to immediately carry out an instruction given by IÉ where such instruction relates to safety, or
- In the opinion of IÉ, is liable to endanger his/her health and safety, or that of others.

B.5 Erection of Protective Fencing by the Third Party

B.5.1 If it is part of the agreed method statement, the third party must erect a substantial temporary fence between the site and the railway, not closer than 3 metres to the nearest rail.

B.5.2 The fence must be sufficiently high and strong, and located to prevent plant and materials encroaching and endangering the railway. The fence must extend on each side at least 5 metres beyond the anticipated working zones. It must be secure and at least 2.4 metres high.

B.5.3 The precise fencing specification and location is agreed with the Iarnród Éireann Designated Representative (IÉDR) prior to commencement of the works.

B.6 No Trespass

B.6.1 Third parties carrying out works on or near the railway are responsible for maintaining the safety and security of the worksite and ensuring the safety of the general public. This element must be included in the risk assessment and the third party must have control measures in place to guard against trespass onto the railway.

B.6.2 The third party must confine its activities to the work described in the agreed method statement(s) and must not allow its personnel to enter railway lands, other than those agreed for the works in the method statement(s).

B.6.3 All necessary steps must be taken to ensure that the works cannot be used by vandals or trespassers for access to the railway while the works are in progress. The third party must take the necessary precautions, including the provision of security personnel if required by the IÉDR. Precautions must be in place when the site is unoccupied, e.g. at weekends and on public holidays. The boundaries of the site must be adequately secured at all times to deter trespassers and/or stray animals from gaining access to the site. Any damage to railway fencing must be immediately repaired.

B.6.4 If the works increase the risk of child trespass on the railway and suitable trespass-proof fencing does not already exist, this must be provided and maintained along the railway boundary during the works.

B.7 Interference with Train Drivers' Views

B.7.1 The third party should not install lamps that may shine in the direction of train drivers. Any lights provided should not interfere with railway signalling. For example, traffic lights used as part of the arrangements for works traffic management must be positioned so they are not visible to train drivers. Ground lamps should be yellow and not red.

B.7.2 The third party should not allow dust, which could spread across the railway, to rise from the worksite. The third party should not allow the lighting of fires from which dense smoke or flames may spread across the railway.

B.7.3 Train drivers' views of signals, signs, notices etc. must not be obstructed during the works.

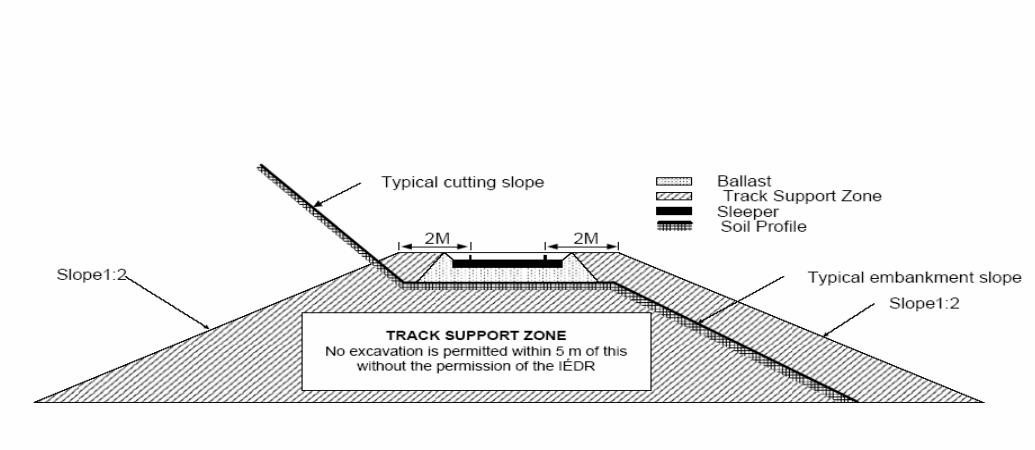
B.8 Alterations or Excavations

B.8.1 Piling or vibro-stabilisation may cause ground heave or settlement and is not allowed adjacent to the railway without prior approval. If such methods are planned, they must first be submitted for assessment during the technical approval process.

B.8.2 The third party is not allowed to carry out tipping of soil, the raising or lowering of ground level or water table, deep excavation, or the provision of large sewers where such works could affect the track formation, track drainage or the stability of railway structures, cuttings or embankments.

B.8.3 To provide guidance for the third party in planning the safe execution of works, a drawing of the track support zone is given below (Figure B.1). It should be noted that criteria such as 1:2 slope apply to general conditions. The actual criteria to be applied depend on the specific conditions such as soil, water flow or other local characteristics. If third parties require to carry out any excavation or disturbance of the ground within 5 metres of the track support zone as set out here, they must discuss the proposed work with the IÉDR, obtain agreement and then present this in the method statement (including any control measures) 8 weeks in advance of such work commencing.

Figure B.1: Track Support Zone



B.9 Alterations to Drainage

B.9.1 The third party is not allowed to carry out any alterations to drainage that would increase the flow, or rate of flow, of water through railway culverts and ditches or into soak ways.

B.9.2 The third party may not direct any drainage into the railway ditches and gripes. It may not divert any drainage within 50 metres of the railway boundary without the written permission of the IÉDR.

B.10 Crossing of Line

B.10.1 The third party is not permitted to allow its personnel, plant or equipment to cross or rest on the railway line at any time during the works, except on a public level crossing or public bridge, or as expressly authorised by the IÉDR.

B.10.2 The third party is not allowed to use existing private bridges or level crossings over or under the railway, unless by prior agreement with IÉ.

B.10.3 IÉ should be consulted if there are planned works which will introduce additional traffic or danger of obstructions or damage from slow moving, heavy, high or long vehicular traffic to level crossings and also to railway underbridges or overbridges. Equally, there should be no risk of damage to the OHLE from high vehicles. Control measures, such as traffic management and other safety procedures, may be required to minimise risk caused by this extra traffic.

B.10.4 Metal-tracked vehicles may trip track circuits across the rails. IÉ must be consulted and appropriate control measures put in place.

B.10.5 IÉ does not allow the installation of temporary level crossings because of the unacceptable risk involved.

B.11 Use of Explosives

B.11.1 The third party is not normally allowed to use explosives within 400 metres of the railway. Depending on the circumstances, however, this may be permitted in certain situations after due consideration of the hazards and the possibility of applying adequate control measures. A special application must be made to IÉ for approval in these instances.

B.11.2 The third party should consult the IÉDR if it is considering the use of explosives in the immediate area outside this 400-metre limit.

B.12 Demolition

B.12.1 Demolition by the third party of structures adjacent to the railway line and which may potentially affect the railway is not allowed unless by prior agreement with IÉ.

B.13 Felling of Trees

B.13.1 Felling of trees by third parties which may potentially affect the railway is not allowed unless by prior agreement with IÉ.

B.14 Storage of Materials

B.14.1 During the progress of the works and when the site is unoccupied, all loose materials and equipment must be locked away in a safe place. The third party is not allowed to store highly inflammable materials close to the railway or railway cable routes.

B.15 Protection of Railway Property and Services

B.15.1 All precautions must be taken to ensure that there will be no damage arising from the works to IÉ infrastructure (track, formation, bridges, OHLE, structures etc).

B.15.2 All precautions must be taken to ensure that no damage or accidental disconnections occur to the signals, signal control or telephone cables etc. The location of the signal control cables will be pointed out on site and no interference is allowed with these.

B.15.3 Culverts, drains, underground or overhead wires or any other IÉ services must be located and protected by the third party during the course of the works. Diversions must be provided where necessary (permanent, temporary or replacement as appropriate). The method statement(s) must contain the procedures for excavation and/or working close to the underground or overhead cables and facilities, and specify the precautions that will be employed.

B.16 Protection of Utility Services

B.16.1 The railway is crossed by overhead and underground utility pipes and cables in many locations. The third party is responsible for identifying the location of these at the railway worksite and taking appropriate precautions to ensure that no damage occurs to them. The method statement(s) must contain the procedures for excavation and/or working close to the underground or overhead installations, and specify the precautions that will be employed.

B.17 Monitoring

B.17.1 Arrangements, agreed with the IÉDR, may be required to monitor the stability of a railway structure if third party works could endanger the integrity of such a structure.

B.17.2 Movement monitoring of railway track may be required as set out in Appendix F of *I-DEP-0120*.

B.18 Plant and Machinery

B.18.1 Arrangements must be made to ensure that all construction plant and machinery used by the third party on site are immobilised when not in use so that they cannot be operated by unauthorised persons or put in a position where they could endanger trains.

B.18.2 Plant and machinery must be parked so that these or their appendages do not endanger train movements.

B.19 Craneage or Equipment with a Risk of Falling on the Railway

B.19.1 The use of any equipment which has the potential to fall over railway property or swing loads into railway property must be properly planned and assessed. Control measures must be put in place to ensure that risks are eliminated.

B.19.2 Operation of the following equipment near the railway line requires the consent of IÉ, and appropriate control measures must be incorporated in the method statement submitted for approval:

- Piling rigs
- Lifts or hoists or tall freestanding equipment including scaffolding
- Tower cranes and mobile cranes (these require a separate licence agreement to be finalised with the IÉDR; see B.20 and B.21 below for indicative details)

B.19.3 The third party must comply with the requirements of IS 360:2004 *Code of Practice for the Safe Use of Cranes in the Construction Industry*, Part 1, General and clauses 8.6.1 and 8.6.2. The lifting, slewing and traversing of any load over the railway is not permissible except under railway protection conditions.

B.19.4 The third party must submit a detailed drawing for the crane (or piling rig, hoist or other relevant equipment) showing the position of the proposed support conditions in relation to the tracks and other railway features, and proposed movements. This drawing must be submitted in the method statement to the IÉDR for consent 8 weeks prior to the commencement of the operation of this equipment.

B.20 Tower Cranes

B.20.1 Where tower cranes are employed on IÉ property or swing over IÉ property, their use is subject to an approvals process with a separate licence agreement. If the tower crane is outside IÉ property but may affect the railway in collapse mode, then IÉ must be consulted and approval sought for the installation and operation of the crane. Conditions for use are likely to reflect those set out below. Note: The same rules apply to self-erecting cranes.

B.20.2 These requirements for approval and licencing are in line with the stipulations of the Railway Safety Act 2005. These place an obligation on all persons carrying out any works on or near the railway to ensure that there is no increase in risk to the railway as a consequence of these works.

B.20.3 It is likely that the licence agreement will include the following technical requirements:

- All necessary bases, supports, grillages etc. must be provided for a tower crane including any temporary works required for erection and dismantling. All temporary works to support the tower crane must be designed to the loading specified by the tower crane manufacturer for the location, mast height and jib length required.
- When the distance between the tower crane mast and the nearest rail on which trains may pass is less than the diagonal distance from the base of the mast to the end of the jib plus 3 metres, the safe working load of any tower crane must be downrated to 75% of its safe lifting capacity.
- The jib of the tower crane must be allowed to weathervane freely through 360° when not in use.
- Either automatic limiting devices (to restrict the travel along the jib of the crane hook) or zoning devices upon the slewing ring must be installed. This is to ensure that no part of any load oversails a vertical plane 5 metres from the nearest edge of the nearest rail on which trains may pass or within 5 metres of an operational platform. Such limiting or zoning devices must give the crane driver advance warning of the approach of the travel or slew limit. If there is a site with a constraint on clearances, the actual arrangements must be discussed and agreed with the IÉDR.
- Any limit override facility must be key operated and located at the base of the tower. The third party must submit to IÉ for acceptance details of the system to be adopted for the management of the key to the override facility. This is to prevent unauthorised use by the crane driver or other contractor personnel.

- The detailed method statement augmented with drawings for the erection and dismantling of the tower crane must be submitted to the IÉDR for consent 8 weeks before the proposed date of erection. Note: If a mobile crane is used, a separate licence is required (see B.21).
- Detailed drawings of the third party's tower crane proposals must be submitted to the IÉDR for consent 8 weeks prior to the proposed date of erection. The drawings must show:
  - the tower crane's location in relation to the tracks or operational platforms
  - the proposed tower crane supports and associated temporary works
  - mast height
  - jib length and radius of travel
  - the limits of operation of the crane hook
  - operating procedures
- A tower crane adjacent to the railway must be load tested by a competent person under a Possession, and Isolation of the OHLE where applicable, to 25% above its lifting capacity; this is subject to manufacturer's limits. If less is allowable, this should be discussed with the IÉDR who may apply an additional downrating of lifting capacity. A copy of the test certificate (F91) must be given to the IÉDR prior to the crane being brought into use.
- Radio or telephone communication must be provided between the crane driver and the crane signaller.
- The third party must demonstrate in its submission for approval how the following is achieved:
  1. Tower cranes are erected and dismantled by competent people
  2. These cranes are examined after erection by an independent competent person
  3. The crane driver is competent to operate and carry out in-service checks
  4. Weekly in-service inspections are carried out by the crane operator
  5. Cranes are subject to a maintenance schedule

B.21 Mobile Cranes

B.21.1 A licence agreement with IÉ is required for operation of a mobile crane on a site adjacent to the railway.

B.21.2 Generally the same principles apply as with a tower crane. A method statement must be prepared and submitted to the IÉDR in advance of preparatory temporary works involved in setting up a mobile crane.

B.21.3 Under no circumstances should the jib of a mobile crane be positioned such that, in the event of collapse, it will fall on IÉ property.

B.22 No Electrical or Radio Interference

B.22.1 Steps must be taken to ensure that construction materials and construction machinery do not cause electro-magnetic interference to the signal system, telecommunications systems, train-to-base radio, and continuous automatic warning systems or to the guard-to-driver radio communications systems.

B.23 Staff Welfare

B.23.1 The third party must provide and maintain suitable facilities for IÉ personnel. These will be for the sole use of IÉ personnel engaged on supervision and protection duties. The third party must also provide access to appropriate welfare facilities for such personnel. The actual facilities to be provided will depend on the scale and extent of the works. The facilities are provided at the third party's expense and to the requirements of the IÉDR, as agreed in advance.

B.24 Environment

B.24.1 The third party must ensure that no environmentally harmful incident occurs on site such as spillage, dumping of materials or release of gases. If such an incident occurs, the third party is fully responsible for rectifying the damage at its own expense and to the satisfaction of IÉ.

APPENDIX C RAILWAY PROTECTION ARRANGEMENTS

C.1 Introduction

C.1.1 This section sets out details of possible railway protection arrangements. These arrangements are provided by Iarnród Éireann (IÉ). They must be included in the third party's site-specific Safety Management System and form part of the third party's control measures as set out in its method statement(s).

C.1.2 Protection is the term used to describe the arrangements put in place to ensure the safety of train operations and persons while work is taking place on or near the track. This may include arrangements for the provision of IÉ staff to warn personnel of approaching trains. These arrangements could also include specific arrangements agreed in advance concerning work between train movements or the taking of a Possession.

C.1.3 IÉ requires the third party to design and adhere to a safe system of work in relation to the part of the works that potentially affect the railway. In accordance with its requirements and the SHWW Construction Regulations 2006, this system must include the railway protection arrangements outlined below for works on or near the line.

C.1.4 If railway protection arrangements are needed, the third party must discuss these beforehand with the Iarnród Éireann Designated Representative (IÉDR) and then include them in a method statement to the IÉDR for approval at least 8 weeks in advance. This will allow time for agreed railway protection arrangements to be scheduled into the relevant IÉ work programmes. In agreeing to provide such arrangements, IÉ has no liability for any ensuing costs that may arise in the event of cancellation. IÉ may decide to cancel such arrangements at any time due to resource issues or the exigencies of operating a train service.

C.1.5 Note: The IÉDR decides what the appropriate railway protection arrangements will be in all circumstances.

C.2 Authority for a Third Party to Go On or Near the Line

C.2.1 A Railway Protection Representative (RPR) will inform third party personnel when they may go on or near the line. The RPR will vary depending on the circumstances. The third party will be advised of the relevant RPR by an agreed method of communication in advance of the works.

C.2.2 For background information, the IÉ personnel indicated in Table C.1 may be designated as RPRs acting in specific positions and depending on the circumstances.

Table C.1: Railway Protection Representative (RPR)

IÉ Designation by Type of Duty	***Circumstance***
Engineering Supervisor (ES)	Person appointed by IÉ to be in charge of the work being carried out under a Possession.
Person in Charge (PIC)	IÉ person responsible for ensuring that protection is provided and removed correctly and safely so that trains are not endangered. Protection must be provided on any line not under Possession before the start of works that may endanger trains on that line.
Person in Charge of Possession (PICOP)	IÉ person appointed to take Possession of the line.
Track Safety Coordinator (TSC)	IÉ person appointed whenever there is work on or near the line. The TSC is responsible for ensuring that the person doing the work is not endangered by trains.

Note: One person may carry out a number of these duties.

C.3 Possessions Arrangements

C.3.1 Possessions are special arrangements to control the movement of trains for a specific period over a particular stretch of railway line. Rail traffic ceases to operate over a given stretch of railway line when a designated Iarnród Éireann person takes a Possession of that line. This person may or may not be the RPR, but it will be an RPR who communicates instructions regarding railway protection arrangements to the third party.

C.3.2 It is important to note that engineering trains and on-track machines may still run during a Possession.

C.3.3 Granting of Possessions is entirely at the discretion of IÉ. Possessions may be granted only when:

- They are not disruptive to services,
- Other options have been exhausted, and
- The proposed work poses a risk to train movements, such as the use of machinery or potential interference with railway infrastructure.

C.3.4 Possessions must be requested during the initial design approval process. If granted, the detail must be planned and arranged well in advance and usually arranged for restricted times in order to avoid interference with train operations.

C.3.5 Specific applications for Possessions must be made to the Iarnród Éireann Designated Representative (IÉDR) at the earliest possible date. Where granted, these must be included in method statements submitted to the IÉDR.

C.3.6 In the case of a granted Possession, an RPR is provided to implement the arrangements for the works and no works can commence unless the RPR clearly indicates that the protection arrangement is in place for a particular section of line for a particular period.

C.3.7 The third party is responsible for all costs arising from a Possession.

C.3.8 Note that IÉ may cancel or curtail the Possession at any time for any reason, including lack of resources or the exigencies of train operation.

C.4 Speed Restrictions

C.4.1 Speed restrictions may be imposed to reduce the speed at which trains may travel over a section of track. Speed restrictions are only granted in exceptional circumstances.

C.4.2 Requests for speed restrictions must be made during the detailed design submission stage.

C.4.3 Where granted, the imposition of a speed restriction is discussed at an early stage between the Third Party Designated Representative (TPDR) and the IÉDR. Note of the agreed restriction is then included in the relevant method statement submitted at least 8 weeks in advance to the IÉDR.

C.4.4 Speed restrictions are at IÉ's discretion and incur a daily charge to the third party. The charge reflects the impact on train operations.

C.4.5 Note that IÉ may cancel or curtail the speed restriction at any time for any reason, including lack of resources or the exigencies of train operation.

C.5 Handover/Handback Arrangements

C.5.1 If previously sanctioned during the approval process, a handover/handback arrangement will be put in place to allow the third party to carry out work for a limited period within a section of the railway. A Possession may be arranged to facilitate this aspect of the works. Note that this arrangement may be cancelled by IÉ at any time due to lack of resources or the exigencies of train operation.

C.5.2 IÉ considers it necessary to put in place a documented arrangement to enable the railway to be satisfied that the third party works are completed and in a safe condition to allow IÉ operations to resume. These documents and arrangements are set out in Appendix E.

C.6 Protection Arrangements for Work Arranged Between Train Movements

C.6.1 If previously sanctioned during the approval process, protection arrangements may be permitted for work to be carried out between train movements when the work is to be carried out close to a line without interfering with the track itself. Permission is given on the basis that the work can be stopped at any time to allow a train to pass. The protection ensures that trains cannot enter the section of track while the protection is in place. It is arranged for periods between normal train operations and does not usually involve diversions or cancellations of trains.

C.6.2 An RPR is provided to implement the arrangements for the works and no work can commence unless the RPR clearly indicates that the protection arrangement is in place for a particular section of line for a particular period.

C.6.3 Applications must be made to the IÉDR for this arrangement. If agreed, the details must be included in the method statement.

C.6.4 The setting up of this arrangement on a specified date is not guaranteed. It depends on the running of trains, which have priority.

C.7 Other Protection Arrangements: Green and Red Zones

C.7.1 IÉ distinguishes two types of worksites: green zone and red zone. Different arrangements apply in each case. These are determined by IÉ during the approvals process and set out in the method statement(s) prepared by the third party.

C.7.2 *Green Zone Working*

1. A Green Zone is where work is arranged to take place without any third party personnel going on or near any line or siding, including one in a Possession, on which trains (or movements) may pass.
2. A Green Zone exists where the worksite is safeguarded by:
   - stopping of trains on all lines, or
   - being separated from the nearest line open to trains, by a distance of at least 3 metres, or
   - being fenced from the nearest line open to trains where one or more lines remain open to trains.
3. Third party personnel present or working in the vicinity of the track must be accompanied by the RPR who is responsible for implementing the appropriate safe system of work regarding railway protection. No works should begin unless the RPR gives permission to proceed.

C.7.3 *Red Zone Working*

1. If any work cannot reasonably be carried out under Green Zone protection, it may be possible in certain circumstances to work within 3 metres of the nearest track open to rail operations. This is termed Red Zone working and is allowed only when:
   - absolutely necessary and it is not practical to arrange a Green Zone, and
   - protection can be provided to give sufficient warning of all trains approaching on the line(s) concerned.
2. Where this protection is in place, an RPR is responsible for implementing and maintaining the arrangements.
3. IÉ provides personnel to implement protection during the course of the works in a Red Zone.
4. No works should begin unless an RPR is present and gives permission to proceed.

APPENDIX D SAFETY REQUIREMENTS WHEN WORKING IN THE OHLE AREA

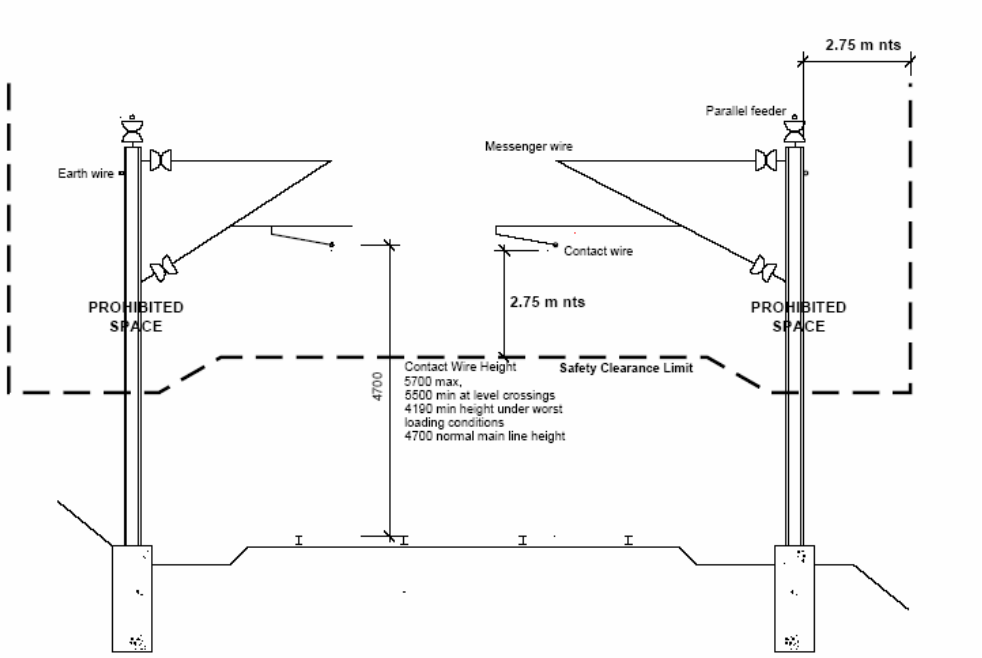
Note: These requirements must be included within the third party's safe system of work as specified in the method statement. The method statement will set out clear lines of organisation, responsibility and communication in this regard.

D.1 OHLE – Electrified Line

D.1.1 OHLE (overhead line equipment) concerns the electrified lines for the operation of the DART for Dublin suburban rail services. The electrified lines extend from Malahide to Greystones and include the branch from Howth Junction to Howth. They also include interfaces at North Strand, Newcomen Branch, East Wall Branch and Carriage Sidings at Connolly Station.

D.1.2 OHLE is electrified at 1500 volts DC and is dangerous to human life. Underground and overground cables that feed the OHLE are electrified at up to 38 kV. Personnel must assume that the OHLE is live at all times and keep outside the Prohibited Space (see Figure D.1). The Prohibited Space is defined as being within 2.75 metres of any part of the OHLE that is live. Note that the 2.75 m applies to third party personnel, taking note of their unfamiliarity with IÉ overhead line equipment. IÉ maintenance staff, where appropriate, are authorised to work at closer distances.

Figure D.1: OHLE Prohibited Space



D.1.3 Third party work near OHLE must be agreed in advance with IÉ. Without this agreement, work must not be carried out, or cranes or other plant erected, operated or dismantled, or materials stored.

D.1.4 Third party personnel working near the OHLE must observe certain precautions as set out below. All of these control measures must be included in the method statement which has to be submitted to the Iarnród Éireann Designated Representative (IÉDR) for review at least 8 weeks in advance.

D.1.5 If the work needs to be carried out within the Prohibited Space, then a Form C Permit to Work on or near the OHLE is required. This requires the OHLE to be isolated. Permits to Work are normally only granted where the Isolation will not interfere with IÉ train services.

D.1.6 If the third party requires a Form C Permit to Work, approval for this must be requested from the IÉDR at least 8 weeks in advance. If granted, Form C Permit to Work procedures must be included in the method statement as appropriate. Part 1 of the Permit to Work gives permission to work in relation to the OHLE (railway protection is a separate issue, see D.1.7); Part 2 is signed by the person in charge of the works (i.e. the TPDR); Part 3 is signed by the TPDR to confirm that the works are complete and clear of the OHLE.

D.1.7 Note that a Form C Permit to Work only refers to working on or near the OHLE; it is not a blanket approval to work on the railway site. If work has to take place on or near the line, the third party also has to abide by the requirements of the railway protection arrangements previously agreed and included in the method statement.

D.1.8 *General Precautions:* When working on or near OHLE, third party personnel must observe the following:

1. Works, equipment or materials must not come close to the Prohibited Space or be in danger of being swung into it. Materials cannot be stored within the Prohibited Space and must be secured so that they cannot inadvertently enter this space.

2. When persons are handling tools or materials adjacent to the Prohibited Space, the Prohibited Space must be increased by the length of any tool or material being handled. However, normal work on the track, station platform, walkways and the like (i.e. below or near the OHLE) is permitted without special OHLE precautions, provided that tools or equipment are not at any time raised above head height.

3. When scaffolding that is being erected or dismantled may encroach on the Prohibited Space, approval must be sought in advance from the IÉDR as a Form C Permit to Work will be required.

4. If a crane or other lifting equipment is being used, IÉ requires control measures to be in place with regard to the safety of the railway. These must be agreed with IÉ in advance. If a tower crane is in use, IÉ requires a crane licence agreement to be in place. In OHLE areas, control measures to be provided by the third party may include suitable crane stops, fencing and warning notices to ensure the equipment's safe operation so that it keeps clear of the Prohibited Space.

5. Ladders can lead to electrocution if allowed to come close to overhead equipment and, therefore, special precautions must be taken to ensure that the ladder cannot slip and encroach on the Prohibited Space.

6. Portable ladders used in the vicinity of the OHLE must be of timber or other non-conducting material and must not be reinforced by metal attachments running along the stiles of the ladders.

7. The third party is not allowed to cause any disturbances to the OHLE, or to attach anything to the OHLE.

D.2 Procedures for Working within the Prohibited Space

D.2.1 The third party must have reached agreement with the IÉDR on the works in question and the need to issue a Form C Permit to Work. The third party must also have inserted a description of the work procedures, including the permit arrangements, in the method statement for submission to the IÉDR for review 8 weeks in advance. In this method statement, the third party must assign, in writing, a competent Third Party Designated Representative (TPDR) who will be responsible for this stage of the works.

D.2.2 The personnel and procedures required for working within the Prohibited Space may vary depending upon the associated railway protection arrangements. The precise arrangements for the actual works (including lines of responsibility) must be set out in the method statement. These arrangements are outlined below in Table D.1.

Table D.1: Working within the Prohibited Space

Circumstances	***Personnel Concerned and Necessary Actions***
Isolation and – No railway protection arrangements required	The OHLE Nominated Person (who may be an IÉDR depending on the circumstances) briefs the TPDR on the salient features involved in the Permit to Work and the limits of the Isolation, and gives the completed Part 1 Form C Permit to Work to the TPDR who signs Part 2. At the end of the works, the TPDR signs Part 3 of the Form C Permit to Work, certifying that work is completed and cancelling the Permit to Work. The TPDR returns this to the OHLE Nominated Person.
Isolation and – Railway protection arrangements required; these may or may not include Possession	The OHLE Nominated Person briefs the TPDR on the salient features involved in the Permit to Work and the limits of the Isolation, and gives the completed Part 1 Form C Permit to Work to the TPDR who signs Part 2. The TPDR checks with the RPR before works begin that railway protection arrangements are in place and the circumstances under which the third party may go on or near the line and/or start the work. At the end of the works, the TPDR signs Part 3 of the Form C Permit to Work, certifying that work is completed and cancelling the Permit to Work. The TPDR returns this to the OHLE Nominated Person. The TPDR also confirms to the RPR at the end of the works that the line is clear. Handover/handback arrangements as per Appendix E may apply.

D.2.3 Before the commencement of the works, the OHLE Nominated Person must have issued a completed Part 1 Form C Permit to Work to the TPDR, in line with the control measures set out in the method statement. The Permit to Work assures the holder that the OHLE is isolated and earthed between the specified limits of isolation and will not be made live while the permit is in the custody of the holder. The TPDR signs part 2 of the form certifying that he/she is in charge of the works.

D.2.4 Usually, railway protection arrangements are applied when work takes place close to the OHLE. In this case, the RPR will be present to brief the TPDR on the railway protection arrangements. The OHLE Nominated Person will also be at this briefing so that the TPDR can confirm as outlined in D.2.5.

D.2.5 At this briefing, the TPDR must confirm his/her understanding of the Permit to Work with the OHLE Nominated Person and comply with its conditions and arrangements. When a Form C Permit to Work is issued, it is the responsibility of the TPDR to:

- Confirm with the OHLE Nominated Person his/her understanding of the limits of Isolation, as detailed in the method statement and the Part 1 Form C Permit to Work
- Confirm with the RPR that no work will take place unless the railway protection arrangements are also in place, if these have been identified as necessary and set out in the method statement
- Ensure that each person employed on his/her behalf fully understands the limits of the Isolation
- Ensure that no work begins within the limits of the Isolation unless and until the Form C Permit to Work has been issued, and railway protection arrangements are in place (as appropriate)
- Confirm understanding of the completion arrangements (see D.2.6)

D.2.6 On completion of the works, the TPDR must:

- Ensure that each person employed on his/her behalf (and plant and equipment) are clear of the OHLE in the Isolation area.
- Complete Part 3 of Form C Permit to Work certifying that work for which the permit was issued is completed and that all third party personnel and materials are clear of the OHLE, and cancelling the Permit to Work. The completed Part 3 is signed by the TPDR and given to the OHLE Nominated Person.
- Inform the RPR, if railway protection arrangements are in place, that works have been finished and that the third party personnel, equipment and material are clear of the line. If handover/handback arrangements are in place in accordance with Appendix E, arrangements must be discussed and agreed in advance with the IÉDR.

D.3 Protective Screens

D.3.1 In some cases, it may be advantageous for the third party to install protective screening to provide protection between the works and the OHLE. The erection of these screens (usually within the Prohibited Space) may allow work to be carried out behind the screens without an ongoing Permit to Work.

D.3.2 The erection of protective screening itself requires a Permit to Work. If it is agreed in advance with the IÉDR that protective screens can be installed, the construction and installation of these screens must be agreed and included in the method statement.

D.3.3 The protection screens are usually of steel construction with steel mesh infill. These and other metal fixtures involved, such as temporary scaffolding, need to be electrically bonded to the correct earthing location within the OHLE.

D.3.4 The third party needs to ensure that its screens, scaffolding, equipment or materials, as relevant, are bonded correctly for 1500 volts DC to the point from where the IÉ staff connect to the OHLE earthing location(s). A certificate signed by a competent person on behalf of the third party must be submitted to the IÉDR in this regard.

D.3.5 The connection from the third party bonding termination point to the OHLE earthing location(s) can only be carried out by IÉ staff by prior arrangement and at the third party's expense.

APPENDIX E HANDOVER/HANDBACK ARRANGEMENTS

E.1 Overview

E.1.1 Handover/handback arrangements cover the situation where Iarnród Éireann (IÉ) temporarily gives the right to work within a section of the railway to a third party to allow it to carry out specified works as part of the third party project. On completion of the specified works, the third party must hand back that section to IÉ in a safe condition. Usually, this takes place within a Possession (or with an OHLE Isolation, as appropriate).

E.1.2 These arrangements are only granted in exceptional circumstances and will have previously been agreed during the acceptance of detailed design stage.

E.1.3 The method statement setting out the detailed arrangements will already have been submitted to IÉ for review and acceptance. Method statements are submitted 8 weeks in advance for acceptance.

E.2 The Role of the Third Party Designated Representative During Handover/Handback

E.2.1 The third party must appoint a competent person to be the Third Party Designated Representative (TPDR) for the handover/handback process. The TPDR will take responsibility for the safe completion of the handover/handback arrangements. The TPDR will have the authority and resources to take contingency action as necessary to ensure that the handback can be made in a safe and timely manner.

E.2.2 The TPDR must have the training and experience to be competent in assessing the technical safety of the works being undertaken. The expertise required of the TPDR must be appropriate to the scale and type of works being carried out. If required, additional expertise may be engaged as assistance to the TPDR to support him/her when certifying that the completed works are safe and pose no danger to the railway.

E.2.3 IÉ will nominate an Iarnród Éireann Designated Representative (IÉDR) to liaise with the TPDR before and during the works involved in the handover/handback sequence. The IÉDR may delegate responsibility to other persons during the period of the construction works in question. Any such delegation of responsibility must be established by the TPDR in advance and included in the method statement. The IÉDR will also facilitate communications between the TPDR and IÉ personnel who carry out railway protection duties – in some cases, the IÉDR may be one of these staff.

E.2.4 The name and CV of the TPDR (plus those of any additional experts who may be engaged) must be submitted to the IÉDR together with a letter of authority from the third party. In this letter, the third party must state that it has delegated responsibility to the TPDR to certify on its behalf that the works on completion will be safe (in line with the statements set out in Part C, the Site Handback Certificate), and that the TPDR (and any proposed additional expertise) is competent to do this.

E.2.5 Details of the TPDR, and other relevant personnel as appropriate, must also be set out in the method statement for the handover/handback sequence of the works.

E.2.6 It is recognised that in some projects of long duration, the role of the TPDR may need to be carried out by several people. If this is the case, any such arrangements can be discussed with the IÉDR and procedures for transfer of responsibility must be included in the method statement.

E.2.7 The TPDR is responsible and must have authority for:

- Ensuring that the third party contractor has made all reasonable preparations, including provision of adequate resources, required to carry out the works safely within the agreed programme and in accordance with the approved method statement, legal agreements and acceptances, and approved drawings
- Liaising with the IÉDR prior to the works requiring handover/handback in order to demonstrate that all preparations for the works are complete
- Signing the relevant part of the Site Handover Certificate (Part B1) and maintaining the third party copy of the completed Handover Certificate
- Monitoring work progress against the agreed programme and reporting progress to the IÉDR
- Coordinating any changes to the programme or works necessary to determine that it is safe to terminate the Possession and achieve a timely handback, and/or ensure that there is no unplanned disruption to IÉ train services
- Satisfying IÉ, represented by the IÉDR, that the site is safe and clear by completing the Site Handback Certificate (Part C of Handover/Handback Certification) and any other certification that may be required

E.3 Sequence On Site

E.3.1 At the appointed time, work may only commence on site after:

- The TPDR has completed Part B1 of the Site Handover Certificate to confirm to the IÉDR on site that the arrangements for the work are in place in line with the accepted method statement, agreements and drawings, *and*
- The IÉDR has given the TPDR the completed Site Handover Certificate (Part B of Site Handover/Handback Certification) to confirm that the railway protection arrangements, in line with the method statement, are in place and the third party may commence the works as set out in the method statement.

E.3.2 The TPDR arranges for the limits of the site to be marked off (using blue Netlon or similar fencing) as per the site demarcation set out in the method statement. The designated section of the line may be considered as a site.

E.3.3 The third party, including its agents and contractors, are then responsible for the works and site in line with the SHWW Construction Regulations 2006.

E.3.4 The third party proceeds with the works. The TPDR or a delegated representative must be present at all times to carry out his/her duties as set out in the method statement.

E.3.5 On completion of the works, the TPDR, who must be present, informs the IÉDR that the works are complete and that the site is clear and safe. The TPDR completes the Site Handback Certificate (Part C of Site Handover/Handback Certification) and gives it to the IÉDR who signs an acknowledgement. Note that, depending on the circumstances and complexity of the works, IÉ may require additional certification at this point.

E.4 Unforeseen Events Affecting Handback

E.4.1 During the works, the TPDR must inform the IÉDR immediately of any unforeseen events which may affect the railway infrastructure, safety or railway operations.

E.4.2 The third party is expected to have contingency plans within the method statement for dealing with these unplanned events and to have the appropriate resources available on site to ensure that the site can be handed back safely and without disruption to IÉ train services. This applies irrespective of whether or not the third party has been able to complete the specified works.

E.4.3 In these circumstances, the TPDR arranges for the necessary remedial measures after consultation with the IÉDR.

E.4.4 Note: IÉ reserves the right at any stage to take steps to preserve the integrity of the infrastructure as well as to ensure that the works do not cause disruption to rail services. If unplanned events occur, the IÉDR may order the third party to carry out necessary works or remedial measures. In some circumstances, IÉ may need to enter the site and take the necessary steps itself to safeguard the railway operation and infrastructure. If this is the case, IÉ will inform the third party of what is intended and then implement this. The cost of such measures will be at the third party's expense.

E.5 Site Handover/Handback Certification

Site Handover/Handback Certification
Transfer of Site Responsibilities
between Iarnród Éireann and Third Parties

(Page 1 of 3)

Note: These certificates must be completed by the Iarnród Éireann Designated Representative (IÉDR) and the Third Party Designated Representative (TPDR).

PART A: DETAILS OF WORK AND RELEVANT PERSONNEL

PROJECT

			IÉ File Ref:
Name of Third Party			
Division		Line	
Site Location	(append boundary of relevant site of works, description/sketch from the method statement if necessary)		
Mileage		Date	
Summary of Specified Works as set out in Method Statement			

PERSONNEL DETAILS

Iarnród Éireann Designated Representative (IÉDR)	Name	
	Tel (include emergency contact)	
	Signature	
Third Party Designated Representative (TPDR)	Name	
	Tel	
	Signature	

Site Handover/Handback Certification
Transfer of Site Responsibilities between Iarnród Éireann and Third Parties

PART B: SITE HANDOVER CERTIFICATE (Transfer of Responsibility to Third Party)

PART B1: TO BE COMPLETED IN ADVANCE OF SPECIFIED WORKS

I, being the authorised TPDR for _____
(insert third party name)

certify that the third party (including its contractor and other agents as relevant) has taken all reasonable steps to ensure that the specified works can be carried out safely in accordance with the legal agreements, accepted drawings and method statement, and is now in a position to commence the works.

If additional certification at handback has been requested by the IÉDR, arrangements for this are in place.

Signed: _____

TPDR: _____ Time and Date: _____
(print name)

Noted by: _____

IÉDR: _____ Time and Date: _____
(print name)

PART B2: AUTHORITY TO START WORK

The agreed railway protection arrangements are in place for the site (section of railway) as set out in the approved method statement for the specified works.

The site is temporarily transferred to the third party to allow the specified works to proceed.

If OHLE Isolation is required, a completed Part 1 of Form C Permit to Work has also been given to the TPDR who has signed Part 2 of Form C.

These works must be complete and the site must be safe for handback by:

Handback Date and Time: _____

Authority is given by IÉDR: _____
(print name)

Signed by IÉDR: _____ Time and Date: _____

Noted by TPDR: _____ Time and Date: _____

Site Handover/Handback Certificates
Transfer of Site Responsibilities between Iarnród Éireann and Third Parties

(Page 3 of 3)

PART C: SITE HANDBACK CERTIFICATE (Return of Responsibility to Iarnród Éireann)

I, being the authorised TPDR for _____
(insert third party name)

certify on behalf of the third party that:

1. The specified works (or part of the works) have been constructed in accordance with the accepted drawings and specifications.
2. The site is safe and in a condition that does not pose a risk to railway operations.
3. If OHLE Isolation was required, I also attach a completed Part 3 of Form C Permit to Work (refer to Table D.1).
4. If additional certification has been requested in advance by the IÉDR, I also attach this.

Signed: _____

TPDR: _____ Time and Date: _____
(print name)

Noted by: _____

IÉDR: _____ Time and Date: _____
(print name)

APPENDIX F PERSONAL TRACK SAFETY TRAINING FOR THIRD PARTY PERSONNEL

F.1 Overview

F.1.1 Third party personnel who have to work on or near the railway line are required to attend the Contractor Personal Track Safety (PTS) Training Course delivered by Iarnród Éireann (IÉ) and to possess a current Personal Track Safety (PTS) certificate. Third parties are advised to arrange for this well in advance of the time their personnel are due to go on or near the railway line, and to factor this into their project timescale.

F.2 Personal Safety on the Railway

F.2.1 Safety is of prime importance to IÉ. To this end, IÉ has developed a Contractor Personal Track Safety training course which deals with railway safety awareness. This training course informs third parties and their personnel of the specific dangers of working in an operational railway environment, and of safe working practices in that regard.

F.2.2 This training is provided by IÉ at its Training Centre, Inchicore, or at IÉ-nominated regional training centres.

F.2.3 It is a requirement that each member of third party personnel employed on site, including any agents or sub-contractors, possesses a current Contractor Personal Track Safety (PTS) Certificate before being permitted to work on or near the railway line.

F.2.4 Contractor PTS Certificates must be carried at all times on the railway site and must be produced for inspection on request from any IÉ authorised staff. If personnel cannot produce a certificate, they are not permitted to remain on or near the railway line.

F.2.5 The IÉ Training Centre charges for the Contractor PTS Training Course and will advise the third party of the fee. This charge must be paid in advance. The third party must bear all other costs associated with attending this course including employee time and travel.

F.2.6 Note: All third party personnel (and, thus, people sent for PTS training) who are assigned to work on IÉ property must be able to understand safety instructions given in English.

F.2.7 Contact details are:

Iarnród Éireann Training Centre
Inchicore Railway Works
Dublin 8

Tel: (01) 703 3954
Fax: (01) 703 3942

F.2.8 The relevant course application form and guidelines (including current fees) may be obtained on the IÉ website at www.irishrail.ie

APPENDIX G COMPLETION CERTIFICATE

This certificate must be filled out by the authorised representative of the third party on completion of the works and returned to the Iarnród Éireann Designated Representative (IÉDR). Note that other certification may be required as set out in the legal agreement for the works.

COMPLETION CERTIFICATE	
Project	Contract/Ref No.
Description of Works	Location (include milepost, line, if necessary)

1. I certify that the works are complete and have been completed in accordance with the accepted drawings and specifications, and the relevant Iarnród Éireann standards. (Attach any testing and test results, as appropriate.)

2. I certify that the works being put into commission are safe, and in a condition that does not pose a risk to the existing infrastructure, rolling stock or railway operations.

Signed: _____

Authorised Representative of Third Party

(if agent, please include a letter of authorisation from the third party)

Date: _____

Third Party: _____

Address: _____

_____

Enclosed Documents (one copy of each)	✓
As-built drawings (required)	
As-built clearances to Iarnród Éireann track, boundary line etc. (as appropriate)	
Testing/test certificates (as appropriate)	

APPENDIX H THE SAFETY FILE

H.1 Background

H.1.1 Iarnród Éireann (IÉ) requires a copy of the Safety File for the specified works to be submitted at the end of the works. This applies irrespective of who will maintain the completed works; the maintenance responsibility is set out in the relevant legal agreements.

H.1.2 The objective of the Safety File is to ensure that information, including details on possible hazards, is available for reference in the event of any future work on the site. The information should be relevant whether the future work involves a new construction or the repair, alteration or maintenance of the existing works.

H.1.3 Note: The Safety File should only cover matters of interest to IÉ relating to the safety impact on the railway. For example, IÉ does not require details of the adjacent road project, only those of the bridge over the railway.

H.2 Minimum Requirements in a Safety File

H.2.1 The actual contents of a Safety File required by IÉ can vary depending on the type of project and may be set out in the legal agreements. The minimum requirements are outlined below:

- As-built construction drawings, specifications and bill of quantities.
- Maintenance procedures and requirements for the installation and/or structure. These should state whether maintenance requires personnel or plant to go on or about railway property and should list the relevant procedures if this is the case (including details of approvals from IÉ).
- General design criteria and references to applicable standards.
- Details of the equipment and maintenance facilities regarding the installation and/or structure.
- Manuals and certificates, where appropriate, produced by specialist contractors and suppliers. These must outline operating and maintenance procedures, and schedules for plant and equipment installed as part of the installation and/or structure.
- Details on the location and nature of utilities and services including emergency and firefighting systems, as may be appropriate.

H.3 Submission of the Safety File

H.3.1 The Project Supervisor Design Process (PSDP) finalises the Safety File. This is submitted to the IÉDR who checks it for completeness. If it is not adequate, the third party is required to re-submit the Safety File for review and approval.

H.3.2 The copy of the Safety File supplied to IÉ must include two hard copies of the as-built drawings, and one digital copy. Where the information is supplied in digital format, it should preferably be in Adobe PDF; other formats, however, will also suffice such as MS Word or Excel. The digital format for drawings is CAD format (AutoCAD 2000), in DWG or DXF format.

APPENDIX I SAFETY MANAGEMENT SYSTEM

I.1.1 A Safety Management System must be established for all third party railway-related work. An overview document describing the system must be prepared by the third party. This must outline the relevant information required by IÉ describing how safety is managed during the project, including procedures for setting up a safe system of work in those areas where there is a potential safety impact on the railway. Specific details for the various stages are not required; these will be set out in the relevant method statement(s). The document should not include issues which are not of relevance to the railway-related works. It may include appropriate extracts from the project Safety and Health Plan of the third party's contractors. Note that IÉ does not normally require to be presented with the document setting out the Safety Management System for the entire project.

I.1.2 The document setting out the railway-related details of the Safety Management System must be issued to IÉ during the detailed design review (reference Section 8.4 of *I-DEP-0120*). It can also be used for submission by IÉ to the Railway Safety Commission (RSC) at this stage.

I.1.3 An updated final version of the above document, with the focus on the final site-specific details, must be issued to the Iarnród Éireann (IÉDR) at the pre-construction stage at the same time as the first method statement is being submitted.

I.1.4 This document should also include reference to measures that ensure there will be no disruption to IÉ train services.

I.1.5 The document setting out the railway-related details of the Safety Management System may include some or all of the following topics but is not limited to them:

- Brief overall description of the planned works.
- Details of project team organisation. This includes identification of the competent Project Supervisor Design Process (PSDP) and Project Supervisor Construction Stage (PSCS), and, in relation to safety issues, nomination of points of contact for IÉ such as the Third Party Designated Representative (TPDR). The document should describe how safety is managed and by whom.
- Schedule of method statements and temporary works submissions (identify each and identify the delivery dates where appropriate).
- Procedures for checking and approving temporary works and method statements. These must identify checkers and approvers and include sample signatures. (See Appendix D Design and Check Procedures of *I-DEP-0120.*)
- Description of safety auditing processes by the third party. These must outline the frequency of audits, identify who conducts them, and give details on the availability of audit reports.
- Safety and induction training arrangements (including Contractor Personal Track Safety training). Site familiarisation and briefing by the third party must also be covered.
- Segregated working areas. These must be defined.

- Procedures for on-site storage of accepted designs and method statements.
- Handover/handback process, if applicable.
- Change control process, covering change of drawings etc.
- Quality control process with particular reference to railway safety. For example, if bridge beams are to span the railway, details are required of the quality control system for the production of these beams.
- Control process for compliance of third party staff with the IÉ Drugs and Alcohol Policy on the railway site.
- Emergency contact details.

APPENDIX C - INITIAL APPLICATION FORM

Iarnród Éireann Infrastructure	**THIRD PARTY INITIAL APPLICATION FORM**

Third parties planning to undertake works that may impact Iarnród Éireann (IÉ) infrastructure must complete this form. For guidance, please refer to *CCE-TMS-310 Guidance for Third Parties*. Completed forms must be submitted to the relevant contact in IÉ.

For IÉ use only	***Project Name***	***File Ref No***

CONTACT DETAILS

Third Party		
Agent acting on behalf of the third party (if applicable)	Name: Relationship to third party:	
Contact Name		
Contact Address		
Tel	**Fax**	**E-mail**

PROJECT DESCRIPTION

General summary (e.g. development, construction)	
Details of work that may impact the railway	
Work location as it impacts the railway (include sketch map or other details if possible) Between which IÉ stations: Located in which townland:	
Overall project timescale	
Intended timescale for works affecting the railway	

Note: attach any additional information as you may wish.

Signed by: _____ **Date:** _____

Position: _____

Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:39
To: clonmel@fisheriesireland.ie
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon

Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Tara Ivanovic

From: Cormac Goulding <Cormac.Goulding@fisheriesireland.ie>
Sent: Friday 30 September 2022 16:14
To: Jonny Fearon
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: IFI_Response_Killoshulan.pdf

You don't often get email from cormac.goulding@fisheriesireland.ie. Learn why this is important

Hi Jonathan,

Please find attached a response from Inland Fisheries Ireland to your EIAR Scoping request below.

Regards,

Cormac

From: Clonmel Info <Clonmel@fisheriesireland.ie>
Sent: Thursday 22 September 2022 16:45
To: Cormac Goulding <Cormac.Goulding@fisheriesireland.ie>
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Cormac,

Please see below and attached.

Kindest Regards,



Susan Sayers
Administrative Assistant

Iascach Intíre Éireann
Inland Fisheries Ireland

Mob +353 (0) 87 149 4030
Tel +353 (0)52 6180055
Fax +353 (0)52 6123971
Email susan.sayers@fisheriesireland.ie
Web www.fisheriesireland.ie

Anglesea Street, Clonmel, Co. Tipperary, Ireland. E91 RD25

Help Protect Ireland's Inland Fisheries
Call 0818 34 74 24 to report illegal fishing, water pollution or invasive species.

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:39

To: Clonmel Info <Clonmel@fisheriesireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

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An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tuam Road, Galway
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+353 (0) 91 735611
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McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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that any attachment hereto is free from computer viruses or other defects. The opinions expressed in this e-mail and any attachments may be those of the author and are not necessarily those of MKO

Iascach Intíre Éireann
Inland Fisheries Ireland

Mr. Jonathan Fearon,
McCarthy Keville O'Sullivan Ltd.,
Tuam Road,
Galway
H91 VW84

30 September 2022

Re: Proposed Windfarm, Killoshulan, Co. Kilkenny

Via Email: CorporateSupport.Unit@DCCAE.gov.ie

Dear Mr. Fearon,

Inland Fisheries Ireland (IFI) is the statutory authority tasked under section 7(1) of the Inland Fisheries Act 2010 (No. 10 of 2010) with responsibility for the protection, management, and conservation of the inland fisheries resource. In respect of the statutory ecological surveys proposed by MKO Consulting IFI wish to make the following observations:

The proposed development is located in the Nore catchment, in particular in the catchment areas of the following surface water bodies. All are part of or connect directly to the Barrow – Nore SAC.

Surface Water Body	WFD Status	Risk Status
Gorteenahilla_010	Poor	At Risk
Nuenna_010	Moderate	At Risk
Nuenna_020	Moderate	At Risk

Article 28(2) of the Surface Water Regulations (SI 272 of 2009) states that a surface water body whose status is determined to be less than good shall be restored to at least good status. Furthermore, Article 5 of the Regulations states that there should be no deterioration in Ecological Status. The proposed surveys / reports must demonstrate how this project would cause no deterioration to the above surface water bodies and is consistent with their restoration to good ecological status.

A comprehensive map of all aquatic habitats potentially affected by the project should be provided. This should include an assessment of the potential adverse effects on all relevant aquatic receptors, including fish. The cumulative effects of the proposed development along with other existing or approved projects should also be considered. This should include an assessment of the impact on the conservation objectives of species listed as qualifying interests in the Barrow – Nore SAC, which include Lamprey species and Atlantic Salmon.

Iascach Intíre Éireann
Inland Fisheries Ireland

Baseline ecological assessments of water courses potentially affected by the proposed development, including biological and physico-chemical surveys, should also be provided. The reports should include locations, timing and frequency of the proposed monitoring of biological and physico-chemical parameters. A full list of parameters should also be provided.

Among the sources which may be used for fish ecological status and data are http://wfdfish.ie/ and https://opendata-ifigis.hub.arcgis.com/datasets/IFIgis::water-framework-directive-fish-ecological-status-2008-2021.

The applicant should adhere to the recommendations and guidelines outlined in IFI's *Guidelines on Protection of Fisheries during Construction Works in and adjacent to Waters* 2016. A copy of this document is available here. (Note this an updated version of the document referred to in the report. Sources and estimates of potential run-off should be provided and details of measures to mitigate these, including their location.

Instream works may only take place during the period 1 July to 30 September. There should be no interference with the bed, gradient, profile or alignment of watercourses without prior notification and the agreement of Inland Fisheries Ireland. Proposed instream works must be accompanied by a site-specific method statement provided to IFI.

The number of new water crossings should be minimised. Where existing crossings must undergo alteration, IFI request that these crossings are upgraded in the interests of habitat improvement and biodiversity net gain. IFI should be consulted at the design phase to maximise favourable outcomes. Where works on water crossings are proposed, method statements must be provided.

SuDS principles should be incorporated into surface water management plans to attenuate any run-off of suspended solids or other deleterious matter. Drainage infrastructure should be installed during dry ground conditions.

Any EIAR, NIS and/or application for planning should include a Construction Environmental Management Plan (CEMP), a Surface Water Management Plan (SWMP), and an Emergency Response Plan (EMP) in case of an emergency incident. Provision should be made for the appointment of a suitably qualified Project Environmental Manager and Ecological Clerk of Works.

Future correspondence or any requests for clarification can be sent via email to cormac.goulding@fisheriesireland.ie or by post to the address below.

Yours sincerely,



Cormac Goulding
Fisheries Environmental Officer
South-Eastern River Basin District

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:13
To: 'Clonmel Info'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Sir or Madam,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:37
To: 'Cormac Goulding'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Hi Cormac,

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An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

Iascach Intíre Éireann
Inland Fisheries Ireland

McCarthy Keville O'Sullivan Ltd.,
Tuam Road,
Galway
H91 VW84

21 October 2026

Re: MKO Scoping – 260172, Proposed Windfarm, Killoshulan, Co. Kilkenny

Via Email: info@mkoireland.ie

To whom it may concern,

Inland Fisheries Ireland (IFI) is the statutory authority tasked under section 7(1) of the Inland Fisheries Act 2010 (No. 10 of 2010) with responsibility for the protection, management, and conservation of the inland fisheries resource. In respect of the statutory ecological surveys proposed by MKO Consulting, IFI wish to make the following observations:

The proposed development is located in the Nore catchment, in particular in the catchment areas of the following surface water bodies. All are part of or connect directly to the Barrow – Nore SAC.

Surface Water Body	WFD Status	Risk Status
Gorteenahilla_010	Poor	At Risk
Nuenna_010	Moderate	At Risk
Nuenna_020	Moderate	At Risk

Article 5 of the Surface Water Regulations (SI 272 of 2009) states that there should be no deterioration in Ecological Status. Article 28 (2) of the Regulations states that a surface water body whose status is determined to be less than Good shall be restored to at least Good status. The proposed surveys / reports must demonstrate how this project would cause no deterioration to the above surface water bodies and is consistent with their restoration to good ecological status where this is required.

IFI requests that the following assessments be provided:

- Baseline ecological assessments of water courses potentially affected by the proposed development, including fish species as well as other biological and physico-chemical surveys
- Maps of all aquatic habitats potentially affected by the project: all drainage channels (temporary and permanent) should be mapped and where these channels transect the proposed road network.

- An assessment of the potential adverse effects of the proposed works on all relevant aquatic receptors, including fish. Assessments should cover the site of the proposed wind development and the proposed grid connection route.
- An assessment of the cumulative effects of the proposed development along with other existing or approved projects
- An assessment of the impact on the conservation objectives of species listed as qualifying interests in the Barrow – Nore and Lower Suir SACs, which includes Lamprey species and Atlantic Salmon
- The proposed mitigation measures to prevent erosion from soil disturbance in excavation areas and areas where there is significant movement of plant and machinery

Sources for fish ecological status and data are available on the Inland Fisheries Ireland and related websites, including https://www.fisheriesireland.ie, http://wfdfish.ie/ and here. The applicant may also complete a data request form for specific fish survey data from our research department. Please contact environmentalplanning@fisheriesireland.ie if this is required.

During the construction and operational phases, the applicant should adhere to the recommendations and guidelines outlined in IFI's *Guidelines on Protection of Fisheries during Construction Works in and adjacent to Waters* 2016. A copy of this document is available here.

Instream works may only take place during the period 1 July to 30 September. There should be no interference with the bed, gradient, profile or alignment of watercourses without prior notification and the agreement of Inland Fisheries Ireland.

The storage, management and conveyance of materials on site must not permit any deleterious matter to reach surface water systems either directly or indirectly, either during construction or post-construction. There must be no run-off of fuels, oils, concrete or from stockpiles of materials or general run-off to surface waters from the works.

There should be no interference with the bed, gradient, profile or alignment of any watercourse on or adjacent to the site without the prior notification and the written agreement of Inland Fisheries Ireland. Watercourses on or bordering the site must be maintained in their original state, their bankside vegetation preserved, and the existing line of the watercourse left unaltered, unless explicitly agreed otherwise.

The number of water crossings, whether on-site or for the proposed grid connection route, should be minimised, and existing crossings utilised where possible. Method statements for new water crossings, or for alterations to existing crossings must be provided.

Proposed instream works must be accompanied by a site-specific method statement provided to IFI. Method statements for proposed works on new water crossings, or for alterations to existing crossings must also be provided. The applicant should provide a commitment to provide these at least ten working days before works commence. Written approval from IFI should be obtained before works proceed.

Where existing crossings must undergo alteration, IFI request that these are upgraded in the interests of habitat improvement and biodiversity enhancement. Crossings should be designed to meet IFI's *Fisheries Construction Guidelines* referred to above. IFI also recommends that the applicant refer to the OPW's *Design Guidance For Fish Passage On Small Barriers* (2021). IFI should be consulted at the design stage for any new crossings or alterations to existing crossings.

With regard to the siting of turbines these should be located on suitable ground and set back from any watercourses so as to minimise the risk for contamination or impact. IFI recommends that minimum buffer zones of 50m be provided from turbine bases to any waters as defined in Section 1 of the Local Government (Water Pollution) Act, 1977 (as amended). IFI also requests that these are located outside the 0.1% AEP flooding zone.

Site compounds and personal welfare facilities, and the maintenance, cleaning, refuelling and repair work of vehicles and machinery must take place in dedicated areas which are bunded or protected to prevent discharge of materials into any surface waters. IFI requests that these are located at least 50m from any surface watercourses and outside the 1% AEP flooding zone.

SuDS principles should be incorporated into surface water management plans to attenuate any run-off of suspended solids or other deleterious matter. Natural flow paths should not be interrupted or diverted in a manner that would increase the risk of erosion. Drainage infrastructure should be installed during dry ground conditions.

Routes of roads and tracks and the location of turning areas should be planned to minimise environmental disturbance. The use of heavy plant and machinery on site should not result in soil erosion or nutrient losses. Mitigation measures for suspended solids must comply with an upper limit of 25mg per litre for Total Suspended Solids (TSS) as specified in the Salmonid Waters Regulations, SI 293 of 1988.

The use of borrow pits as a source of aggregate/hardstanding material should have regard for the sensitivity of the soils/subsoils to erosion and the potential for the generation of suspended solids pollution from excavations linked to a borrow pit.

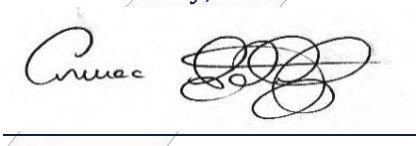
In addition to environmental assessments (EIAR, NIS etc.), the application for planning should include a Construction Environmental Management Plan (CEMP), and a Surface Water Management Plan (SWMP).

Before works commence the applicant or the appointed contractor should provide contact details for the Ecological Clerk of Works to Inland Fisheries Ireland. In the event of any non-compliant discharge or incident which threatens an aquatic zone, IFI must be informed immediately at the contact details below.

At all times the precautionary principle should be applied throughout the development. Records should be kept of biological and chemical monitoring of undertaken before and during the construction phase and after the works, and during the operational phase for the development. Records should also be kept of inspections of surface water mitigation measures. These records should be made available upon request to any authorised person as defined under the Local Government (Water Pollution) Acts.

Any requests for clarification can be sent via email to environmentalplanning@fisheriesireland.ie or by post to the address below.

Yours sincerely,



Cormac Goulding
Senior Fisheries Environmental Officer
South-Eastern River Basin District

IIE Cluain Meala, Sraid Anglesea, Cluain Meala, Co. Tiobraid Arann, E91 RD25
IFI Clonmel, Anglesea Street, Clonmel, Co. Tipperary, E91 RD25
+353(0)52 618 0055 - clonmel@fisheriesireland.ie - www.fisheriesireland.ie

Sir or Madam,
Sustainable Energy Authority of Ireland,
Wilton Park House,
Wilton Place,
Dublin 2

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4 kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometres northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon
Environmental Scientist - McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 14:01
To: 'info@seai.ie'
Cc: 'Jonny Fearon'
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Sir or Madam,

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An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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From: Jonny Fearon
Sent: Thursday 22 September 2022 16:31
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:12
To: 'info@seai.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:56
To: Alister Cole; sean.kelly2@three.ie; estates@three.ie
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

Dear Mr. Alister Cole/ Mr. Sean Kelly,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
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Evan Connolly

From: Alister Cole <Alister.Cole1@three.ie>
Sent: Wednesday 26 January 2022 15:39
To: Shaun Doolin
Cc: Sean Kelly; DL Estates ROI
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny
Attachments: 3Ireland Potentially affected MW links - Killoshulan WF.xlsx

Hi Shaun,

I have reviewed the sites for the 3 proposed windfarms and below are the details;

1) Killuremore – 3Ireland have no microwave transmission links traversing the area
2) Sharragh – 3Ireland have no microwave transmission links traversing the area
3) Killoshulan – 3Ireland have 10 microwave transmission links traversing the area and that could potentially be affected, depending on turbine layout – I have attached a spreadsheet with the link details

We would require 30m buffer from the 2nd Fresnel zone

Best regards,

Alister

Alister Cole
Transmission Engineer

Mobile: 086 6024556
Email: Alister.Cole1@three.ie

From: Shaun Doolin <sdoolin@mkoireland.ie>
Sent: 19 January 2022 16:26
To: Alister Cole <Alister.Cole1@three.ie>
Cc: Sean Kelly <Sean.Kelly2@three.ie>; DL Estates ROI <Estates@three.ie>
Subject: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

CAUTION! External Email.

Good afternoon,

We are undertaking constraints mapping for the viability of a wind farm development at three sites (Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny). There are no turbine layouts at this early stage yet. Please see attached KML files of the three preliminary site boundaries.

Centre coordinates for the sites are:

Killuremore, Co. Galway
Irish Grid: 177505.4577, 234214.7124
ITM: 577461.0806, 734241.6963
Lat/Long: 53.3579°, -8.338582°
Approximate Radius: 4km

Sharragh, Co. Tipperary
Irish Grid: 198737.8366, 202630.0680
ITM: 598688.7213, 702663.7551
Lat/Long: 53.07459°, -8.019569°
Approximate Radius: 3km

Killoshulan, Co. Kilkenny
Irish Grid: 234469.6216, 165674.5034
ITM: 634412.6237, 665716.056
Lat/Long: 52.74142°, -7.490374°
Approximate Radius: 4km

Have you any links in these areas and if so, what set back distances would you require?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Three Ireland
28/29 Sir John Rogerson's Quay, Dublin 2, Ireland.

www.three.ie

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not create any legally binding rights or obligations whatsoever, which may only be created by the exchange of hard copy documents signed by a duly authorized representative(s) of Three Ireland (Hutchison) Limited or Three Ireland Services (Hutchison) Limited.

Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:05
To: 'Monika Biniaszewska'; David Montgomery
Cc: Jonny Fearon
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan EIAR Site Boundary V1 - 2026.04.23 - 260172.kmz

Hi Monika,

Thanks Alister has been removed from my mailing list.

Please find attached KMZ file of the EIAR site boundary.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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From: Monika Biniaszewska <Monika.Biniaszewska@three.ie>
Sent: Tuesday 12 May 2026 09:32
To: Evan Connolly <econnolly@mkoireland.ie>; David Montgomery <David.Montgomery@three.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Hi Evan,

Alister Cole is no longer working at Three. You can remove him from the mailing list.

Can you send the KMZ file for the proposed project please.

Thanks
Monika

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: 12 May 2026 09:26
To: Alister.Cole1@three.ie; Monika Biniaszewska <Monika.Biniaszewska@three.ie>; David Montgomery <David.Montgomery@three.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist

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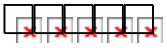
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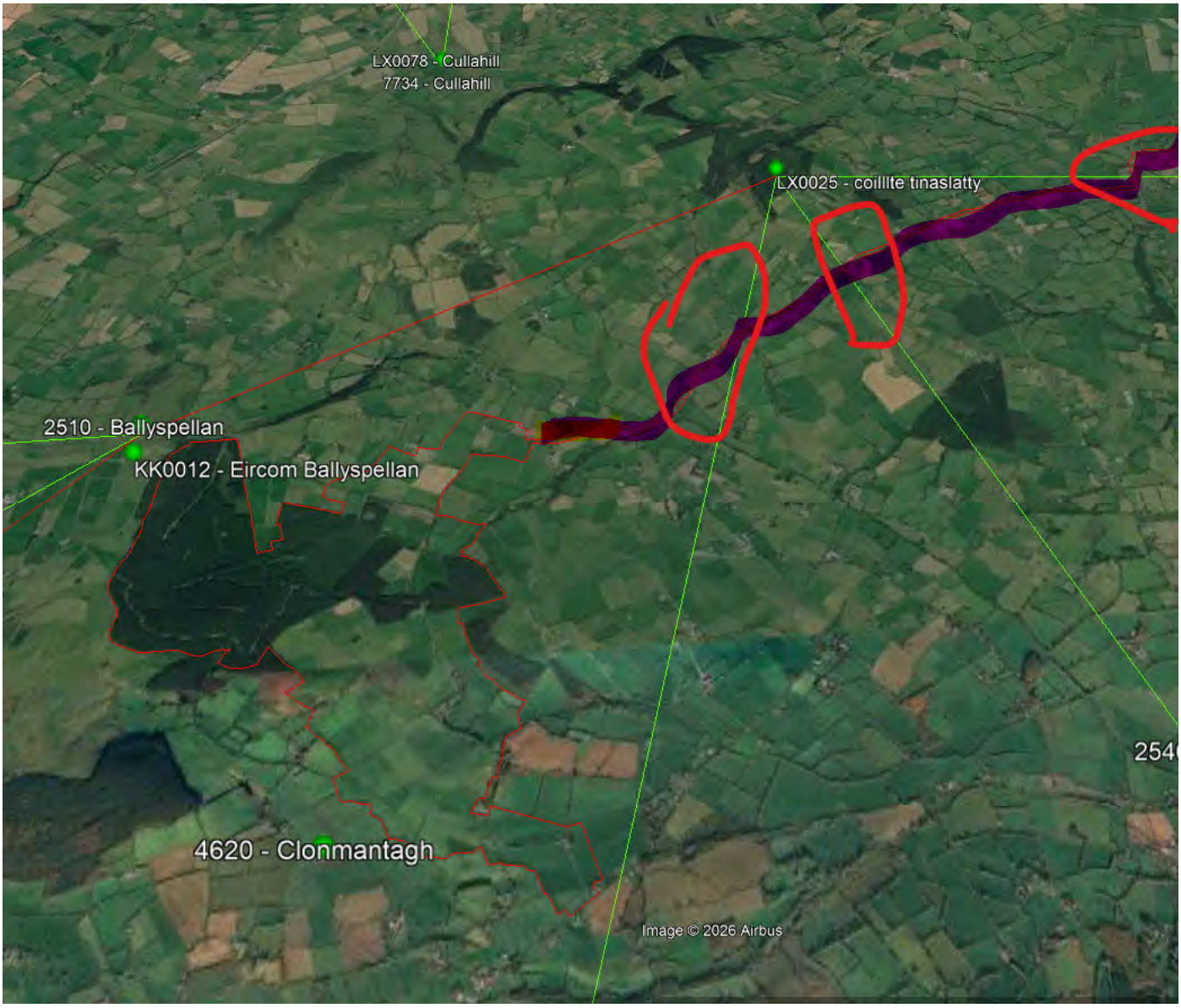
Evan Connolly

From: Monika Biniaszewska <Monika.Biniaszewska@three.ie>
Sent: Tuesday 12 May 2026 12:13
To: Evan Connolly; David Montgomery
Cc: Jonny Fearon
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Hi Evan,

This development will have no effect on our transmission network.
The proposed wind farm connection to the national grid will be via an underground cabling connection, so no impact on other MW links.



Thanks
Monika

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: 12 May 2026 10:05
To: Monika Biniaszewska <Monika.Biniaszewska@three.ie>; David Montgomery <David.Montgomery@three.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

CAUTION! External Email.

Hi Monika,

Thanks Alister has been removed from my mailing list.

Please find attached KMZ file of the EIAR site boundary.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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From: Monika Biniaszewska <Monika.Biniaszewska@three.ie>
Sent: Tuesday 12 May 2026 09:32
To: Evan Connolly <econnolly@mkoireland.ie>; David Montgomery <David.Montgomery@three.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Hi Evan,

Alister Cole is no longer working at Three. You can remove him from the mailing list.

Can you send the KMZ file for the proposed project please.

Thanks
Monika

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: 12 May 2026 09:26
To: Alister.Cole1@three.ie; Monika Biniaszewska <Monika.Biniaszewska@three.ie>; David Montgomery <David.Montgomery@three.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

CAUTION! External Email.

Dear Alister,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

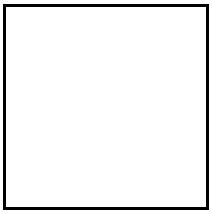
Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:55
To: rachel.hennessy@towercom.ie
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

Dear Ms. Rachel Hennessy,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 09:24
To: 'rachel.hennessey@towercom.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

Dear Rachel,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 11:17
To: 'info@towercom.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

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As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Evan Connolly

From: Laurence Stratton <lstratton@towercom.ie>
Sent: Tuesday 19 May 2026 09:52
To: Evan Connolly
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Hi Evan,

We have no comments; the proposal will not affect our infrastructure.

We would recommend you liasie with ComReg licensed operators who may be affected, details are available on the ComReg website.

Kind Regards,
Laurence

_____

Laurence Stratton
Head of Operations
m: +353 (0)85 158 3620

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My working day may not be the same as your working day. Please don't feel obliged to reply to this e-mail outside of your normal working hours.

Please consider the environment before printing this email.

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Tuesday 12 May 2026 11:17
To: Info <info@towercom.ie>

Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

You don't often get email from econnolly@mkoireland.ie. Learn why this is important

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

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As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
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Tara Ivanovic

From: INFO <Information@tii.ie>
Sent: Thursday 15 June 2023 09:17
To: Jonny Fearon
Subject: TII Ref: TII23-123140 - EIAR Scoping - Proposed Renewable Energy Development, Co. Kilkenny.

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Dear Mr Fearon,

Thank you for your correspondence of 29 May 2023 regarding the above. The position in relation to your enquiry is as follows.

Transport Infrastructure Ireland (TII) will endeavour to consider and respond to planning applications referred to it, given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines, as outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). Regard should also be had to other relevant guidance available at www.TII.ie.

The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals, following the examination of any valid planning application referred.

National Strategic Outcome 2 of the 'National Planning Framework' includes the objective to maintain the strategic capacity and safety of the national roads network. In addition, Chapter 7 'Enhanced Regional Accessibility' of the 'National Development Plan, 2021 – 2030', sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. This requirement is further reflected in the publication of the 'National Investment Framework for Transport in Ireland' and also the existing Statutory Section 28 'Spatial Planning and National Roads Guidelines for Planning Authorities'.

With respect to EIAR scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national road network.

The developer/scheme promoter should have regard, inter alia, to the following:

- Consultations should be had with the relevant Local Authority/National Roads Design Office, with regard to the locations of existing and future national road schemes.

- TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) in the proximity of the proposed development, including the potential haul route.

- The developer should assess visual impacts from existing national roads.

- The developer should have regard to any EIAR/EIS and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should, in particular, have regard to any potential cumulative impacts.

- The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).

- The developer, in preparing EIAR, should have regard to TII's Environmental Assessment and Construction Guidelines, including the 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (National Roads Authority (NRA), 2006).

- The EIAR/EIS should consider the 'Environmental Noise Regulations 2006' (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (1st Rev., NRA, 2004)).

- It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site, with reference to impacts on the national road network and junctions of lower category roads with national roads. In relation to national roads, TII's 'Traffic and Transport Assessment Guidelines' (2014) should be referred to in relation to proposed development, with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of TII's TTA Guidelines, which addresses requirements for sub-threshold TTA. Any improvements required to facilitate development should be identified. It will be the responsibility of the developer to pay for the costs of any improvements to national roads to facilitate the private development proposed, as TII will not be responsible for such costs.

- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.

- In the interests of maintaining the safety and standard of the national road network, the EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network.

- TII recommends that that applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Where abnormal 'weight' loads are proposed, separate structure approvals/permits and other licences may be required in connection with the proposed haul route. All national road structures on the haul route through all the relevant County Council administrative areas, should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal 'weight' load proposed.

In addition, the haul route should be assessed to confirm capacity to accommodate abnormal 'length' loads and any temporary works required are identified.

The national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities, in association with TII.

The applicant/developer should also consult with all PPP Companies, MMaRC Contractors and road authorities over which the haul route traverses, to ascertain any operational requirements, including delivery timetabling, etc., to ensure that the strategic function of the national road network is safeguarded.

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

Additionally, any damage caused to the pavement on the existing national road, arising from any temporary works due to the turning movement of abnormal loads (e.g. tearing of the surface course, etc.), shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the Road Authority prior to the commencement of any development on site.

- It is noted that grid connection to the Ballyragget 110kV substation is proposed in the EIAR Scoping Report though no grid connection route is identified. Please note, any grid connection and cable routing proposals should be developed to safeguard proposed road schemes as TII will not be responsible for costs associated with future relocation of cable routing where proposals are catered for in an area of a proposed national road

scheme. In that regard, consideration should be given to routing options, use of existing crossings, depth of cable laying, etc.

In the context of the existing national roads network, in accordance with the 'National Planning Framework' National Strategic Outcome no. 2 'Enhanced Regional Accessibility', there is a requirement to maintain the strategic capacity and safety of the network. This requirement is further reflected in the 'National Development Plan', the 'National Investment Framework for Transport in Ireland' and also the existing Statutory Section 28 'Spatial Planning and National Roads Guidelines for Planning Authorities'.

There is around 99,000km of roads in Ireland, the national road network which caters for strategic inter-urban travel consists of only approx. 5.4% of this. There is a critical requirement to ensure the strategic capacity and safety of this national road network is maintained and significant Government investment already made in the national road network is safeguarded.

The provision of cabling along the national road network represents a number of significant implications for TII and road authorities, in the management and maintenance of the strategic national road network and TII is of the opinion that grid connection cable routing should reflect the foregoing provisions of official policy and therefore, avoid grid connection routing proposals along national roads.

Other consents or licences may be required from the road authority for any trenching or cabling proposals crossing the national road. TII requests referral of all proposals agreed and licensed between the road authority and the applicant, which affect the national road network.

Cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII. Any costs attributable shall be borne by the applicant/developer. The developer should also be aware that separate approvals may be required for works traversing the national road network.

Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practise.

I hope that this information is of assistance to you.

Yours sincerely,

Andrew Moore
Senior Regulatory and Administration Executive



From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Monday 29 May 2023 16:54
To: INFO <Information@tii.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Kind Regards,
Jonny.

Jonny Fearon
Environmental Scientist

MKO
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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Evan Connolly

From: INFO <Information@tii.ie>
Sent: Thursday 15 June 2023 09:17
To: Jonny Fearon
Subject: TII Ref: TII23-123140 - EIAR Scoping - Proposed Renewable Energy Development, Co. Kilkenny.

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Dear Mr Fearon,

Thank you for your correspondence of 29 May 2023 regarding the above. The position in relation to your enquiry is as follows.

Transport Infrastructure Ireland (TII) will endeavour to consider and respond to planning applications referred to it, given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines, as outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). Regard should also be had to other relevant guidance available at www.TII.ie.

The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals, following the examination of any valid planning application referred.

National Strategic Outcome 2 of the 'National Planning Framework' includes the objective to maintain the strategic capacity and safety of the national roads network. In addition, Chapter 7 'Enhanced Regional Accessibility' of the 'National Development Plan, 2021 – 2030', sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. This requirement is further reflected in the publication of the 'National Investment Framework for Transport in Ireland' and also the existing Statutory Section 28 'Spatial Planning and National Roads Guidelines for Planning Authorities'.

With respect to EIAR scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national road network.

The developer/scheme promoter should have regard, inter alia, to the following:

- Consultations should be had with the relevant Local Authority/National Roads Design Office, with regard to the locations of existing and future national road schemes.

- TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) in the proximity of the proposed development, including the potential haul route.

- The developer should assess visual impacts from existing national roads.

- The developer should have regard to any EIAR/EIS and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should, in particular, have regard to any potential cumulative impacts.

- The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).

- The developer, in preparing EIAR, should have regard to TII's Environmental Assessment and Construction Guidelines, including the 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (National Roads Authority (NRA), 2006).

- The EIAR/EIS should consider the 'Environmental Noise Regulations 2006' (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (1st Rev., NRA, 2004)).

- It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site, with reference to impacts on the national road network and junctions of lower category roads with national roads. In relation to national roads, TII's 'Traffic and Transport Assessment Guidelines' (2014) should be referred to in relation to proposed development, with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of TII's TTA Guidelines, which addresses requirements for sub-threshold TTA. Any improvements required to facilitate development should be identified. It will be the responsibility of the developer to pay for the costs of any improvements to national roads to facilitate the private development proposed, as TII will not be responsible for such costs.

- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.

- In the interests of maintaining the safety and standard of the national road network, the EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network.

- TII recommends that that applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Where abnormal 'weight' loads are proposed, separate structure approvals/permits and other licences may be required in connection with the proposed haul route. All national road structures on the haul route through all the relevant County Council administrative areas, should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal 'weight' load proposed.

In addition, the haul route should be assessed to confirm capacity to accommodate abnormal 'length' loads and any temporary works required are identified.

The national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities, in association with TII.

The applicant/developer should also consult with all PPP Companies, MMaRC Contractors and road authorities over which the haul route traverses, to ascertain any operational requirements, including delivery timetabling, etc., to ensure that the strategic function of the national road network is safeguarded.

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

Additionally, any damage caused to the pavement on the existing national road, arising from any temporary works due to the turning movement of abnormal loads (e.g. tearing of the surface course, etc.), shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the Road Authority prior to the commencement of any development on site.

- It is noted that grid connection to the Ballyragget 110kV substation is proposed in the EIAR Scoping Report though no grid connection route is identified. Please note, any grid connection and cable routing proposals should be developed to safeguard proposed road schemes as TII will not be responsible for costs associated with future relocation of cable routing where proposals are catered for in an area of a proposed national road

scheme. In that regard, consideration should be given to routing options, use of existing crossings, depth of cable laying, etc.

In the context of the existing national roads network, in accordance with the 'National Planning Framework' National Strategic Outcome no. 2 'Enhanced Regional Accessibility', there is a requirement to maintain the strategic capacity and safety of the network. This requirement is further reflected in the 'National Development Plan', the 'National Investment Framework for Transport in Ireland' and also the existing Statutory Section 28 'Spatial Planning and National Roads Guidelines for Planning Authorities'.

There is around 99,000km of roads in Ireland, the national road network which caters for strategic inter-urban travel consists of only approx. 5.4% of this. There is a critical requirement to ensure the strategic capacity and safety of this national road network is maintained and significant Government investment already made in the national road network is safeguarded.

The provision of cabling along the national road network represents a number of significant implications for TII and road authorities, in the management and maintenance of the strategic national road network and TII is of the opinion that grid connection cable routing should reflect the foregoing provisions of official policy and therefore, avoid grid connection routing proposals along national roads.

Other consents or licences may be required from the road authority for any trenching or cabling proposals crossing the national road. TII requests referral of all proposals agreed and licensed between the road authority and the applicant, which affect the national road network.

Cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII. Any costs attributable shall be borne by the applicant/developer. The developer should also be aware that separate approvals may be required for works traversing the national road network.

Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practise.

I hope that this information is of assistance to you.

Yours sincerely,

Andrew Moore
Senior Regulatory and Administration Executive



From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Monday 29 May 2023 16:54
To: INFO <Information@tii.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Kind Regards,
Jonny.

Jonny Fearon
Environmental Scientist

MKO
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin
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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:40
To: 'landuseplanning@tii.ie'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Evan Connolly

From: INFO <Information@tii.ie>
Sent: Thursday 21 May 2026 14:46
To: Evan Connolly
Subject: TII26-136360 - 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Dear Mr. Connolly,

Thank you for your correspondence of 12 May 2026 regarding the above. Transport Infrastructure Ireland's (TII) position in relation to your enquiry is as follows.

TII will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach adopted by TII in making such submissions or comments seeks to uphold official policy, as outlined in the Department of the Environment, Community and Local Government (DoECLG) Guidelines, 'Spatial Planning and National Roads Guidelines for Planning Authorities' (2012). Regard should also be had to other relevant guidance available at www.TII.ie.

The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.

National Strategic Outcome 2 of the National Planning Framework includes the objective to maintain the strategic capacity and safety of the National Road Network. In addition, Chapter 7 'Enhanced Regional Accessibility' of the National Development Plan, 2021 – 2030, sets out the key sectoral priority of maintaining Ireland's existing National Road Network to a robust and safe standard for users. This requirement is further reflected in the publication of the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities.

With respect to EIAR scoping issues, the recommendations indicated below provide only general guidance for the preparation of a EIAR, which may affect the National Road Network.

The developer/scheme promoter should have regard, inter alia, to the following:

• Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes in the area.

• TII would be specifically concerned as to potential significant impacts the development would have on the National Road Network (and junctions with national roads) in the proximity of the proposed development, including the potential haul route.

• The developer should assess visual impacts from existing national roads.

• The developer should have regard to any EIAR/EIS and all conditions and/or modifications imposed by An Coimisiún Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts.

• The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of

Contract Documents for Road Works).

• The EIAR should have regard to TII's Environmental Assessment and Construction Guidelines, including the Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (March, 2014).

• The EIAR should consider the European Communities (Environmental Noise) Regulations, 2018, (S.I. no. 549 of 2018), and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (National Roads Authority (NRA), 2014).

• It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the National Road Network and junctions of lower category roads with national roads.

In relation to national roads, TII requires that TII's Traffic and Transport Assessment Guidelines (2014) should be referred to in relation to proposed development with potential impacts on the National Road Network. The scheme promoter is also advised to have regard to Section 2.2 of the NRA/TII TTA Guidelines which addresses requirements for sub-threshold TTA.

Any improvements required to facilitate development should be identified. It will be the responsibility of the developer to pay for the costs of any improvements to national roads to facilitate the private development proposed as TII will not be responsible for such costs,

• The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.

• In the interests of maintaining the safety and standard of the National Road Network, the EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the National Road Network.

• TII recommends that that applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Where abnormal 'weight' loads are a feature of the development, whether wind turbine components or substation components, separate structure approvals/permits and other licences may be required in connection with the proposed haul route.

All national road structures on the haul route through all the relevant County Council administrative areas should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal 'weight' load proposed. Any requirements for 'Exceptional Abnormal Loads' should also be addressed in accordance with TII Publications.

An abnormal load is defined as anything above 46 tonnes and below 180 tonnes, any load above 180 tonnes, represents an 'Exceptional Abnormal Load' ('EAL'). All structures to be crossed will need a full structural assessment by the developer in accordance with TII Publications 'The Assessment of Road Bridges and Structures' to verify that they can sustain any 'EAL' load safely and without any damage. Reference should be made to Department of Transport Circular RW18 of 2024 ('Exceptional Abnormal Loads') in that regard.

In addition, the haul route should be assessed to confirm capacity to accommodate abnormal 'length', 'width' or 'height' loads and any temporary works required are identified.

The National Road Network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities in association with TII.

The applicant/developer should also consult with all PPP Companies, MMaRC Contractors and road authorities over which the haul route traverses to ascertain any operational requirements, including delivery timetabling, etc. to ensure that the strategic function of the National Road Network is safeguarded.

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

Additionally, any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal loads (eg. tearing of the surface course, etc.) shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the Road Authority prior to the commencement of any development on site.

Any Road Safety Audit requirements should be addressed.

• Where grid connection and cable routing form part of any development proposal, proposals should be developed to safeguard proposed road schemes as TII will not be responsible for costs associated with future relocation of cable routing where proposals are catered for in an area of a proposed national road scheme. In that regard, consideration should be given to routing options, use of existing crossings, depth of cable laying, etc. Consultation should be undertaken with the Councils relevant Project Teams/National Roads Design Office with regard to locations of existing and future national road schemes in the area, as identified above.

Where grid connection proposals impact the existing National Road Network, please note, in accordance with the National Planning Framework National Strategic Outcome No. 2 'Enhanced Regional Accessibility', there is a requirement to maintain the strategic capacity and safety of the network. This requirement is further reflected in the National Development Plan, the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities.

There is around 99,000km of roads in Ireland, the National Road Network which caters for strategic inter-urban travel consists of only approx. 5.4% of this. There is a critical requirement to ensure the strategic capacity and safety of this National Road Network is maintained and significant Government investment already made in the National Road Network is safeguarded.

The provision of cabling along the National Road Network represents a number of significant implications for TII and road authorities in the management and maintenance of the strategic National Road Network and TII is of the opinion that grid connection cable routing should reflect the foregoing provisions of official policy.

Section 12.4.1.1 'Accelerate Renewable Electricity Generation' of the Climate Action Plan 2024 (CAP24) outlines the objective of reaching 80% of electricity demand from renewable sources by 2030 through a range of measures, including; 'All relevant public bodies will carry out their functions in a manner which supports the achievement of the renewable electricity targets, including, but not limited to, the use of road and rail infrastructure to provide a route for grid infrastructure where this is the optimal solution'.

Consistent with CAP24, for all renewable energy developments requiring grid connection to the national grid, TII recommends that a full assessment of all route alternatives for grid connection takes place, including alternatives to public road, where appropriate. In TII's experience, grid connection accommodated on national roads has the potential, inter alia, to result in technical road safety issues such as differential settlement due to backfilling trenches and can impact on ability and cost of general maintenance, upgrades and safety works to existing national roads.

The Scheme promoter should also refer to Department of Transport Circular RW 07 of 2025 and the 'Interim Guidance to Road Authorities (placement of Medium or High Voltage electricity assets)' and the update Circular RW 05 of 2026, both of which can be accessed at the following location.

Having regard to the foregoing, in TII's opinion, grid connection routing, where it is proposed to utilise the Road Network must therefore demonstrate that the route proposed represents the 'optimal solution'.

In addition, there is a finite road space available to accommodate all utilities in the Road Network and TII notes proposals outlined in the EIAR Scoping document indicating grid connection proposals to the Ballyragget 110kV Substation. TII is aware of a number of other grid connection proposals similarly proposing connection to the

Ballyragget 110kV Substation, therefore, it is recommended that a co-ordinated approach to grid connection routing in this area is achieved to avoid risk to the effective delivery of renewable energy projects in the area.

Other consents or licences may be required from the Road Authority for any trenching or cabling proposals crossing the national road. TII requests referral of all proposals agreed and licensed between the Road Authority and the applicant which affect the National Road Network.

Cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII, any costs attributable shall be borne by the applicant/developer. The developer should also be aware that separate approvals may be required for works traversing the National Road Network. All crossings in the vicinity of the national road should be by HDD and avoid all national road structures, including bridges, culverts, etc.

Notwithstanding, any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practice.

I trust that the above comments are of use in your EIAR preparation.

Yours sincerely,

Alisha Harper
Regulatory & Administration Executive
Transport Infrastructure Ireland

www.tii.ie info@tii.ie +353 (0)1 646 3600

From: Evan Connolly
Sent: Tuesday 12 May 2026 10:40
To: Landuse Planning
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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CAUTION: This email originated from outside of TII. Do not click links or open attachments unless you recognise the sender and are sure that the content is safe.

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of*

Killoshulan and adjacent townlands in County Kilkenny'' and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist

MKO
9C Beckett Way, Park West
Business Park, Dublin, D12
XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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

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Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag https://www.tii.ie/ga/compliance/data-protection-notice/

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Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag https://www.tii.ie/ga/compliance/data-protection-notice/

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Sir or Madam,
Spatial Planning System,
Irish Water,
PO Box 860,
South City Delivery Office,
Cork

Our Ref: 211027
Your Ref:

30th August 2022

Re: EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Sir or Madam,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Evan Connolly

From: Planning <Planning@water.ie>
Sent: Thursday 22 June 2023 16:52
To: Jonny Fearon
Cc: Barry Kelly (C)
Subject: EIAR Scoping response - Killoshulan
Attachments: EIAR ScopingResponse - Killoshulan - Kilkenny.pdf

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Dear Sir/Madam,

In response to Environmental Impact Assessment Report (EIAR) for Killoshulan Wind Farm, Co.Kilkenny.

Please find attached Uisce Éireann's observations.

I hope you find this information helpful. If you have any queries please do not hesitate to contact me.

Kind regards,

Martha Gilligan
Planning Application Specialist

Uisce Éireann
Teach Colvill, 24–26 Sráid Thalbóid, Baile Átha Cliath 1, D01 NP86, Éire
Uisce Éireann
Colvill House, 24–26 Talbot Street, Dublin 1, D01 NP86, Ireland

Text to Voice/Voice to text 1800 378 378

planning@water.ie
www.water.ie
Facebook | Twitter | LinkedIn

Is don duine amháin nó don eintiteas amháin ainmnithe ar an seoladh an fhaisnéis agus d'fhéadfadh ábhar faoi rún, faoi phribhléid nó ábhar atá íogair ó thaobh na tráchtála de a bheith mar chuid den fhaisnéis. Tá toirmeasc ar aon daoine nó aon eititis; nach dóibh siúd an fhaisnéis- aon athbhreithniú a dhéanamh, aon atarchur a dhéanamh nó aon athdháileadh a dhéanamh, nó aon úsáid eile a bhaint as an bhfaisnéis, nó aon ghníomh a bhraithfeadh ar an bhfaisnéis seo a dhéanamh agus d'fhéadfaí an dlí a shárú dá ndéanfaí sin. Séanann Uisce Éireann dliteanas as aon ghníomh agus as aon iarmhairt bunaithe ar úsáid neamhúdaraithe na faisnéise seo. Séanann Uisce Éireann dliteanas maidir le seachadadh iomlán agus ceart na faisnéise sa chumarsáid seo agus séanann Uisce Éireann dliteanas maidir le haon mhoill a bhaineann leis an bhfaisnéis a fháil. Má tá an ríomh-phost seo faighte agat trí dhearmad, déan teagmháil leis an seoltóir más é do thoil é agus scrios an t-ábhar ó gach aon ríomhaire. D'fhéadfadh ríomhphost a bheith so-ghabhálach i leith truaillithe, idircheaptha agus i leith leasuithe neamhúdaraithe. Séanann Uisce Éireann aon fhreagracht as athruithe nó as idircheapadh a rinneadh ar an ríomhphost seo nó as aon dochar do chórais na bhfaighteoirí déanta

ag an teachtaireacht seo nó ag a ceangaltáin tar éis a sheolta. Tabhair faoi deara go bhféadfadh monatóireacht a bheith á dhéanamh ar theachtaireachtaí chuig Uisce Éireann agus ó Uisce Éireann d'fhonn ár ngnó a chosaint agus chun a chinntiú go bhfuiltear ag teacht le beartais agus le caighdeáin Uisce Éireann. Is cuideachta gníomhaíochta ainmnithe é Uisce Éireann atá faoi theorainn scaireanna, a bunaíodh de bhun fhorálacha na n-Achtanna um Sheirbhísí Uisce 2007-2022, a bhfuil a bpríomh-ionad gnó ag Teach Colvill, 24-26 Sráid na Talbóide, BÁC 1.

Go raibh maith agat as d'aird a thabhairt.

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Thank you for your attention.

For the attention of Jonny Fearon

Environmental Scientist
MKO Consultants
Tuam Rd,
Galway,
H91 VW84

Uisce Éireann
Bosca OP 6000
Baile Átha Cliath 1
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Éire

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T: +353 1 89 25000
F: +353 1 89 25001
www.water.ie

Date: 21st June 2023

By Email: jfearon@mkoireland.ie

Re: **EIA Scoping Request** –Killoshulan Wind Farm, Co.Kilkenny.

Dear Jonny Fearon,

Uisce Éireann has received notification of your Environmental Impact Assessment (EIA) scoping request relating to the forthcoming planning application for the proposed Wind Farm development in Killoshulan, Co. Kilkenny.

Please see attached, Uisce Éireann's scoping opinion in relation to Water Services. On receipt of the planning referral, Uisce Éireann will review the finalised Environmental Impact Assessment Report (EIAR) as part of the planning process.

Queries relating to the terms and observations above should be directed to planning@water.ie

Yours sincerely,

PP Alí Robinson

Signed on behalf of Yvonne Harris

Connections and Developer Services

Stiúrthóirí / Directors: Tony Keohane (Cathaoirleach / Chairman), Niall Gleeson (POF / CEO), Christopher Banks, Fred Barry, Gerard Britchfield, Liz Joyce, Patricia King, Eileen Maher, Cathy Mannion, Michael Walsh.
Oifig Chláraithe / Registered Office: Teach Colvill, 24-26 Sráid Thalbóid, Baile Átha Cliath 1, D01 NP86 / Colvill House, 24-26 Talbot Street, Dublin, Ireland D01NP86
Is cuideachta ghníomhaíochta ainmnithe atá faoi theorainn scaireanna é Uisce Éireann / Uisce Éireann is a design activity company, limited by shares.
Cláraithe in Éirinn Uimh.: 530363 / Registered in Ireland No.: 530363.

Uisce Éireann's Response to EIA Scoping Requests

At present, Uisce Éireann does not have the capacity to advise on the scoping of individual projects. However, in general the following aspects of Water Services should be considered in the scope of an EIA where relevant;

a) Where the development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction and operational phases of the development. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of the report.

b) Where the development proposes the backfilling of materials, the applicant is required to include a waste sampling strategy to ensure the material is inert.

c) Mitigations should be proposed for any potential negative impacts on any water source(s) which may be in proximity and included in the environmental management plan and incident response.

d) Any and all potential impacts on the nearby reservoir as public water supply water source(s) are assessed, including any impact on hydrogeology and any groundwater/ surface water interactions.

e) Impacts of the development on the capacity of water services (*i.e. do existing water services have the capacity to cater for the new development*). This is confirmed by Uisce Éireann in the form of a Confirmation of Feasibility (COF). If a development requires a connection to either a public water supply or sewage collection system, the developer is advised to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Irish Water network. All pre-connection enquiry forms are available from https://www.water.ie/connections/connection-steps/.

f) The applicant shall identify any upgrading of water services infrastructure that would be required to accommodate the proposed development.

g) In relation to a development that would discharge trade effluent – any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network.

h) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to minimise and or / stop surface waters from combined sewers.

i) Any physical impact on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets.

j) When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie

k) Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site.

l) Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characterises. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report.

m) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (*and resultant potential impact on the capacity of the source*) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report.

n) Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a "protected"/ sensitive area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised should be identified within the report.

o) Mitigation measures in relation to any of the above ensuring a zero risk to any Irish Water drinking water sources (Surface and Ground water).

This is not an exhaustive list.

Please note;

• Where connection(s) to the public network is required as part of the development proposal, applicants are advised to complete the Pre-Connection Enquiry process and have received a Confirmation of Feasibility letter from Uisce Éireann ahead of any planning application.

• Uisce Éireann will not accept new surface water discharges to combined sewer networks.

Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 13:09
To: 'Planning'
Cc: Barry Kelly (C); Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Barry,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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From: Planning <Planning@water.ie>
Sent: Thursday 22 June 2023 16:52
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Barry Kelly (C) <barry.kelly@water.ie>
Subject: EIAR Scoping response - Killoshulan

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Dear Sir/Madam,

In response to Environmental Impact Assessment Report (EIAR) for Killoshulan Wind Farm, Co.Kilkenny.

Please find attached Uisce Éireann's observations.

I hope you find this information helpful. If you have any queries please do not hesitate to contact me.

Kind regards,

Martha Gilligan
Planning Application Specialist

Uisce Éireann
Teach Colvill, 24–26 Sráid Thalbóid, Baile Átha Cliath 1, D01 NP86, Éire
Uisce Éireann
Colvill House, 24–26 Talbot Street, Dublin 1, D01 NP86, Ireland

Text to Voice/Voice to text 1800 378 378

planning@water.ie
www.water.ie
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Is don duine amháin nó don eintiteas amháin ainmnithe ar an seoladh an fhaisnéis agus d'fhéadfadh ábhar faoi rún, faoi phribhléid nó ábhar atá íogair ó thaobh na tráchtála de a bheith mar chuid den fhaisnéis. Tá toirmeasc ar aon daoine nó aon eititis; nach dóibh siúd an fhaisnéis- aon athbhreithniú a dhéanamh, aon atarchur a dhéanamh nó aon athdháileadh a dhéanamh, nó aon úsáid eile a bhaint as an bhfaisnéis, nó aon ghníomh a bhraithfeadh ar an bhfaisnéis seo a dhéanamh agus d'fhéadfaí an dlí a shárú dá ndéanfaí sin. Séanann Uisce Éireann dliteanas as aon ghníomh agus as aon iarmhairt bunaithe ar úsáid neamhúdaraithe na faisnéise seo. Séanann Uisce Éireann dliteanas maidir le seachadadh iomlán agus ceart na faisnéise sa chumarsáid seo agus séanann Uisce Éireann dliteanas maidir le haon mhoill a bhaineann leis an bhfaisnéis a fháil. Má tá an ríomh-phost seo faighte agat trí dhearmad, déan teagmháil leis an seoltóir más é do thoil é agus scrios an t-ábhar ó gach aon ríomhaire. D'fhéadfadh ríomhphost a bheith so-ghabhálach i leith truaillithe, idircheaptha

agus i leith leasuithe neamhúdaraithe. Séanann Uisce Éireann aon fhreagracht as athruithe nó as idircheapadh a rinneadh ar an ríomhphost seo nó as aon dochar do chórais na bhfaighteoirí déanta ag an teachtaireacht seo nó ag a ceangaltáin tar éis a sheolta. Tabhair faoi deara go bhféadfadh monatóireacht a bheith á dhéanamh ar theachtaireachtaí chuig Uisce Éireann agus ó Uisce Éireann d'fhonn ár ngnó a chosaint agus chun a chinntiú go bhfuiltear ag teacht le beartais agus le caighdeáin Uisce Éireann. Is cuideachta gníomhaíochta ainmnithe é Uisce Éireann atá faoi theorainn scaireanna, a bunaíodh de bhun fhorálacha na n-Achtanna um Sheirbhísí Uisce 2007-2022, a bhfuil a bpríomh-ionad gnó ag Teach Colvill, 24-26 Sráid na Talbóide, BÁC 1.

Go raibh maith agat as d'aird a thabhairt.

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Thank you for your attention.

Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 09:13
To: Planning
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

To whom it may concern,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled '' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny'' and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Oifig Sheachadta na
Cathrach Theas
Cathair Chorcaí

Uisce Éireann
PO Box 448
South City
Delivery Office
Cork City

www.water.ie

Uisce Éireann's Ref: PN26000041841

Planning Ref: EIAR Scoping request- Killoshulan Windfarm

Planning Authority: Kilkenny County Council

Issue Date: 24 June 2026

Development Location: Killoshulan Windfarm, located 2.4km east of Johnstown, 3.7km northeast of Urlingford and 4.6km west

Development Description: Killoshulan Windfarm, located 2.4km east of Johnstown, 3.7km northeast of Urlingford and 4.6km west of Freshford, Co. Kilkenny.

A Chara,

Thank you for your recent EIAR Scoping Request which we have reviewed. Uisce Éireann has the following comments for your consideration;

Drinking Water Source Protection

The proposed development is located within the drinking water abstraction catchment (DWAC) for the Kilkenny City (Troyswood) Water Supply, with the abstraction point located approximately 17.7 km downstream on the River Nore (Nore_170). While the separation distance is significant and the associated risk is low, the abstraction remains a sensitive receptor and must be appropriately assessed.

Accordingly, the EIAR shall:

- Identify and assess all potential impacts arising from the proposed development on Uisce Éireann abstraction points, including the Kilkenny City (Troyswood) Water Supply.

- Clearly identify sensitive receptors and establish Source–Pathway–Receptor linkages.

Stiúrthóirí / Directors: Jerry Grant (Cathaoirleach / Chairperson), Niall Gleeson (POF / CEO), Gerard Britchfield, Douglas Millican, Michael Nolan, Patricia King, Eileen Maher, Cathy Mannion, Paul Reid, Michael Walsh.
Oifig Chláraithe / Registered Office: Teach Colvill, 24-26 Sráid Thalbóid, Baile Átha Cliath 1, D01 NP86 / Colvill House, 24-26 Talbot Street, Dublin, Ireland D01NP86
Is cuideachta ghníomhaíochta ainmnithe atá faoi theorainn scaireanna é Uisce Éireann / Uisce Éireann is a designated activity company, limited by shares.
Cláraithe in Éirinn Uimh.: 530363 / Registered in Ireland No.: 530363.

- Assess the potential risks to water quality and demonstrate how the proposed development, particularly during construction, will avoid any deterioration in raw water quality at the abstraction point.

In addition, any other surface water or groundwater abstraction points with potential hydrological or hydrogeological connectivity to the site must also be identified and assessed, including direct, indirect and cumulative impacts.

Hydrology, Hydrogeology and Water Quality

The EIAR should include a detailed assessment of the hydrological and hydrogeological regime and pathways within and downstream of the site, noting that the development is located within the Nore catchment.

Potential impacts during the construction, operational and decommissioning phases shall address:

- Stormwater run-off and sediment mobilisation;
- Risks associated with hydrocarbons, fuels and chemicals;
- Potential for contaminants entering groundwater and surface waters via identified pathways.

The EIAR should also outline appropriate mitigation measures, including:

- Surface Water Management Plan and drainage design incorporating best practice;
- Measures to prevent pollution of receiving waters;
- Monitoring regimes where necessary.

Mitigation and Environmental Management

The applicant shall include mitigation measures for any identified impacts on water sources within the EIAR, Construction Environmental Management Plan (CEMP) and associated documents.

The applicant shall demonstrate that the development will not result in deterioration of water quality, in line with Water Framework Directive objectives.

Emergency Response

Given the presence of downstream abstraction points, an Emergency Response Plan shall be prepared. This should include:

- Incident response procedures;
- Notification and communication protocols with Uisce Éireann in the event of an environmental incident.

General Water Services Considerations

The EIAR and planning application should also address the following, where relevant:

- Potential impacts on the capacity of existing water services infrastructure;
- Any requirement for connection to public water or wastewater networks, including submission of a Pre-Connection Enquiry where applicable;
- Protection of existing Uisce Éireann infrastructure and adherence to required separation distances.

In addition to the above, the following aspects of water & wastewater services should be addressed in the scope of an EIAR and planning proposals, ahead of submitting your planning application to avoid unnecessary delays.

a) Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Where a development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction, operational and decommissioning phases of the development.

b) Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of an EIAR and/or the planning application.

c) Where the development proposes the backfilling of materials, the applicant is requested to include breakdown of the chemical components of the materials proposed.

d) Where the development proposes the backfilling of materials, the applicant is requested to include details of best practice monitoring regime(s) to inform protection of ground waters, aquifers and drinking water source abstractions.

e) Potential impacts of the development on the capacity of water services (*i.e. do existing water services have the capacity to cater for the new development*) - If your proposals require a connection(s) to either a public water supply or sewage

collection system, you are advised to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Uisce Éireann network ahead of lodging your planning application. The PCE should be submitted to Uisce Éireann well in advance of lodging your planning application. Lodging a COF with your planning application helps avoids delays in the consenting process.

f) In relation to a development that would discharge trade effluent, any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network.

g) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to stop surface waters from combined sewers. Uisce Éireann does not permit surface waters into our sewer network.

h) Any physical impact on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets.

i) When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie

j) Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site.

k) Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characterises. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report.

l) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (*and resultant potential impact*

on the capacity of the source) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report.

m) Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a "protected"/ sensitive area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised should be identified within the report.

n) Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards, Codes and Practices must be achieved. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice. As an applicant you are required to;

   - survey the site to determine the exact location of the public assets. Any trial investigations should be carried out with the agreement and in the presence of Uisce Éireann. All queries relating to in situ public infrastructure should be directed to diversions@water.ie
   - Provide evidence of separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with UÉ Standards & Codes of Practice

o) Where an existing connection is in place, the applicant or developer may be required to enter into a new or revised water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.

p) Where new connection(s) are sought, the applicant shall enter into water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.

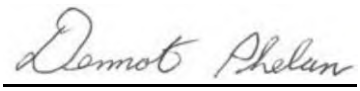
q) Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade

Effluent License can be found at the following link: https://www.water.ie/business/trade-effluent/about/ . Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended).

Queries relating to the comments above should be directed to planning@water.ie

EIAR Scoping Requests should be sent to planning@water.ie

Yours sincerely,



Dermot Phelan
Connections and Developer Services

Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:42
To: Marcin.Skupski@viatel.com
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

Dear Mr. Marcin Skupski,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon

Environmental Scientist

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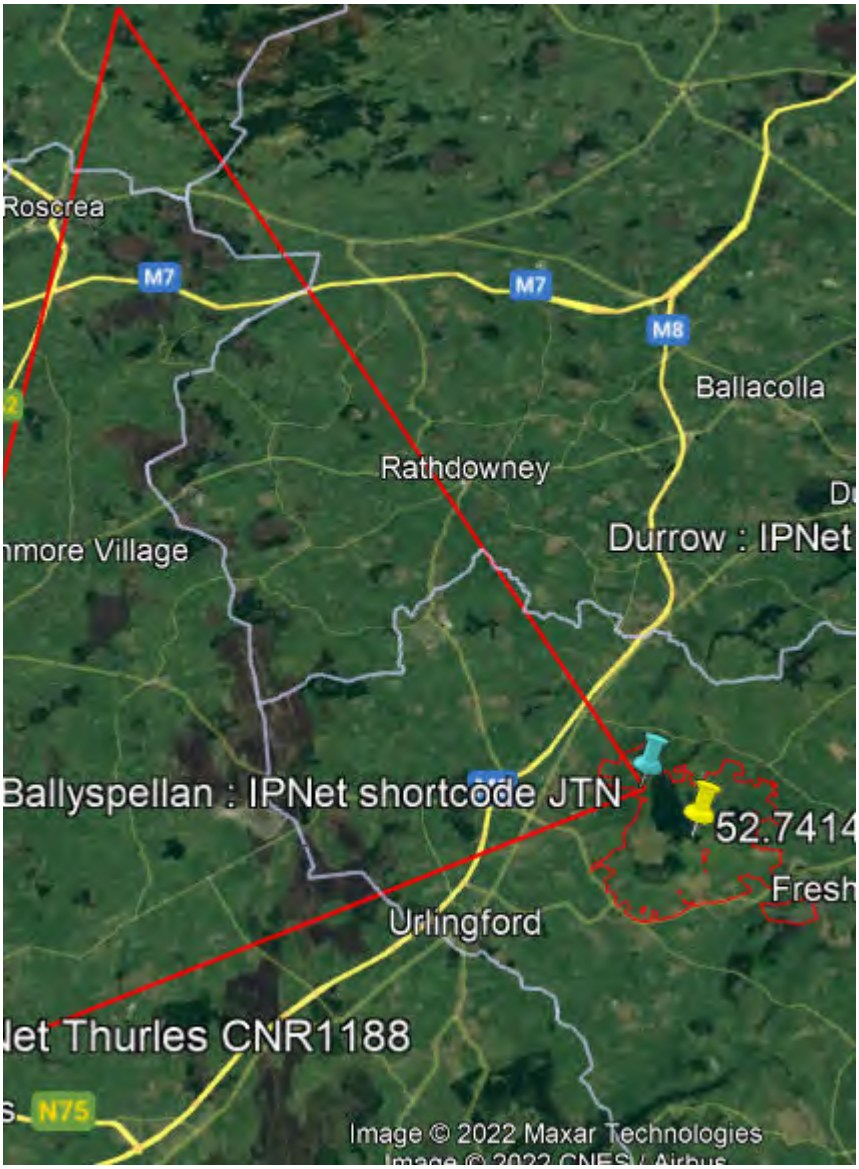
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Tara Ivanovic

From: Marcin Skupski <Marcin.Skupski@viatel.com>
Sent: Friday 28 January 2022 09:58
To: Shaun Doolin; Adrian Carroll; Conor Pendlebury
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

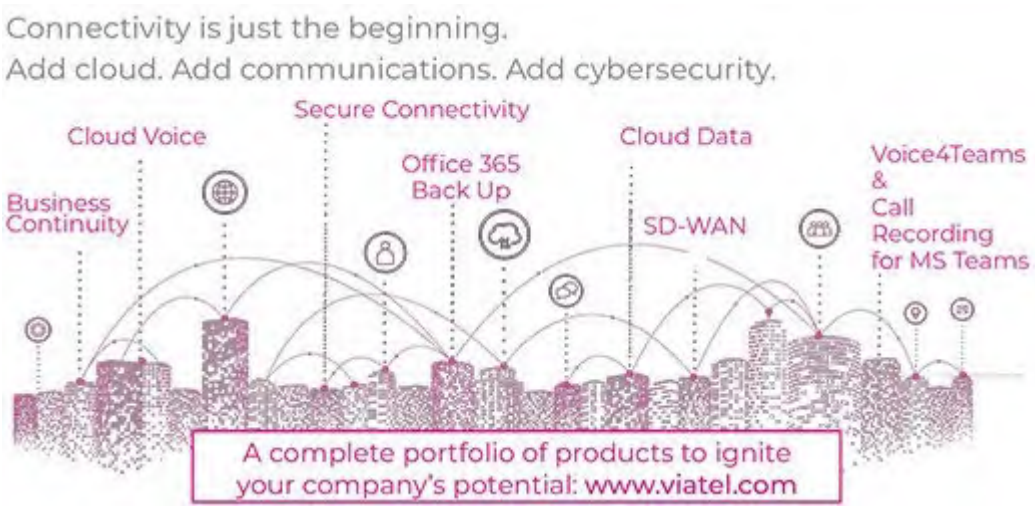
Hi Shaun,

Thank you for your email. Please take it into consideration while planning turbine layout , that Viatel has transmission site in proximity to the highlighted area Killoshulan, Co. Kilkenny. The tower belongs to Towercom - Johnstown-Ballyspellan (SPA Hill) GPS: 52.760193° -7.508268. Most of radio links are pointing North West, West and South West.



Marcin Skupski
Build & Maintenance Team Leader

M: +353 (0) 86 8320724
E: Marcin.Skupski@viatel.com



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From: Shaun Doolin <sdoolin@mkoireland.ie>
Sent: 26 January 2022 17:00
To: Marcin Skupski <Marcin.Skupski@viatel.com>; Adrian Carroll <Adrian.Carroll@viatel.com>; Conor Pendlebury <Conor.Pendlebury@viatel.com>
Subject: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

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Good afternoon,

We are undertaking constraints mapping for the viability of a wind farm development at three sites (Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny). There are no turbine layouts at this early stage yet. Please see attached KML files of the three preliminary site boundaries.

Centre coordinates for the sites are:

Killuremore, Co. Galway
Irish Grid: 177505.4577, 234214.7124
ITM: 577461.0806, 734241.6963
Lat/Long: 53.3579°, -8.338582°
Approximate Radius: 4km

Sharragh, Co. Tipperary
Irish Grid: 198737.8366, 202630.0680
ITM: 598688.7213, 702663.7551
Lat/Long: 53.07459°, -8.019569°
Approximate Radius: 3km

Killoshulan, Co. Kilkenny
Irish Grid: 234469.6216, 165674.5034
ITM: 634412.6237, 665716.056
Lat/Long: 52.74142°, -7.490374°
Approximate Radius: 4km

Have you any links in these areas and if so, what set back distances would you require?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Evan Connolly

From: Marcin Skupski <Marcin.Skupski@viatel.com>
Sent: Tuesday 1 February 2022 10:20
To: Shaun Doolin; Adrian Carroll; Conor Pendlebury
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Hi Shaun,

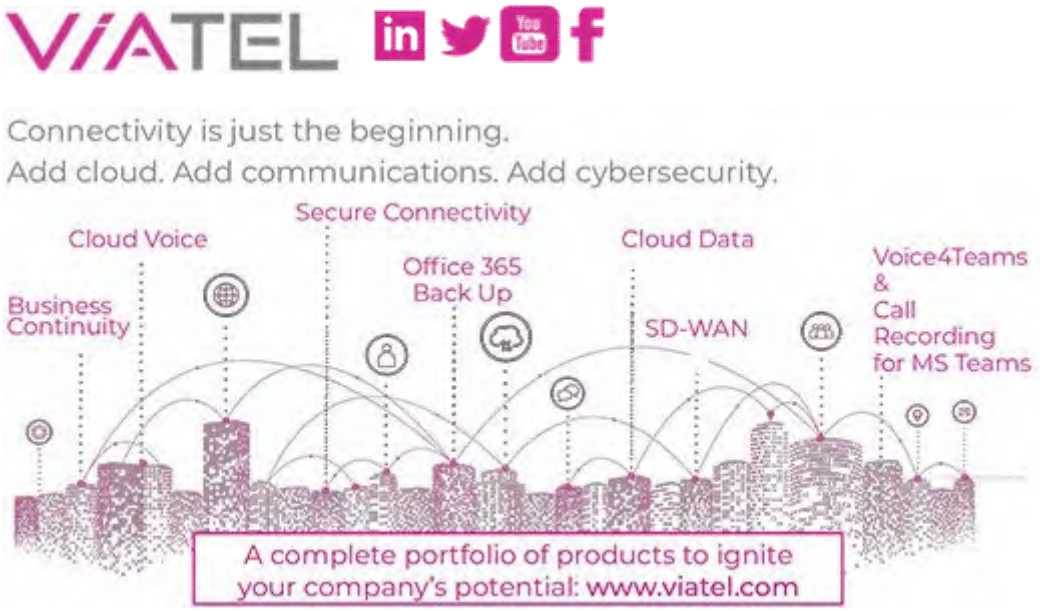
This transmitting site is located in the corner of highlighted area, therefore I can't see much issues here. If most of those to be located to the east of the tower, we should be ok and no impact on our network. The best approach would be to review this once you have turbines layout. What we would like to avoid is turbine crossing our dedicated point to point radio link path, Please see below, 3 major ones that are vital for our operations.

30 Meters from the centre of the patch each side to the tip of a blade should be sufficient.

Transmission Basestation - TC Johnstown Ballyspellan E233249 N167760

END points.
Link 1 - E 219621 N 157974
Link 2 - E 227143 N 169054
Link 3 - E 258613 N 193818

Thanks,
Marcin Skupski
Build & Maintenance Team Leader
M: +353 (0) 86 8320724
E: Marcin.Skupski@viatel.com



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From: Shaun Doolin <sdoolin@mkoireland.ie>
Sent: 31 January 2022 10:51
To: Marcin Skupski <Marcin.Skupski@viatel.com>; Adrian Carroll <Adrian.Carroll@viatel.com>; Conor Pendlebury <Conor.Pendlebury@viatel.com>
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

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Hi Marcin,

Thank you for your response.

We are aware of this transmission site at Killoshulan and are taking it into consideration during this study.

What setback distance would you require from this transmission site for the suitable plotting of turbines?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

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Ireland, H91 VW84
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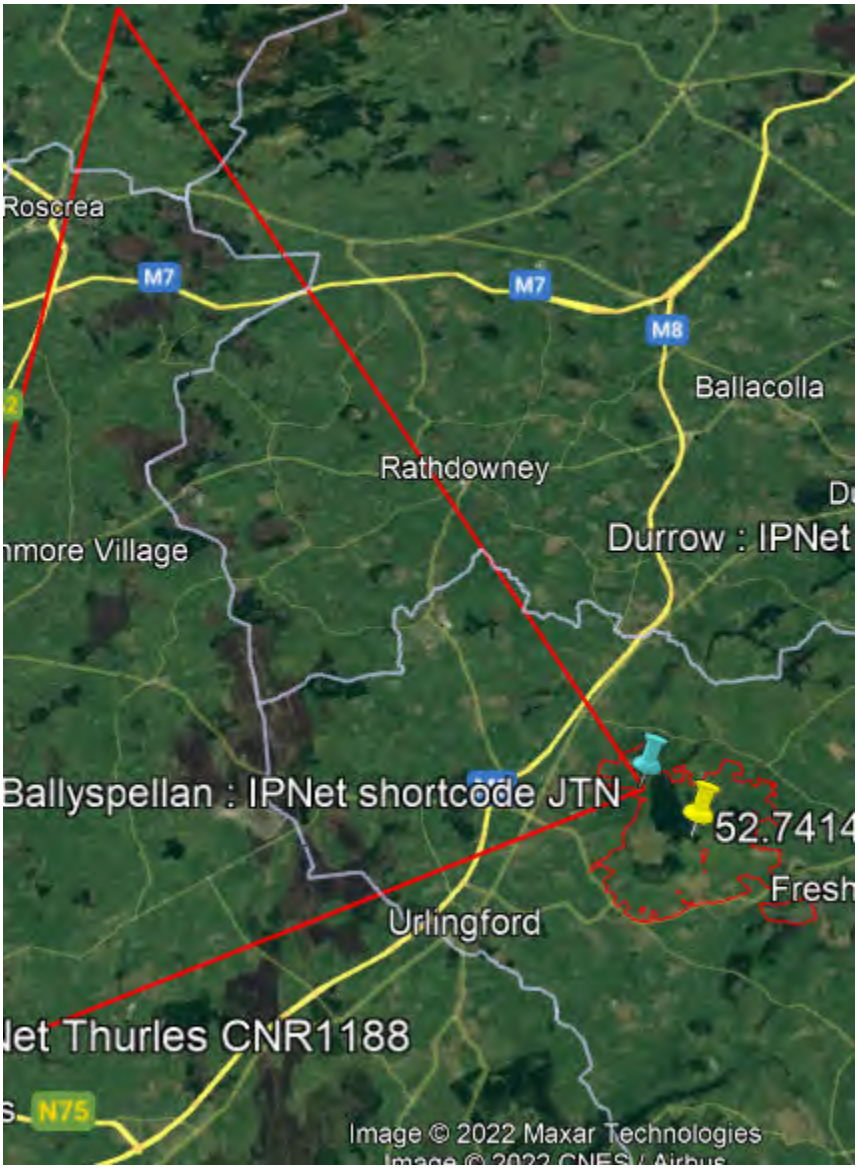
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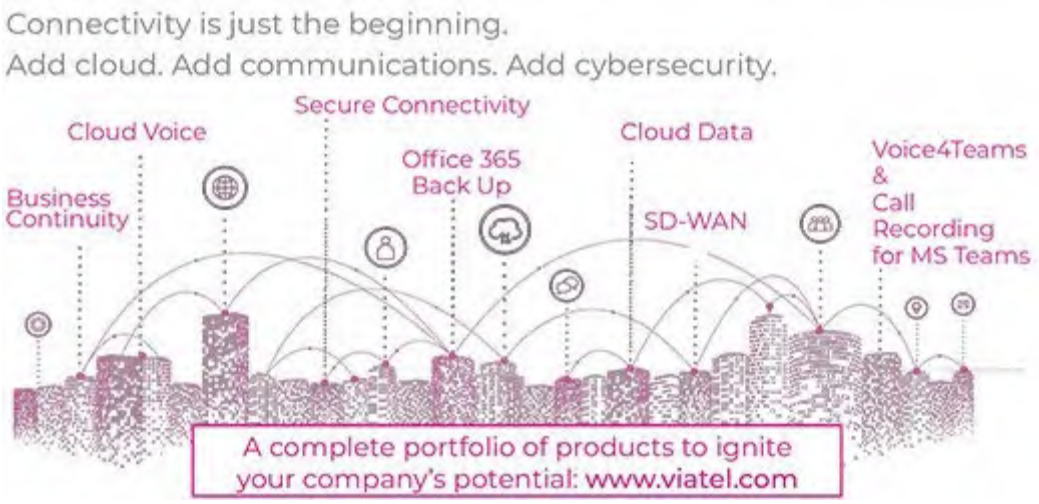
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Marcin Skupski
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Shaun Doolin
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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 09:15
To: 'Donna.Fairbrother@viatel.com'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

Dear Donna,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:54
To: cathal.odonnell@virginmedia.ie
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

Dear Mr. Cathal O'Donnell,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Evan Connolly

From: Evan Connolly
Sent: Tuesday 12 May 2026 09:22
To: Mark Nolan
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

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Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
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Evan Connolly

From: Mark Nolan <Mark.Nolan@virginmedia.ie>
Sent: Tuesday 12 May 2026 09:25
To: Evan Connolly
Cc: Jonny Fearon
Subject: Re: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Hi Evan,

This development will have no impact on Virgin Medias wireless network.

Rgds

Mark

Mark Nolan B2B Access Network Manager
Virgin Media |LEDP, Roxboro Road, Limerick.
D: + 353(0))1 2458480 | M: + 353(0)862315007
mark.nolan@virginmedia.ie | www.virginmedia.ie

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Tuesday 12 May 2026 9:21 am
To: Mark Nolan <mark.nolan@virginmedia.ie>
Cc: Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

You don't often get email from econnolly@mkoireland.ie. Learn why this is important

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

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Tara Ivanovic

From: Shaun Doolin
Sent: Wednesday 19 January 2022 16:26
To: Stephenson, Chris, Vodafone (External)
Cc: Byrne, Gavin, Vodafone; Lyons, Sean, Vodafone Ireland (External)
Subject: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny
Attachments: Killuremore Site Boundary - 2022.01.19 - 211015.kml; Sharragh Site Boundary - 2022.01.19 - 211016.kml; Killoshulan Site Boundary - 2022.01.19 - 211027.kml

Good afternoon,

We are undertaking constraints mapping for the viability of a wind farm development at three sites (Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny). There are no turbine layouts at this early stage yet. Please see attached KML files of the three preliminary site boundaries.

Centre coordinates for the sites are:

Killuremore, Co. Galway
Irish Grid: 177505.4577, 234214.7124
ITM: 577461.0806, 734241.6963
Lat/Long: 53.3579°, -8.338582°
Approximate Radius: 4km

Sharragh, Co. Tipperary
Irish Grid: 198737.8366, 202630.0680
ITM: 598688.7213, 702663.7551
Lat/Long: 53.07459°, -8.019569°
Approximate Radius: 3km

Killoshulan, Co. Kilkenny
Irish Grid: 234469.6216, 165674.5034
ITM: 634412.6237, 665716.056
Lat/Long: 52.74142°, -7.490374°
Approximate Radius: 4km

Have you any links in these areas and if so, what set back distances would you require?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

MKO
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Ireland, H91 VW84
+353 (0) 91 735611
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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:52
To: chris.stephenson2@vodafone.com; gavin.byrne@vodafone.com; sean.lyons@vodafone.com
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

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Yours sincerely,

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Evan Connolly

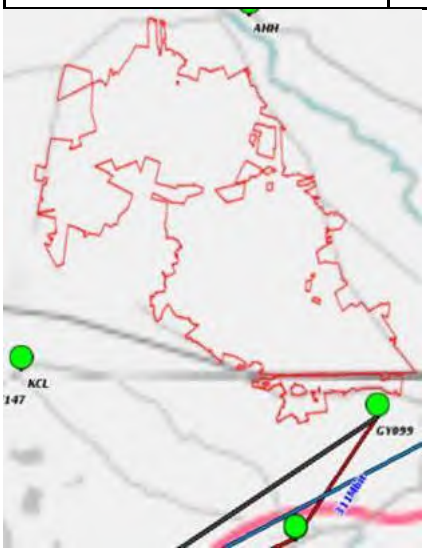
From: Lyons, Sean, Vodafone (External) <sean.lyons@vodafone.com>
Sent: Thursday 20 January 2022 09:54
To: Shaun Doolin; Stephenson, Chris, Vodafone (External)
Cc: Byrne, Gavin, Vodafone
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Hi Shaun,

We would be looking for minimum of 30m from Fresnel zone of the link in question.
We would also need to look at these again, once turbine locations and dimensions are confirmed.

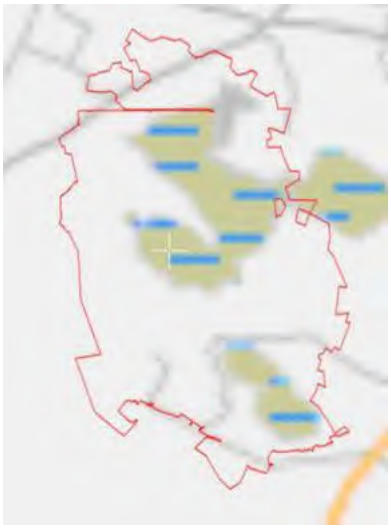
Killuremore, Co. Galway

Link Name / ID	Band MHz\GHz	Link Length	Site A			
			Lat	Long	Easting	N
GY056-GY099	56MHz/26GHz	2.88km	53.3245	-8.2929	180529	2304
GY099-GYCPG	56MHz/23GHz	9.46km	53.3245	-8.2929	180529	2304



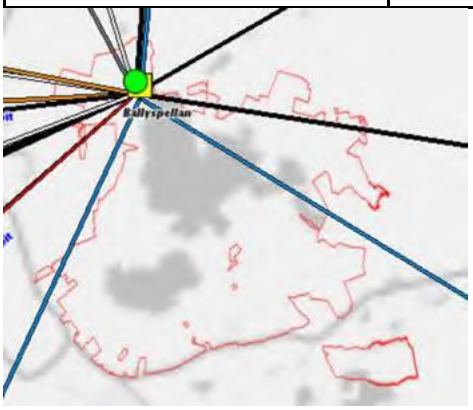
Sharragh, Co. Tipperary

Link Name / ID	Band MHz\GHz	Link Length	Site A			
			Lat	Long	Easting	Northi



Killoshulan, Co. Kilkenny

Link Name / ID	Band MHz\GHz	Link Length	Site A			
			Lat	Long	Easting	
KKBAP-LS560	56MHZ/13GHz	17.19km	52.7601	-7.5085	233229	167
KKBAP-LS018	56MHz/18GHz	10.69km	52.7601	-7.5085	233229	167
KKBAP-LSCPD	155MHz/11GHz	39.17km	52.7601	-7.5085	233229	167
KKBAP-KK114	56MHz/13GHz	16.53km	52.7601	-7.5085	233229	167
KKBAP-KK014	56GHz/13GHz	13.62km	52.7601	-7.5085	233229	167
KKBAP-KKKYC	155MHz/11GHz	22.34km	52.7601	-7.5085	233229	167
KKBAP-TYGCL	155MHz/11GHz	18.57km	52.7601	-7.5085	233229	167
KKBAP-VPN245	7MHz/26GHz	6.57km	52.7601	-7.5085	233229	167
KKBAP-KK031	14MHz/26GHz	6.61km	52.7601	-7.5085	233229	167
KKBAP-TY088	28MHz/13GHz	22.52km	52.7601	-7.5085	233229	167
KKBAP-TYTHS	56MHz/13GHz	22.73km	52.7601	-7.5085	233229	167
KKBAP-TY584	28MHz/15GHz	23.22km	52.7601	-7.5085	233229	167
KKBAP-TY066	28MHZ/13GHz	11.49km	52.7601	-7.5085	233229	167
KKBAP-KK115	56MHz/23GHz	5.24km	52.7601	-7.5085	233229	167
KKBAP-TY054	56MHz/15GHz	22.65km	52.7601	-7.5085	233229	167
KKBAP-KK017	14MHz/23GHz	10.98km	52.7601	-7.5085	233229	167
KKBAP-LS027	56MHz/18GHz	11.30km	52.7601	-7.5085	233229	167
KKBAP-LS020	28MHz/15GHz	18.95km	52.7601	-7.5085	233229	167



Thanks,

Seán Lyons
Transmission Program Manager

Converged Transmission
Technology- NET
+353877758117
sean.lyons@vodafone.com


Vodafone.ie
Together We Can!
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MountainView, Leopardstown, Dublin 18,
Registered in Ireland: No. 326967

C2 General

From: Shaun Doolin <sdoolin@mkoireland.ie>
Sent: Wednesday 19 January 2022 16:26
To: Stephenson, Chris, Vodafone (External) <chris.stephenson2@vodafone.com>
Cc: Byrne, Gavin, Vodafone <gavin.byrne@vodafone.com>; Lyons, Sean, Vodafone (External) <sean.lyons@vodafone.com>
Subject: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

CYBER SECURITY WARNING: This email is from an external source - be careful of attachments and links. Please follow the Cyber Code and report suspicious emails.
Good afternoon,

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Kind regards,

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Shaun Doolin

Graduate Environmental Scientist

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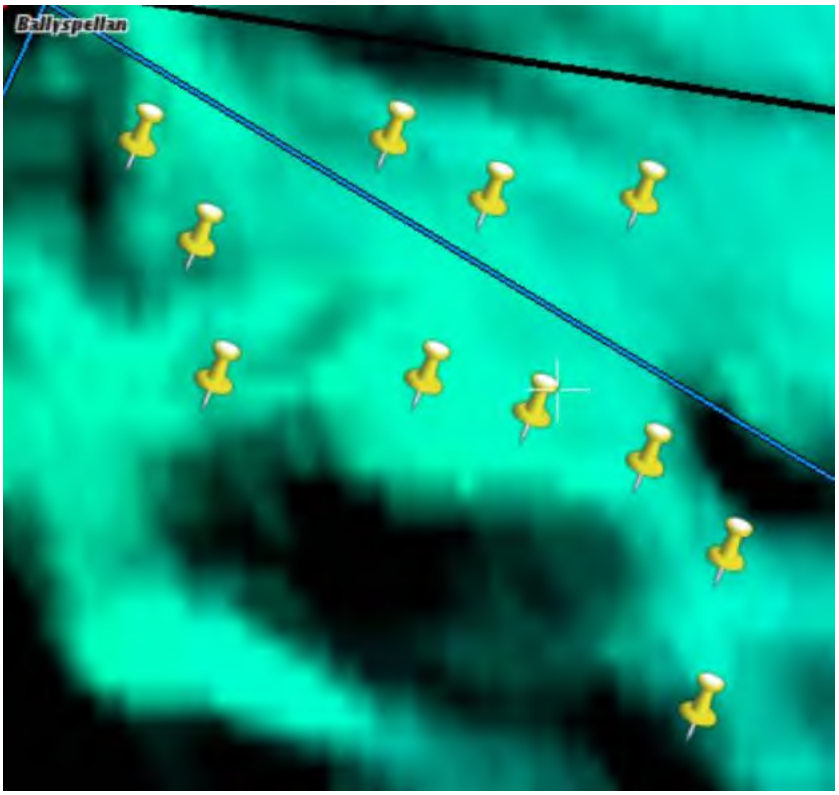
Tara Ivanovic

From: Sean Lyons, Vodafone (External) <sean.lyons@vodafone.com>
Sent: Monday 26 September 2022 10:01
To: Jonny Fearon; Chris Stephenson, Vodafone (External); Gavin Byrne, Vodafone
Cc: Eoin McCarthy
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Jonny,

We do have a presence in the are to be mindful of during this planning/development.

Link Name / ID	Band MHz\GHz	Link Length	Site A			
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KKBAP-KKKYC	40MHz/11GHz	22.34km	52.7601	-7.5085	233229	1677
KKBAP- TYGCL	40MHz/11GHz	18.57km	52.7601	-7.5085	233229	1677



Thanks,

Seán Lyons
****Upcoming leave – Thursday 29th & Friday 30th September****
Transmission Program Manager
Converged Transmission
Technology- NET
+353877758117
sean.lyons@vodafone.com

Vodafone.ie
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Vodafone Ireland Limited, Registered Office:
MountainView, Leopardstown, Dublin 18,
Registered in Ireland: No. 326967

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:52
To: Chris Stephenson, Vodafone (External) <chris.stephenson2@vodafone.com>; Gavin Byrne, Vodafone <gavin.byrne@vodafone.com>; Sean Lyons, Vodafone (External) <sean.lyons@vodafone.com>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

CYBER SECURITY WARNING: This email is from an external source - be careful of attachments and links. Please follow the Cyber Code and report suspicious emails.

Dear Mr. Chris Stephenson/ Mr. gavin Byrne/ Mr. Sean Lyons,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

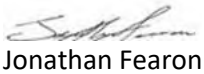
It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Tara Ivanovic

From: Fiona Byrne, Vodafone (External) <fiona.byrne2@vodafone.com>
Sent: Tuesday 18 October 2022 15:48
To: Jonny Fearon
Cc: Gavin Byrne, Vodafone; Sean Lyons, Vodafone (External)
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

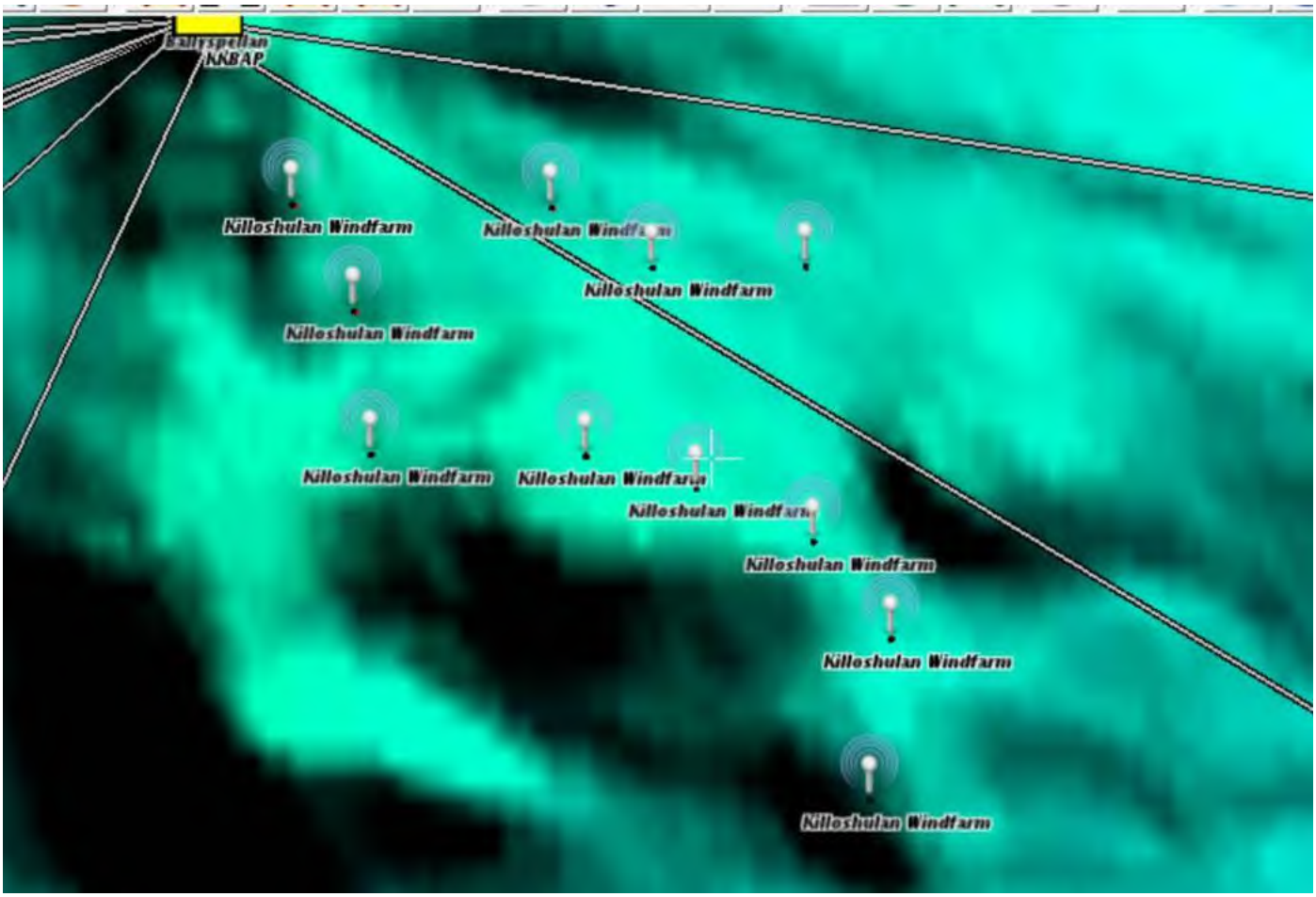
You don't often get email from fiona.byrne2@vodafone.com. Learn why this is important

Hi Jonny,

Using the KML file provided with proposed turbine locations I can confirm there is a potential impact to our Radio links in the area.

As you can see in the map below we have multiple links routed from our site in Ballyspellan that are close by to some of the proposed turbines.

Can you please provide the proposed dimensions for these turbines (height, rotor diameter) so I can further investigate the impact?



Kind Regards,

Fiona Byrne
Transmission Engineer

Technology- NET
+353879938050
fiona.byrne2@vodafone.com

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MountainView, Leopardstown, Dublin 18, Registered in
Ireland: No. 326967

vodafone.ie

The future is exciting.
Ready?

C2 General

From: Sean Lyons, Vodafone (External) <sean.lyons@vodafone.com>
Sent: Tuesday 18 October 2022 11:22
To: Fiona Byrne, Vodafone (External) <fiona.byrne2@vodafone.com>
Cc: Gavin Byrne, Vodafone <gavin.byrne@vodafone.com>
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Fiona,

Can you look into this proposed windfarm development?

Please send your findings to:
Rachel Hennessy <rachel.hennessy@towercom.ie>

Thanks,

Seán Lyons
Transmission Program Manager
Converged Transmission
Technology- NET
+353877758117
sean.lyons@vodafone.com

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MountainView, Leopardstown, Dublin 18,
Registered in Ireland: No. 326967

C2 General

From: Gavin Byrne, Vodafone <gavin.byrne@vodafone.com>
Sent: Tuesday 18 October 2022 11:13
To: Sean Lyons, Vodafone (External) <sean.lyons@vodafone.com>
Cc: Shane O'Neill, Vodafone <shane.oneill2@vodafone.com>; Alan Crosby, Vodafone <alan.crosby@vodafone.com>
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Sean,

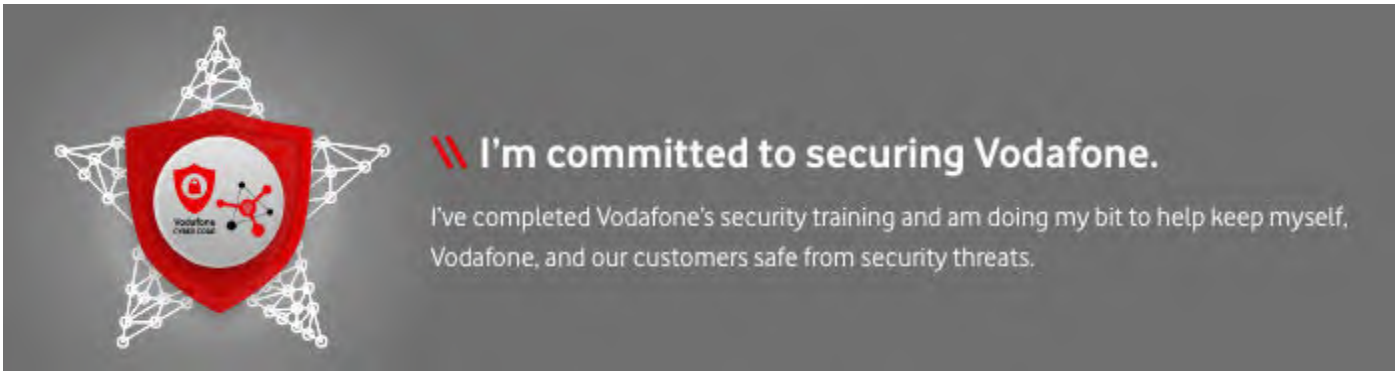
Can you ask one of the team to look at this windfarm?

Gavin Byrne
Senior TX Planning & Design Engineer
Converged Transmission
+353 876448159
gavin.byrne@vodafone.com

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MountainView, Leopardstown, Dublin 18, Registered in
Ireland: No. 326967

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The future is exciting.
Ready?



C2 General

From: Rachel Hennessy <rachel.hennessy@towercom.ie>
Sent: Tuesday 18 October 2022 09:59
To: Gavin Byrne, Vodafone <gavin.byrne@vodafone.com>
Subject: FW: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

CYBER SECURITY WARNING: This email is from an external source - be careful of attachments and links. Please follow the Cyber Code and report suspicious emails.

Hi Gavin,

See below and attached email we received in relation to a proposed windfarm in Kilkenny.

From our internal review it may have an impact on one of your links located at KKBAP Ballyspellan.

You might want to take a look and advise MKO if there is an issue.

Kind regards,
Rachel

Rachel Hennessy
SRF Manager
m: +353 86 843 9587
Website | LinkedIn

TOWERCOM

This message may contain confidential information and is intended only for the named recipients. If you have received this email in error, please notify the sender and delete this email from your system.

My working day may not be the same as your working day. Please don't feel obliged to reply to this e-mail outside of your normal working hours.

Please consider the environment before printing this email.

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:55
To: Rachel Hennessy <rachel.hennessy@towercom.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Ms. Rachel Hennessy,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
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Evan Connolly

From:	Evan Connolly
Sent:	Friday 8 May 2026 12:23
To:	'Sean Lyons, Vodafone (External)'; Chris Stephenson, Vodafone (External); Gavin Byrne, Vodafone
Cc:	Jonny Fearon
Subject:	RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments:	Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Sean,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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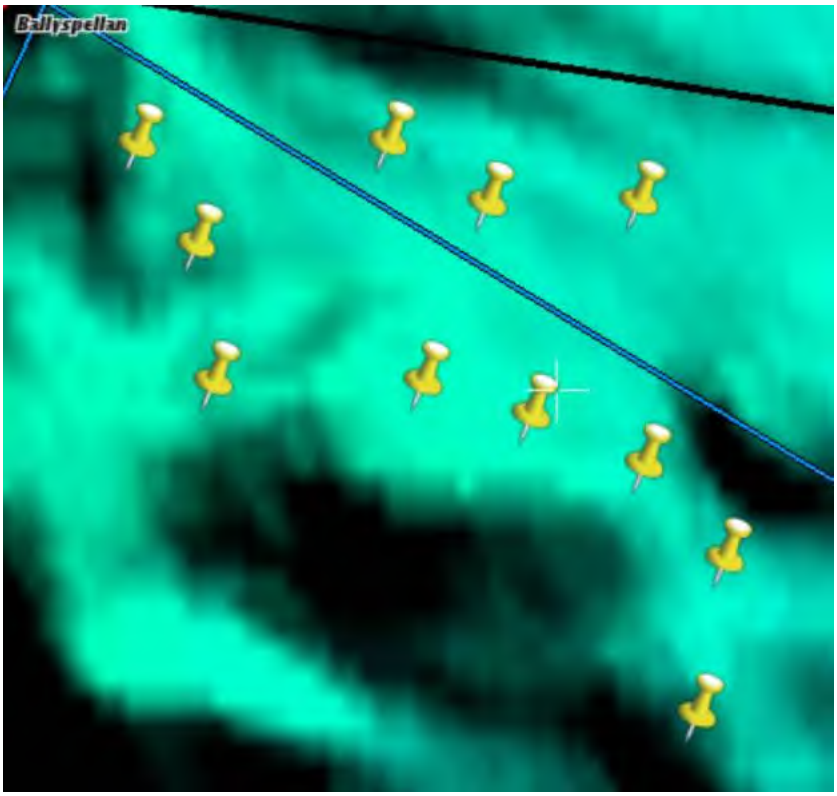
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From: Sean Lyons, Vodafone (External) <sean.lyons@vodafone.com>
Sent: Monday 26 September 2022 10:01
To: Jonny Fearon <jfearon@mkoireland.ie>; Chris Stephenson, Vodafone (External) <chris.stephenson2@vodafone.com>; Gavin Byrne, Vodafone <gavin.byrne@vodafone.com>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Jonny,

We do have a presence in the are to be mindful of during this planning/development.

Link Name / ID	Band MHz\GHz	Link Length	Site A			
			Lat	Long	Easting	N
KKBAP-KK014	56MHz/13GHz	13.62km	52.7601	-7.5085	233229	1677
KKBAP-KKKYC	40MHz/11GHz	22.34km	52.7601	-7.5085	233229	1677
KKBAP- TYGCL	40MHz/11GHz	18.57km	52.7601	-7.5085	233229	1677



Thanks,

Seán Lyons
****Upcoming leave – Thursday 29th & Friday 30th September****
Transmission Program Manager

Converged Transmission
Technology- NET
+353877758117
sean.lyons@vodafone.com


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MountainView, Leopardstown, Dublin 18,
Registered in Ireland: No. 326967

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:52
To: Chris Stephenson, Vodafone (External) <chris.stephenson2@vodafone.com>; Gavin Byrne, Vodafone <gavin.byrne@vodafone.com>; Sean Lyons, Vodafone (External) <sean.lyons@vodafone.com>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Dear Mr. Chris Stephenson/ Mr. gavin Byrne/ Mr. Sean Lyons,

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It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

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As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon MSc.

Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
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Tara Ivanovic

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Tuesday 12 May 2026 09:14
To: Gavin Byrne, Vodafone
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172 (reduced).pdf

Dear Gavin,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 under a scoping request titled *'' 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny''* and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin

mkoireland.ie | +353 (0)91 735 611

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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:41
To: sabine.browne@waterwaysireland.org; cormac.mccarthy@waterwaysireland.org
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf

Dear Ms. Sabine Bronwe/Mr. Cormac McCarthy,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

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Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tara Ivanovic

From: Sabine Browne <Sabine.Browne@waterwaysireland.org>
Sent: Monday 26 September 2022 12:44
To: Jonny Fearon
Cc: Eoin McCarthy
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Good afternoon,

This is not within any Zone of Influence of our waterways so we will not be commenting.

Kind regards,

Sabine Browne

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: 22 September 2022 16:41
To: Sabine Browne <Sabine.Browne@waterwaysireland.org>; Cormac McCarthy <cormac.mccarthy@waterwaysireland.org>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:26
To: 'Sabine Browne'
Cc: Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Dear Sabine,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

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If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
mkoireland.ie | +353 (0)91 735 611

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From: Sabine Browne <Sabine.Browne@waterwaysireland.org>
Sent: Monday 26 September 2022 12:44
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Good afternoon,

This is not within any Zone of Influence of our waterways so we will not be commenting.

Kind regards,

Sabine Browne

From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: 22 September 2022 16:41
To: Sabine Browne <Sabine.Browne@waterwaysireland.org>; Cormac McCarthy <cormac.mccarthy@waterwaysireland.org>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Dear Ms. Sabine Bronwe/Mr. Cormac McCarthy,

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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Tara Ivanovic

From: Jonny Fearon <IMCEAEX-_O=EXCHANGELABS_OU=EXCHANGE+20ADMINISTRATIVE+20GROUP+20+28FYDIBOHF23SPDLT+29_CN=RECIPIENTS_CN=531CC3C705DA42A1BD21FD5D3EBDE058-JONATHAN+20FE@eurprd05.prod.outlook.com>
Sent: Thursday 22 September 2022 16:36
To: Matthew Craig
Cc: Eoin McCarthy
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document F (Email) (Reduced Size) - 2022.09.14- 211027.pdf; Killoshulan Turbines KML - 2022.09.22 - 211027.kml

Dear Mr. Matthew Craig,

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,

Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

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Evan Connolly

From: Matthew Craig <matthew.craig@2rn.ie>
Sent: Thursday 20 January 2022 10:04
To: Shaun Doolin
Cc: Johnny Evans; 'windfarms@rte.ie'
Subject: RE: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Hi Shaun,

Please find my responses below:

Killuremore, Co. Galway

We have an UHF off air link crossing the constrain boundary between Maghera and Cairn Hill.

Site	Lat	Long	Site Height	Ant Height	Ant Height AMSL (m)	Freq (MHz)
Cairn Hill	53.80694	-7.71611	265	125	390	658
Maghera	52.9675	-8.71889	393	34	427	

In this case we would initially be looking for a 160m corridor and a protocol with the developer should the site go ahead.

Sharragh, Co. Tipperary

This site will not affect our fixed linking but we would like a protocol signed with the developer should the site go ahead.

Killoshulan, Co. Kilkenny

We have an UHF off air link crossing the constraint boundary between Kilduff and Mt Leinster.

Site	Lat	Long	Site Height	Ant Height	Ant Height AMSL (m)	Freq (MHz)
Mt. Leinster	52.61833	-6.77861	784	8	792	554
Kilduff	52.83521	-7.90999	444	48	492	

In this case we would be looking for a 140m corridor and a protocol with the developer should the site go ahead.

Regards

Matthew Craig

Project Engineer
Projects and Coverage Planning
2RN
Block B, Cookstown Court, Old Belgard Road, Tallaght, Dublin 24, Ireland D24 WK28
Phone: + 353 (0) 1 2082261 Mobile: + 353 (0) 87 7509955

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From: Shaun Doolin <sdoolin@mkoireland.ie>
Sent: Wednesday 19 January 2022 16:26

To: Matthew Craig <matthew.craig@2rn.ie>
Cc: Johnny Evans <Johnny.Evans@2rn.ie>; 'windfarms@rte.ie' <windfarms@rte.ie>
Subject: 211015; 211016; 211027 Wind Farm Constraints Mapping at Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny

Good afternoon,

We are undertaking constraints mapping for the viability of a wind farm development at three sites (Killuremore, Co. Galway, Sharragh, Co. Tipperary and Killoshulan, Co. Kilkenny). There are no turbine layouts at this early stage yet. Please see attached KML files of the three preliminary site boundaries.

Centre coordinates for the sites are:

Killuremore, Co. Galway
Irish Grid: 177505.4577, 234214.7124
ITM: 577461.0806, 734241.6963
Lat/Long: 53.3579°, -8.338582°
Approximate Radius: 4km

Sharragh, Co. Tipperary
Irish Grid: 198737.8366, 202630.0680
ITM: 598688.7213, 702663.7551
Lat/Long: 53.07459°, -8.019569°
Approximate Radius: 3km

Killoshulan, Co. Kilkenny
Irish Grid: 234469.6216, 165674.5034
ITM: 634412.6237, 665716.056
Lat/Long: 52.74142°, -7.490374°
Approximate Radius: 4km

Have you any links in these areas and if so, what set back distances would you require?

Kind regards,

Shaun

Shaun Doolin
Graduate Environmental Scientist

MKO
Tuam Road, Galway
Ireland, H91 VW84
+353 (0) 91 735611
www.mkoireland.ie

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Evan Connolly

From: Evan Connolly
Sent: Friday 8 May 2026 12:02
To: Matthew Craig
Cc: Johnny Evans; windfarms@rte.ie; Jonny Fearon
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Scoping Document - F - 2026.05.08 - 260172.pdf

Hi Matthew,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
9C Beckett Way, Park West
Business Park, Dublin, D12 XN9W

Offices in Galway and Dublin
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From: Matthew Craig <matthew.craig@2rn.ie>
Sent: Thursday 22 September 2022 16:57
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>; Johnny Evans <Johnny.Evans@2rn.ie>; windfarms@rte.ie
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Jonny,

We have an off air link passing nearby T11. When you have the details of the Turbines we will be able to assess the impact.

Link Name / ID	Band MHz\GHz	Link Length	Site A			
			Lat	Long	Easting	North
KDF-MTL UHF	554MHz	80.1km	52.835207	-7.909991		

There is also a risk that the site could cause interference to our broadcast services to viewers receiving from our sites at Mt. Leinster and Kilduff.
We would therefore ask that a Protocol be signed between 2rn and the developer should the site go ahead.

Regards

Matthew Craig

Project Engineer
Projects and Coverage Planning
2RN
Block B, Cookstown Court, Old Belgard Road, Tallaght, Dublin 24, Ireland D24 WK28
Phone: + 353 (0) 1 2082261 Mobile: + 353 (0) 87 7509955

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From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:36
To: Matthew Craig <matthew.craig@2rn.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist
McCarthy Keville O'Sullivan Ltd

Jonathan Fearon
Environmental Scientist

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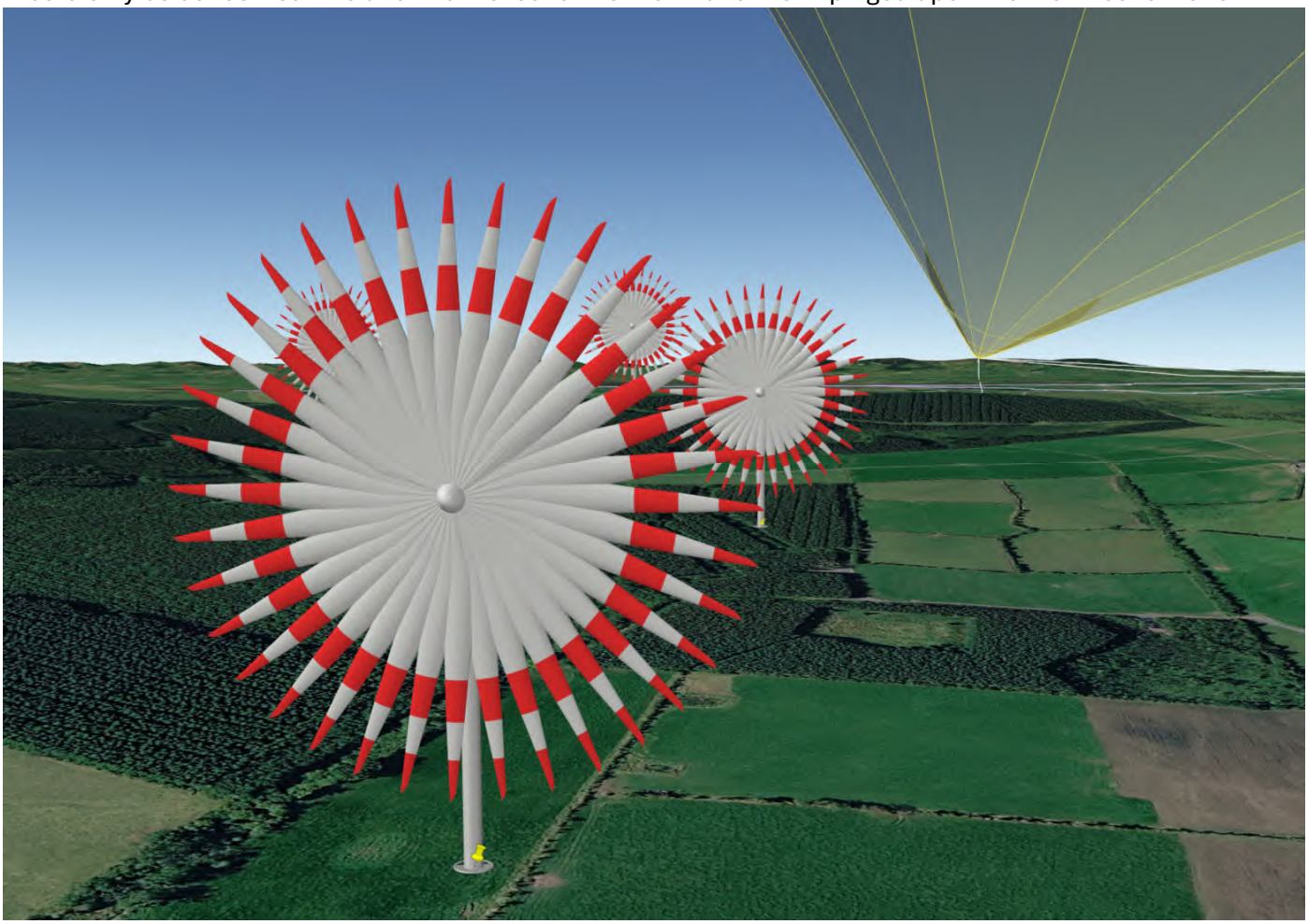
Evan Connolly

From: Matthew Craig <matthew.craig@2rn.ie>
Sent: Monday 8 June 2026 17:22
To: Evan Connolly
Cc: Johnny Evans; windfarms@rte.ie; Jonny Fearon
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny
Attachments: Killoshulan Turbine Layout V1 - 2026.04.23 - 260172.kml

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Hi Evan,

It looks like the turbines are out of the 1st Fresnel Zone for the DTT off-air path between Kilduff and Mt. Leinster. Would only be concerned if T9 and T10 moved further north and the impinged upon the first Fresnel Zone.



We are still concerned about risk of interference to our broadcast services to viewers receiving from our sites at Mt. Leinster and Kilduff.
We would therefore ask that a Protocol be signed between 2rn and the developer should the site go ahead.

Regards

Matthew Craig

Project Engineer
Projects and Coverage Planning
2RN
Block B, Cookstown Court, Old Belgard Road, Tallaght, Dublin 24, Ireland
D24 WK28
Mobile: + 353 (0) 87 7509955

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Thursday 4 June 2026 11:29
To: Matthew Craig <matthew.craig@2rn.ie>
Cc: Johnny Evans <johnny.evans@2rn.ie>; windfarms@rte.ie; Jonny Fearon <jfearon@mkoireland.ie>
Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Hi Matthew,

Sorry for the delay getting back to you. Here are the proposed turbine dimensions, *11 no. wind turbines with an overall turbine tip height of 185 metres; a rotor blade diameter of 163 metres; and hub height of 103.5 metres*

Please also see KML of current turbine locations. However please note, locations may be subject to minor changes/micrositing as the project develops. Though we don't envisage major changes to the layout at this time.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
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Business Park, Dublin, D12 XN9W

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From: Matthew Craig <matthew.craig@2rn.ie>
Sent: Tuesday 12 May 2026 12:39
To: Evan Connolly <econnolly@mkoireland.ie>
Cc: Johnny Evans <johnny.evans@2rn.ie>; windfarms@rte.ie; Jonny Fearon <jfearon@mkoireland.ie>

Subject: RE: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Hi Evan,

Thanks for the update, but until the turbine locations and dimensions have been determined there isn't much more that we can do to determine the impact of the proposed site.

Regards

Matthew Craig

Project Engineer
Projects and Coverage Planning
2RN
Block B, Cookstown Court, Old Belgard Road, Tallaght, Dublin 24, Ireland
D24 WK28
Mobile: + 353 (0) 87 7509955

From: Evan Connolly <econnolly@mkoireland.ie>
Sent: Friday 8 May 2026 12:02
To: Matthew Craig <matthew.craig@2rn.ie>
Cc: Johnny Evans <johnny.evans@2rn.ie>; windfarms@rte.ie; Jonny Fearon <jfearon@mkoireland.ie>
Subject: 260172 - EIAR Updated Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Hi Matthew,

MKO is preparing an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) to accompany a planning application, on behalf of Killoshulan Renewable Energy Limited, for a proposed wind farm development located in the northwest of County Kilkenny, approximately 2.4km east of the town of Johnstown, approximately 3.7km northeast of the town of Urlingford, and approximately 4.6km west of the village of Freshford.

An initial round of scoping was conducted in September 2022 and since that time, the project has evolved. This email and the attached Revised Scoping Document provide an update on the project.

The Proposed Development will likely comprise of 11 no. wind turbines, access roads and entrance(s), electricity substation, Battery Energy Storage System and wind farm control buildings, electrical cabling for grid connection, borrow pit(s), spoil management areas, biodiversity enhancement areas, temporary construction compound(s) and a permanent anemometry mast. New sections of turbine access routes will also be required; the siting of which will have regard to the constraints identified onsite. All wind farm site cabling, including connection to the onsite substation, will be laid underground. The proposed wind farm connection to the national grid will be via an underground cabling connection.

As part of the EIA process, we would welcome any comments that you might have in relation to the Proposed Development, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. If you could return any comments or suggestions at your earliest convenience, it would be much appreciated.

If you require any further information, please do not hesitate to contact me.

Kind regards,
Evan

Evan Connolly BSc. MSc.
Environmental Scientist
MKO
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McCarthy Keville O'Sullivan Ltd. T/A MKO. Registered in Ireland No. 462657. VAT No. IE9693052R

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From: Matthew Craig <matthew.craig@2rn.ie>
Sent: Thursday 22 September 2022 16:57
To: Jonny Fearon <jfearon@mkoireland.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>; Johnny Evans <Johnny.Evans@2rn.ie>; windfarms@rte.ie
Subject: RE: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

Hi Jonny,

We have an off air link passing nearby T11. When you have the details of the Turbines we will be able to assess the impact.

Link Name / ID	Band MHz\GHz	Link Length	Site A			
			Lat	Long	Easting	North
KDF-MTL UHF	554MHz	80.1km	52.835207	-7.909991		

There is also a risk that the site could cause interference to our broadcast services to viewers receiving from our sites at Mt. Leinster and Kilduff.
We would therefore ask that a Protocol be signed between 2rn and the developer should the site go ahead.

Regards

Matthew Craig

Project Engineer
Projects and Coverage Planning
2RN
Block B, Cookstown Court, Old Belgard Road, Tallaght, Dublin 24, Ireland D24 WK28
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From: Jonny Fearon <jfearon@mkoireland.ie>
Sent: Thursday 22 September 2022 16:36
To: Matthew Craig <matthew.craig@2rn.ie>
Cc: Eoin McCarthy <emccarthy@mkoireland.ie>
Subject: 211027 - EIA Scoping Document for the Proposed Renewable Energy Development in the townland of Killoshulan and adjacent townlands in County Kilkenny

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Dear Mr. Matthew Craig,

Killoshulan Renewable Energy Ltd is investigating the potential for a proposed renewable energy development at Killoshulan and adjacent townlands, located in County Kilkenny. McCarthy Keville O'Sullivan Ltd. (MKO) has been appointed as Environmental Consultants on this project and will be preparing an Environmental Impact Assessment Report Statement (EIAR) for the proposed renewable energy development. The proposed study area measures approximately 1470 hectares and is located approximately 2.4kilometres east of Johnstown, Co. Kilkenny and 3.7 kilometers northeast of Urlingford, Co. Kilkenny.

It is envisaged that the proposed renewable energy development will likely comprise approximately 10 - 15 No. wind turbines, a 110kV substation, wind farm control buildings, electrical cabling for grid connection, hardstands, access roads and entrance(s), borrow pit(s), a temporary construction compound, and a permanent anemometry mast located in Co. Kilkenny, and grid connection to Ballyragget 110kV substation, located in Co. Kilkenny, via an underground grid connection route.

An application will be made to An Bord Pleanála (Board) seeking a determination in relation to the Strategic Infrastructure Development (SID) status, or otherwise, of the proposed wind energy development. If the Board determine that the development is indeed SID, the planning application will be submitted directly to An Bord Pleanála, under the provisions of Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, applications for planning permission will be made to Kilkenny County Council.

As part of the EIA process, we would welcome any comments that you might have in relation to the proposed project, including baseline data, survey techniques or potential impacts that should be considered as part of the assessment process and in the preparation of the EIAR. In order to facilitate this, a Scoping Document providing details of the proposed project and the site of the proposed development is enclosed with this letter.

If you could return any comments or suggestions at your earliest convenience, it would be much appreciated. If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Jonathan Fearon MSc.
Environmental Scientist

Jonathan Fearon
Environmental Scientist

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