

Appendix 2-1

Scoping Responses

Orla Murphy

From: Olive.Mulhall <Olive.Mulhall@defence.ie>
Sent: 02 July 2018 14:01
To: Orla Murphy
Subject: RE: 160727 - Proposed Solar Farm at Timahoe North, SID Determination

Hi Órla,

Please see observations below from the Air Corps regarding the proposed Solar Farm at Timahoe North.

Due to Aviation activity in the area outlined, An Aviation Impact assessment for the development should be completed to include glint and glare observations.

If you need any more information, please let me know.

Kind Regards,
Olive

Olive Mulhall

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 492189

E-mail: olive.mulhall@defence.ie

From: Orla Murphy <omurphy@mccarthykos.ie>
Sent: 26 June 2018 11:32
To: Olive.Mulhall <Olive.Mulhall@defence.ie>
Subject: 160727 - Proposed Solar Farm at Timahoe North, SID Determination

Dear Ms. Mulhall,

Please find attached information relating to the proposed Bord na Móna and ESB Solar Farm Development, located at Timahoe North, northwest Co. Kildare, in which we previously scoped with yourselves. This letter includes an update relating to the recent response from An Bord Pleanála in regard to the Strategic Infrastructure Development (SID) status of the proposed project.

Please contact me if you need any further information.

Regards

Órla

Órla Murphy B.Sc M.Sc
Environmental Scientist

Orla Murphy

From: Environmental Co-ordination (Inbox) <Environmental_Co-ordination@agriculture.gov.ie>
Sent: 21 June 2018 15:17
To: Orla Murphy
Subject: Scoping Document for Proposed Solar Energy Development, Timahoe North, Co. Kildare

Dear Ms Murphy,

I refer to your recent correspondence concerning the above. At this time the Department of Agriculture, Food and the Marine has no observations or comments to make.

Kind Regards

Liz

Liz McDonnell | *Executive Officer, An tAonad um Chomhordú Timpeallachta, An Rannóg um Athrú Aeráide agus Beartas Bithfuinnimh,*
Environmental Co-ordination Unit | Climate Change & Bioenergy Policy Division | environmentalco-ordination@agriculture.gov.ie
An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine
Lárionad Gnó Grattan, Bóthar Bhaile Átha Cliath, Port Laoise, Co Laoise, R32 K857
Grattan Business Centre, Dublin Road, Portlaoise, Co. Laoise, R32 K857
T +353 (0)57 868 9915
www.agriculture.gov.ie

From: Orla Murphy [<mailto:omurphy@mccarthykos.ie>]
Sent: 09 May 2018 12:06
To: McDonnell, Liz
Subject: 160727 - Scoping Document for Proposed Solar Energy Development, Timahoe North, Co. Kildare

Dear Ms. McDonnell

Please find attached a cover letter and Scoping Document for a proposed solar energy development at Timahoe North, in northwest Co. Kildare.

As part of the scoping exercise for the proposed development, we would welcome any comments in relation to the proposed project.

I have reduced the size of the document for email, although the document and figures are still fit for purpose. If you have any queries, please do not hesitate to contact me.

Kind regards,

Órla

Órla Murphy B.Sc M.Sc
Assistant Environmental Scientist

McCarthy Keville O'Sullivan Ltd.
Planning & Environmental Consultants

Block 1, G.F.S.C. Moneenageisha Road, Galway, H91 N8KK
T: (091) 73 56 11 || E: info@mccarthykos.ie || W: www.mccarthykos.ie

Orla Murphy

From: Manager Dau <Manager.Dau@chg.gov.ie>
Sent: Wednesday 18 July 2018 15:12
To: Orla Murphy
Subject: RE: 160727 - Scoping Document for Proposed Solar Energy Development, Timahoe North, Co. Kildare

Hi Órla,

Thanks for your email. I can confirm that the Department has no comments at this stage.

Kind regards,

Yvonne

Yvonne Nolan
Higher Executive Officer

An Roinn Cultúir, Oidhreachta agus Gaeltachta
Department of Culture, Heritage and the Gaeltacht

Aonad na nIarratas ar Fhorbairt
Development Applications Unit

Bóthar an Bhaile Nua, Loch Garman, Contae Loch Garman, Y35 AP90
Newtown Road, Wexford, County Wexford, Y35 AP90

T +353 (0)53 911 7382
manager.dau@ahg.gov.ie
www.chg.gov.ie

From: Orla Murphy [mailto:omurphy@mccarthykos.ie]
Sent: 18 July 2018 15:08
To: Manager Dau
Subject: RE: 160727 - Scoping Document for Proposed Solar Energy Development, Timahoe North, Co. Kildare

Hi Yvonne

Following on from your email dated 14th May, we are still awaiting a response from yourselves in regards to the proposed Solar Energy Development at Timahoe North, Co. Kildare scoping document that we sent out. Would you be able to provide us with an update on this?

Many thanks

Órla

Órla Murphy B.Sc M.Sc
Environmental Scientist

Orla Murphy

Subject: FW: Scoping Opinion: Bord na Mona and ESB - Proposed solar farm development Timahoe North, Co Kildare (Our ref: 2119)

From: EIAPanning <eiaplanning@epa.ie>

Sent: 18 July 2018 13:41

To: McCarthy Keville O'Sullivan Ltd. <info@mccarthykos.ie>

Subject: Scoping Opinion: Bord na Mona and ESB - Proposed solar farm development Timahoe North, Co Kildare (Our ref: 2119)

Our Ref: 2119

**Re: Scoping Opinion under Article 5(2) of Directive 2014/52/EU (EIA Directive)
Bord na Mona and ESB
Proposed Solar Farm Development at Timahoe North, Co Kildare**

Dear Sir or Madam,

I refer to the scoping request for Bord na Mona and ESB, received by the Agency on 10 May 2018. In accordance with the requirements of Article 5 (2) of Directive 2014/52/EU *on the assessment of the effects of certain public and private projects on the environment*, the Agency has consulted with the Planning Authority, Kildare County Council and the Health Services Executive in this instance. The authorities have not provided a response within the timeframe set out.

Having regard to the specific characteristics of the project, including location and technical capacity, and likely impact on the environment, the Agency is of the opinion that the scope and level of detail to be included in the environmental impact assessment report should as a minimum:

- (i) identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of a project on each of the factors listed in Article 3 of the Directive 2014/52/EU;
- (ii) have regard to the requirements of the draft *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, as appropriate;
- (iii) have regard to the relevant topics contained in the EPA's *Advice Notes on Current Practice (in the preparation of Environmental Impact Statements)* September 2003;
- (iv) satisfy the requirements of Directive 2014/52/EU.

If you require any further information in relation to this matter, please contact the undersigned.

For all further queries and correspondence relating to planning and EIA matters, please contact eiaplanning@epa.ie

Yours sincerely,



Leo Sweeney
Office of Environmental Sustainability
Environmental Protection Agency

Orla Murphy

Subject: FW: Orla Murphy RE: EIA Scoping Document for the proposed large scale Bord na Mona & ESB Solar farm development at Timahoe North, Co. Kildare (Project No. 160727)

Attachments: Guidelines Report 2016.pdf

From: Noel McGloin [<mailto:Noel.McGloin@fisheriesireland.ie>]
Sent: 18 May 2018 17:19
To: McCarthy Keville O'Sullivan Ltd. <info@mccarthykos.ie>
Cc: 'Francis Carolan' <ficarolan@eircom.net>; Robert Bergin <robertbergin@yahoo.co.uk>
Subject: FAO: Orla Murphy RE: EIA Scoping Document for the proposed large scale Bord na Mona & ESB Solar farm development at Timahoe North, Co. Kildare (Project No. 160727)

Dear Ms. Murphy

We wish to make the following submission to you regarding the above, which is within the functional area of IFI – Dublin (ERBD).

Inland Fisheries Ireland (IFI) is a Statutory Body established on the 1st July 2010. Under section 7(1) of the Inland Fisheries Act 2010 (No. 10 of 2010) *the principal function of IFI is the protection, management and conservation of the inland fisheries resource.* Under section 7(3) of the IFI Act it is stated that *without prejudice to subsection (1), IFI shall in the performance of its functions have regard to(g) the requirements of the European Communities (Natural Habitats) Regulations 1997 (S.I. No. 94 of 1997) and the need for the sustainable development of the inland fisheries resource (including the conservation of fish and other species of fauna and flora habitats and the biodiversity of inland water ecosystems),(h) as far as possible, ensure that its activities are carried out so as to protect the national heritage (within the meaning of the Heritage Act 1995).*

The EU Water Framework Directive (2000/60/EC) entered into force in December 2000 requires the protection of the ecological status of river catchments – this encompasses water quality and requires the conservation of habitats for ecological communities. One of the primary objectives of the Directive is to establish a framework which prevents further deterioration and protects and enhances the status of aquatic ecosystems. Protection of aquatic ecosystems requires that river systems be protected on a catchment basis.

Article 5 of the 2009 Surface Water Regulations requires that a public authority, in performance of its functions, shall not undertake those functions in a manner that knowingly causes or allows deterioration in the chemical or ecological status of a body of surface water. Also article 28(2) of the said Regulations states that a surface water body whose status is determined to be less than good shall be restored to at least good status not later than the end of 2015 and any water body of good status should remain at least this status.

As you have noted this site (site of solar panels) is within the Enfield Blackwater River catchment at Timahoe North. The is currently at *good* status and should remain so. The Enfield Blackwater contains stocks of Atlantic salmon, Brown Trout and lamprey. It contain prime salmonid nursery beds.

Our main concern is with regard to the construction phase of this project, especially with regard to in-stream works. Please carry out all in-stream works as per our Guidelines (attached). **Please note** that the timing to carry out any in-stream works are the months July to September in order to facilitate lamprey populations.

Our preference would be for overhead cabling as this would have the least effect on fisheries interests.

Yours sincerely

Noel McGloin
Senior Fisheries Environmental Officer
Inland Fisheries Ireland - Dublin

Iascach Intire Éireann
Inland Fisheries Ireland

Telephone: +353 (0) 1 8842688

Email: noel.mcgloin@fisheriesireland.ie
Web: www.fisheriesireland.ie

3044 Lake Drive, City West, Dublin 24, IRELAND. D24 Y265

Help Protect Ireland's Inland Fisheries

Call 1890 34 74 24 to report illegal fishing, water pollution or invasive species.

This email and any attachments to it may be confidential and are intended solely for the use of the individual to whom it is addressed. Any views or opinions expressed are solely those of the author and do not necessarily represent those of Inland Fisheries Ireland. If you are not the intended recipient of this email, you must neither take any action based upon its contents, nor copy or show it to anyone. Please contact the sender if you believe you have received this email in error.

D'fhadfa? go bhfuil an r?omhphost seo agus ceangalt?in ar bith at? in ?ineacht leis faoi r?n agus iad beartaithe d??s?id an duine a bhfuil a s(h)eoladh air amh?in. Dearctha? n? tuairim? ar bith at? curtha in i?l ann, baineann siad leis an ?dar amh?in, agus n? chaithfidh go n-aonta?onn lascaigh Int?re ?ireann leo. Mura tusa faighteoir beartaithe an r?omhphoist seo, n? d?an rud ar bith mar gheall ar an m?id at? ann, n? ? a ch?ipe?il n? ? a thaispe?int do dhuine ar bith eile. D?an teagmh?il leis an seolt?ir, le do thoil, m? chreideann t? go bhfuair t? an r?omhphost seo tr? earr?id.



IRISH PEATLAND CONSERVATION COUNCIL

COMHAIRLE CHAOMHNATHE PHORTAIGH NA HÉIREANN

Lullymore, Rathangan, Co. Kildare, Ireland R51 V293
Liolach Mór, Rath Iomgáin, Co. Chill Dara, Éire, R51 V293

Tel/Teil: +353-(0)45-860133
e-mail/ríomhphost: bogs@ipcc.ie web/idirfion: www.ipcc.ie

Ms Órla Murphy
McCarthy Keville O'Sullivan Ltd
Block 1, G.F.S.C
Moneenageisha Road
Galway
omurphy@mccarthykos.ie

21th May 2018

Re: Timahoe North Solar Project Scoping (County Kildare)

Dear Ms Murphy,

Thank you for consulting the Irish Peatland Conservation Council regarding the Timahoe North Solar Farm Project. Please note that IPCC have had two meetings with Sean Creedon regarding this development. The Irish Peatland Conservation Council (IPCC) was established in 1982 and has 35 years of experience in peatland conservation. Our aim is to conserve a representative sample of intact peatlands. While it has been estimated that only 1% of Ireland's original extent of raised bogs remain, only 10% of this remains in a conservation worthy state. This is due to a number of factors including domestic/industrial peat extraction and habitat fragmentation (*Ireland's Peatland Conservation Action Plan 2020*, Malone & O'Connell, 2009). As the losses in County Kildare have been intense, IPCC's role is to ensure that the post-industrial peat landscape is managed in such a way as to promote wetland and as far as possible peatland biodiversity.

Our work is guided by our 6th Action Plan, *Ireland's Peatland Conservation Action Plan 2020*, which was published in 2009. A copy of this document is available for download on our website at www.ipcc.ie. Many of the actions in our plan have been included within the National Peatlands Strategy which has been adopted by every Government Department and Local Authority. We would also draw your attention to this document to ensure its requirements are met in relation to the impacts of the utilisation of peat for electricity generation on climate change. The National Peatlands Strategy can be downloaded from www.npws.ie.

Legal Obligations to Protect Peatlands - County Kildare

We are legally bound by National and European legislation (The Wildlife Acts, E.U. Habitats and Bird's Directives) and international conventions (Ramsar, Bern Convention, Convention on Biological Diversity) to do our utmost to protect peatlands now and for future generations. In County Kildare specifically, only 6.3% of the original extent of raised bog remains (Bogs & Fens of Ireland Conservation Plan 2005, Foss, O'Connell, Crushell, 2001). Peatland habitats have been severely diminished in the country and this destruction is an issue in other legislation and conventions such as the UN Convention on Climate Change, Bonn Convention, World Heritage Convention, Water Framework Directive, Environment Liability Directive, Planning and Development Acts, National Monuments Acts, Environmental Directive, EIA and SEA. All of these legislative instruments have been adopted by Ireland and the IPCC ask that you assess your development with regard to these legal obligations.

Bogland

The IPCC would advise any developer planning construction in, or within close proximity to peatland habitat to be familiar with the Environmental Protection Agency funded project BOGLAND (www.ucd.ie/bogland). This project recommends the best practice guidelines to ensure no damaging development occurs on, or affects peat soils and peatlands of conservation/biodiversity value. We urge developers to properly assess and screen for any adverse impacts on the habitat or species utilising them that may occur during the construction of any infrastructural development such as solar farms. We would also implore developers to have proper plans in place for the habitat regarding after-use rehabilitation/restoration. The IPCC could not support a development that does not plan in a conservation responsible manner.

35 YEARS TAKING ACTION FOR BOGS AND WILDLIFE

Charity No/Uimhir Carthanacht: CHY6829 Registered in Ireland No/Uimhir Cláraithe in Éirinn: 116156 Registered Office/Oifig Cláraithe: Lullymore, Rathangan, Co. Kildare, R51 V293, Ireland
Governance Code Statement of Compliance: IPCC confirm that our organisation complies with The Governance Code for the Community, Voluntary and Charitable Sector in Ireland.

Company Secretary/Rúnaí Comhlacht: Rachel Kavanagh
Directors/Stiúrthóirí: Martin Kelly, Catherine O'Connell, Rachel Kavanagh, Jennifer Roche, Seán Ó Fearghail,

Patrons/Pátrúnaí: Pauline Bewick, Don Conroy, HRH Princess Irene of the Netherlands,
Eanna Ní Lamhna, Matthijs Schouten, His Excellency Mr Peter Kok Netherlands Ambassador to Ireland

Comments specifically in-relation to the proposed Solar Farm Site

IPCC have analysed all of the data we hold in relation to Timahoe. It is clear from the account below that the site sits in a rich archaeological complex which may indicate that the bog may have been used as a burial site or occupation site by people over the millennia. This needs archaeological investigation and monitoring during construction. In addition Timahoe bog contributes to river water quality in the region. The developer needs to be aware of the sensitivity and poor water quality rating in local rivers and through a hydrology management plan, water quality leaving the site needs to be continuously monitored and improved. In addition the connection between the hydrology of Timahoe and sites further afield needs to be established. Furthermore set against the catastrophic loss of raised bog habitat in Kildare, the developer needs to research and develop a management plan for the various habitats occurring within the site and on its perimeter, particularly raised bogs, open water habitats and bog woodlands. Species of conservation concern within this area include Curlew and Common Frog and an action plan for these needs to be included with the development proposal. Should there be amenity proposals to accompany this development IPCC would request that all of these elements are included in the interpretation for the public.

Designated Sites (Map 1)

There are a number of legally designated sites that require the utmost attention in regards to ensuring that no development affects their ecological functioning. This includes the hydrological aspects of important aquatic features and the flora and fauna which may be present or utilise the site.

Ballynafagh Lake SAC :- This site is described by the National Parks and Wildlife Service as being of ornithological importance and contains an area of Alkaline Fen [7230], an Annex I Habitat under the E.U. Habitats Directive. The NPWS Site Synopsis records that Curlew have been known to hold territory here. There are two species of snail, *Mouliinsiana pseudosphonaerium* which has only two other known sites in Ireland within the Royal Canal and *Vertigo pisidium* which is an Annex II species within the E.U. Habitats Directive.

Ballynafagh Bog SAC :- This site contains a number of Annex I Habitats including [7110] Active Raised Bog, [7120] Degraded Raised Bog capable of natural regeneration and [7150] Depressions on peat substrate of the Rhynchosporion. Threats to this site, as described by the NPWS within the Site Synopsis, are listed as fire, drainage, afforestation and mechanised peat cutting. The site is known to have had breeding Curlew and breeding Merlin (an Annex I species under the E.U. Birds Directive) utilising the site. This site is important as it is only one of two intact raised bog systems designated within County Kildare

The Long Derries, Edenderry pNHA :- The NPWS describe this site as being important as it contains a transition from esker to peatland and has a varied bird population including breeding Night Jar and Partridge. This site is threatened by the dumping of rubbish.

Donadea Wood :- This site comprises of glacial drift soil and contains two species of rare fungus such as *Licea testudinacea* which is known at only one other Irish site.

Carbury Bog NHA :- This is a raised bog, which is an Annex I Habitat under the E.U. Habitats Directive and is one of the few remaining raised bogs in County Kildare. The Red Data Book botanical species Round-leaved Wintergreen is present but the site is known to be under pressure from peat-cutting and the IPCC Site Database lists this site as also being under pressure from moss peat extraction and drainage.

Hodgestown Bog NHA :- The NPWS Site Synopsis lists this sites as a raised bog which is a rare habitat and listed as Annex I within the E.U.. Habitats Directive as such. This site is already under threat from afforestation, burning, drainage, hand cutting and mechanical peat extraction. These activities have affected the hydrological functioning of the site but the NPWS site synopsis suggests that since the burning has stopped the natural vegetation is recovering.

Construction and operation of a solar farm may have adverse impacts on the ecological and hydrological functioning of these legally designated sites. The land use and change in land cover could impact on the ornithological species utilising the designated sites who may also migrate between them. There may be changes in albedo, temperature, dust production, light/noise production and precipitation. These may result in biodiversity loss through habitat loss and fragmentation with the ongoing operation of the solar farm contributing to disturbance. Changes in micro-climate may adversely impact the micro-habitats of the legally protected sites. Many of the designated sites are hydrologically dependant and if the hydrological network between the sites is negatively affected it may have disastrous consequences for the botanical and animal species.

The IPCC need the developers to ensure that hydrological damage, vibration and noise, peat stability, pollution, invasive species and habitat fragmentation are considered in planning so that the conservation objectives of these legally and internationally important sites are not negatively affected.

Curlew (Map 2)

The Curlew is one of the most endangered species in Ireland and the breeding population has declined by 78% over the past 40 years with less than 130 breeding pairs left (Birdwatch Ireland I-WeBS Newsletter August 2017). The IPCC would like to remind you that this bird is listed as an ANNEX II section II bird species within the E.U. Birds Directive [Council Directive 79/409/EEC]

and also has a national status of Red on the Birds of Conservation Concern in Ireland list. The National Curlew Task Force is working to bring this species back from near extinction in Ireland and we would urge developers to liaise with them. The conservation of this species is of utmost concern. There is currently a national initiative to protect this species and the proposed project should take proper measures to ensure that this project is not detrimental to any efforts in restoring important breeding habitat. Map 2 shows the locations of previous curlew sightings (data from National Biodiversity Data Center) and these should be investigated to ensure that Curlew will not be adversely affected by either the construction works or through the operation lifespan of the solar farm. Please ensure that a full bird survey is undertaken on this site.

Water Quality (Map 3)

Ireland has an obligation under the Water Framework Directive to ensure that our waterways are of “Good Ecological Status”. The river networks around Timahoe are of moderate and poor quality. We would insist that, at the pre-planning stage, the effects of the construction and operation of a solar farm at Timahoe North will have on water quality should be fully investigated. We also note that some of the rivers have not had their ecological quality assessed (un-assigned) and so it will not be known if these rivers have been affected by the construction or operation of the solar farm. Please ensure that there will be adequate testing and contingency plans in place to ensure that these rivers are not affected also?

IPCC Frog Hop To It Database (Map 4)

The IPCC Frog Database holds records of frog sightings within Timahoe Bog on the perimeter or the development site. This is an indication that there is potentially good quality wetland habitat within the site which needs to be assessed for breeding amphibians. The lack of data from this site is most likely due to access issues. While frogs can be locally abundant, their population has diminished in Ireland as they have lost over 50% of their wetland habitat. The presence of frogs need to be fully investigated and plans to protect them from the construction and operation of the solar farm should be incorporated into any EIA or plan. The Common frog is listed as Annex V within the E.U. Habitats and Species Directive and are also protected by the Irish Wildlife Act and should be awarded such due protection.

National Monuments (Map 5)

As can be seen on Map 5, there are a number of recorded archeological sites on the perimeter and within Timahoe Bog and surrounding area. These form a context for the peatland site. Proper measures should be taken to protect and preserve these national monuments. They may be damaged from a change in hydrological functioning or from being exposed after construction works. Proper plans would account for these historical sites and contain contingency plans in the event of uncovering new finds and also methods of construction and operation that would erase any chance of damage to the ones already known. We would also implore the developers to conduct a thorough investigation ensuring a complete inventory of archeological evidence is conducted including geophysical examinations of the area.

Wetland Surveys Ireland (Map 6)

There are a number of wetlands which have been identified and recorded by Wetland Surveys Ireland (www.wetlandsurveysireland.com) within the proposed site and directly on its perimeter. These should be investigated for protection as 50% of Ireland’s wetlands have been lost through drainage, developments and the resulting habitat fragmentation and loss. Data is available within the Kildare Wetland Survey 2012 (available from IPCC, Kildare County Council or Wetland Surveys Ireland) which lists many wetland sites and also highlights which wetlands have yet to have a proper ecological survey. The IPCC need to see a complete inventory of sites that may be affected by the proposed development so that no unknown or important species/habitats are lost. The IPCC urge the developers to liaise with Wetland Surveys Ireland to gather as much data and advice as possible to ensure that all wetlands are given their due protection from ecological damage as a result of the proposed solar farm. The site network included within this development proposal are:

52 Timahoe Bog
70 Drehid Wood
99 Mulgeeth Cutaway
112 Mulgeeth
116 Curragh Cutover
211 Mountrice wetland

IPCC need to see a wetland management plan associated with the Solar development for this Timahoe bog complex. Bord na Mona should consult with their ecology team to develop such a plan as they have expertise in this area. IPCC are particularly concerned that raised bog remnants are rehabilitated and their drains blocked and that they are designated within the Bord na Mona peatland conservation programme. This is imperative to ensure that are not developed for products such as sod moss. We are particularly concerned with sites that are located on the perimeter of the development. Please ensure that excluding such sites from the project boundary line is not an excuse to do no management work on them.

Invasive Species

Please refer to www.npws.ie, National Biodiversity Action Plan 2017-2021 and Ireland’s Peatland Conservation Action Plan 2020 for information regarding the need to control invasives. Peatlands are susceptible to invasive species during and after construction works due to the use of vehicles from other construction sites that carry foreign soil into the area, increased traffic and damage/drainage to peatland. Any development planned on or near peatland should have a management plan in place to eliminate the risk of alien species and protect Ireland’s native biodiversity through not only the construction phase but also the operational

stage.

Thank-you for taking the time to read this and please inform me when this project goes to planning and acknowledge receipt of this detailed reply from IPCC.

A handwritten signature in black ink that reads "Tristram Whyte". The signature is written in a cursive style with a large, prominent initial 'T'.

Tristram Whyte B.Sc (hons)
Conservation Policy & Fundraising Officer

Map 1

Timahoe North Solar Farm Designated Sites



Timahoe Bog NHA

Carbury Bog NHA

Donadea Wood

Grand Canal

Timahoe North SF

Hodgestown Bog NHA

The Long Derries, Edenderry SAC

Ballynafagh Bog SAC
Ballynafagh Lake SAC

Grand Canal

Mouls Bog SAC

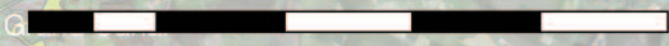
Pollardstown Fen SAC

Curragh (Kildare)

Legend

- SAC_ITM_2017_03
- pNHA_ITM_2015_11
- NHA_ITM_2015_11
- Timahoe SF

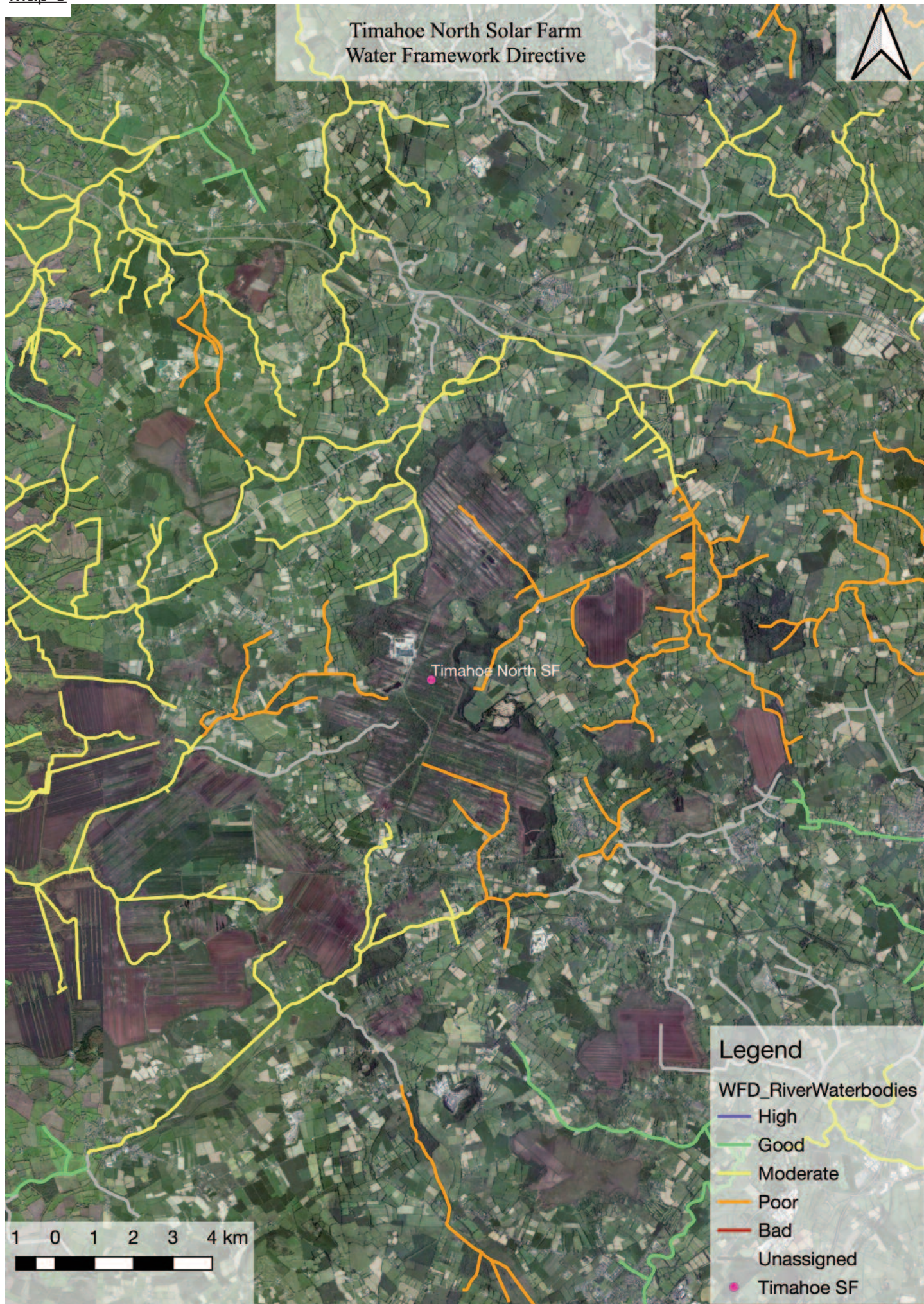
2.5 0 2.5 5 7.5 10 km



Map 2



Map 3



Map 4

Timahoe North Solar Farm
IPCC Hop To It Frog Records



Map 5

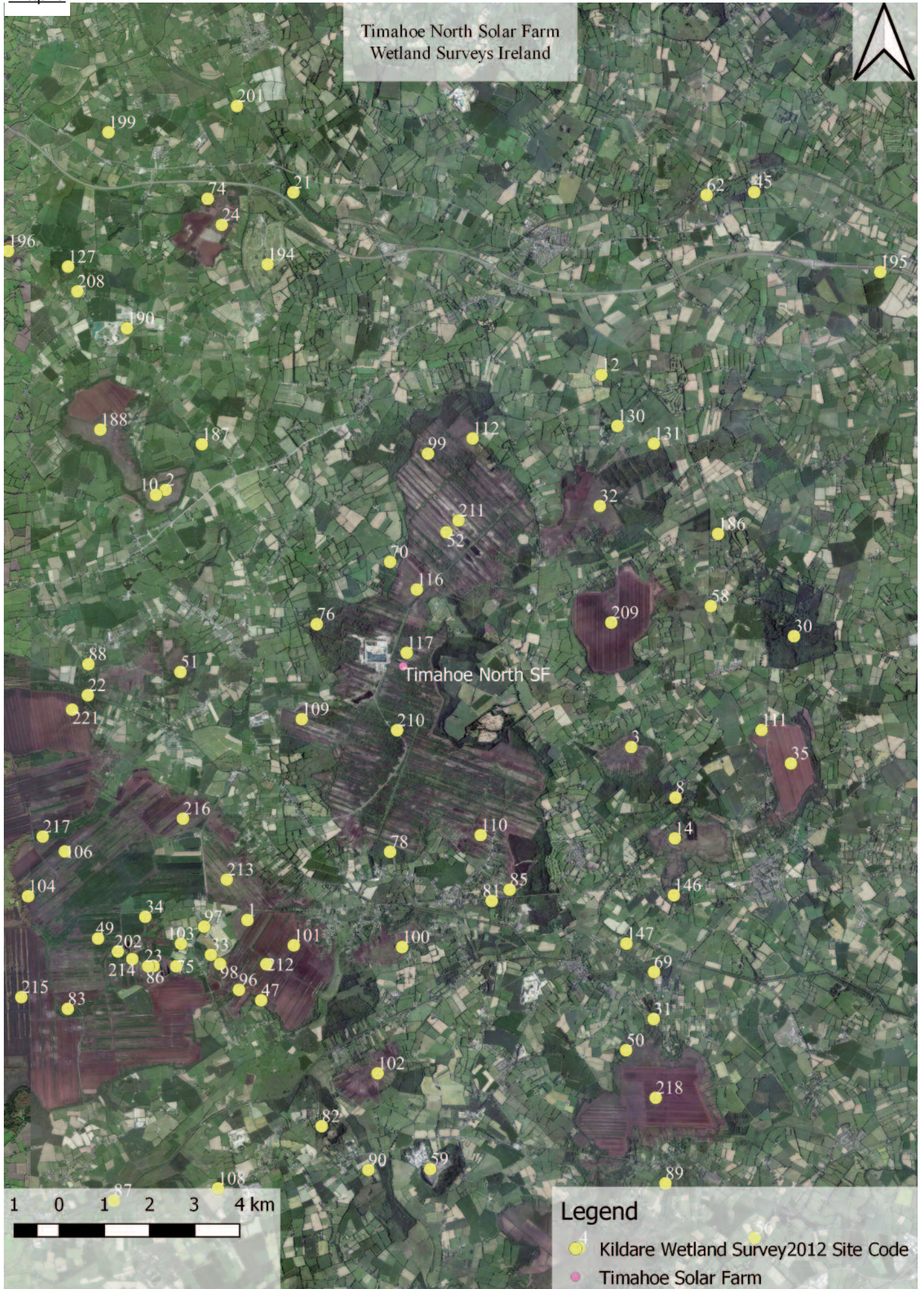
Timahoe North Solar Farm Archaeological Survey of Ireland



Legend

- National Monuments 16/10/2017
- Timahoe SF

Map 6



Irish Aviation Authority
The Times Building
11-12 D'Olier Street
Dublin 2, Ireland

Údarás Eitlíochta na hÉireann
Foirgneamh na hAmanna
11-12 Sráid D'Olier
Baile Átha Cliath 2, Éire

T: +353 1 603 1506
T: +353 1 603 1546
F: +353 1 679 2935
www.iaa.ie



Directors' Office

Oifig Stiúrthóirí

14th May 2018

Ms Orla Murphy
McCarthy Keville O Sullivan
Planning & Environmental Consultants
Block 1, G.F.S.C.
Moneenageisha Road,
Co Galway



Development: The proposed solar farm will have a capacity of approximately 70v Megawatts [MW]. and will include the solar photovoltaic array [panels]. inverters, access roads, a 110 kV electricity substation and grid connection, battery storage compound, amenity trails a and landscaping, site drainage and all associated works and is efficiently designed to generate solar energy at the site whilst avoiding environmental impacts at .5km north of the village of Allenwood, 6km east of Carbury and 3km south of Johnstown bridge Ref: 160727

Dear Orla

I refer to the request for planning permission for the above development, details of which were received by the Irish Aviation Authority from your company.

It is the observation of the Irish Aviation Authority that, the proposed solar generation facility at Timahoe North shall be assessed for any potential glare and glint issues in relation to aviation due to its proximity to Casement, Weston, Clonbullogue and Moyglare aerodromes. The USA Federal Aviation Administration, (FAA), has produced guidance and a tool to evaluate the potential effect of Solar PV systems on aviation. The FAA provide a Solar Glare Hazard Analysis Tool, (SGHAT) to help analyse the effect of the Solar PV installation on aviation. Details of this tool and the FAA guidance are in the attached FAA guidance document. For a proposed facility within 30 km of an airport contact should be made in the first instance by the proposer of the facility with the relevant airport for their input in order to carry out this analysis as flight paths into and out of the airport may pass over the area in which the facility is to be located. For proposed installations which are to be located within 30 km of an aerodrome it may be necessary to engage a specialized consultant to carry out a detailed analysis of any potential effects on aviation, particularly where the facility is to be located near approach and take-off flight paths and within sight of the airport control tower. A specialized consultant should be used if the facility is to be located within 10 km of the aerodrome.

Yours sincerely

Deirdre Forrest
Corporate Affairs

Bord Stiúrthóirí/Board of Directors
Anne Nolan (Cathaoirleach/Chairman),
Marie Bradley, Ernie Donnelly, Pascal Fitzgerald,
Basil Geoghegan, Michael Norton,
Geoffrey O'Byrne-White

Oifig Chláraithe:
Foirgneamh na hAmanna, 11-12 Sráid D'Olier
Baile Átha Cliath 2, Éire
Uimhir Chláraithe: 211082. Áit Chláraithe: Éire
Cuideachta Dlíteanais Theoranta

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Research and Innovative Technology Administration

Aylward, Anne D.; Brecht-Clark, Jan M.; Farley, Audrey L.; Hu, Patricia S.; Ishihara, David S.; Johns, Robert C.; Lang, Steven R.; Partridge, Ellen L.; Schmitt, Rolf R.; Womack, Kevin C.

Saint Lawrence Seaway Development Corporation

Middlebrook, Craig H.; Pisani, Salvatore L.

[FR Doc. 2013-24813 Filed 10-22-13; 8:45 am]
BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of interim policy; opportunity to comment.

SUMMARY: This notice establishes interim FAA policy for proposals by sponsors of federally obligated airports to construct solar energy systems on airport property. FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems which are effective upon publication. FAA will consider comments and make appropriate modifications before issuing a final policy. The policy applies to any proposed on-airport solar energy system that has not received from the FAA either an unconditional airport layout plan approval or a "no objection" finding on a Notice of Proposed Construction or Alteration Form 7460-1.

DATES: The effective date of this interim policy is October 23, 2013.

Comments must be received by November 22, 2013.

ADDRESSES: You can get an electronic copy of the interim policy and the comment form on the FAA Airports Web site at <http://www.faa.gov/airports/environmental/>.

You can submit comments using the Comments Matrix, using any of the following methods:

Electronic Submittal to the FAA: Go to <http://www.faa.gov/airports/environmental/> and follow the instructions for sending your comments electronically.

Mail: FAA Office of Airports, Office of Airport Planning and Programming,

Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591. Please send two copies.

Fax: 1-202-267-5302.
Hand Delivery: To FAA Office of Airports, Office of Airport Planning and Programming, Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591; between 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays. Please provide two copies.

For more information on the notice and comment process, see the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy: We will post all comments we receive, without change, to <http://www.faa.gov/airports/environmental/>, including any personal information you provide.

Comments Received: To read comments received, go to <http://www.faa.gov/airports/environmental/> at any time.

FOR FURTHER INFORMATION CONTACT: Ralph Thompson, Manager, Airport Planning and Environmental Division, APP-400, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591, telephone (202) 267-3263; facsimile (202) 267-5257; email: ralph.thompson@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA invites interested persons to join in this notice and comment process by filing written comments, data, or views. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data.

Availability of Documents

You can get an electronic copy of this interim policy by visiting the FAA's Airports Web page at <http://www.faa.gov/airports/environmental/>.

Authority for the Policy

This notice is published under the authority described in Subtitle VII, part B, chapter 471, section 47122 of title 49 United States Code.

Background

There is growing interest in installing solar photovoltaic (PV) and solar hot water (SHW) systems on airports. While solar PV or SHW systems (henceforth referred to as solar energy systems) are designed to absorb solar energy to maximize electrical energy production or the heating of water, in certain situations the glass surfaces of the solar energy systems can reflect sunlight and produce glint (a momentary flash of bright light) and glare (a continuous source of bright light). In conjunction

with the United States Department of Energy (DOE), the FAA has determined that glint and glare from solar energy systems could result in an ocular impact to pilots and/or air traffic control (ATC) facilities and compromise the safety of the air transportation system. While the FAA supports solar energy systems on airports, the FAA seeks to ensure safety by eliminating the potential for ocular impact to pilots and/or air traffic control facilities due to glare from such projects.

The FAA established a cross-organizational working group in 2012, to establish a standard for measuring glint and glare, and clear thresholds for when glint and glare would impact aviation safety. The standards that this working group developed are set forth in this notice.

A sponsor of a federally-obligated airport must request FAA review and approval to depict certain proposed solar installations (e.g., ground-based installations and collocated installations that increase the footprint of the collocated building or structure) on its airport layout plan (ALP), before construction begins.¹ A sponsor of a federally-obligated airport must notify the FAA of its intent to construct any solar installation² by filing FAA Form 7460-1, "Notice of Proposed Construction or Alteration" under 14 CFR Part 77 for a Non-Rulemaking case (NRA)^{3,4}. This includes the intent to permit airport tenants, including Federal agencies, to build such

¹ FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports, Section 2.3.5, states that "solar installations of any size, located on an airport, that are not collocated on an existing structure (i.e., roof of an existing building) and require a new footprint, need to be shown on the Airport Layout Plan (ALP). Collocated solar installations need to be shown on the ALP only if these installations substantially change the footprint of the collocated building or structure. Available at: http://www.faa.gov/airports/environmental/policy_guidance/media/airport_solar_guide_print.pdf. Title 49 of the United States Code (USC), sec. 47107(a), requires, in part, a current ALP approved by the FAA prior to the approval of an airport development project. See Grant Assurance No. 29, AC No. 150/5070-6B, and FAA Order No. 5100.38.

² Any solar installation means any ground-based solar energy installation and those solar energy installations collocated with a building or structure (i.e., rooftop installations).

³ FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports Section 3.1 reads in part "All solar projects at airports must submit to FAA a Notice of Proposed Construction Form 7460 . . .". This section further states "Even if the project will be roof mounted . . . the sponsor must still submit a case" [i.e., file a Form 7460-1].

⁴ The requirements of this policy are not mandatory for a proposed solar installation that is not on an airport and for which a form 7460-1 is filed under part 77 and is studied under the Obstruction Evaluation Program. However, the FAA urges proponents of off-airport solar-installations to voluntarily implement the provisions in this policy.

installations. The sponsor's obligation to obtain FAA review and approval to depict certain proposed solar energy installation projects at an airport is found in 49 U.S.C. 47107(a)(16) and Sponsor Grant Assurance 29, "Airport Layout Plan." Under these latter provisions, the sponsor may not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the ALP as approved by the FAA and which might, in the opinion of the FAA, adversely affect the safety, utility or efficiency of the airport.

Airport sponsors and project proponents must comply with the policies and procedures in this notice to demonstrate to the FAA that a proposed solar energy system will not result in an ocular impact that compromises the safety of the air transportation system. This process enables the FAA to approve amendment of the ALP to depict certain solar energy projects or issue a "no objection" finding to a filed 7460-1 form. The FAA expects to continue to update these policies and procedures as part of an iterative process as new information and technologies become available.

Solar energy systems located on an airport that is not federally-obligated or located outside the property of a federally-obligated airport are not subject to this policy. Proponents of solar energy systems located off-airport property or on non-federally-obligated airports are strongly encouraged to consider the requirements of this policy when siting such systems.

This interim policy clarifies and adds standards for measurement of glint or glare presented in the 2010 Technical Guidance document. Later this year the FAA plans to publish an update to the "Technical Guidance for Evaluating Selected Solar Technologies on Airports," (hereinafter referred to as "Technical Guidance") dated November 2010. This update to the technical guidance will include the standards for measuring glint and glare outlined in this notice. It will also provide enhanced criteria to ensure the proper siting of a solar energy installation to eliminate the potential for harmful glare to pilots or air traffic control facilities.

In advance of the planned update, as part of this Notice, we are clarifying one aspect of the Technical Guidance relating to airport sponsor and FAA responsibilities for evaluating the potential for solar energy systems installed on airports to either block, reflect, or disrupt radar signals, NAVAIDS, and other equipment required for safe aviation operations. Section 3.1 of the Technical Guidance, entitled "Airspace Review," correctly states that this role is exclusively the responsibility of FAA Technical Operations (Tech Ops). However subsection 3.1.3, "System Interference," states: "[s]tudies conducted during project siting should identify the location of radar transmission and receiving facilities and other NAVAIDS, and determine locations that would not be suitable for structures based on their potential to either block, reflect, or disrupt radar signals."

Reading the two sections together, what is meant is that the airport sponsor, in siting a proposed solar energy system, is responsible for limiting the potential for interference with communication, navigation, and surveillance (CNS) facilities. The sponsor should do so by ensuring that solar energy systems remain clear of the critical areas surrounding CNS facilities. FAA Advisory Circular (AC) 5300-13, "Airport Design," Chapter 6, defines the critical areas for common CNS facilities located on an airport. Sponsors may need to coordinate with FAA Technical Operations concerning CNS facilities not in AC 5300-13. As stated in Section 3.1, the FAA is responsible for evaluating if there are any impacts to CNS facilities. The FAA will conduct this review after the Form 7460-1 is filed for the construction of a new solar energy system installation on an airport. In summary, airport sponsors do not need to conduct studies on their own to determine impacts to CNS facilities when siting a solar energy system on airport. Section 3.1.3 will be revised accordingly in the next version of the Technical Guidance.

Interim Policy Statement

The following sets forth the standards for measuring ocular impact, the

required analysis tool, and the obligations of the Airport Sponsor when a solar energy system is proposed for development on a federally-obligated airport.

The FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems. FAA will consider comments and make appropriate modifications before issuing a final policy in a future **Federal Register** Notice. The policy applies to any proposed solar energy system that has not received unconditional airport layout plan approval (ALP) or a "no objection" from the FAA on a filed 7460-1, Notice of Proposed Construction or Alteration.

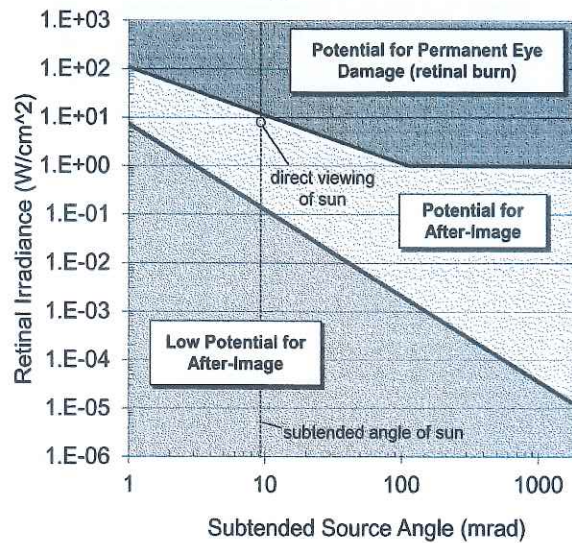
Standard for Measuring Ocular Impact

FAA adopts the *Solar Glare Hazard Analysis Plot* shown in Figure 1 below as the standard for measuring the ocular impact of any proposed solar energy system on a federally-obligated airport. To obtain FAA approval to revise an airport layout plan to depict a solar installation and/or a "no objection" to a Notice of Proposed Construction Form 7460-1, the airport sponsor will be required to demonstrate that the proposed solar energy system meets the following standards:

1. No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab, and
2. No potential for glare or "low potential for after-image" (shown in green in Figure 1) along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath.

Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.

Figure 1



Solar Glare Ocular Hazard Plot: The potential ocular hazard from solar glare is a function of retinal irradiance and the subtended angle (size/distance) of the glare source. It should be noted that the ratio of spectrally weighted solar illuminance to solar irradiance at the earth's surface yields a conversion factor of ~ 100 lumens/W. Plot adapted from Ho et al., 2011.

Chart References: Ho, C.K., C.M. Ghanbari, and R.B. Diver, 2011, Methodology to Assess Potential Glint and Glare Hazards from Concentrating Solar Power Plants: Analytical Models and Experimental Validation, *J. Solar Energy Engineering*, August 2011, Vol. 133, 031021-1 – 031021-9.

Tool To Assess Ocular Impact

In cooperation with the DOE, the FAA is making available free-of-charge the *Solar Glare Hazard Analysis Tool* (SGHAT). The SGHAT was designed to determine whether a proposed solar energy project would result in the potential for ocular impact as depicted on the *Solar Glare Hazard Analysis Plot* shown above.

The SGHAT employs an interactive Google map where the user can quickly locate a site, draw an outline of the proposed solar energy system, and specify observer locations (Airport Traffic Control Tower cab) and final approach paths. Latitude, longitude, and elevation are automatically recorded through the Google interface, providing necessary information for sun position and vector calculations. Additional information regarding the orientation and tilt of the solar energy panels, reflectance, environment, and ocular factors are entered by the user.

If glare is found, the tool calculates the retinal irradiance and subtended source angle (size/distance) of the glare source to predict potential ocular hazards ranging from temporary after-image to retinal burn. The results are presented in a simple, easy-to-interpret plot that specifies when glare will occur

throughout the year, with color codes indicating the potential ocular hazard. The tool can also predict relative energy production while evaluating alternative designs, layouts, and locations to identify configurations that maximize energy production while mitigating the impacts of glare.

Users must first register for the use of the tool at this web address: www.sandia.gov/glare.

Required Use of the SGHAT

As of the date of publication of this interim policy, the FAA requires the use of the SGHAT to demonstrate compliance with the standards for measuring ocular impact stated above for any proposed solar energy system located on a federally-obligated airport. The SGHAT is a validated tool specifically designed to measure glare according to the *Solar Glare Hazard Analysis Plot*. All sponsors of federally-obligated airports who propose to install or to permit others to install solar energy systems on the airport must attach the SGHAT report, outlining solar panel glare and ocular impact, for each point of measurement to the Notice of Proposed Construction Form 7460-1. The FAA will consider the use of alternative tools or methods on a case-

by-case basis. However, the FAA must approve the use of an alternative tool or method prior to an airport sponsor seeking approval for any proposed on-airport solar energy system. The alternative tool or method must evaluate ocular impact in accordance with the *Solar Glare Hazard Analysis Plot*.

Please contact the Office of Airport Planning and Programming, Airport Planning and Environmental Division, APP-400, for more information on the validation process for alternative tools or methods.

Airport sponsor obligations have been discussed above under Background. We caution airport sponsors that under preexisting airport grant compliance policy, failure to seek FAA review of a solar installation prior to construction could trigger possible compliance action under 14 CFR Part 16, "Rules of Practice for Federally-Assisted Airport Enforcement Proceedings." Moreover, if a solar installation creates glare that interferes with aviation safety, the FAA could require the airport to pay for the elimination of solar glare by removing or relocating the solar facility.

Issued in Washington, DC, on September 27, 2013.

Benito De Leon,

Director, Office of Airport Planning and Programming.

[FR Doc. 2013-24729 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Third Meeting: RTCA Tactical Operations Committee (TOC)

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT)

ACTION: Third Meeting Notice of RTCA Tactical Operations Committee.

SUMMARY: The FAA is issuing this notice to advise the public of the third meeting of the RTCA Tactical Operations Committee.

DATES: The meeting will be held November 7, 2013 from 9 a.m.–3 p.m.

ADDRESSES: The meeting will be held at RTCA Headquarters, 1150 18th Street NW., Suite 910, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or Web site <http://www.rtca.org>. Andy Cebula, NAC Secretary can also be contacted at acebula@rtca.org or 202-330-0652.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. No. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Tactical Operations Committee (TOC). The agenda will include the following:

November 19, 2013

- Opening of Meeting/Introduction of TOC Members
- Official Statement of Designated Federal Official
- Approval of July 23, 2013 Meeting Summary
- FAA Report
- Notice to Airmen (NOTAM) Activity Prioritization
- Regional Task Groups (RTGs)
- Reports on current activities underway by Regional Task Groups: Eastern, Central, Western
- VHF Omni-directional Range (VOR) Minimum Operating Network
- New Tasking: Obstacle Clearance
- Anticipated Issues for TOC consideration and action at the next meeting
- Other Business
- Adjourn

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 18, 2013.

Edith V. Parish,

Senior Advisor, Mission Support Services, Air Traffic Organization, Federal Aviation Administration.

[FR Doc. 2013-24968 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent of waiver with respect to land; French Lick Airport; French Lick, Indiana.

SUMMARY: The FAA is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at French Lick Airport, French Lick, Indiana. The aforementioned land is not needed for aeronautical use. The proposal consists of 18.606 acres located in the southern section of airport property which is not being used by the airport presently. The land is to be sold to Commissioners of Orange County for the construction of County Road CR 300 South/Airport Road to facilitate access to the airport.

DATES: Comments must be received on or before November 22, 2013.

ADDRESSES: Documents are available for review by appointment at the FAA Airports District Office, Azra Hussain, Program Manager, 2300 E. Devon Avenue, Des Plaines, Illinois 60018 Telephone: (847) 294-8252/Fax: (847) 294-7046 and Zachary D. Brown, French Lick Municipal Airport, 9764 West County Road 375 South, French Lick, Indiana, 47933.

Written comments on the Sponsor's request must be delivered or mailed to: Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois (847) 294-7046.

FOR FURTHER INFORMATION CONTACT: Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. Telephone Number: (847) 294-8252/FAX Number: (847) 294-7046.

SUPPLEMENTARY INFORMATION: In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The subject land consists of two parcels. Parcel 1 (approx. 16.667 acres) was acquired through the Federal Aid to Airport Program dated July 28, 1963 and Parcel 2 (approx. 1.939 acres) was acquired by the sponsor as part of a larger parcel (approx. 9.97 acres) for the nominal sum of One Dollar and zero cents (\$1.00) on April 19, 2010. The Commissioners of Orange County intend to purchase the property for a nominal sum of One Dollar and zero cents (\$1.00) for the construction of County Road CR 300 South/Airport Road. Construction of the road will facilitate access to the airport. The aforementioned land is not needed for aeronautical use, as shown on the Airport Layout Plan. There are no impacts to the airport by allowing the airport to dispose of the property.

This notice announces that the FAA is considering the release of the subject airport property at French Lick Airport, French Lick, Indiana, subject to easements and covenants running with the land. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

Issued in Des Plaines, Illinois on September 30, 2013.

James Keefer,

Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2013-24738 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P

Ms. Órla Murphy
McCarthy Keville O'Sullivan Ltd.
Planning and Environmental Consultants
Block 1, G.F.S.C.
Moneenageisha Road
Galway



Dáta | Date
17 May 2018

Ár dTag | Our Ref.
TII18-101780

Bhur dTag | Your Ref.
160727

Re: EIA Scoping Document for the Proposed Bord na Móna and ESB Solar Farm at Timahoe North, Co. Kildare

Dear Ms. Murphy,

Transport Infrastructure Ireland (TII) wishes to advise that it is not in a position to engage directly with planning applicants in respect to proposed developments. 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 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.

With respect to EIAR/EIS scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR/EIS, which may affect the national roads 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, e.g. Leinster Orbital Route (LOR) included in the NTA Transport Strategy for the Greater Dublin Area, 2016 – 2035, and the Kildare County Development Plan, 2017 – 2023,
- 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,
- The developer should assess visual impacts from existing national roads,
- The developer should have regard to any Environmental Impact Statement (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 conducting Environmental Impact Assessment (EIA), should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works),

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie.
TII processes personal data in accordance with its Data Protection Notice available at www.tii.ie.



- The developer, in conducting EIA, 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, 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., National Roads Authority, 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. TII's TTA 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,
- 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,
- In relation to cabling and potential connection routing, the scheme promoter should note locations of existing and future national road schemes and develop proposals to safeguard proposed road schemes. In the context of existing national roads, alternatives to the provision of cabling along the national road network, such as alternative routing or the laying of cabling in private lands adjoining the national road, should be considered in the interests of safeguarding the investment in and the potential for future upgrade works to the national road network. The 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 and motorway network,
- In relation to haul route identification, the applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals/permits and other licences may be required in connection with the proposed haul route and all structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed.

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 trust that the above comments are of use in your EIAR preparation.

Yours sincerely,


 Michael McCormack
 Senior Land Use Planner