



## **APPENDIX 2-2**

**COPIES OF EIA SCOPING  
RESPONSES**

## Natalia Stolarska

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**From:** Landuse Planning <LandUsePlanning@tii.ie>  
**Sent:** Wednesday 6 December 2023 09:16  
**To:** James Crowley  
**Cc:** Landuse Planning  
**Subject:** Enerco Energy - M7 Junction 22 & N62- Pre-planning query

Dear Mr Crowley,

I advise that Transport Infrastructure Ireland (TII) is not a planning authority. Our core function in relation to national roads is to deliver a modern, efficient and safe network. The Authority has, however, the status of a statutory consultee under planning legislation.

As a statutory consultee, submissions or comments to planning authorities on planning applications, if any, on proposed development represent TII's primary input to the planning process. The approach adopted in making such submissions or comments seeks to uphold official policy outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). It is expected that Tipperary County Council will similarly abide by the provisions of official policy. The Authority recognises that decisions in relation to planning are matters for the Tipperary County Council and, in the event of an appeal, An Bord Pleanála.

Therefore TII is not in a position to engage directly with an applicant for planning permission and recommends that you correspond directly with the County Council as planning and roads authority for the area concerned. The County Council can and does liaise with TII as appropriate on issues relating to national roads that the Council consider warrant discussion in accordance with established practice on these matters. This avoids unsatisfactory outcomes for all parties in particular inefficient use of resources and misunderstandings. I also advise that your proposal involves liaison with a number of sections with TII which the Council would be aware of.

Please be advised that any queries to TII related to planning and planning applications should be made to [landuseplanning@tii.ie](mailto:landuseplanning@tii.ie) and not to individual colleagues.

I trust the foregoing is of assistance.

Regards

Tara Spain  
Head of Land Use Planning .  
Transport Infrastructure Ireland.  
Email: [LandUsePlanning@tii.ie](mailto:LandUsePlanning@tii.ie)



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**From:** James Crowley <[james.crowley@turnkeydev.com](mailto:james.crowley@turnkeydev.com)>  
**Sent:** Tuesday, December 5, 2023 5:06 PM  
**To:** Jansi George <[Jansi.George@tii.ie](mailto:Jansi.George@tii.ie)>  
**Subject:** M7 Junction 22 & N62

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Hi Jansi,

My name is James Crowley and I work with Enerco Energy. We are an Irish owned, renewable energy company, based near Macroom, Co Cork. At Enerco Energy we currently have 18 wind farms and 1 solar farm fully operational, and a further 2 wind farms and 1 solar farm under construction. Enerco generate approximately 15% of the renewable electricity in Ireland.

I received your contact details from a colleague of yours. I am contacting you regarding a renewable energy development we are proposing to submit a planning application for next week near Templemore & Roscrea in Co. Tipperary. We have identified a preferred transport delivery route (TDR) to the site. We propose to exit the M7 motorway at Junction 22 and head in the direction of Templemore along the N62 for approx. 9.5km. At this location we propose to construct a temporary access point to the site for abnormal load deliveries only. The abnormal loads will be delivered during off peak hours under An Garda Síochana escort. I met with the Tipperary County Council Area Engineer on site to discuss our proposal and I would appreciate if I could do same with you please, either on site or through teams if possible. I look forward to your response. Thank you.

Kind Regards,

James Crowley



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## Karen Mulryan

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**From:** planning applications <planning.applications@failteireland.ie>  
**Sent:** Tuesday 10 October 2023 16:09  
**To:** Karen Mulryan  
**Subject:** RE: 220310 Proposed Borrisbeg Renewable Energy Project, Co. Tipperary Scoping Document  
**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 Karen,

Thank you for your email and scoping letter regarding for the proposed Borrisbeg Renewable Energy Project, Co. Tipperary

Please see attached letter in response to the invitation to make a submission in relation to the EIAR Scoping Report for the Arklow Bank Wind Park 2. Also 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 & thanks,

Yvonne

### Yvonne Jackson

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**From:** Karen Mulryan <kmulryan@mkoireland.ie>  
**Sent:** Tuesday, October 3, 2023 12:29 PM

To: planning applications <planning.applications@failteireland.ie>

Subject: 220310 Proposed Borrisbeg Renewable Energy Project, Co. Tipperary Scoping Document

**[ATTENTION]** 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.

Good afternoon,

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will encompass 9 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 directedly to An Bord Pleanála, under the provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

Karen.

Kind regards,

Karen.

**Karen Mulryan**

Project Environmental Scientist BA. MSc. MIAI. CIfA.

**MKO**

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# 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.

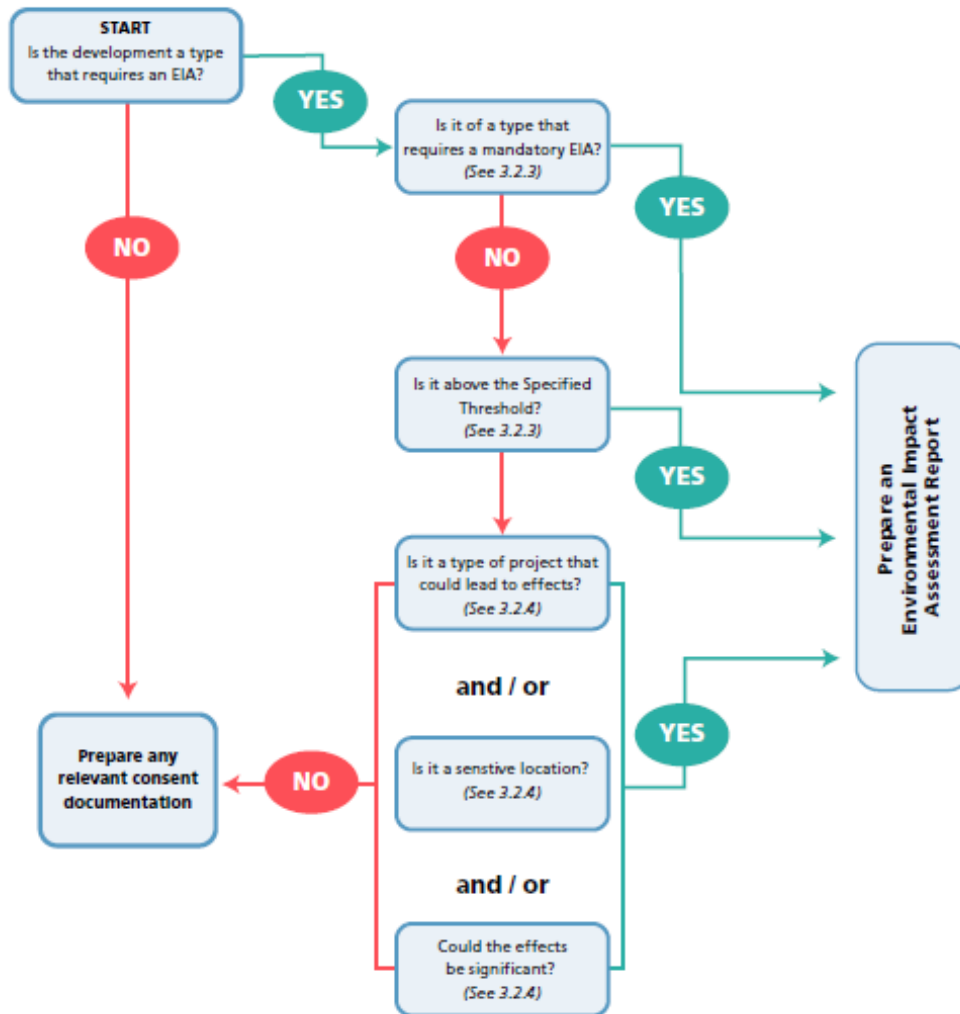
The process of EIA is set out in the EPA EIAR Guidelines, this document should be read in conjunction with and used as supplementary guidance to the EPA EIAR Guidelines. The process for ascertaining whether an EIAR is required is known as ‘screening’ and the process to determine the breadth and scope 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

The consideration of tourism projects within the Population and Human Health is extensive, with impacts ranging from rural employment population impacts of seasonal tourism, to the health impact of air pollution from increased traffic in urban areas.

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'”.

#### Biodiversity

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.'*

#### Land, Soils and Geology

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.

The impact upon Geotourism related to geoh heritage within the natural environment, e.g., any impacts on UNESCO Global Geoparks, of which we currently have three on the island of Ireland; Copper Coast in Co. Waterford, Burren and Cliffs of Moher in Co. Clare, and Cuilcagh Lakelands in Cavan and Fermanagh should be considered (where applicable) in this section.

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

#### Water

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.

#### Air Quality and Climate

Tourism impact upon air quality is dependent on the activity proposed and sensitivity of the location. If the tourism project includes a large increase in transportation services, collection of baseline air emission data is advised. Transportation emissions affect not only air quality, but also greenhouse gases. Changing climatic patterns due to climate change should be factored into this analysis.

#### Noise and Vibration

A link between tourism and this prescribed environmental factor, beyond the normal development impacts, is rare, however the impact upon tourism of issues of noise and vibration can be significant. Construction adjoining hotels for example should consider the sensitivity of the development and ensure mitigation is in place.

#### Material Assets; Traffic and Transport

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

avoid peak tourism periods in tourism areas and should consider planned or anticipated tourism events and festivals.

#### Cultural Heritage

Cultural heritage can be a key component of tourism projects and the impact of tourism on the maintenance of cultural heritage should be given the utmost consideration, whether positive or negative. As a tourism attraction, cultural heritage should be strongly considered in non-tourism developments and the impact upon tourism considered as a potential impact.

#### Archaeology

Archaeology can be of tourism interest and can be an attractive or key component of tourism projects. Archaeology can be a tourism attractor and given that national policy emphasis on the non-renewable nature of the archaeology and archaeological heritage, focus should be a presumption in favour of its preservation in-situ or where preservation in-situ is not the option chosen, there must be preservation by record (i.e. archaeological excavation and recording must take place) in line with statutory requirements.

#### Material Assets; Waste Management

Tourism is a resource heavy activity and can impact waste streams and waste segregation. Impacts here should be considered strongly and with knowledge of the variation that arises from the particular tourist activity. Waste and Waste disposal issues can also impact the perception of an unspoiled environment, effecting tourism, which should be considered.

#### Material Assets

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.

#### Landscape

The visual impact of a tourism development, especially in locations which are visually sensitive or renowned for their scenic or landscape beauty, should be considered carefully. A development intended to utilise or enjoy a particular vista or environment should minimise impact upon that environment.

#### ***Major Accident and Natural Disaster***

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.

**From:** [Diarmuid Buttimer \(Housing\)](#)  
**Sent:** Monday 9 October 2023 12:46  
**To:** [Karen Mulryan](#)  
**Subject:** RE: 220310 Borrisbeg Renewable Energy Development Co. Tipperary. Scoping request National Monuments Service

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You don't often get email from [diarmuid.buttimer@npws.gov.ie](mailto:diarmuid.buttimer@npws.gov.ie). [Learn why this is important](#)

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Our Ref G Pre00255/2023 (Please quote in all related correspondence)

A Chara

Apologies for delay in reply with acknowledgement. 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 (3<sup>rd</sup> of October) . 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@npws.gov.ie](mailto:manager.dau@npws.gov.ie).

Regards  
Diarmuid

**Diarmuid Buttimer**  
*Executive Officer*

**An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta**  
**Department of Housing, Local Government and Heritage**  
**Aonad na nIarratas ar Fhorbairt**

*Development Applications Unit*

**Oifigi an Rialtais**  
*Government Offices*

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

---

[Diarmuid.Buttimer@npws.gov.ie](mailto:Diarmuid.Buttimer@npws.gov.ie)  
[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)

---

**From:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>  
**Sent:** Tuesday 3 October 2023 12:36  
**To:** Diarmuid Buttimer (Housing) <[Diarmuid.Buttimer@npws.gov.ie](mailto:Diarmuid.Buttimer@npws.gov.ie)>  
**Subject:** 220310 Borrisbeg Renewable Energy Development Co. Tipperary. Scoping request National Monuments Service

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Good afternoon,

We would be grateful if you could issue the attached scoping document for comment to the National Monuments Service.

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will encompass 9 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 directedly to An Bord Pleanála, under the provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

Karen.

**Karen Mulryan**

Project Environmental Scientist BA. MSc. MIAI. CIfA.

**MKO**

Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** [Housing Manager DAU](#)  
**Sent:** Thursday 1 June 2023 17:14  
**To:** [Grainne Griffin](#)  
**Subject:** FW: DAU Ref: G 00292/2022 - 220310 Borrisbeg WF Scoping Document - NPWS

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**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Good Afternoon Grainne,

Please note Divisional Ecologist Brain Duffy is available for a meeting next week, excluding Wednesday morning and Friday.

If you wish to email to finalise and to invite to meeting, please note email [Brian.Duffy@npws.gov.ie](mailto:Brian.Duffy@npws.gov.ie)

Regards  
Diarmuid

---

**From:** Grainne Griffin <[ggriffin@mkoireland.ie](mailto:ggriffin@mkoireland.ie)>  
**Sent:** Thursday 27 April 2023 16:30  
**To:** Housing Manager DAU <[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)>  
**Subject:** RE: DAU Ref: G 00292/2022 - 220310 Borrisbeg WF Scoping Document - NPWS

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Hi Diarmuid,

Thank you for your response.

Following a meeting with the Board, they requested we engage with you and have a meeting with the NPWS if possible. Would it be possible to set up a meeting with you to discuss the proposal?

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist BSc. MSc. CEcol.

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** Housing Manager DAU <[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)>  
**Sent:** Wednesday, April 26, 2023 11:35 AM  
**To:** Grainne Griffin <[ggriffin@mkoireland.ie](mailto:ggriffin@mkoireland.ie)>  
**Subject:** RE: DAU Ref: G 00292/2022 - 220310 Borrisbeg WF Scoping Document -

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A Chara,

The Department is not in a position to make specific comment on this particular referral at this time. No inference should be drawn from this that the Department is satisfied or otherwise with the proposed activity. The Department may submit observations/recommendations at a later stage in the process.

Le meas  
Diarmuid

**Diarmuid Buttimer**  
*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

—  
[Diarmuid.Buttimer@npws.gov.ie](mailto:Diarmuid.Buttimer@npws.gov.ie)  
[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)

---

**From:** Grainne Griffin <[ggriffin@mkoireland.ie](mailto:ggriffin@mkoireland.ie)>  
**Sent:** Tuesday 25 April 2023 10:57  
**To:** Housing Manager DAU <[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)>; Diarmuid Buttimer (Housing) <[Diarmuid.Buttimer@npws.gov.ie](mailto:Diarmuid.Buttimer@npws.gov.ie)>  
**Subject:** RE: DAU Ref: G 00292/2022 - 220310 Borrisbeg WF Scoping Document - NPWS

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DAU Correspondence Ref: G 00292/2022



Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location. We would also be keen for a meeting if possible:

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located within a rural setting in north Tipperary, approximately 11km south of Roscrea Town, with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** Housing Manager DAU <[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)>

**Sent:** Monday, November 7, 2022 2:11 PM

**From:** [Housing Manager DAU](#)  
**Sent:** Wednesday 26 April 2023 11:35  
**To:** [Grainne Griffin](#)  
**Subject:** RE: DAU Ref: G 00292/2022 - 220310 Borrisbeg WF Scoping Document -

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A Chara,

The Department is not in a position to make specific comment on this particular referral at this time. No inference should be drawn from this that the Department is satisfied or otherwise with the proposed activity. The Department may submit observations/recommendations at a later stage in the process.

Le meas  
Diarmuid

**Diarmuid Buttimer**  
*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

—  
[Diarmuid.Buttimer@npws.gov.ie](mailto:Diarmuid.Buttimer@npws.gov.ie)  
[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)

---

**From:** Grainne Griffin <ggriffin@mkoireland.ie>  
**Sent:** Tuesday 25 April 2023 10:57  
**To:** Housing Manager DAU <Manager.DAU@npws.gov.ie>; Diarmuid Buttimer (Housing) <Diarmuid.Buttimer@npws.gov.ie>  
**Subject:** RE: DAU Ref: G 00292/2022 - 220310 Borrisbeg WF Scoping Document - NPWS

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DAU Correspondence Ref: G 00292/2022

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The proposed project will likely encompass 9 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
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**From:** Housing Manager DAU <[Manager.DAU@npws.gov.ie](mailto:Manager.DAU@npws.gov.ie)>

**Sent:** Monday, November 7, 2022 2:11 PM

**To:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>

**Subject:** 220310 Borrisbeg

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Our Ref: G 00292/2022 (Please quote in all related correspondence)

A Chara

I acknowledge receipt of your recent consultation. Only received today by post.

**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, Architectural Heritage and Underwater Archaeology Unit.**

All Correspondence to be issued to and from DAU.

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](mailto:manager.dau@housing.gov.ie).

Regards  
Diarmuid

**Diarmuid Buttimer**  
*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

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[Diarmuid.Buttimer@housing.gov.ie](mailto:Diarmuid.Buttimer@housing.gov.ie)  
[Manager.DAU@housing.gov.ie](mailto:Manager.DAU@housing.gov.ie)

**Diarmuid Buttimer**  
*Executive Officer*

**An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta**  
**Department of Housing, Local Government and Heritage**  
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*Development Applications Unit*  
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*Government Offices*  
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Newtown Road, Wexford, County Wexford, Y35 AP90

—

**From:** [Transport GCU](#)  
**Sent:** Thursday 27 July 2023 15:52  
**To:** [Karen Mulryan](#)  
**Subject:** RE: 220310 EIAR Scoping Request: Proposed Borrisbeg Renewable Energy Development, near Templemore, Co. Tipperary  
**Attachments:** 20230719 DoT submission.docx

---

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Good afternoon Karen,

Please find attached for your attention submission on behalf of Department of Transport in relation to EIAR Scoping Request: Proposed Borrisbeg Renewable Energy Development, near Templemore, Co. Tipperary.

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](mailto:gcu@transport.gov.ie) [www.gov.ie/transport](http://www.gov.ie/transport)

---

**From:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>  
**Sent:** Tuesday 11 July 2023 15:55  
**To:** Transport GCU <[GeneralCo-OrdinationUnit@transport.gov.ie](mailto:GeneralCo-OrdinationUnit@transport.gov.ie)>  
**Subject:** 220310 EIAR Scoping Request: Proposed Borrisbeg Renewable Energy Development, near Templemore, Co. Tipperary

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Good afternoon,

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will encompass 9 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 directedly to An Bord Pleanála, under the provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a

scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

Karen.

**Karen Mulryan**

Project Environmental Scientist BA. MSc. MIAI. CIfA.

**MKO**

Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



---

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Ms. Karen Mulryan  
Project Environmental Scientist BA. MSc. MIAI. ClfA.  
MKO  
Tuam Road  
Galway  
H91 VW84  
26<sup>th</sup> July 2023

**Re: 220310 EIAR Scoping Request: Proposed Borrisbeg Renewable Energy Development,  
near Templemore, Co. Tipperary**

The Department of Transport makes the following comments on the Environmental Impact Assessment Scoping Document for Proposed Borrisbeg Renewable Energy Development, near Templemore, Co. Tipperary. 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,
- Examination of the possible elimination of 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 from under the road pavement 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](mailto:gcu@transport.gov.ie) [www.gov.ie/transport](http://www.gov.ie/transport)

**From:** [Datarequests](#)  
**Sent:** Wednesday 21 June 2023 12:38  
**To:** [Karen Mulryan](#)  
**Subject:** RE: Data request Irish water infrastructure at Borrisbeg Co. Tipperary 220310  
**Attachments:** Water\_Sewer\_shp.zip

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Hi Karen Mulryan

Thank you for sending the completed Non Disclosure Agreement and location details of your area of interest.

Please find attached the data you have requested of;

- Water distribution (.shp Irish Grid)
- Sewer Network (.shp Irish Grid)

Regards

**Mo Ismail**

GIS Officer

Asset Intelligence- Data Request Team

Uisce Éireann

Teach Colvill, 24-26 Sráid Thalbóid, Baile Átha Cliath, Éire

**Irish Water**

Colvill House, 24-26 Talbot Street, Dublin, Ireland

[Datarequests@water.ie](mailto:Datarequests@water.ie)

[LinkedIn](#)



---

**From:** Karen Mulryan <kmulryan@mkoireland.ie>  
**Sent:** Tuesday 20 June 2023 11:09  
**To:** Datarequests <Datarequests@water.ie>  
**Subject:** Data request Irish water infrastructure at Borrisbeg Co. Tipperary 220310  
**Importance:** High

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To whom it may concern,

I am looking for Irish water shapefiles ( water infrastructure and sewage) for the site attached I TM and IG shapefile format.

Kind regards,

Karen.

**Karen Mulryan**

Project Environmental Scientist BA. MSc. MIAI. CIfA.

**MKO**

Tuam Road, Galway, H91 VW84

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[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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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 athbheithniú 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 neamhúdraithe 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 scríos an t-ábhar ó gach aon ríomhaire. D'fhéadfadh ríomhphost a bheith so-ghabhálach i leith truaillithe, idircheaptha agus i leith leasuithe neamhúdraithe. 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 theachtairreachtaí 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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**From:** [Cillian Claffey \(C\)](#)  
**Sent:** Tuesday 1 November 2022 14:34  
**To:** David Robb  
**Cc:** [Ali Robinson](#)  
**Subject:** Irish Water Response to EIA Scoping Request - Borrisbeg  
**Attachments:** IrishWater\_EIAScopingOpinion\_Borrisbeg.pdf

---

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Good afternoon David,

I hope you are keeping well today.

Please find attached Irish Waters response to your EIA scoping request relating to Buiríos Ltds. forthcoming planning application for a wind farm development in Tipperary.

Just to note going forward that I am the planning lead for the North / West / Southern region and will act as interface for Irish Water on this application.

Could you please notify myself OR [planning@water.ie](mailto:planning@water.ie) when once this application has been submitted so that we can get a heads up and ensure we receive the referral in adequate time.

If you have any questions, please let me know and I will do my best to assist you with your query.

Kind regards,

**Cillian Claffey** *B.A., MPlan*

Development Management Planning (North / West / Southern Region)

**Uisce Éireann**

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For the attention of David Robb  
MKO  
Tuam Road,  
Galway  
Ireland,  
H91 VW84

1<sup>st</sup> November 2022

**By Email:** [drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)

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T: +353 01 89 25001  
[www.water.ie](http://www.water.ie)

**Re:** EIA Scoping Request – Proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary.

Dear David Robb,

Irish Water has received notification of your Environmental Impact Assessment (EIA) scoping request relating to Buiríos Ltd's forthcoming planning application for a wind farm development in Co. Tipperary.

Please see attached, Irish Water's scoping opinion in relation to Water Services. On receipt of the planning referral, Irish Water will review the finalised Environmental Impact Assessment Report (EIAR) as part of the planning process.

Queries relating to the terms and the EIA scoping opinions below should be directed to [planning@water.ie](mailto:planning@water.ie)

Yours sincerely,

Signed on behalf of Irish Water:

PP: Ali Robinson

**Yvonne Harris**  
Connections and Development Services

## Irish Water's Response to EIA Scoping Requests

At present, Irish Water 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 Irish Water Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Irish Waters 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 Irish Water 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 Irish Water 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 Irish Water 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 Irish Water 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](mailto: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 Irish Water discharge outfalls including changes in dispersion / circulation characteristics. 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 Irish Water for public supply should be identified within the report.
- n) Where a development proposes to connect to an Irish Water 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 Irish Water ahead of any planning application.
- Irish Water will not accept new surface water discharges to combined sewer networks.

**From:** [INFO](#)  
**Sent:** Tuesday 2 May 2023 15:09  
**To:** [Grainne Griffin](#)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

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Dear Ms. Griffin,

I refer to your email of 26 April regarding the above.

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). TII notes with concern that this Guidance is not referred to in the scoping document. Regard should also be had to other relevant guidance available at [www.TII.ie](http://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. TII notes with serious concern that no reference is made to national, regional and local policy related to national roads despite proximity of the proposal to the N62.

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:

- 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. In accordance with the provisions of Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) policy, no direct access or intensification of direct access to national roads should occur; the N62, national road refers. This provision applies to all categories of development.
- Consultations should be had with the relevant local authority/National Roads Design Office with regard to locations of existing and future national road schemes.
- 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 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.

- 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 the 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 and all 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.

- o 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.

- o 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 such as delivery timetabling, etc. and to ensure that the strategic function of the national road network is safeguarded.

- o Additionally, any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal 'length' 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.

- o Designers should consult TII Publications to determine whether a Road Safety Audit is required for any of the temporary works proposed. Any recommendations should be incorporated into designs.

- 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.

- o 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 recent publication of the Draft National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities.

- o 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.

- o 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. Therefore, TII advises that grid connection cable routing

should seek to utilise the extensive existing local road network, or alternatives, as opposed to the strategic national road network contrary to the provisions of official policy.

o 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.

o 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.

- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required for any element of the proposal (i.e., site access, haulage route and grid connection requirements).
- The developer should assess the impact of proposal on the N62 in accordance with Section 3.7 Avoiding Adverse Impacts from Existing and Future Roads of Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).
- The developer, in preparing EIAR, should have regard to TII Publication.
- 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, 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)).

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.

Regards,

Amy O'Shaughnessy  
Senior Regulatory & Administration Executive  
Transport Infrastructure Ireland  
Email: [amy.oshaughnessy@tii.ie](mailto:amy.oshaughnessy@tii.ie)  
Telephone: +353 (0)1 646 3661



---

**From:** Grainne Griffin <[ggriffin@mkofireland.ie](mailto:ggriffin@mkofireland.ie)>

**Sent:** Wednesday 26 April 2023 14:34

**To:** INFO <Information@tii.ie>  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

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Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

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**From:** INFO <[Information@tii.ie](mailto:Information@tii.ie)>  
**Sent:** Friday, October 28, 2022 12:13 PM  
**To:** David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)>  
**Subject:** Automatic reply: 220310 Borrisbeg WF Scoping Document

A Chara,

Admhaíonn Bonneagar Iompair Éireann go bhfuarthas do ríomhphost.

Eiseofar freagra ar d'fhiosrúchán in am trátha.

Le gach dea-mhéin,

An tAonad Rialála agus Riaracháin  
Bonneagar Iompair Éireann

**From:** [INFO](#)  
**Sent:** Friday 23 December 2022 09:45  
**To:** David Robb  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

---

**Dear Mr. Robb,**

Thank you for your email of 15 December 2022 regarding the above EIAR Scoping exercise. 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](http://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. TII notes with serious concern that no reference is made to national, regional and local policy related to national roads despite proximity of the proposal to the N62.

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:

- 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. In accordance with the provisions of Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) policy, no direct access or intensification of direct access to national roads should occur; N62, national road refers. This provision applies to all categories of development.
- Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes.
- 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 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.

- 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 and all 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.
  - 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 such as delivery timetabling, etc. and to ensure that the strategic function of the national road network is safeguarded.
  - Additionally, any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal 'length' 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.
  - Designers should consult TII Publications to determine whether a Road Safety Audit is required for any of the temporary works proposed. Any recommendations should be incorporated into designs.
- 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 recent publication of the Draft 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. Therefore, TII advises that grid connection cable routing should seek to utilise the

extensive existing local road network, or alternatives, as opposed to the strategic national road network contrary to the provisions of official policy.

- 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.
- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required for any element of the proposal (i.e., site access, haulage route and grid connection requirements).
  - The developer should assess the impact of proposal on the N62 in accordance with Section 3.7 Avoiding Adverse Impacts from Existing and Future Roads of Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).
  - The developer, in preparing EIAR, should have regard to TII Publication.
  - 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, 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)).

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,**

**Alban Mills**  
**Senior Regulatory & Administration Executive**  
**Ref No. TII22-120729**



---

**From:** David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)>  
**Sent:** Thursday 15 December 2022 17:01  
**To:** INFO <[Information@tii.ie](mailto:Information@tii.ie)>  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

You don't often get email from [drobb@mkoireland.ie](mailto:drobb@mkoireland.ie). [Learn why this is important](#)

**From:** [INFO](#)  
**Sent:** Monday 7 November 2022 09:58  
**To:** David Robb  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

---

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**Dear Mr. Robb,**

Thank you for your email of 28 October 2022 regarding the above EIAR Scoping exercise. 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](http://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. TII notes with serious concern that no reference is made to national, regional and local policy related to national roads despite proximity of the proposal to the N62.

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:

- 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. In accordance with the provisions of Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) policy, no direct access or intensification of direct access to national roads should occur; N62, national road refers. This provision applies to all categories of development.
- Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes.
- 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 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.

- 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 and all 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.
  - 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 such as delivery timetabling, etc. and to ensure that the strategic function of the national road network is safeguarded.
  - Additionally, any damage caused to the pavement on the existing national road arising from any temporary works due to the turning movement of abnormal 'length' 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.
  - Designers should consult TII Publications to determine whether a Road Safety Audit is required for any of the temporary works proposed. Any recommendations should be incorporated into designs.
- 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 recent publication of the Draft 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. Therefore, TII advises that grid connection cable routing should seek to utilise the extensive existing local road network, or alternatives, as opposed to the strategic national road network contrary to the provisions of official policy.
- 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.
- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required for any element of the proposal (i.e., site access, haulage route and grid connection requirements).
- The developer should assess the impact of proposal on the N62 in accordance with Section 3.7 Avoiding Adverse Impacts from Existing and Future Roads of Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).
- The developer, in preparing EIAR, should have regard to TII Publication.
- 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, 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)).

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,**

**Alban Mills**  
**Senior Regulatory & Administration Executive**

Ref No. TII22-120729



**From:** David Robb <dروbb@mkoireland.ie>  
**Sent:** Friday 28 October 2022 12:10  
**To:** INFO <Information@tii.ie>  
**Subject:** 220310 Borrisbeg WF Scoping Document

Dear Sir or Madam

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9-10 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 directedly to An Bord Pleanála, under the provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

David Robb



David Robb  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)



**From:** [IWT Info](#)  
**Sent:** Thursday 27 April 2023 09:55  
**To:** [Grainne Griffin](#)  
**Subject:** Re: 220310 Borrisbeg WF Scoping Document  
**Attachments:** Borrisbeg SD D5 - 2023.04.24 - 220310.pdf

---

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

Dear Grainne,

Thank you for contacting us. We do not have the staff capacity to respond to this consultation at the moment but we will endeavour to respond if possible.

Kind regards,  
Fabiola Vieira

On Wed, 26 Apr 2023 at 12:10, Grainne Griffin <[ggriffin@mkoireland.ie](mailto:ggriffin@mkoireland.ie)> wrote:

Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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---

**From:** IWT Info <[info@iwt.ie](mailto:info@iwt.ie)>  
**Sent:** Tuesday, November 1, 2022 4:02 PM  
**To:** David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)>  
**Subject:** Re: 220310 Borrisbeg WF Scoping Document

Dear David,

Thank you for contacting us. We do not have the staff capacity to respond to this consultation at the moment but we will endeavour to respond if possible.

Kind regards,  
Fabiola Vieira

On Fri, 28 Oct 2022 at 12:04, David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)> wrote:

Dear Sir or Madam

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9-10 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 directedly to An Bord Pleanála, under the provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

David Robb



David Robb  
Environmental Scientist

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[www.mkoireland.ie](http://www.mkoireland.ie)



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**From:** [info](#)  
**Sent:** Wednesday 26 April 2023 14:42  
**To:** [Grainne Griffin](#)  
**Subject:** Automatic reply: 220310 Borrisbeg WF Scoping Document

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Kind regards

Customer Service  
Inland Fisheries Ireland

**From:** [Grainne Griffin](#)  
**Sent:** Tuesday 25 April 2023 11:16  
**To:** [info; aisling.donegan@fisheriesireland.ie](mailto:info;aisling.donegan@fisheriesireland.ie)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document  
**Attachments:** Borrisbeg SD D5 - 2023.04.24 - 220310.pdf

---

Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location. We would also be keen for a meeting if possible:

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located within a rural setting in north Tipperary, approximately 11km south of Roscrea Town, with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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---

**From:** info <info@fisheriesireland.ie>  
**Sent:** Friday, October 28, 2022 2:11 PM  
**To:** David Robb <dروbb@mkoireland.ie>  
**Subject:** Automatic reply: 220310 Borrisbeg WF Scoping Document

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**Thank you for your contact.**

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**You can expect an acknowledgement of your email within 5 working days (as per [IFI's Customer Charter](#)).**

**Kind regards**

**Customer Service**  
**Inland Fisheries Ireland**

**From:** [Grainne Griffin](#)  
**Sent:** Wednesday 26 April 2023 12:20  
**To:** [newbuild@viatel.com](mailto:newbuild@viatel.com)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document  
**Attachments:** Borrisbeg SD D5 - 2023.04.24 - 220310.pdf

---

Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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---

**From:** David Robb  
**Sent:** Thursday, December 15, 2022 5:00 PM  
**To:** [newbuild@viatel.com](mailto:newbuild@viatel.com)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

Dear Mr Donal McEneaney

Please find the attached updated version of scoping document.

Kind Regards,  
David.



David Robb  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)



**From:** [Marcin Skupski](#)  
**Sent:** Friday 28 October 2022 12:20  
**To:** David Robb; [newbuild](#)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

You don't often get email from [marcin.skupski@viatel.com](mailto:marcin.skupski@viatel.com). [Learn why this is important](#)

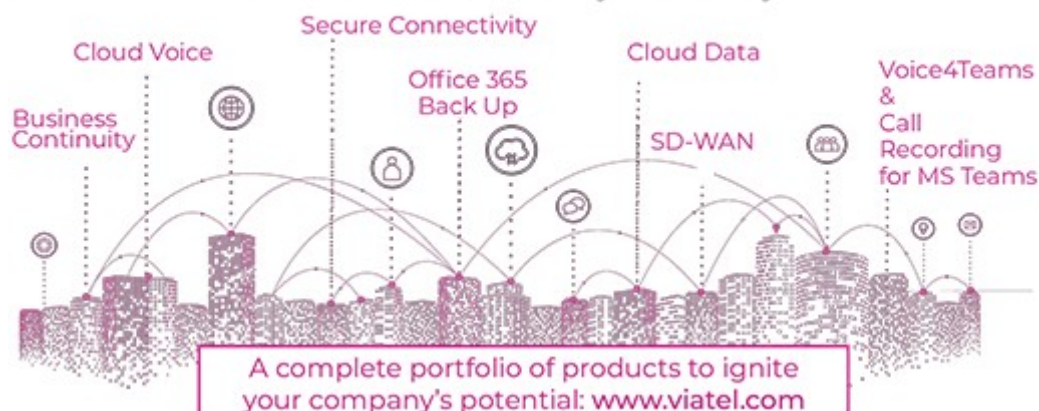
Hi David,

No impact, thank you.

**Marcin Skupski**  
Build & Maintenance Team Leader  
**M:** +353 (0) 86 8320724  
**E:** [Marcin.Skupski@viatel.com](mailto:Marcin.Skupski@viatel.com)



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**From:** David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)>  
**Sent:** 28 October 2022 12:12  
**To:** newbuild <[newbuild@viatel.com](mailto:newbuild@viatel.com)>  
**Subject:** 220310 Borrisbeg WF Scoping Document

[CAUTION: External Email] Please verify sender & content before opening attachments or clicking on links.

Dear Mr Donal McEneaney

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in

north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9-10 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

David Robb



David Robb  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)



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**From:** [Carroll, Siobhan](#)  
**Sent:** Wednesday 26 April 2023 16:18  
**To:** [Grainne Griffin](#)  
**Subject:** RE: [External] RE: Informal scoping request - 220310 Borrisbeg WF Scoping Document

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Hi Gráinne

I have forwarded your email to my colleague who would deal with this and will reply direct to you.

Kind regards

Siobhan

---

**From:** Grainne Griffin <[ggriffin@mkoireland.ie](mailto:ggriffin@mkoireland.ie)>  
**Sent:** 26 April 2023 14:32  
**To:** Carroll, Siobhan <[siobhan.carroll@tipperarycoco.ie](mailto:siobhan.carroll@tipperarycoco.ie)>  
**Subject:** [External] RE: Informal scoping request - 220310 Borrisbeg WF Scoping Document

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Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist  
**MKO**  
Tuam Road, Galway, H91 VW84  
Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** [Dawn Quinn](#)  
**Sent:** Wednesday 26 April 2023 18:04  
**To:** [Grainne Griffin](#)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

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Dear Grainne,

Thank you for your e-mail.

Unfortunately, as Bat Conservation Ireland is a very small organisation, with limited resources, we do not have the capacity to get involved in planning issues.

Please note that Bat Conservation Ireland is concerned that a request for our input/consultation/opinion/assistance on planning applications and reports, or objections/comments on same, can sometimes imply that we have been consulted for our opinion on planning matters when Bat Conservation Ireland does not, in fact, provide opinions or comments on developments. Therefore, please note that this response should not be construed as a consultation with Bat Conservation Ireland regarding any planning or development matter or proposal. In order to avoid misunderstandings, please do not use this terminology in your reports to describe this transaction.

Thank you for your understanding.

Yours sincerely

Dawn Quinn  
Administrative Manager  
Bat Conservation Ireland

Postal/Registered Address: Carmichael House, 4-7, North Brunswick Street, Dublin 7, D07 RHA8.

E-mail: [admin@batconservationireland.org](mailto:admin@batconservationireland.org)

Website: [www.batconservationireland.org](http://www.batconservationireland.org)

Social Media: [Bat Conservation Ireland - Home | Facebook](#) | <https://twitter.com/BatConservIre>



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Bat Conservation Ireland. Company Limited by Guarantee (CRO) No. 494343. Charity Number (CRA):

20039417. Website: [www.batconservationireland.org](http://www.batconservationireland.org) | Registered Address: Carmichael House, 4-7, North Brunswick Street, Dublin 7, D07 RHA8.

---

**From:** Grainne Griffin <[ggriffin@mkoireland.ie](mailto:ggriffin@mkoireland.ie)>  
**Sent:** Wednesday, April 26, 2023 12:47 PM  
**To:** Tina Aughney <[tinaa@batconservationireland.org](mailto:tinaa@batconservationireland.org)>; Dawn Quinn <[admin@batconservationireland.org](mailto:admin@batconservationireland.org)>  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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---

**From:** Grainne Griffin  
**Sent:** Wednesday, April 26, 2023 12:42 PM  
**To:** [tinaa@batconservationireland.org](mailto:tinaa@batconservationireland.org); [admin@batconservationireland.org](mailto:admin@batconservationireland.org).  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

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---

**From:** David Robb  
**Sent:** Friday, October 28, 2022 11:15 AM  
**To:** [tinaa@batconservationireland.org](mailto:tinaa@batconservationireland.org)  
**Subject:** 220310 Borrisbeg WF Scoping Document

Dear Tina Aughney,

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9-10 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

David Robb

David Robb  
Environmental Scientist

## Karen Mulryan

---

**From:** Graham Skelly <Graham.Skelly@cie.ie>  
**Sent:** Tuesday 17 October 2023 14:21  
**To:** Karen Mulryan  
**Cc:** Caroline Daly; Nick West; Andrew Wilson; Huda Abbas Yousif  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

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

Hi Karen,

Thank you for the update.

Regards,

Graham



**Graham Skelly MRICS MSCSI**

**CIE Group Property Dept.**

**T: 087 911 6020**

Curzon House, 35 Lr. Abbey Street, Dublin 1

[www.cie.ie](http://www.cie.ie)

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---

**From:** Karen Mulryan <kmulryan@mkoireland.ie>

**Sent:** Tuesday, October 17, 2023 1:12 PM

**To:** Graham Skelly <Graham.Skelly@cie.ie>

**Cc:** Caroline Daly <Caroline.Daly@irishrail.ie>; Nick West <Nick.West@irishrail.ie>; Andrew Wilson <Andrew.Wilson@irishrail.ie>; Huda Abbas Yousif <HudaAbbas.Yousif@irishrail.ie>

**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

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Hi Graham,

Following on from below, it is our intent to lodge an application by the end of 2023, for a proposed wind farm at the Borrisbeg site comprising 9 turbines, internal roads, upgrades to existing farm roads, temporary borrow pit and temporary construction compound. Please see attached the proposed Wind Farm design and supporting infrastructure that we will be applying for.

We are not applying for the grid route that runs north but parallel to the railway at this time, this will be a separate future application. However, to note, this grid route will not interact with the rail line, nearby railway bridge, railway line embankment or drainage, and all construction guidance provided (attached) along with additional supporting construction best practise measures, will be adhered to.

Kind regards,

Karen.

**Karen Mulryan**

Project Environmental Scientist BA. MSc. MIAI. CIfA.

**MKO**

Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin

[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** Graham Skelly <[Graham.Skelly@cie.ie](mailto:Graham.Skelly@cie.ie)>

**Sent:** Friday, April 14, 2023 2:12 PM

**To:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>

**Cc:** Caroline Daly <[Caroline.Daly@irishrail.ie](mailto:Caroline.Daly@irishrail.ie)>; Nick West <[Nick.West@irishrail.ie](mailto:Nick.West@irishrail.ie)>; Andrew Wilson <[Andrew.Wilson@irishrail.ie](mailto:Andrew.Wilson@irishrail.ie)>; Huda Abbas Yousif <[HudaAbbas.Yousif@irishrail.ie](mailto:HudaAbbas.Yousif@irishrail.ie)>

**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

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

Hi Karen,

Please see the information below and attached guidance documents from Irish Rail. You would be best advised to consult with Irish Rail prior to lodging any application for planning permission so as to ensure in advance that Irish Rail are satisfied with your proposals and to mitigate any need for an objection to be raised. In any case, I assume that this is the specific objective of your early communication with us.

Regards,

Graham



**Graham Skelly MRICS MSCSI**

**CIE Group Property Dept.**

**T: 087 911 6020**

Curzon House, 35 Lr. Abbey Street, Dublin 1

[www.cie.ie](http://www.cie.ie)

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**From:** Nick West <[Nick.West@irishrail.ie](mailto:Nick.West@irishrail.ie)>

**Sent:** Friday, April 14, 2023 1:26 PM



To: Graham Skelly <[Graham.Skelly@cie.ie](mailto:Graham.Skelly@cie.ie)>

Cc: Caroline Daly <[Caroline.Daly@irishrail.ie](mailto:Caroline.Daly@irishrail.ie)>; Andrew Wilson <[Andrew.Wilson@irishrail.ie](mailto:Andrew.Wilson@irishrail.ie)>; Huda Abbas Yousif <[HudaAbbas.Yousif@irishrail.ie](mailto:HudaAbbas.Yousif@irishrail.ie)>

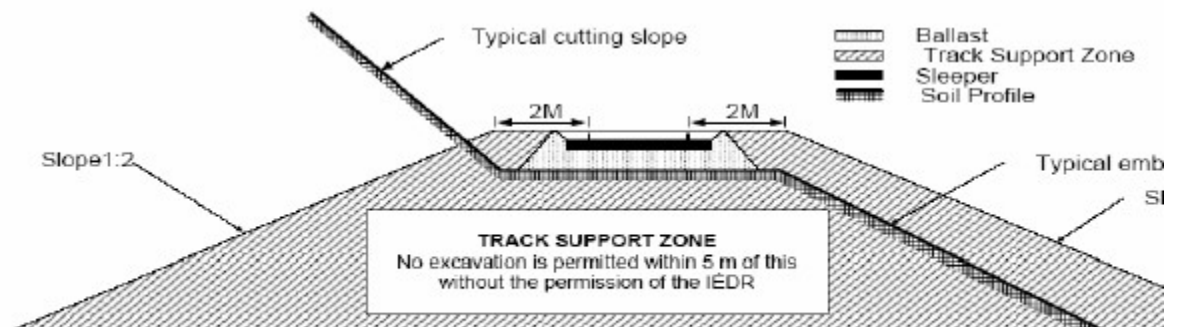
Subject: RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

Graham,

There are a few aspects to be considered here from a Civil Engineering and an Electrical Engineering point of view:

- It is noted that they propose to run beside the L7038 perpendicular to the track before coming parallel. The approach embankments to bridge no. OBC202 would be ours and we would need to be sure that they would not be undermined
- We need to be sure that, where they are running parallel to the track, that they are not destabilising in any way the railway embankment slope. They should not interfere with the zone of influence shown in the diagram below from I-DEP-0121 attached:

**Figure B.1: Track Support Zone**



- They should not interfere with the railway drains parallel to the track which are generally outside the railway fence
- I note that they are crossing a stream adjacent to culvert UBC201F which is approximately 185m north east of the road bridge. They should not undertake works which undermine this culvert including making it more susceptible to scour.
- High power cables parallel to the track are particularly liable to cause electromagnetic interference with signalling cables parallel to the track (this is why we normally require cables to cross the railway at right angles as they are less likely to cause electromagnetic interference). Given the proximity of the cable parallel to the track, an electromagnetic compatibility assessment report will be required to show that interference will not occur. For guidance on what is required for this report they should refer to the CRR document linked here:

<https://www.crr.ie/assets/files/pdf/15941257845371181.pdf>

Regards,

*Nick*

---

**From:** Graham Skelly <[Graham.Skelly@cie.ie](mailto:Graham.Skelly@cie.ie)>  
**Sent:** Friday 14 April 2023 10:37  
**To:** Nick West <[Nick.West@irishrail.ie](mailto:Nick.West@irishrail.ie)>  
**Cc:** Caroline Daly <[Caroline.Daly@irishrail.ie](mailto:Caroline.Daly@irishrail.ie)>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

Hi Nick,

On the face of it, this proposal does not appear to affect us, however, the applicant seeks information on the recommended distance from the railway. Is there a document / information we can provide?

Regards,

Graham



**Graham Skelly MRICS MSCSI**  
**CIE Group Property Dept.**  
**T: 087 911 6020**  
Curzon House, 35 Lr. Abbey Street, Dublin 1  
[www.cie.ie](http://www.cie.ie)

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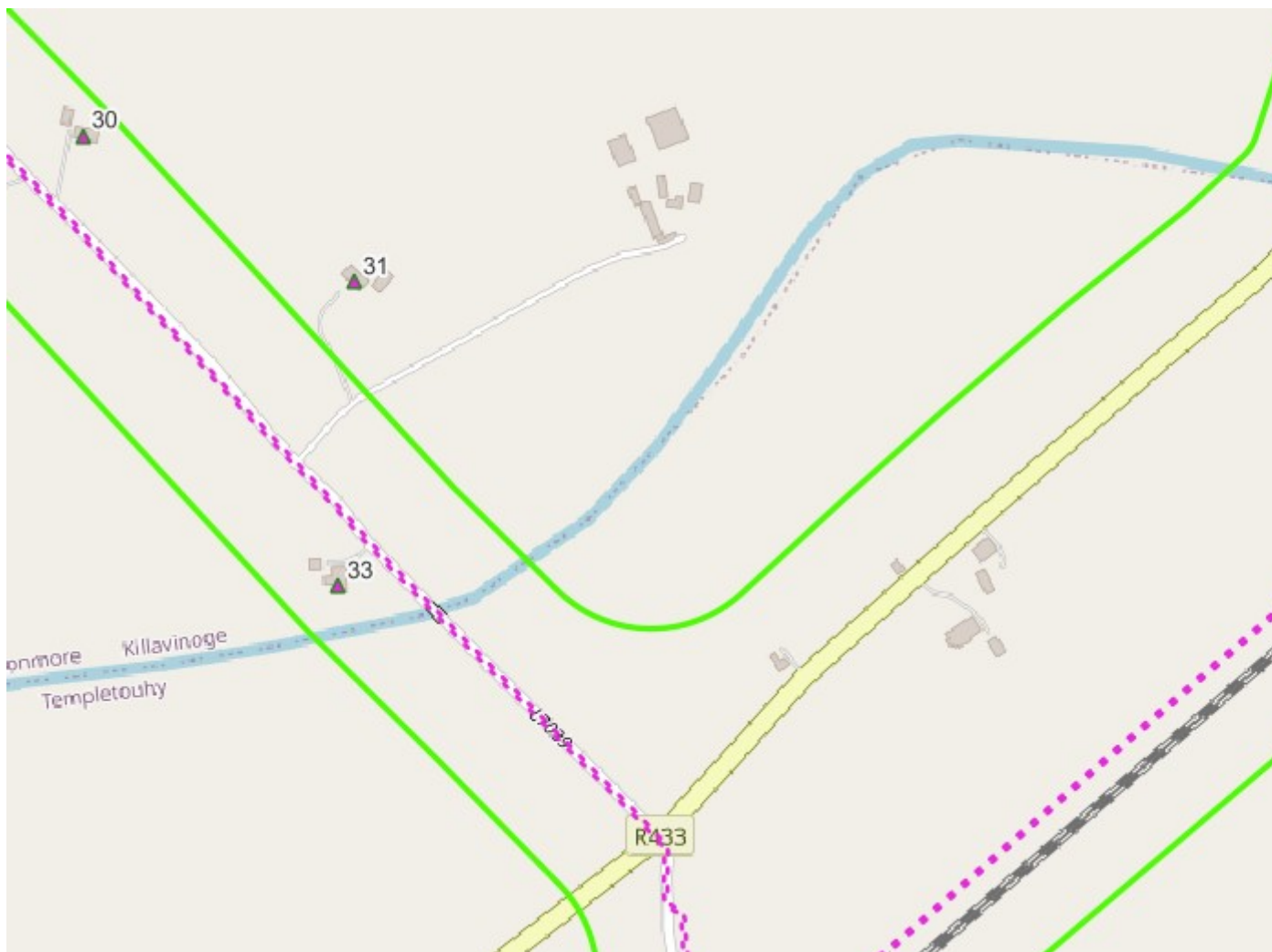
---

**From:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>  
**Sent:** Thursday, April 13, 2023 6:12 PM  
**To:** Graham Skelly <[Graham.Skelly@cie.ie](mailto:Graham.Skelly@cie.ie)>  
**Cc:** Grainne Griffin <[ggriffin@mkoireland.ie](mailto:ggriffin@mkoireland.ie)>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

Hi Graham,

I hope you are keeping well.

I got in touch before about a proposed wind farm near the Irish rail line at Borrisbeg/Templemore in Co. Tipperary. You queried the grid route and how it may interact with the railway line. While this project is still under investigation in terms of environmental and ecological surveys, the wind farm design is moving along as is the grid design. The intention would be to run an underground grid route north but parallel to the railway line and connect into the nearby 110kV line. As such, there is no intention or desire to cross or go under the railway line. That being said, is there a required buffer or set back from the line itself that we are required to stay out of? The current proposed grid line runs parallel to the railway at a distance of 20m away. Will this suffice?



Kind regards,

Karen.

**Karen Mulryan**  
Project Environmental Scientist BA. MSc. MIAI. ClfA.

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** Karen Mulryan  
**Sent:** Tuesday, November 22, 2022 12:12 PM  
**To:** Graham Skelly <[Graham.Skelly@cie.ie](mailto:Graham.Skelly@cie.ie)>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

Hi Graham,

Thanks for getting back to me.

The wind farm project is still in the early stages, we have a lot of desk and field studies to complete in the New Year. We don't have a grid connection route yet but should this project go to planning, the preferred connection option is underground through the local roads north of the track, connecting into the 110kV overhead line to the east. We would not be proposing to cross the tracks or drill under them. All elements of the grid if brought forward will be confined to the north of the tracks. However, should this change I will be in touch.

Kind regards,

Karen.

**Karen Mulryan**

Project Environmental Scientist BA. MSc. MIAI. CifA.

**MKO**

Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin

[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** Graham Skelly <[Graham.Skelly@cie.ie](mailto:Graham.Skelly@cie.ie)>

**Sent:** 21 November 2022 12:16

**To:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>

**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

You don't often get email from [graham.skelly@cie.ie](mailto:graham.skelly@cie.ie). [Learn why this is important](#)

Hi Karen,

Your email has been passed to me for comment. Thank you for getting in touch.

I note that your project is in its infancy and you are conducting only a feasibility study at present. I also note that your attachment refers to Telecoms whereas this appears to be a wind farm proposal.

CIE/ Iarnrod Eireann is the owner and operator of the railway line which passes through Templemore. Your proposed wind farm development does not appear to have any impact on the railway, however, there is the possibility that your grid connection may interface with the railway depending on where the nearest desirable sub station is located. I am unsure if your project is sufficiently developed and whether you yet have that information to hand. In the case that it is, and you do, I would be happy to have sight of the proposed cable route to enable me to give a further assessment.

Regards,

Graham



**Graham Skelly MRICS MSCSI**  
**CIE Group Property Dept.**  
**T: 087 911 6020**  
Curzon House, 35 Lr. Abbey Street, Dublin 1  
[www.cie.ie](http://www.cie.ie)

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**From:** CIE Group Property <[Property.Dept@cie.ie](mailto:Property.Dept@cie.ie)>  
**Sent:** Monday 21 November 2022 10:13  
**To:** Graham Skelly <[Graham.Skelly@cie.ie](mailto:Graham.Skelly@cie.ie)>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

Hi Graham  
Would this be a query for you  
Thanks  
Sinead

---

**From:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>  
**Sent:** Thursday 17 November 2022 13:04  
**To:** CIE Group Property <[Property.Dept@cie.ie](mailto:Property.Dept@cie.ie)>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

To whom it may concern,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.  
Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N  
ITM 612572, 674415

Kind regards,

Karen.

**Karen Mulryan**  
Project Environmental Scientist BA. MSc. MIAI. CifA.

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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---

**From:** Jonathan Fearon

**Sent:** 10 May 2022 15:18

**To:** [property@cie.ie](mailto:property@cie.ie)

**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms - FAO Niall Grogan

Hi,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N

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Kind Regards,

Jonathan.



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## **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:  **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.

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**Revision History**

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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](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 IÉ 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 IÉ 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](http://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 may be asked for:
- A demonstration that the conceptual proposal has been designed to minimise the risk and impact to IE 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.

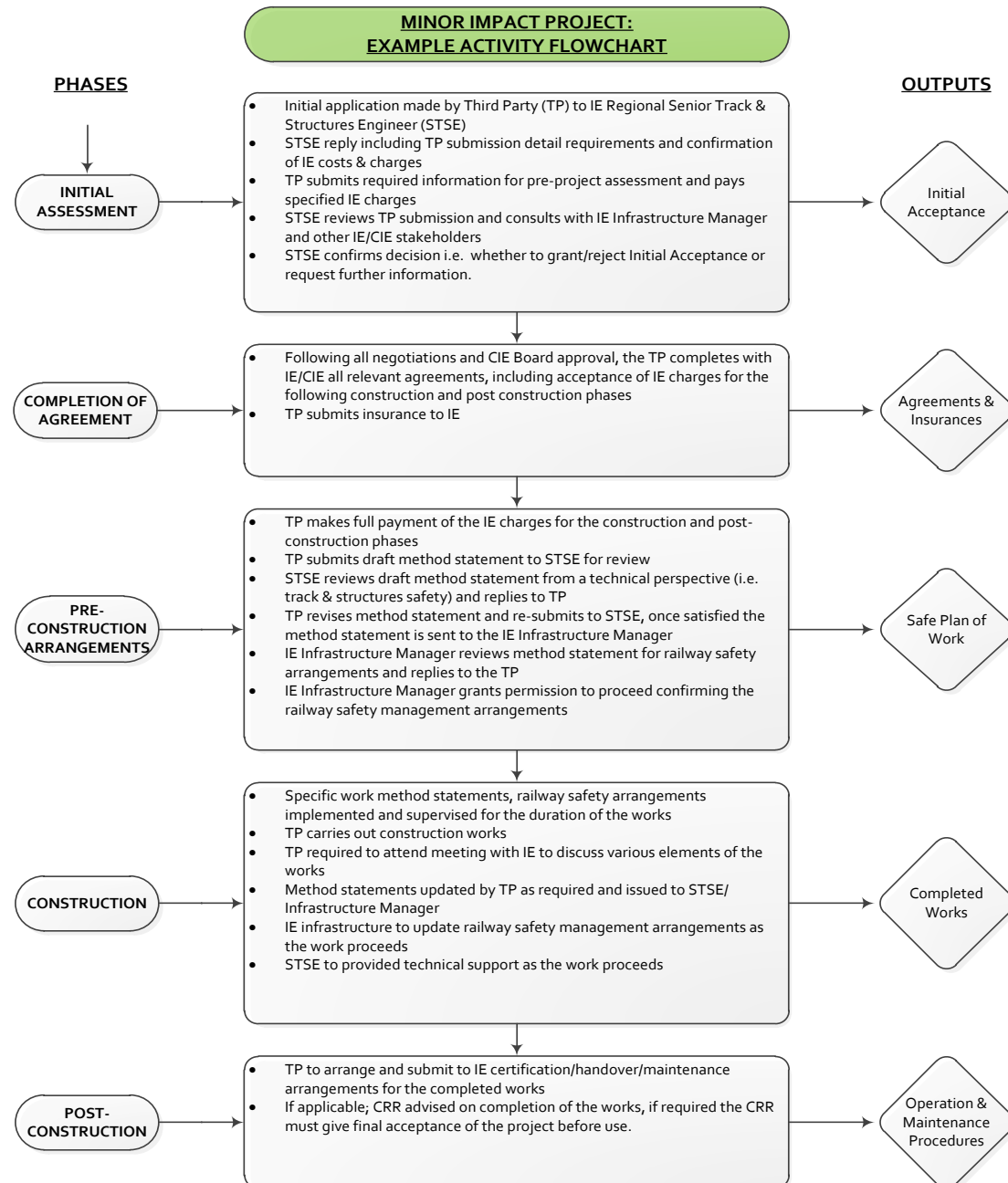
## **8.8 Post-Construction**

- 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.

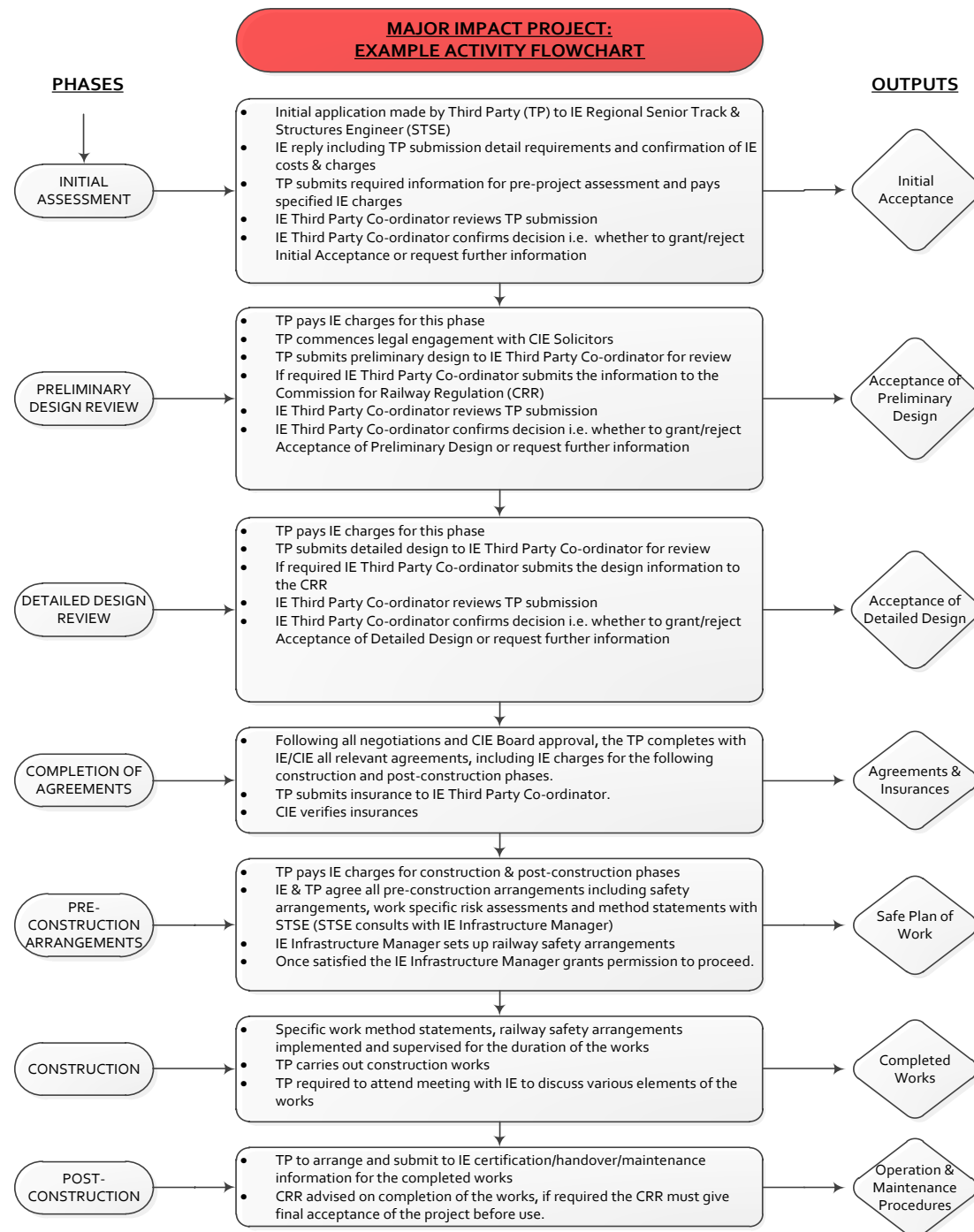
8.9.2 TP refers to the Third Party.



## 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**

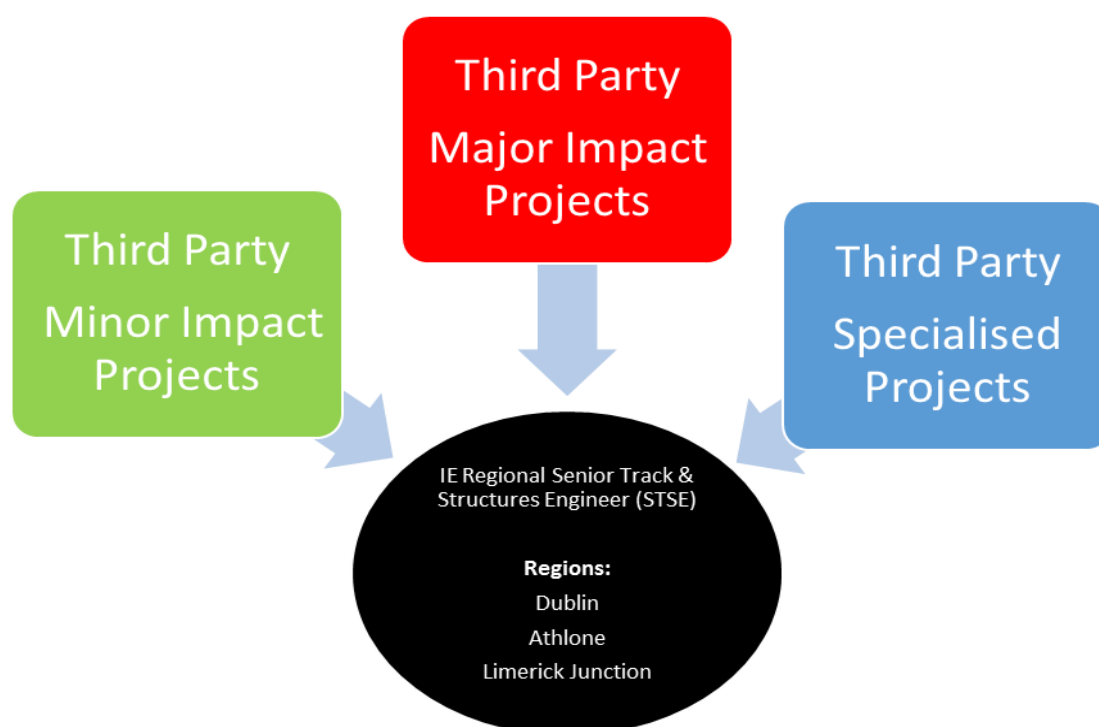
- 9.1.1 This standard will need to be reviewed every five years or as required.
- 9.1.2 If changes arise from the review, this standard will be reissued. If no changes arise from the review, the current version of this standard will remain in force.

## **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
<ul style="list-style-type: none"> <li>• New boundary wall/fencing</li> <li>• Small diameter utility pipe/cable under/over railway</li> <li>• Tower crane or structures adjacent to railway</li> <li>• Some types of work which will affect the overhead power lines (OHLE) in the DART area</li> <li>• Minor works at level crossings</li> <li>• Resurfacing or road surfaces on over or underbridges</li> <li>• Works some distance from the railway, but with the potential to affect it. E.g. resultant change to ground water levels</li> <li>• Inspection of structures by TPs</li> <li>• Surveys and site inspection works</li> <li>• Other Minor works</li> </ul>	<ul style="list-style-type: none"> <li>• Construction of a bridge over/under or adjacent to the railway</li> <li>• Structures requiring significant foundations/excavation works adjacent to the railway boundary</li> <li>• Other major works</li> </ul>	<ul style="list-style-type: none"> <li>• New station development</li> <li>• Joint ventures with CIE/IE</li> <li>• Other specialist project</li> </ul>

## 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: [atone.info@irishrail.ie](mailto:atone.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](mailto: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**

<b>PHASE</b>	<b>SAMPLE CHARGEABLE IÉ/CIÉ ACTIVITIES</b>
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)	<p>Provision of alternative services for passengers.</p> <p>Supervision of excavation works in the vicinity of IÉ cables.</p> <p>Slowing of trains (through setting up or cancelling temporary speed restrictions).</p> <p>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).</p> <p>Safety and/or engineering supervision and coordination of the project by IÉ.</p> <p>Engagement of external expertise to provide site presence and/or condition recording and monitoring.</p> <p>Displacement monitoring of railway infrastructure.</p> <p>The taking of all precautionary measures for the prevention of injury, loss or damage to persons or property.</p> <p>Any additional cost or expense incurred by IÉ arising from the third party works.</p>
Post-Construction	<p>Post-project handover and certification.</p> <p>Any post-project rectification works.</p> <p>Maintenance.</p>

## 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**

	<b>THIRD PARTY INITIAL APPLICATION FORM</b>
<p>Third parties planning to undertake works that may impact Iarnród Éireann (IÉ) infrastructure must complete this form. For guidance, please refer to <i>CCE-TMS-310 Guidance for Third Parties</i>. Completed forms must be submitted to the relevant contact in IÉ.</p>	

<b>For IÉ use only</b>	<b>Project Name</b>	<b>File Ref No</b>
------------------------	---------------------	--------------------

**CONTACT DETAILS**

<b>Third Party</b>		
<b>Agent acting on behalf of the third party (if applicable)</b>	Name: Relationship to third party:	
<b>Contact Name</b>		
<b>Contact Address</b>		
<b>Tel</b>	<b>Fax</b>	<b>E-mail</b>

**PROJECT DESCRIPTION**

<b>General summary (e.g. development, construction)</b>	
<b>Details of work that may impact the railway</b>	
<b>Work location as it impacts the railway (include sketch map or other details if possible)</b>	
Between which IÉ stations: Located in which townland:	
<b>Overall project timescale</b>	
<b>Intended timescale for works affecting the railway</b>	

Note: attach any additional information as you may wish.

**Signed by:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Position:** \_\_\_\_\_

## 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

<i>Reference No</i>	I-DEP-0121	<i>Issue No</i>	Issue 1.0
<i>Operative Date</i>	01/01/2009	<i>Prepared by</i>	M Barry
<i>Checked by</i>	J Mullin	<i>Authorised for Release by</i>	E Wilcock Chief Civil Engineer

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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.



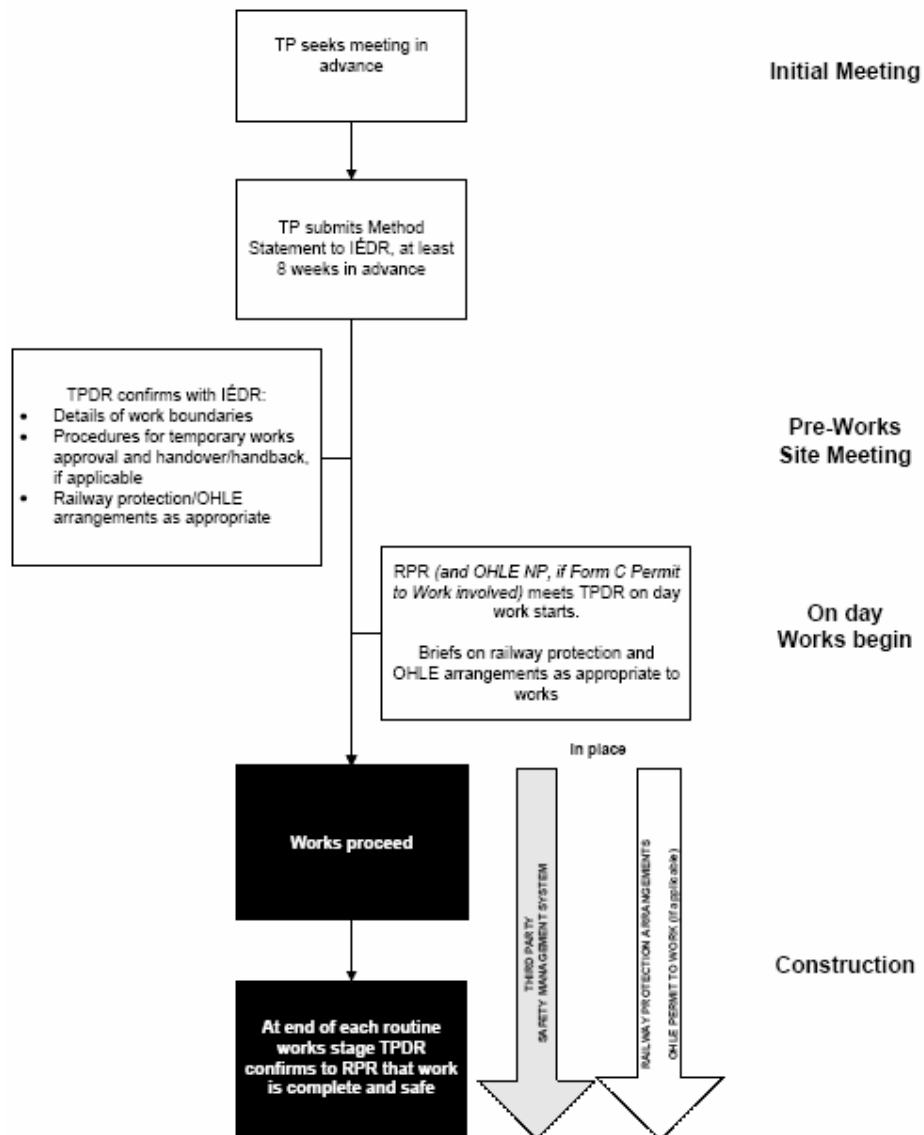
- 5.1.12 When projects are being developed, the third party and/or its designers should be aware that works which affect train operations may require Possessions or other restrictions to train movements before the works can proceed. Possessions, Isolations of the OHLE, speed restrictions, or other restrictions 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.

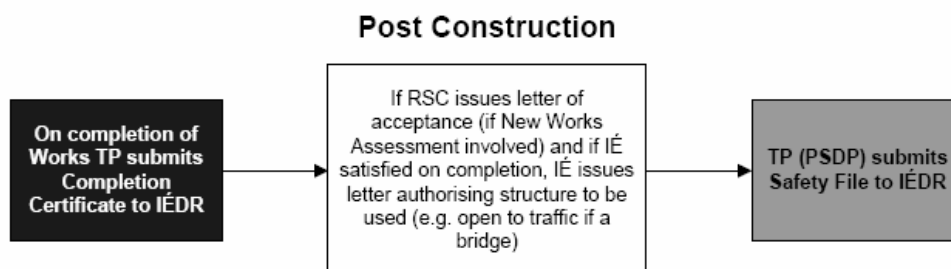
- 6.4.3 The third party then may commence its works in accordance with the safe system of work set out in the method statement(s).
- 6.4.4 IÉ reserves the right to carry out periodic safety audits of the works insofar as they affect IÉ's safety interests. In some circumstances, IÉ may appoint a Site 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**

<i><b>Issue No and Date</b></i>	<i><b>Section No and Reason for Change</b></i>



## **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**

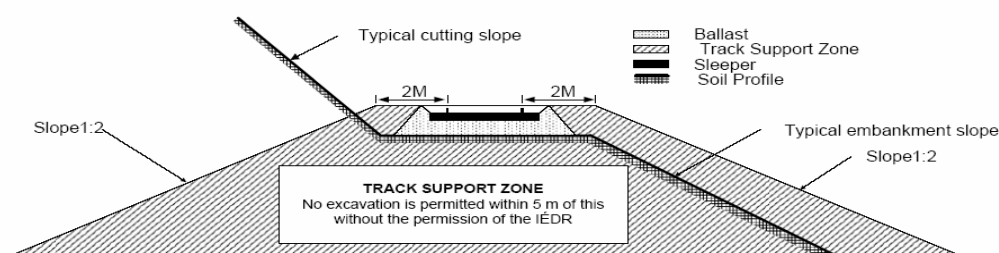
- B.7.1 The third party should not install lamps that may shine in the direction of train drivers. Any lights provided should not interfere with railway signalling. For example, traffic lights used as part of the arrangements for works traffic management must be positioned so they are not visible to 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 gipes. 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)**

<b>IÉ Designation by Type of Duty</b>	<b>Circumstance</b>
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.

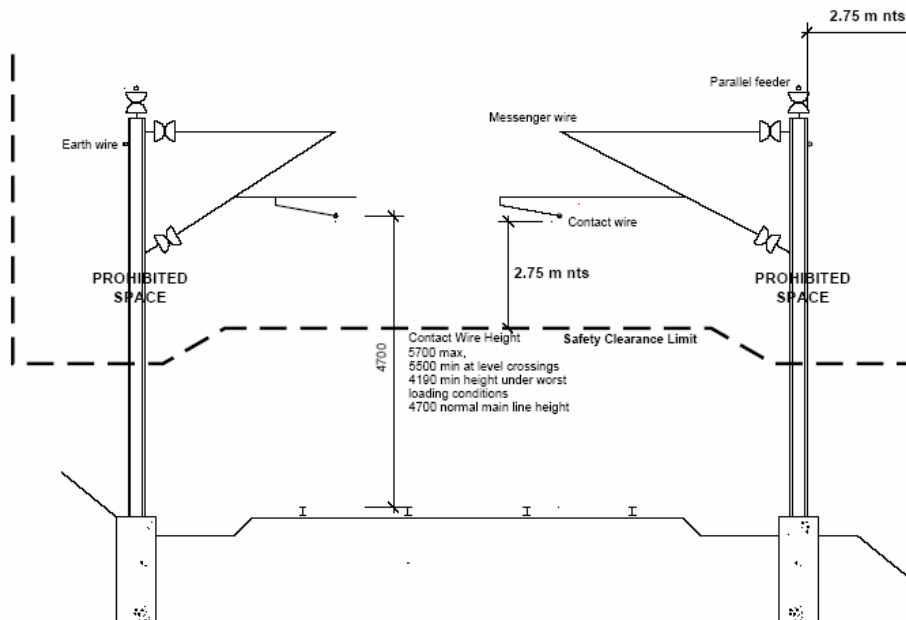
## APPENDIX D SAFETY REQUIREMENTS WHEN WORKING IN THE OHLE AREA

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**

<b>Circumstances</b>	<b>Personnel Concerned and Necessary Actions</b>
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**

(Page 2 of 3)

*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:	
<ol style="list-style-type: none"><li>1. The specified works (or part of the works) have been constructed in accordance with the accepted drawings and specifications.</li><li>2. The site is safe and in a condition that does not pose a risk to railway operations.</li><li>3. If OHLE Isolation was required, I also attach a completed Part 3 of Form C Permit to Work (refer to Table D.1).</li><li>4. If additional certification has been requested in advance by the IÉDR, I also attach this.</li></ol>	
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](http://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.

<b>COMPLETION CERTIFICATE</b>	
Project	Contract/Ref No.
Description of Works	Location (include milepost, line, if necessary)
<p>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.)</p> <p>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.</p> <p>Signed: _____            Authorised Representative of Third Party            (if agent, please include a letter of authorisation from the third party)</p> <p>Date: _____</p> <p>Third Party: _____</p> <p>Address: _____            _____</p>	

<b>Enclosed Documents (one copy of each)</b>	✓
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.

**From:** [Grainne Griffin](#)  
**Sent:** Wednesday 26 April 2023 12:48  
**To:** '[info@birdwatchireland.ie](mailto:info@birdwatchireland.ie)'  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document  
**Attachments:** Borrisbeg SD D5 - 2023.04.24 - 220310.pdf

---

Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

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**From:** [info@birdwatchireland.ie](mailto:info@birdwatchireland.ie) <[info@birdwatchireland.ie](mailto:info@birdwatchireland.ie)>  
**Sent:** Friday, October 28, 2022 12:55 PM  
**To:** David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)>  
**Subject:** Automatic reply: 220310 Borrisbeg WF Scoping Document

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Many thanks for your patience,  
The BirdWatch Ireland team

**From:** [Planning Notifications](#)  
**Sent:** Wednesday 26 April 2023 10:27  
**To:** [Grainne Griffin](#)  
**Subject:** Auto-Reply

---

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

We acknowledge receipt of your email.

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The Department provides observations in relation to County Development Plans, Local Area Plans and Strategic Environmental Assessments.

The Department does not provide observations for individual projects and developments.

As such, the Department will not provide observations on individual planning applications, Environmental Impact Assessments or any notification relating to an individual development.

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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.

**From:** [Grainne Griffin](#)  
**Sent:** Wednesday 26 April 2023 10:26  
**To:** [PlanningNotifications@decc.gov.ie](mailto:PlanningNotifications@decc.gov.ie)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document  
**Attachments:** Borrisbeg SD D5 - 2023.04.24 - 220310.pdf

---

Dear Sir or Madam,

Please see again, we would be grateful for any comments on the proposed development at this location.

I have also attached our most up-to-date scoping document.

Kind regards,  
Gráinne.

**Gráinne Griffin**  
Environmental Scientist

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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---

**From:** CorporateSupport.Unit <CorporateSupport.Unit@decc.gov.ie>  
**Sent:** Friday, October 28, 2022 12:26 PM  
**To:** David Robb <djobb@mkoireland.ie>  
**Cc:** CorporateSupport.Unit <CorporateSupport.Unit@decc.gov.ie>; Planning Notifications <PlanningNotifications@DECC.gov.ie>  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

Good afternoon David,

Please be advised that the contact email address for the Department of Environment, Climate and Communications where this Department is a statutory consultee for Planning/EIA/EIS/SEA and NIS notifications has **changed**.

The new contact email address from Tuesday 2 August 2022 is [PlanningNotifications@decc.gov.ie](mailto:PlanningNotifications@decc.gov.ie)

Hard copies can be sent to :

**Planning Advisory**  
**Department of Environment, Climate and Communications,**

**Third Floor,  
29 – 31 Adelaide Road,  
Dublin 2  
D02 X285**

Please be advised that I have forwarded the notice below and the attachment to [PlanningNotifications@decc.gov.ie](mailto:PlanningNotifications@decc.gov.ie)

Regards,

Enda Brady,  
*Corporate Support Unit,*

---

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

**Teach Leamháin, Bóthar Ghleann an Iarla, An Cabhán, H12 A8H7**  
*Elm House, Earlsvale Road, Cavan, H12 A8H7*

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M +35387 623 7714 T +353 (0)1 6782308  
[CorporateSupport.Unit@decc.gov.ie](mailto:CorporateSupport.Unit@decc.gov.ie) [www.gov.ie/decc](http://www.gov.ie/decc)

---

**From:** David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)>  
**Sent:** Friday 28 October 2022 11:21  
**To:** CorporateSupport.Unit <[CorporateSupport.Unit@decc.gov.ie](mailto:CorporateSupport.Unit@decc.gov.ie)>  
**Subject:** 220310 Borrisbeg WF Scoping Document

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Dear Sir or Madam

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9-10 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 directedly to An Bord Pleanála, under the provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

Irish Aviation Authority  
The Times Building  
11-12 D'Olier Street  
Dublin 2, D02 T449,  
Ireland

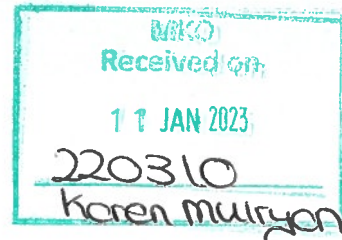
Údarás Eitfíochta na hÉireann  
Foirgneamh na hAmanna  
11-12 Sráid D'Olier  
Baile Átha Cliath 2, D02 T449,  
Éire

T: +353 1 671 8655  
F: +353 1 679 2934  
www.iaa.ie



9<sup>th</sup> January 2023

Mr David Robb  
MKO  
Tuam Road  
Galway  
H91 VW84H91



Your Ref: 220310  
47,353  
Applicant Name: Buiríos Ltd.

**Re: Proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town, with Templemore town centre located approximately 2.5km from the development area.**

Dear Mr Robb,

I refer to your email of the 16<sup>th</sup> December, in regard to the updated version of the scoping document details of which were received by the Irish Aviation Authority from the Council.

The Irish Aviation Authority (IAA) Air Navigation Services Division (ANSD) does not get involved in the planning process. The IAA ANSD is to be notified as detailed hereafter:

According to S.I. 215 of 2005, Irish Aviation Authority (Obstacles to Aircraft in Flight), the IAA ANSD requires any person who seeks to erect a manmade object to notify the aerodrome operator of the intended operation **at least thirty days** in advance if the structure is to be erected in the vicinity of the aerodrome or the areas around the aerodrome and other protected surfaces associated with the aerodrome. Aerodrome Operators can be contacted via IAA AIP AD 1.3 INDEX TO AERODROMES AND HELIPORTS, to evaluate the impact of the intended operation on the protected airspace established for the aerodrome.

Additionally, any person who seeks to erect a manmade object in excess of 45 metres anywhere within the state above ground or water surface level must also notify the IAA ANSD of the intended crane erection **at least thirty days** in advance, as a crane operating at

**Bord Stiúrthóirí/Board of Directors**  
Rose Hynes (Cathaoirleach/Chairman),  
Peter Kearney (Príomhfheidhmeánach/Chief Executive)  
Cian Blackwell, Marie Bradley, Ernie Donnelly,  
Gerry Lumsden, Joan McGrath, Diarmuid Ó Conghaile,  
Eimer O'Rourke

**Óifig Chláraithe:**  
Foirgneamh na hAmanna, 11-12 Sráid D'Olier  
Baile Átha Cliath 2, D02 T449, Éire  
Uimhir Chláraithe: 211082. Áit Chláraithe: Éire  
Cuideachta Dileanais Theoranta

**Registered Office:**  
The Times Building, 11-12 D'Olier Street  
Dublin 2, D02 T449, Ireland  
Registered No. 211082. Registered in Ireland  
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or above this height may constitute an obstacle to air navigation. The IAA ANSD can be contacted via [airspace@iaa.ie](mailto:airspace@iaa.ie).

The State requires electronic terrain and obstacle data (eTOD) in accordance with International Civil Aviation Organisation (ICAO) Annex 15 requirements which shall be surveyed by Ordnance Survey Ireland (OSi). The cost of this OSi surveyed data is to be borne by the developer. Additionally, the following data is to be supplied once construction is planned or commenced or available to the airspace team via [airspace@iaa.ie](mailto:airspace@iaa.ie):

- The WGS84 coordinates (In degrees, minutes and seconds) for each turbine?
- Height above ground level (to blade tip) and elevation above mean sea level (to blade tip)?
- Verification if it's a standalone wind farm or is merged with others. Does the wind farm have any alternative names?
- Horizontal extent (rotor diameter) of turbines and blade length where applicable?
- Lighting of the wind farm, which turbine(s) is/are lit, and what type of lighting?

ICAO Light Type	Colour
Low-intensity Type A (fixed obstacle)	Red
Low-intensity Type B (fixed obstacle)	Red
Low-intensity Type C (mobile obstacle)	Yellow/Blue
Low-intensity Type D (follow-me vehicle)	Yellow
Low-intensity Type E	Red
Medium-intensity Type A	White
Medium-intensity Type B	Red
Medium-intensity Type C	Red
High-intensity Type A	White
High-intensity Type B	White

If you have any questions, please don't hesitate to contact the airspace team at [airspace@iaa.ie](mailto:airspace@iaa.ie).

Yours sincerely



---

Deirdre Forrest  
Corporate Affairs

**From:** [O'SULLIVAN Stephen](#)  
**Sent:** Tuesday 7 June 2022 10:33  
**To:** [Jonny Fearon](#)  
**Cc:** [Karen Mulryan](#); [RAFFERTY Audrey](#)  
**Subject:** RE: Proposed Wind Farm development in Borrisbeg, Co. Tipperary -  
Ref: 220310

---

Hi Jonathan,

The Irish Aviation Authority (IAA) Air Navigation Services Division (ANSD) does not get involved in the planning process. The IAA ANSD is to be notified as detailed hereafter:

According to [S.I. 215 of 2005, Irish Aviation Authority \(Obstacles to Aircraft in Flight\)](#), the IAA ANSD requires any person who seeks to erect a manmade object to notify the aerodrome operator of the intended operation **at least thirty days** in advance if the structure is to be erected in the vicinity of the aerodrome or the areas around the aerodrome and other protected surfaces associated with the aerodrome. Aerodrome Operators can be contacted via [IAA AIP AD 1.3 INDEX TO AERODROMES AND HELIPORTS](#), to evaluate the impact of the intended operation on the protected airspace established for the aerodrome.

Additionally, any person who seeks to erect a manmade object in excess of 45 metres anywhere within the state above ground or water surface level must also notify the IAA ANSD of the intended crane erection **at least thirty days** in advance, as a crane operating at or above this height may constitute an obstacle to air navigation. The IAA ANSD can be contacted via [airspace@iaa.ie](mailto:airspace@iaa.ie).

The State requires electronic terrain and obstacle data (eTOD) in accordance with International Civil Aviation Organisation (ICAO) [Annex 15](#) requirements which shall be surveyed by [Ordnance Survey Ireland \(OSi\)](#). The cost of this OSi surveyed data is to be borne by the developer. Additionally, the following data is to be supplied once construction is planned or commenced or available to the airspace team via [airspace@iaa.ie](mailto:airspace@iaa.ie):

- The WGS84 coordinates (In degrees, minutes and seconds) for each turbine?
- Height above ground level (to blade tip) and elevation above mean sea level (to blade tip)?
- Verification if it's a standalone wind farm or is merged with others. Does the wind farm have any alternative names?
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Low-intensity Type D (follow-me vehicle)	Yellow
Low-intensity Type E	Red
Medium-intensity Type A	White
Medium-intensity Type B	Red
Medium-intensity Type C	Red
High-intensity Type A	White
High-intensity Type B	White

If you have any questions, please don't hesitate to contact the airspace team at [airspace@iaa.ie](mailto:airspace@iaa.ie).

Kind regards,



## Stephen

Stephen O'Sullivan  
Pans-Ops & Airspace Inspector  
Air Traffic Management (ATM), Aerodromes and Aviation Security  
Safety Regulation Division  
Irish Aviation Authority  
The Times Building  
11-12 D'Olier Street  
Dublin 2  
Ireland  
MOB: +353 86 103 4664



---

**From:** Jonathan Fearon <jfearon@mkoireland.ie>  
**Sent:** Tuesday 31 May 2022 10:58  
**To:** RAFFERTY Audrey <audrey.rafferty@iaa.ie>; O'SULLIVAN Stephen <Stephen.OSULLIVAN@IAA.ie>  
**Cc:** Karen Mulryan <kmulryan@mkoireland.ie>  
**Subject:** Proposed Wind Farm development in Borrisbeg, Co. Tipperary - Ref: 220310

**\* This message originated from outside the Irish Aviation Authority. Please treat hyperlinks, attachments and instructions in this email with caution. \***

To whom it may concern,

We are undertaking an early-stage feasibility study for a potential wind energy development at the attached location. We do not have any indicative turbine layouts or dimensions at this stage. If we progress with this location we will be in touch with dimensions and Turbine layout in the near future. Centre coordinates for the site are:

Latitude : 52.82055527

Longitude : -7.81348033

Attached here are Irish Grid & ITM points for the site:

IG 212623 E, 174385 N

ITM 612572, 674415

These dimensions are indicative for now and may change: rotor diameter = 163m + hub height = 103.5m.

We would be grateful if you have any comments on the location that we should consider if this project was to go forward into pre-planning.

Kind Regards,  
Jonathan.



Jonathan Fearon  
Environmental Scientist  
**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)

**From:** [GSI Planning](#)  
**Sent:** Thursday 1 December 2022 08:59  
**To:** David Robb  
**Cc:** [Clare Glanville](#); [GSI Planning](#)  
**Subject:** RE: EIS 22/447 - Proposed Wind Farm at Borrisbeg, north of Templemore, Co Tipperary  
**Attachments:** 22\_447 Wind farm Borrisbeg Co Tipperary.pdf; GSI datasets relevant to EIA & SEA\_20210421.pdf

---

You don't often get email from [gsiplanning@gsi.ie](mailto:gsiplanning@gsi.ie). [Learn why this is important](#)

Dear David,

With reference to your email received on the 02 November 2022, concerning the Borrisbeg Renewable Energy Development, Co. Tipperary - EIAR Scoping, 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](mailto:GSIPlanning@gsi.ie).

Yours sincerely,

Trish Smullen  
Geological Survey Ireland

---

**From:** GSI Planning <[GSIPlanning@GSI.ie](mailto:GSIPlanning@GSI.ie)>  
**Sent:** Wednesday 2 November 2022 11:06  
**To:** Clare Glanville <[Clare.Glanville@decc.gov.ie](mailto:Clare.Glanville@decc.gov.ie)>; Sophie O'Connor <[Sophie.OConnor@decc.gov.ie](mailto:Sophie.OConnor@decc.gov.ie)>; Monica Lee <[Monica.Lee@gsi.ie](mailto:Monica.Lee@gsi.ie)>; Taly Hunter Williams <[Taly.HunterWilliams@gsi.ie](mailto:Taly.HunterWilliams@gsi.ie)>; Sean Cullen <[Sean.Cullen@gsi.ie](mailto:Sean.Cullen@gsi.ie)>; Charise McKeon <[Charise.McKeon@gsi.ie](mailto:Charise.McKeon@gsi.ie)>; Jim Hodgson <[jim.hodgson@gsi.ie](mailto:jim.hodgson@gsi.ie)>; Eoin McGrath <[Eoin.McGrath@gsi.ie](mailto:Eoin.McGrath@gsi.ie)>; Trish Smullen <[Trish.Smullen@gsi.ie](mailto:Trish.Smullen@gsi.ie)>  
**Cc:** GSI Planning <[GSIPlanning@GSI.ie](mailto:GSIPlanning@GSI.ie)>  
**Subject:** EIS 22/447 - Proposed Wind Farm at Borrisbeg, north of Templemore, Co Tipperary

EIS 22/447

Proposed Wind Farm at Borrisbeg, north of Templemore, Co Tipperary. Request for observations by MKO. Scoping document is enclosed. Further details are below.

Regards,

John

---

**From:** David Robb <[drobb@mkoireland.ie](mailto:drobb@mkoireland.ie)>  
**Sent:** Friday 28 October 2022 11:53  
**To:** John Butler <[John.Butler@gsi.ie](mailto:John.Butler@gsi.ie)>  
**Subject:** 220310 Borrisbeg WF Scoping Document

**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 Mr. John Butler

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9-10 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 directedly to An Bord Pleanála, under the provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

David Robb



David Robb  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)



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David Robb  
MKO  
Tuam Road  
Galway  
H91 VW84

01 December 2022

**Re: Borrisbeg Renewable Energy Development, Co. Tipperary - EIAR Scoping**

**Your Ref: 220310**

**Our Ref: 22/447**

Dear David,

Geological Survey Ireland is the national earth science agency and is a division of the Department of the Environment, Climate and Communications. We provide independent geological information and advice and gather various data for that purpose. Please see our [website](#) for data availability. We recommend using these various data sets, when conducting the EIAR, SEA, planning and scoping processes. Use of our data or maps should be attributed correctly to 'Geological Survey Ireland'.

With reference to your email received on the 02 November 2022, concerning the Borrisbeg Renewable Energy Development, Co. Tipperary - EIAR Scoping, Geological Survey Ireland would encourage use of and reference to our datasets. Please find attached a list of our publicly available datasets that may be useful to the environmental assessment and planning process. We recommend that you review this list and refer to any datasets you consider relevant to your assessment. The remainder of this letter and following sections provide more detail on some of these datasets.

**Geoheritage**

The audit for Co. Tipperary was carried out in 2019. The full report details can be found [here](#). **Our records show that there are no CGSs in the vicinity of the proposed wind farm.**

**Groundwater**

Geological A national inventory of geoheritage sites known as County Geological Sites (CGSs) is managed by the Geoheritage Programme of Geological Survey Ireland. CGSs, as adopted under the National Heritage Plan, include sites that are of national importance which have been selected as the very best examples for NHA (Natural Heritage Areas) designation. NHA designation will be completed in partnership with the National Parks and Wildlife Service (NPWS). CGSs are now routinely included in County Development Plans and in the GIS of planning departments, to ensure the recognition and appropriate protection of geological heritage within the planning system. CGSs can be viewed online under the Geological Heritage tab on the online [Map Viewer](#).

Survey Ireland's [Groundwater and Geothermal Unit](#), provides advice, data and maps relating to groundwater distribution, quality and use, which is especially relevant for safe and secure drinking water supplies and healthy ecosystems.

Proposed developments need to consider any potential impact on specific groundwater abstractions and on groundwater resources in general. We recommend using the groundwater maps on our [Map viewer](#) which should include: wells; drinking water source protection areas; the national map suite - aquifer, groundwater vulnerability, groundwater recharge and subsoil permeability maps. For areas underlain by limestone, please refer to the karst specific data layers (karst features, tracer test database; turlough water levels (gwlevel.ie). Background information is also provided in the Groundwater Body Descriptions. Please read all disclaimers carefully when using Geological Survey Ireland data.

**The Groundwater Data Viewer indicates two aquifers classed as a 'Locally Important Aquifer - Bedrock which is Generally Moderately Productive' and a 'Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones' underlies the proposed wind farm development.**



**The Groundwater Vulnerability map indicates the range of groundwater vulnerabilities within the area covered is variable. We would therefore recommend use of the Groundwater Viewer to identify areas of High to Extreme Vulnerability and ‘Rock at or near surface’ in your assessments, as any groundwater-surface water interactions that might occur would be greatest in these areas.**

[GWClimate](#) is a groundwater monitoring and modelling project that aims to investigate the impact of climate change on groundwater in Ireland. This is a follow on from a previous project (GWFlood) and the data may be useful in relation to Flood Risk Assessment (FRA) and management plans. Maps and data are available on the [Map viewer](#).

Geological Survey Ireland has completed Groundwater Protection Schemes (GWPSs) in partnership with Local Authorities, and there is now national coverage of GWPS mapping. A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. **The Groundwater Protection Response overview and link to the main reports is here:** <https://www.gsi.ie/en-ie/programmes-and-projects/groundwater/projects/protecting-drinking-water/what-is-drinking-water-protection/county-groundwater-protection-schemes/Pages/default.aspx>

### **Geological Mapping**

Geological Survey Ireland maintains online datasets of bedrock and subsoils geological mapping that are reliable and accessible. We would encourage you to use these data which can be found [here](#), in your future assessments.

**Please note we have recently launched QGIS compatible bedrock (100K) and Quaternary geology map data, with instructional manuals and videos. This makes our data more accessible to general public and external stakeholders. QGIS compatible data can be found in our downloadable bedrock 100k .zip file on the [Data & Maps](#) section of our website.**

### **Geohazards**

Geohazards can cause widespread damage to landscapes, wildlife, human property and human life. In Ireland, landslides, flooding and coastal erosion are the most prevalent of these hazards. We recommend that geohazards be taken into consideration, especially when developing areas where these risks are prevalent, and we encourage the use of our data when doing so.

Geological Survey Ireland has information available on landslides in Ireland via the National Landslide Database and Landslide Susceptibility Map both of which are available for viewing on our dedicated [Map Viewer](#). Associated guidance documentation relating to the National Landslide Susceptibility Map is also available.

Geological Survey Ireland also engaged in a national project on Groundwater Flooding. The data from this project may be useful in relation to Flood Risk Assessment (FRA) and management plans, and is described in more detail under ‘Groundwater’ above.

### **Natural Resources (Minerals/Aggregates)**

Geological Survey Ireland provides data, maps, interpretations and advice on matters related to minerals, their use and their development in our [Minerals section](#) of the website. The Active Quarries, Mineral Localities and the Aggregate Potential maps are available on our [Map Viewer](#).

We would recommend use of the Aggregate Potential Mapping viewer to identify areas of High to Very High source aggregate potential within the area. In keeping with a sustainable approach we would recommend use of our data and mapping viewers to identify and ensure that natural resources used in the proposed wind farm development are sustainably sourced from properly recognised and licensed facilities, and that consideration of future resource sterilization is considered.



### **Geochemistry of soils, surface waters and sediments**

Geological Survey Ireland provides baseline geochemistry data for Ireland as part of the Tellus programme. Baseline geochemistry data can be used to assess the chemical status of soil and water at a regional scale and to support the assessment of existing or potential impacts of human activity on environmental chemical quality. Tellus is a national-scale mapping programme which provides multi-element data for shallow soil, stream sediment and stream water in Ireland. At present, mapping consists of the border, western and midland regions. Data is available at <https://www.gsi.ie/en-ie/data-and-maps/Pages/Geochemistry.aspx>.

### **Guidelines**

The following guidelines may also be of assistance:

- Institute of Geologists of Ireland, 2013. Guidelines for the Preparation of the Soils, Geology and Hydrogeology Chapters of Geology in Environmental Impact Statements.
- [EPA, 2022](#). Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR)

### **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 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>, 01-678 2795.

I hope that these comments are of assistance, and 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](mailto:GSIPlanning@gsi.ie).

Yours sincerely,

Dr. Clare Glanville  
**Senior Geologist**  
**Geological Survey Ireland**

Trish Smullen  
**Geoheritage and Planning Programme**  
**Geological Survey Ireland**

Enc: Table - Geological Survey Ireland's Publicly Available Datasets Relevant to Planning, EIA and SEA processes.

**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.	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b68cf1e4a9044a5981f950e9b9c5625c">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=b68cf1e4a9044a5981f950e9b9c5625c</a>
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]	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc</a>
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]	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc</a>
Geohazards	Radon Map	Land & Soils/Air	National		<a href="http://www.epa.ie/radiation/radonmap/">http://www.epa.ie/radiation/radonmap/</a>
Geoheritage	County Geological Sites as adopted by National Heritage Plan and listed in County Development Plans	Land & Soils/Landscape	Regional	All geological heritage sites identified by Geological Survey Ireland are categorised as CGS pending any further NHA designation by NPWS.	<a href="https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0b2fbd2aaac3c228">https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0b2fbd2aaac3c228</a>
Geological Mapping	Bedrock geology:	Land & Soils	National	1:100,000 scale and associated memoirs.	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0</a>
Geological Mapping	Bedrock geology:	Land & Soils	Regional	1:50,000 scale	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0</a>
Geological Mapping	Quaternary geology: Sediments	Land & Soils	National	1:50,000 scale	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0</a>
Geological Mapping	Quaternary geology: Geomorphology	Land & Soils	National	1:50,000 scale	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=de7012a99d2748ea9106e7e1b6ab8d58&amp;scale=0</a>
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	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=afa76a420f54877843aca1bc075c62b">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=afa76a420f54877843aca1bc075c62b</a>
Geological Mapping	GeoUrban: Spatial geological data for the greater Dublin and Cork areas	Land & Soils	Regional	Includes 3D models	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9768f4818b794c16093beb2212a850ce6&amp;scale=0">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9768f4818b794c16093beb2212a850ce6&amp;scale=0</a>
Geological Mapping	Geotechnical database	Land & Soils	National	Digitised geotechnical and Site Investigation Reports and boreholes which can be accessed through online downloads	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=a2718be1873d47a585a3f0415b4a724c">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=a2718be1873d47a585a3f0415b4a724c</a>
Goldmine	Historical data sets including geological memoirs and 6" to 1 mile geological mapping records	Land & Soils/Water	National	available online	<a href="https://secure.dcaa.gov.ie/goldmine/index.html">https://secure.dcaa.gov.ie/goldmine/index.html</a>
Groundwater & Geothermal	Groundwater resources (aquifers)	Water	National	Data limited to 1:100,000 scale; sites should be investigated at local scale	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
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	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
Groundwater & Geothermal	Groundwater vulnerability.	Water	National	Data limited to 1:40,000 scale; sites should be investigated at local scale	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
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.	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
Groundwater & Geothermal	Groundwater Protection Schemes	Water	National	Data is limited to scale of 1:40,000. Data does not include all of the source protection areas	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
Groundwater & Geothermal	Catchment and WFD management units.	Water	National		<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
Groundwater & Geothermal	karst specific data layers	water	National	For areas underlain by limestone, includes karst features, tracer test database; turf/lough water levels (gwlevel.ie)	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
Groundwater & Geothermal	Wells and Springs	Water	National	Not comprehensive, there may be unrecorded wells and springs	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef</a>
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 Also, Roadmap for a Policy and Regulatory Framework for Geothermal Energy, November 2020	<a href="https://www.gsi.ie/en-ie/programmes-and-projects/groundwater-and-geothermal-unit/activities/understanding-ireland-groundwater/Pages/Groundwater-bodies.aspx">https://www.gsi.ie/en-ie/programmes-and-projects/groundwater-and-geothermal-unit/activities/understanding-ireland-groundwater/Pages/Groundwater-bodies.aspx</a>
Groundwater & Geothermal	Geothermal Suitability maps	Land & Soils/Water	National		<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9e46be08de41278b90a99116d0c0b9e">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=9e46be08de41278b90a99116d0c0b9e</a>
Marine & Coastal Unit	INFOMAR - Ireland's national marine mapping programme; providing key baseline data for Ireland's	Water	National		<a href="https://secure.dcaa.gov.ie/GSI/INFOMAR_VIEWER/">https://secure.dcaa.gov.ie/GSI/INFOMAR_VIEWER/</a>
Marine & Coastal Unit	CHERISH - Coastal change project (Climate, Heritage and Environments of Reefs, Islands, and Headlands)	Water	Regional		<a href="http://www.cherishproject.eu/en/">http://www.cherishproject.eu/en/</a>
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	<a href="https://www.gsi.ie/en-ie/programmes-and-projects/marine-and-coastal-unit/projects/Pages/Coastal-Vulnerability-Index.aspx">https://www.gsi.ie/en-ie/programmes-and-projects/marine-and-coastal-unit/projects/Pages/Coastal-Vulnerability-Index.aspx</a>
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	<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956</a>
Minerals	Active quarries	Land & Soils	National		<a href="https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956">https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ee8c4c285a49413aa6f1344416dc9956</a>
Minerals	Historic mines	Land & Soils/Cultural Heritage	National	Inventory and Risk Classification 2009. Environmental Protection Agency, Economic Minerals Division and Geological Survey Ireland (DECC).	<a href="https://gis.epa.ie/EPAMaps/default?zesting=7&amp;northing=7&amp;lid=EPA:LEMA_Facilities_Extractive_Facilities">https://gis.epa.ie/EPAMaps/default?zesting=7&amp;northing=7&amp;lid=EPA:LEMA_Facilities_Extractive_Facilities</a> <a href="https://www.epa.ie/enforcement/mines/">https://www.epa.ie/enforcement/mines/</a>
Tellus	Geochemical data: multi-element data for shallow soil, stream sediment and stream water	Land & Soils	Regional	A national mapping programme	<a href="https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707f72754">https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707f72754</a>
Tellus	Airborne geophysical data including radiometrics, electromagnetics and magnetics	Land & Soils	Regional	A national mapping programme	<a href="https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707f72754">https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707f72754</a>
Tellus	urban geochemistry mapping (Dublin SURGE project).	Land & Soils	Regional		<a href="https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707f72754">https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=6304e122b733498b99642707f72754</a>

- 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.**

**From:** [Hueston, Caroline](#)  
**Sent:** Tuesday 15 November 2022 13:02  
**To:** David Robb  
**Subject:** 220310 Borrisbeg WF Scoping EHIS 2810  
**Attachments:** Cover letter Borrisbeg Windfarm Scoping EHIS 2810.docx; HSE submission Proposed windfarm Borrisbeg Co Tipperary Scoping MKO 220310 EHIS 2810.docx

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You don't often get email from [caroline.hueston@hse.ie](mailto:caroline.hueston@hse.ie). [Learn why this is important](#)

Good afternoon David

Attached please find the HSE scoping report for the proposed windfarm at Borrisbeg Co Tipperary. Should any submissions be received from other HSE stakeholders they will be forwarded to you before November 25<sup>th</sup>. Please contact me if you have any queries regarding this report

Regards  
Caroline



Environmental Health Officer  
Environment/Climate Change Network Support Unit  
Ennistymon Health Centre  
Ennistymon  
Co. Clare  
065 7071143  
086 8236817

**Need information and advice on COVID-19? Go to [www.hse.ie/coronavirus](http://www.hse.ie/coronavirus)**





An tOifig Náisiúnta um Sláinte Chomhshaoil  
Feidhmeannacht na Seirbhíse Sláinte,  
Urlár 2, Teach na Darach, Ascaill na Teile  
Páirc na Mílaoise, An Nás, Co. Chill Dara.

National Office for Environmental Health Services  
2nd Floor, Oak House, Lime Tree Avenue  
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M: 086 8236817

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Mr David Robb  
MKO  
Tuam Road  
Galway  
H91 VW84

**Date:** 15 November 2022

**Name:** Mr David Robb, MKO, Tuam Road, Galway

**Consultant's reference:** 220310 EIA Scoping Application for the Proposed Wind Farm Development, North of Templemore, Co. Tipperary

**Re:** EIA Scoping Report

**Proposed development:** Proposed Wind Farm Development, Templemore, Co. Tipperary

**Applicant:** BuirÃos Ltd

**EHIS Reference:** 2810

Dear Mr Robb

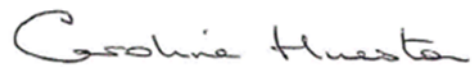
Please find enclosed the HSE Consultation Report in relation to the above proposal.

The following HSE departments were made aware of the consultation request for the proposed development on 1 November 2022

- Emergency Planning – Kay Kennington
- Estates – Helen Maher/Stephen Murphy
- Assistant National Director for Health Protection - Eamonn O'Moore
- CHO – Maria Bridgeman

Please contact me if you have any queries regarding this report

Yours sincerely



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:** 15 November 2022

**Our reference:** EHIS 2810

**Report to:** Mr David Robb, Environmental Scientist, MKO, Tuam Road, Galway

**Type of Consultation:** EIA Scoping

**Proposed development:** Proposed Wind Farm Development, Borrisbeg, Templemore, Co. Tipperary

**Applicant:** BuirÃos Ltd

**Proposed Development:** The proposed development will likely comprise approximately 9-10 No. wind turbines with an output of at least 50 megawatt located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary

#### 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](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](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/reviewofdraftteisguidelinesadvicenotes>

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](http://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 28th October 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 recommended that early and meaningful public consultation with the local community is undertaken to ensure all potentially significant impacts of the proposed windfarm 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 opportunity to express their views on the proposed windfarm 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 windfarm 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 windfarm 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 windfarm 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](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 windfarm 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 13<sup>th</sup> November 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 windfarm development.



*Caroline Hueston*

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

**From:** [Sabine Browne](#)  
**Sent:** Tuesday 1 November 2022 09:22  
**To:** David Robb  
**Cc:** [Cormac McCarthy](#)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

---

Good morning,

This is not within any Zone of Influence of our waterways so we will not be commenting.

Kind regards,

**Sabine Browne**

---

**From:** David Robb <djobb@mkoireland.ie>  
**Sent:** 28 October 2022 12:12  
**To:** Sabine Browne <Sabine.Browne@waterwaysireland.org>; Cormac McCarthy <cormac.mccarthy@waterwaysireland.org>  
**Subject:** 220310 Borrisbeg WF Scoping Document

Dear Sir or Madam

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

The proposed project will likely encompass 9-10 turbines and will have an output of at least 50 megawatts. Should the project be of this scale, an application will be made to An Bord Pleanála 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 provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

David Robb

David Robb

**From:** [Phoebe Duvall](#)  
**Sent:** Friday 28 October 2022 11:16  
**To:** David Robb  
**Subject:** Thank you for your query Re: 220310 Borrisbeg WF Scoping Document

---

Thank you for your email. Please note that we receive a large volume of correspondence and resources are very limited. As such, we are unfortunately unable to respond to every query, and we ask that you review these [frequently asked questions](#). **If your message is a statutory referral to us per our role as a prescribed body, it will be processed as normal.**

Queries from An Taisce members are prioritised, and we endeavor to respond to members within one week. If you are a member, please reply to the original message with your member number (if you did not include it already). If you wish to become a member, please visit [the membership page on our website](#).

Thank you very much.

--

Phoebe Duvall

*Planning and Environmental Policy Officer  
An Taisce - The National Trust for Ireland  
The Tailors' Hall, Back Lane, Dublin 8, Ireland  
Phone: 01 454 1786  
[www.antaisce.org](http://www.antaisce.org)*

Company Reg. No. 12469 | Charity Ref. No. CHY4741 | Charity Regulator No. 20006358  
An Taisce is a membership-based charity  
Join at [www.antaisce.org/membership](http://www.antaisce.org/membership)

*Please note that I work Monday through Thursday.*

--

An Taisce - The National Trust for Ireland | [www.antaisce.org](http://www.antaisce.org)  
The Tailors' Hall, Back Lane, Dublin 8, Ireland  
Company Reg. No. 12469 | Charity Ref. No. CHY4741 | Charity Regulator No. 20006358  
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**From:** David Robb  
**Sent:** 28 October 2022 11:15  
**To:** [planning@antaisce.org](mailto:planning@antaisce.org)  
**Subject:** 220310 Borrisbeg WF Scoping Document

Mr. Ian Lumley

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

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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,

David Robb



David Robb  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)

**From:** [Defence Property Management Planning](#)  
**Sent:** Friday 28 October 2022 16:05  
**To:** David Robb  
**Cc:** [Gareth O'Flaherty \(Defence\)](#); [Sarah Zacharia \(Defence\)](#)  
**Subject:** RE: 220310 Borrisbeg WF Scoping Document

---

Dear Mr. Robb,

The Department of Defence wishes to acknowledge receipt of your e-mail below and the attached documentation.

The Department will review your request and revert in due course.

Please contact me if you have any queries.

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](mailto:don.watchorn@defence.ie)

---

**From:** David Robb <djobb@mkoireland.ie>  
**Sent:** Friday 28 October 2022 11:28  
**To:** Don Watchorn (Defence) <Don.Watchorn@defence.ie>; Defence Property Management Planning <PropertyManagementPlanning@defence.ie>; Gareth O'Flaherty (Defence) <Gareth.OFlaherty@defence.ie>; Sarah Zacharia (Defence) <Sarah.Zacharia@defence.ie>  
**Subject:** [WARNING: ATTACHMENT UNSCANNED]220310 Borrisbeg WF Scoping Document

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Dear Sir or Madam

MKO is preparing an Environmental Impact Assessment Report (EIAR), on behalf of Buiríos Ltd, for a proposed wind farm development located in Borrisbeg and surrounding townlands, north of Templemore, Co. Tipperary. The proposed development site is located in within a rural setting in north Tipperary, approximately 11km south of Roscrea Town , with Templemore town centre located approximately 2.5km from the development area.

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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 provision of the Planning and Development (Strategic Infrastructure) Act 2006. Should the project be of a scale lower than the SID thresholds, an application for planning permission will be made to Tipperary County Council.

As part of the EIA process, we would welcome any comments that you may 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 attached.

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,

David Robb



David Robb  
Environmental Scientist

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[www.mkoireland.ie](http://www.mkoireland.ie)



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**From:** [Defence Property Management Planning](#)  
**Sent:** Wednesday 1 June 2022 12:21  
**To:** [Jonny Fearon](#)  
**Cc:** [Gareth O'Flaherty \(Defence\)](#); [Sarah Zacharia \(Defence\)](#); [Karen Mulryan](#)  
**Subject:** Proposed Wind Farm development in Borrisbeg, Co. Tipperary - Ref: 220310

---

Dear Mr. Fearon,

I refer to your e-mail below, dated 31<sup>st</sup> May 2022, in relation to the proposed windfarm development at Borrisbeg, Co. Tipperary.

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 ABP, 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.

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, in particular if this development was to progress to the pre-planning stage.

Please contact me if you have any queries in this regard.

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](mailto:don.watchorn@defence.ie)

---

**From:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>

**Sent:** Tuesday 31 May 2022 10:28

**To:** Defence Property Management Planning <[PropertyManagementPlanning@defence.ie](mailto:PropertyManagementPlanning@defence.ie)>; Don Watchorn (Defence) <[Don.Watchorn@defence.ie](mailto:Don.Watchorn@defence.ie)>; Sarah Zacharia (Defence) <[Sarah.Zacharia@defence.ie](mailto:Sarah.Zacharia@defence.ie)>

**Cc:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>

**Subject:** Proposed Wind Farm development in Borrisbeg, Co. Tipperary - Ref: 220310

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To whom it may concern,

We are undertaking an early-stage feasibility study for a potential wind energy development at the attached location. We do not have any indicative turbine layouts or dimensions at this stage. If we progress with this location we will be in touch with dimensions and Turbine layout in the near future. Centre coordinates for the site are:

Latitude : 52.82055527

Longitude : -7.81348033

Attached here are Irish Grid & ITM points for the site:

IG 212623 E, 174385 N

ITM 612572, 674415

We would be grateful if you have any comments on the location that we should consider if this project was to go forward into pre-planning.

Kind Regards,

Jonathan.



Jonathan Fearon  
Environmental Scientist  
**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)



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## Natalia Stolarska

---

**From:** Gerard Healy <gerard.healy@wirelessconnect.eu>  
**Sent:** Thursday 23 June 2022 18:27  
**To:** Jonny Fearon  
**Cc:** Karen Mulryan  
**Subject:** Re: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms  
**Attachments:** image002.png

Hi,  
This wont cause an issue for us.  
Thanks  
Ger.

On Thu 23 Jun 2022, 16:17 Jonny Fearon, <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)> wrote:

Hi Gerard,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N

ITM 612572, 674415

Kind Regards,

Jonny.



Jonny Fearon  
Environmental Scientist

**MKO**

Tuam Road, Galway

Ireland, H91 VW84

+353 (0) 91 735611

[www.mkoireland.ie](http://www.mkoireland.ie)

## Natalia Stolarska

---

**From:** John Bagnall <john.bagnall@eir.ie>  
**Sent:** Wednesday 13 July 2022 06:56  
**To:** Jonny Fearon  
**Cc:** Karen Mulryan  
**Subject:** Re: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

You don't often get email from john.bagnall@eir.ie. [Learn why this is important](#)

Hi Jonny,

The distance from the max turbine height to the link still exceeds the buffer zone but only marginally, so we can allow this without any risk on our link passing through your study area.

Kind regards,



**John Bagnall**

Transmission Design & Engineering

**M:** +353 85 1053746

**E:** [john.bagnall@eir.ie](mailto:john.bagnall@eir.ie)

Address: EirCode - D24 HX03

On Thu, 23 Jun 2022 at 16:55, Jonny Fearon <[jfearon@mkofireland.ie](mailto:jfearon@mkofireland.ie)> wrote:

Hi John,

We previously contacted you in relation to a potential wind farm development at Borrisbeg, Co. Tipperary. Another telecoms provider has replied to us saying that their link path passes above the 185m tip height and the Fresnel zone they applied – supplying us with the attached KMZ file. Seeing as your link path also travels through the proposed site boundary – could you check if your link path clears the 185m turbine tip height + your Fresnel zone.

Kind Regards,

Jonny.



Jonny Fearon  
Environmental Scientist

**MKO**

## Natalia Stolarska

**From:** John Bagnall <john.bagnall@eir.ie>  
**Sent:** Friday 13 May 2022 09:47  
**To:** Jonathan Fearon  
**Cc:** Paul Marron  
**Subject:** Re: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

You don't often get email from john.bagnall@eir.ie. [Learn why this is important](#)

Hi Jonathan,

We have 3 transmission links within the proposed area 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. Please send new development analysis requests to [MobileNetworksTXN@eir.ie](mailto:MobileNetworksTXN@eir.ie) for Eir Mobile and the Eir fixed network going forward.

	Site ID	Lat	Long			Site ID	Lat	Long	
Link1	A-end	TY_2410	52°49'43.08"N	7°50'16.36"W	<--->	B-end	LS_1240	52°54'34.14"N	7°41'30.90"W
Link2	A-end	TY_2410	52°49'43.08"N	7°50'16.36"W	<--->	B-end	TY_2366	52°46'50.66"N	7°45'39.31"W
Link3	A-end	KLD	52°50'9.00"N	7°54'37.54"W	<--->	B-end	CIL	52°49'8.47"N	7°28'31.35"W



Regards,



**John Bagnall**  
Transmission Design & Engineering

M: +353 85 1053746

E: [john.bagnall@eir.ie](mailto:john.bagnall@eir.ie)

Address: EirCode - D24 HX03

On Mon, 9 May 2022 at 12:04, Paul Marron <[paul.marron@eir.ie](mailto:paul.marron@eir.ie)> wrote:

Hi Jonathan,

I've copied my colleague John Bagnall on this email. He will assess this against eir's network for you.

Regards,

Paul

----- Forwarded message -----

From: **Jonathan Fearon** <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>

Date: Mon, 9 May 2022 at 11:55

Subject: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

To: [paul.marron@eir.ie](mailto:paul.marron@eir.ie) <[paul.marron@eir.ie](mailto:paul.marron@eir.ie)>

Hi Paul,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N

ITM 612572, 674415

Kind Regards,

Jonathan.



Jonathan Fearon  
Environmental Scientist

**MKO**

Tuam Road, Galway

Ireland, H91 VW84

+353 (0) 91 735611

## Natalia Stolarska

---

**From:** Power, Robert, Vodafone (External) <robert.power1@vodafone.com>  
**Sent:** Monday 4 July 2022 10:56  
**To:** Jonny Fearon  
**Cc:** Lyons, Sean, Vodafone (External)  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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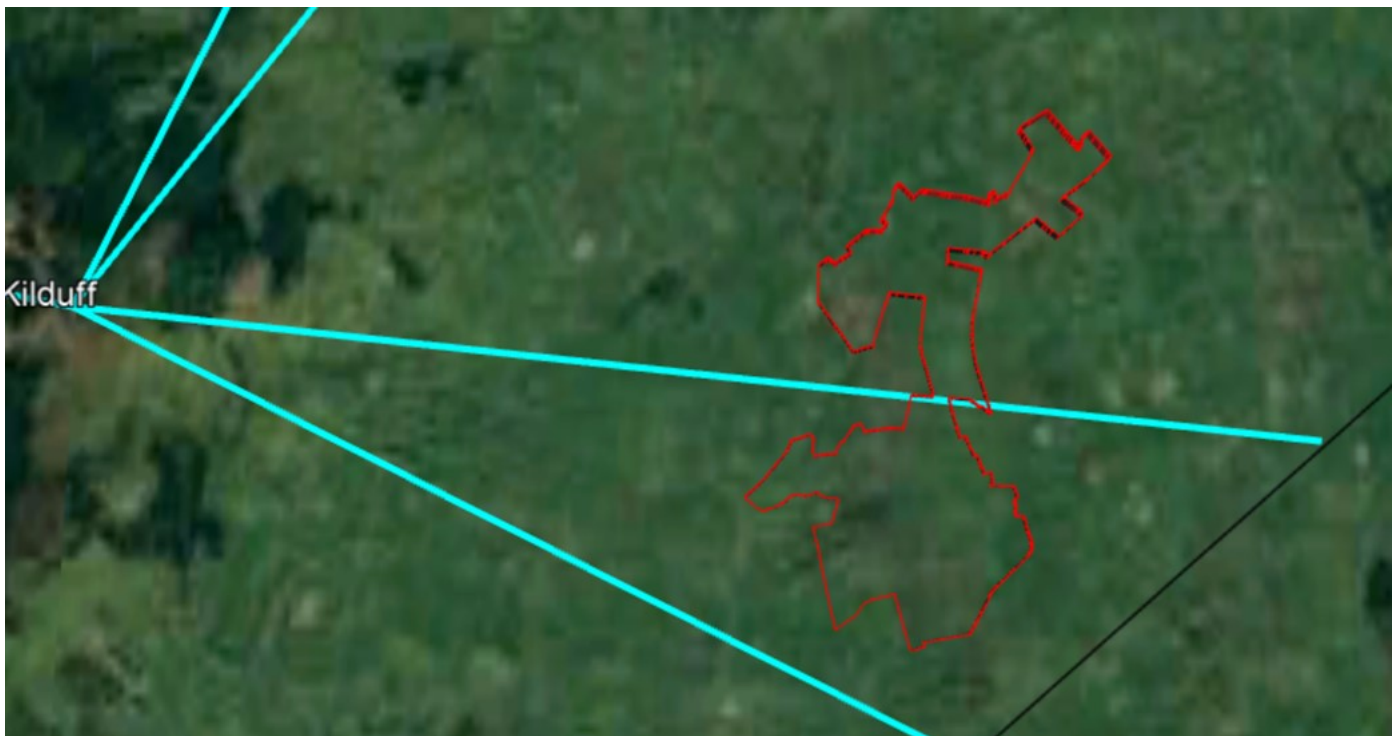
Hi Jonny,

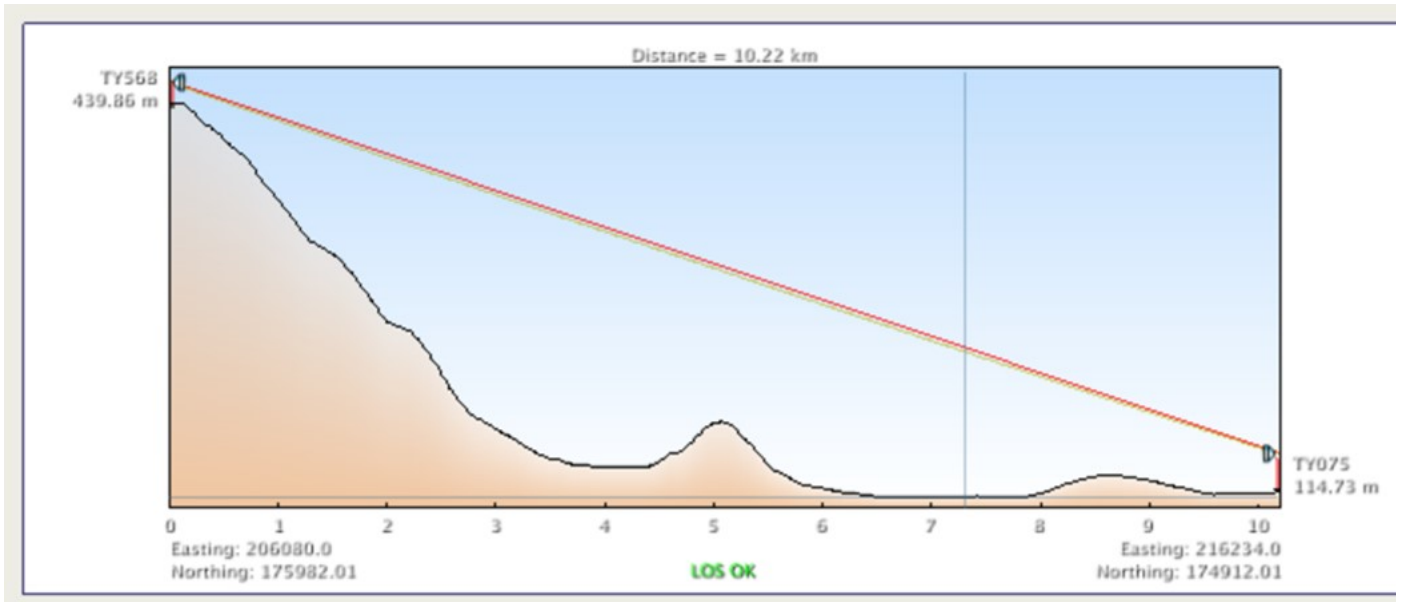
See screenshots below. Link is approx. 120m above ground level as it passes over the site.

Link details included. A clearance of 30m from first fresnel zone is desired.

Kind Regards,  
Robert

Site Name	Easting	Northing	Site Name Rel	Easting Rel	Northing Rel	Site Height
TYKDF Kilduff	205990	175820	TY075 Lisduff CIE	216282	174900	





C2 General

**From:** Lyons, Sean, Vodafone (External) <sean.lyons@vodafone.com>  
**Sent:** Monday 4 July 2022 10:07  
**To:** Power, Robert, Vodafone (External) <robert.power1@vodafone.com>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Rob

Can you look into this and reply to Jonny Fearon [jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie) & Karen Mulryan [kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie) with your findings?

Thanks,

**Seán Lyons**

**\*\*Upcoming Annual Leave – June 20<sup>th</sup> until July 4<sup>th</sup> \*\***

Transmission Program Manager  
 Converged Transmission  
 Technology- NET  
 +353877758117  
[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)



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C2 General

**From:** Jonny Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Sent:** Thursday 23 June 2022 16:57  
**To:** Lyons, Sean, Vodafone (External) <[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)>  
**Cc:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Sean,

We previously contacted you in relation to a potential wind farm development at Borrisbeg, Co. Tipperary. Another telecoms provider has replied to us saying that their link path passes above the 185m tip height and the Fresnel zone they applied – supplying us with the attached KMZ file. Seeing as your link path also travels through the proposed site boundary – could you check if your link path clears the 185m turbine tip height + your Fresnel zone.

Kind Regards,  
Jonny.



Jonny Fearon  
Environmental Scientist

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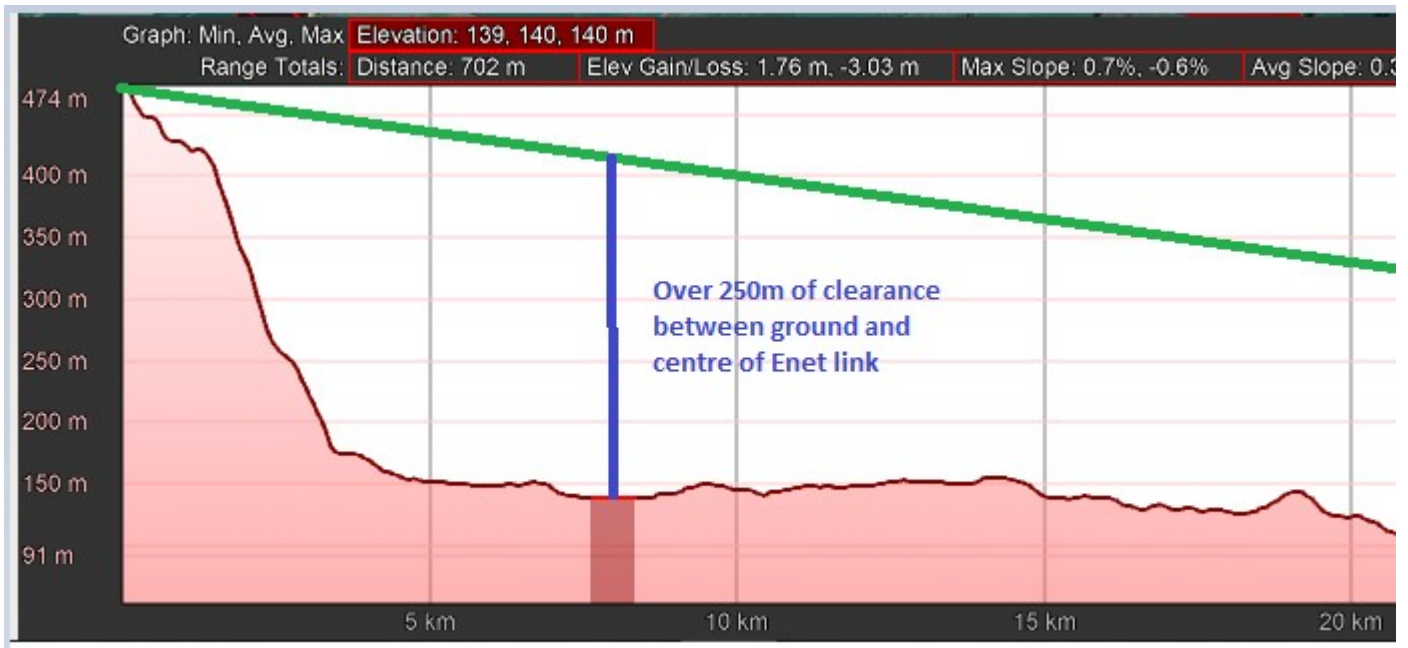
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**Natalia Stolarska**

**From:** Peter O'Brien <peter.obrien@enet.ie>  
**Sent:** Friday 24 June 2022 09:11  
**To:** Jonny Fearon  
**Cc:** Karen Mulryan  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Jonny,

I just did a quick check and the clearance should be fine for our link:



Kind Regards,

**Peter O'Brien | Licensed Link planner**

**A:** Enet House, National Technology Park, Castletroy, Co Limerick, V946P52

**M:** +353867744313 | **W:** [www.enet.ie](http://www.enet.ie)



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**BRONZE**





---

**From:** Jonny Fearon <jfearon@mkoireland.ie>  
**Sent:** Thursday, June 23, 2022 4:53 PM  
**To:** Peter O'Brien <peter.obrien@enet.ie>  
**Cc:** Karen Mulryan <kmulryan@mkoireland.ie>  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Peter,

We previously contacted you in relation to a potential wind farm development at Borrisbeg, Co. Tipperary. Another telecoms provider has replied to us saying that their link path passes above the 185m tip height and the Fresnel zone they applied – supplying us with the attached KMZ file. Seeing as your link path also travels through the proposed site boundary – could you check if your link path clears the 185m turbine tip height + your Fresnel zone.

Kind Regards,  
Jonny.



Jonny Fearon  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)



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## Natalia Stolarska

---

**From:** Matthew Craig <matthew.craig@2rn.ie>  
**Sent:** Tuesday 24 May 2022 18:16  
**To:** Jonny Fearon  
**Cc:** Karen Mulryan; windfarms; Johnny Evans  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms  
**Attachments:** Borrisbeg with KDF\_MTL link.kmz

Hi Jonathan,

With the parameters that you have listed below the link path passes over the windfarm profile. I have raised the height of the outline to the tip height (185m) of the turbines and added the 2<sup>nd</sup> Fresnel Zone of the link in the attached KMZ file.

Please let us know when you have finalised the locations and dimensions of the turbines and I will check again. As there is still the risk of interference to broadcasting services in the area, we would still request 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:** Jonathan Fearon <jfearon@mkoireland.ie>  
**Sent:** Tuesday 24 May 2022 16:37  
**To:** Matthew Craig <matthew.craig@2rn.ie>  
**Cc:** Karen Mulryan <kmulryan@mkoireland.ie>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Matthew,

The indicative hub height is 103.5m.

Kind Regards,  
Jonathan.



Jonathan Fearon  
Environmental Scientist  
**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611



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---

**From:** Matthew Craig <[matthew.craig@2rn.ie](mailto:matthew.craig@2rn.ie)>  
**Sent:** 24 May 2022 16:31  
**To:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Cc:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>; windfarms <[windfarms@rte.ie](mailto:windfarms@rte.ie)>; Johnny Evans <[Johnny.Evans@2rn.ie](mailto:Johnny.Evans@2rn.ie)>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Jonathan,

Could you please give me the hub height of the turbine?

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:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Sent:** Tuesday 24 May 2022 15:39  
**To:** Matthew Craig <[matthew.craig@2rn.ie](mailto:matthew.craig@2rn.ie)>  
**Cc:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Matthew,

For the proposed wind farm development at Borrisbeg, Co. Tipperary – the representative rotor diameter dimensions are: 163m.

These dimensions are indicative for now and may change. Would 2rn require a buffer based off these dimensions?

Kind Regards,  
Jonathan.



Jonathan Fearon  
 Environmental Scientist  
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**From:** Matthew Craig <[matthew.craig@2rn.ie](mailto:matthew.craig@2rn.ie)>  
**Sent:** 10 May 2022 12:11  
**To:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Cc:** [windfarms@rte.ie](mailto:windfarms@rte.ie); Johnny Evans <[Johnny.Evans@2rn.ie](mailto:Johnny.Evans@2rn.ie)>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Jonathan,

We have a path between our sites at Kilduff and Mt Leinster that passes over the area that you have highlighted. The path should pass well over the turbines but I will give you the details just in case. If you could send us more information on the location and size of the turbines when they are available we will make sure.

Site	Lat	Long	Base AMSL	Ant height AGL	Ant Height AMSL	Freq.
Kilduff	52.83522	-7.91	444	48	492	554MHz
Mt. Leinster	52.61784	-6.77954	781	8	789	

There is also the risk of interference to broadcast services in the area so we would like to sign 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:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Sent:** Monday 9 May 2022 13:03  
**To:** Johnny Evans <[Johnny.Evans@2rn.ie](mailto:Johnny.Evans@2rn.ie)>  
**Cc:** Matthew Craig <[matthew.craig@2rn.ie](mailto:matthew.craig@2rn.ie)>; [windfarms@rte.ie](mailto:windfarms@rte.ie)  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Johnny,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N  
ITM 612572, 674415

Kind Regards,  
Jonathan.



Jonathan Fearon  
Environmental Scientist  
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## Natalia Stolarska

---

**From:** Roger Woods <rwoods@bai.ie>  
**Sent:** Monday 9 May 2022 14:10  
**To:** Jonathan Fearon  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Jonathan

The BAI does not have any links of associated equipment in that area.

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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**From:** Jonathan Fearon <jfearon@mkoireland.ie>  
**Sent:** Monday 9 May 2022 13:04  
**To:** Roger Woods <rwoods@bai.ie>  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Ronnie,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N  
ITM 612572, 674415

Kind Regards,  
Jonathan.



Jonathan Fearon  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611

## Natalia Stolarska

---

**From:** Peter O'Brien <peter.obrien@enet.ie>  
**Sent:** Monday 9 May 2022 14:54  
**To:** Jonathan Fearon  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Jonathan,

See one link that passes through this area below:

A-End	A-End Coordinates	B-End	B-End Coordinates	Frequency	Set Back
RTE Kilduff	52°50'6.77"N 7°54'35.98"W	Heywood Community School	52°53'8.70"N 7°18'3.30"W	11GHz	70m

Regards,  
Peter

---

**From:** Jonathan Fearon <jfearon@mkoireland.ie>  
**Sent:** Monday, May 9, 2022 11:52 AM  
**To:** Peter O'Brien <peter.obrien@enet.ie>  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Peter,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study. Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N  
ITM 612572, 674415

Kind Regards,  
Jonathan.



Jonathan Fearon  
Environmental Scientist

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## Natalia Stolarska

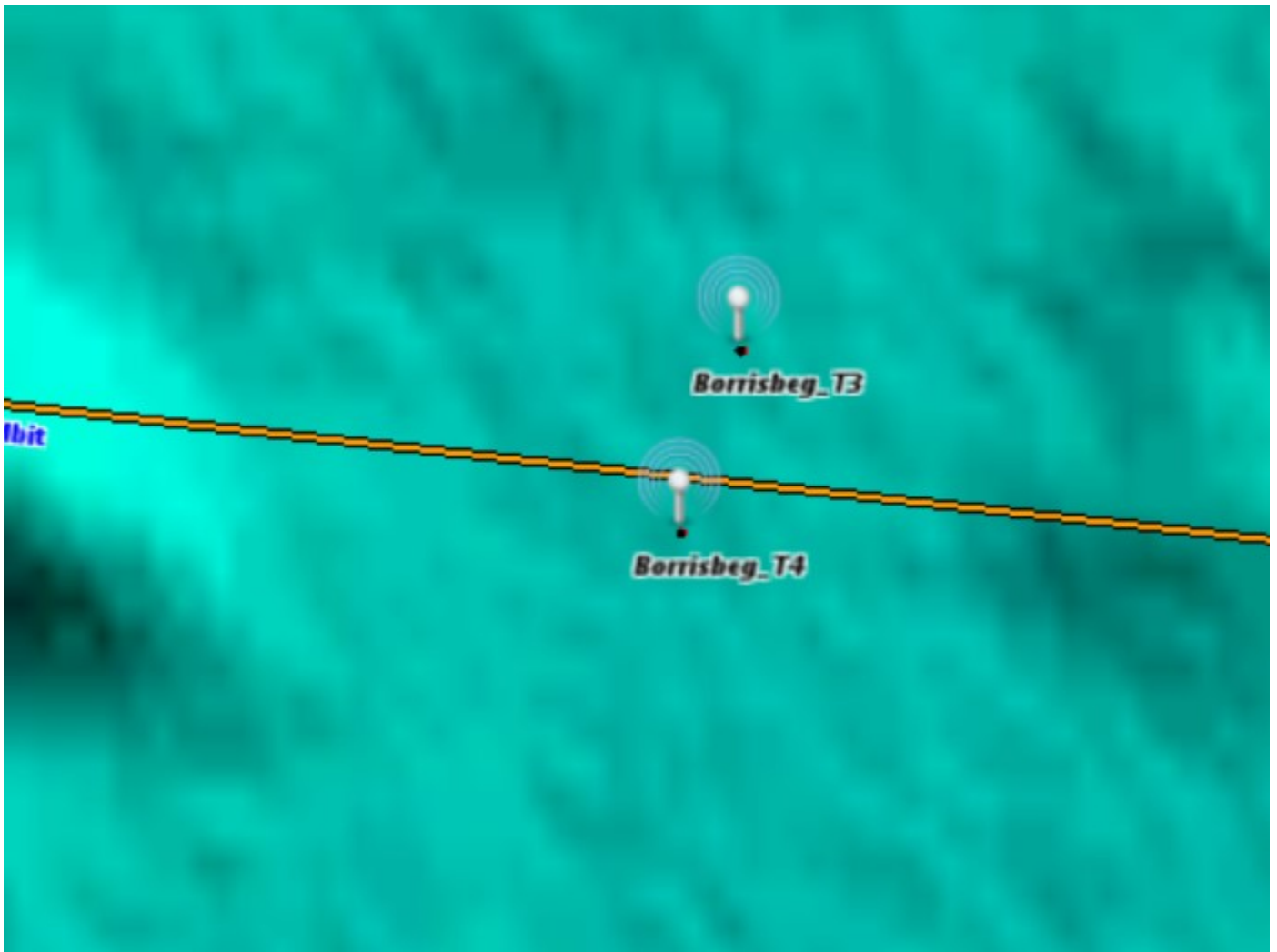
---

**From:** Robert Power, Vodafone (External) <robert.power1@vodafone.com>  
**Sent:** Monday 21 November 2022 10:46  
**To:** Karen Mulryan  
**Cc:** Sean Lyons, Vodafone (External)  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Karen,

Turbine 4 is a little concerning but there is enough clearance I believe. It is around 160m from direct line of site so it should be fine.

Kind Regards,  
Robert



---

C2 General

**From:** Karen Mulryan <kmulryan@mkoireland.ie>  
**Sent:** Thursday 17 November 2022 12:59  
**To:** Robert Power, Vodafone (External) <robert.power1@vodafone.com>



**Cc:** Sean Lyons, Vodafone (External) <sean.lyons@vodafone.com>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Robert,

Just following up on the below. Proposed coordinates for two turbines in this part of the site are below. Can you confirm these locations are ok?

Turbine number	x	y	Tip height	Rotor Diameter
3	613276.7	675629.9	185m	163
4	613112	675119.3	185m	163

Kind regards,

Karen.

**Karen Mulryan**  
Project Environmental Scientist BA. MSc. MIAI. ClfA.

**MKO**  
Tuam Road, Galway, H91 VW84

Offices in Galway and Dublin  
[mkoireland.ie](http://mkoireland.ie) | +353 (0)91 735 611



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**From:** Power, Robert, Vodafone (External) <[robert.power1@vodafone.com](mailto:robert.power1@vodafone.com)>  
**Sent:** 04 July 2022 10:56  
**To:** Jonny Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Cc:** Lyons, Sean, Vodafone (External) <[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)>  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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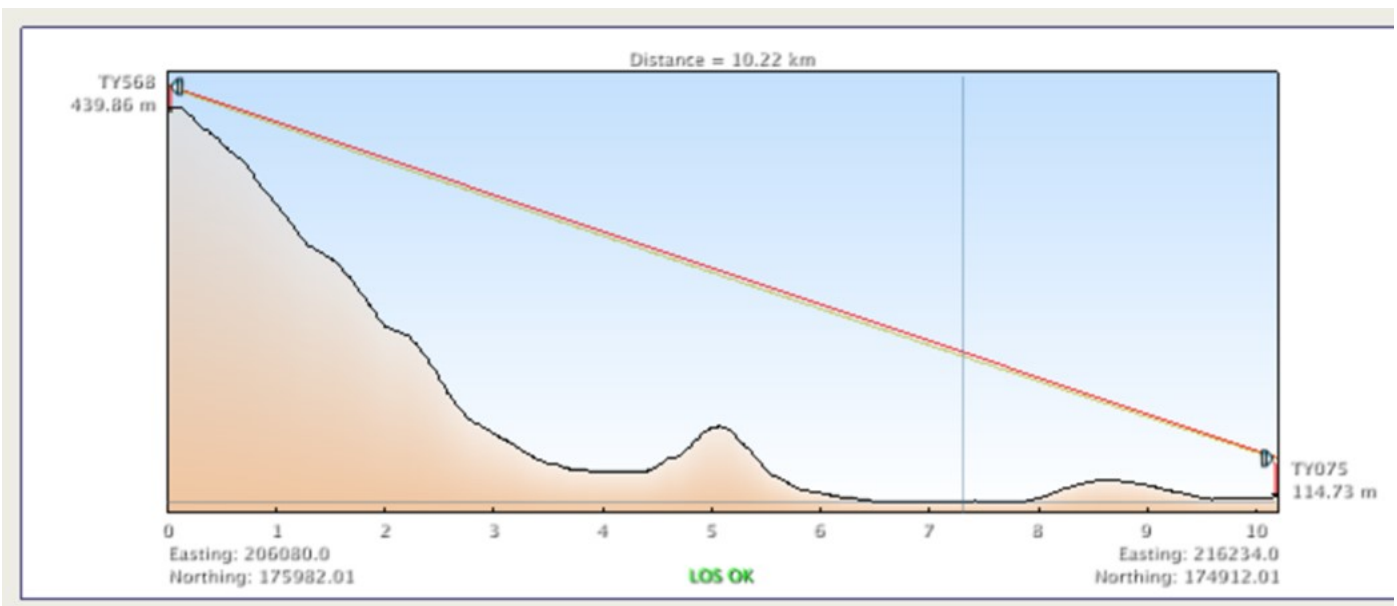
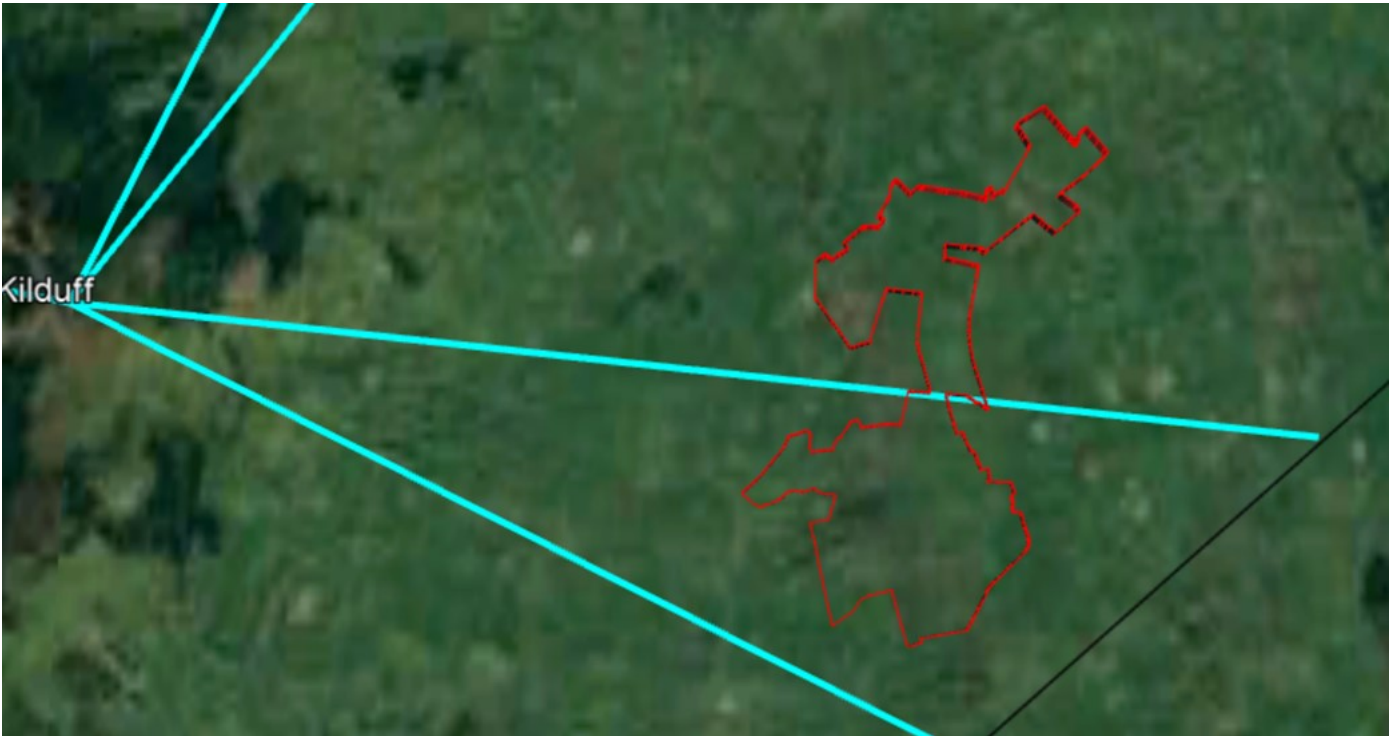
Hi Jonny,

See screenshots below. Link is approx. 120m above ground level as it passes over the site.

Link details included. A clearance of 30m from first fresnel zone is desired.

Kind Regards,  
Robert

Site Name	Easting	Northing	Site Name Rel	Easting Rel	Northing Rel	Site Height
TYKDF Kilduff	205990	175820	TY075 Lisduff CIE	216282	174900	



C2 General

**From:** Lyons, Sean, Vodafone (External) <[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)>  
**Sent:** Monday 4 July 2022 10:07  
**To:** Power, Robert, Vodafone (External) <[robert.power1@vodafone.com](mailto:robert.power1@vodafone.com)>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Rob

Can you look into this and reply to Jonny Fearon [jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie) & Karen Mulryan [kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie) with your findings?

Thanks,

**Seán Lyons**

**\*\*Upcoming Annual Leave – June 20<sup>th</sup> until July 4<sup>th</sup>\*\***

Transmission Program Manager

Converged Transmission

Technology- NET

+353877758117

[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)



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C2 General

**From:** Jonny Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>

**Sent:** Thursday 23 June 2022 16:57

**To:** Lyons, Sean, Vodafone (External) <[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)>

**Cc:** Karen Mulryan <[kmulryan@mkoireland.ie](mailto:kmulryan@mkoireland.ie)>

**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Sean,

We previously contacted you in relation to a potential wind farm development at Borrisbeg, Co. Tipperary. Another telecoms provider has replied to us saying that their link path passes above the 185m tip height and the Fresnel zone they applied – supplying us with the attached KMZ file. Seeing as your link path also travels through the proposed site boundary – could you check if your link path clears the 185m turbine tip height + your Fresnel zone.

Kind Regards,  
Jonny.



Jonny Fearon  
Environmental Scientist

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Ireland, H91 VW84  
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**Natalia Stolarska**

**From:** Lyons, Sean, Vodafone (External) <sean.lyons@vodafone.com>  
**Sent:** Tuesday 10 May 2022 07:46  
**To:** Jonathan Fearon  
**Cc:** Byrne, Gavin, Vodafone  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Jonathan,

Vodafone have a live link that runs right through the middle of this proposed windfarm.

Link Name / ID	Band MHz\GHz	Link Length	Site A			
			Lat	Long	Easting	North
TY075-TY568	56MHz, 23GHz	10.22km	52.8253	7.7599	216234	174912

We would require minimum distance of 30m from the Fresnel zone for blade tips.



Thanks,

## Seán Lyons

Transmission Program Manager  
Converged Transmission  
Technology- NET  
+353877758117  
[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)



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C2 General

---

**From:** Byrne, Gavin, Vodafone <[gavin.byrne@vodafone.com](mailto:gavin.byrne@vodafone.com)>  
**Sent:** Monday 9 May 2022 15:15  
**To:** Lyons, Sean, Vodafone (External) <[sean.lyons@vodafone.com](mailto:sean.lyons@vodafone.com)>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Sean,

Can you ask one of the team to look at this wind farm?



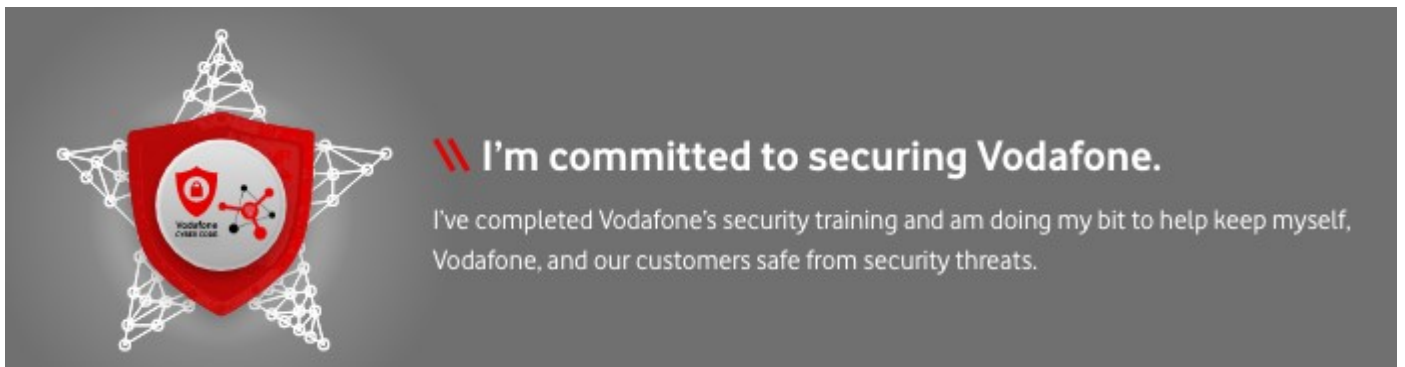
## Gavin Byrne

Senior TX Planning & Design Engineer  
Converged Transmission  
+353 876448159  
[gavin.byrne@vodafone.com](mailto:gavin.byrne@vodafone.com)

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C2 General

---

**From:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Sent:** Monday 9 May 2022 13:00

To: Byrne, Gavin, Vodafone <[gavin.byrne@vodafone.com](mailto:gavin.byrne@vodafone.com)>  
Subject: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

**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,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study. Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N  
ITM 612572, 674415

Kind Regards,  
Jonathan.



Jonathan Fearon  
Environmental Scientist

**MKO**  
Tuam Road, Galway  
Ireland, H91 VW84  
+353 (0) 91 735611  
[www.mkoireland.ie](http://www.mkoireland.ie)



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## Natalia Stolarska

---

**From:** Paul Brunel <Paul.Brunel@imaginegroup.ie>  
**Sent:** Monday 9 May 2022 12:35  
**To:** Jonathan Fearon  
**Cc:** Ronnie O'Neill  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

You don't often get email from paul.brunel@imaginegroup.ie. [Learn why this is important](#)

Hi Jonathan,  
Imagine have no MW links affected by this development.

Kind Regards,

Paul Brunel.  
Transmission Planner.  
Imagine Group.  
Ph: 086 388 1962  
**imagine**

t. +353 1 437 5000

m. +353 863832470

w. [imagine.ie](http://imagine.ie)

Imagine  
Sandyford Business Centre  
Blackthorn Road, Sandyford, D18



AW89



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**From:** Ronnie O'Neill  
**Sent:** 09 May 2022 12:26  
**To:** Paul Brunel <Paul.Brunel@imaginegroup.ie>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

fyi

---

**From:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Sent:** Monday 9 May 2022 11:54  
**To:** Ronnie O'Neill <[Ronnie.ONeill@imaginegroup.ie](mailto:Ronnie.ONeill@imaginegroup.ie)>  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms



This email originated outside of the organisation - please exercise caution when opening attachments or clicking links.

Hi Ronnie,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N

ITM 612572, 674415

Kind Regards,

Jonathan.



Jonathan Fearon  
Environmental Scientist

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## Natalia Stolarska

---

**From:** Alister Cole <Alister.Cole1@three.ie>  
**Sent:** Wednesday 11 May 2022 11:18  
**To:** Jonathan Fearon  
**Cc:** Sean Kelly; DL Estates ROI  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Jonathan,

I have reviewed the study area for the Borrisbeg wind farm development and 3Ireland have no microwave transmission links that could potentially be affected.

For all future correspondence could you please copy Sean Kelly and DL Estates (CC'd on this response)

Best regards,

Alister



Alister Cole  
Transmission Engineer

**Mobile:** 086 6024556  
**Email:** Alister.Cole1@three.ie

---

**From:** Jonathan Fearon <jfearon@mkoireland.ie>  
**Sent:** 09 May 2022 12:01  
**To:** Alister Cole <Alister.Cole1@three.ie>  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

**CAUTION!** External Email.

Hi Alister,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N  
ITM 612572, 674415

Kind Regards,  
Jonathan.

## Natalia Stolarska

---

**From:** Keiran Butler <Keiran.Butler@virginmedia.ie>  
**Sent:** Monday 16 May 2022 14:02  
**To:** Jonathan Fearon  
**Cc:** Mark Nolan; Cathal O Donnell  
**Subject:** RE: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

You don't often get email from keiran.butler@virginmedia.ie. [Learn why this is important](#)

Hi Jonathan

Virgin Media Ireland **DO NOT** have any radio links in this area

Regards  
Keiran

---

**From:** Mark Nolan <Mark.Nolan@virginmedia.ie>  
**Sent:** Monday 9 May 2022 13:24  
**To:** Keiran Butler <Keiran.Butler@virginmedia.ie>  
**Subject:** FW: 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

Hi Keiran,

Could you review please when you get a chance?

Rgds

Mark

---

**From:** Jonathan Fearon <[jfearon@mkoireland.ie](mailto:jfearon@mkoireland.ie)>  
**Sent:** Monday 9 May 2022 12:59  
**To:** Mark Nolan <[Mark.Nolan@virginmedia.ie](mailto:Mark.Nolan@virginmedia.ie)>  
**Cc:** Cathal O Donnell <[Cathal.ODonnell@virginmedia.ie](mailto:Cathal.ODonnell@virginmedia.ie)>  
**Subject:** 220310 - WF development at Borrisbeg, Co. Tipperary - telecoms

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Hi Mark,

We are looking at the potential for a wind farm development at Borrisbeg, Co. Tipperary. We don't have dimensions or a turbine layout yet, it is at the very early stages of a feasibility study.

Please see kml, centre coordinates and a site location map attached. Can you let me know if you have links in the area and if so, what setbacks you require.

IG 212623 E, 174385 N  
ITM 612572, 674415

Kind Regards,  
Jonathan.