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16<sup>th</sup> November 2023

*FAO: Evelyn Brownrigg Administrative Officer – by email and by post*

**Re: Response to Request for Further Information in relation to the discharge of Planning Permission Conditions for Unit 1 of Laois Kilkenny Electricity Reinforcement Project – ABP Reg. Refs. VA0015.**

Dear Ms Brownrigg,

Further to your request for information of 20<sup>th</sup> October 2023 in relation to the discharge of Planning Condition No. 11 for Unit 1 of Laois Kilkenny Electricity Reinforcement Project – ABP Reg. Refs. VA0015, please find attached to this letter an Addendum to the Unit 1 CEMP containing the responses to further information sought.

In the event any aspect of the RFI documentation is unclear or if additional copies of previous submissions are required, these can be provided. If you have any queries please contact me on 086 8336990 or [Brendan.allen@esb.ie](mailto:Brendan.allen@esb.ie). I would be obliged if you could issue the response by both email to [Brendan.allen@esb.ie](mailto:Brendan.allen@esb.ie) and by hard copy.

Yours sincerely,

**Brendan Allen FIPI  
Planning Team Leader**



## **CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN**

### **ADDENDUM**

**16th November 2023**



**Project:** Laois Kilkenny Electricity Reinforcement Project – Unit 1: A new 400kV/110kV Substation at Coolnabacky townland, Co. Laois.

**Client:** ESB Engineering and Major Projects

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**Appendices**

- Appendix A – Revised Site Logistics Plan
- Appendix B – Wheel Wash Details
- Appendix C - Revised Drawings

## 1 INTRODUCTION

### 1.1 RFI Item No. 1 – Vehicle Wheel Wash Area

*A revised site layout is required illustrating the wheel wash area, located a minimum of 5 metres from any adjoining surface water land drain or watercourse and outside of any overhead lines exclusion zones. Design details of the wheel wash area, soiled water holding tanks and proposed method of soiled water disposal/treatment shall also be clarified.*

The Site Logistics Plan, previously submitted in the CEMP has been revised and is attached herein as **Appendix A – Revised Site Logistics Plan**. The RFI response is detailed in three separate sections below:

#### 1) Location of vehicle wheel wash

*Illustrate that the wheel wash area is a minimum 5m from any adjoining water land drain or water course and outside of any overhead line exclusion zone. The wheel wash area has been relocated, as depicted on the revised drawing – see **Appendix A – Revised Site Logistics Plan** for details.*

**Figure 1** provides an extract from the Site Logistics Plan depicting the new location of the wheel wash. For clarity, the relocation of the wheel wash demonstrates that it is:

- Outside of the recommended exclusion zone of the overhead lines. The exclusion zone is depicted by a dashed orange line;
- Over the minimum of 5m from any watercourse as shown in **Figure 1** and **Appendix A**. The location of the land drain, represented by the red site boundary line is approximately 8m from the wheel wash; &
- Over 50m from the watercourse along the western site boundary

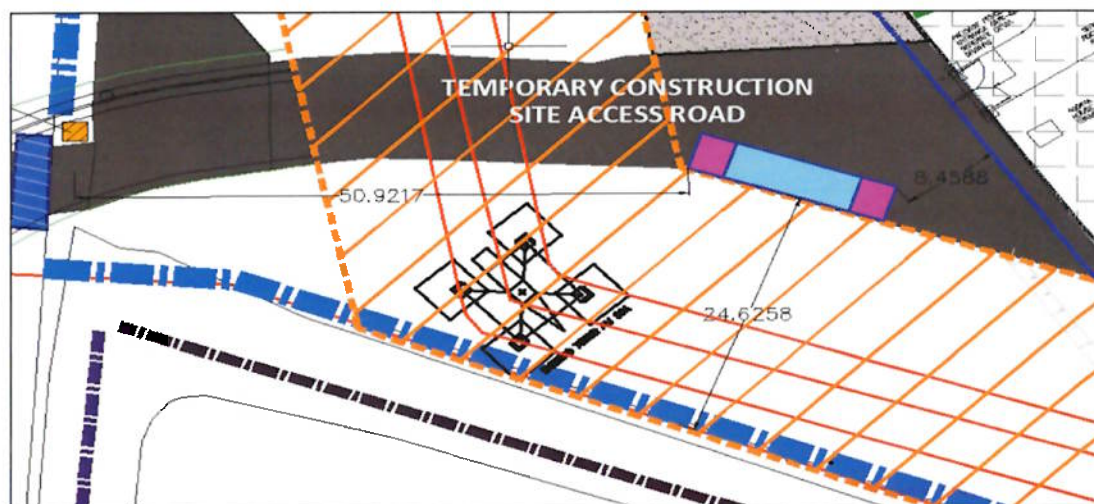


Figure 1: Extract from Appendix A - Site Logistics Drawing showing relocated wheel wash area

## 2) Design details of the wheel wash area

*Provide design details for wheel wash area and soiled water holding tanks.*

The proposed wheel wash is an EcoBath system, which is typically used throughout the construction industry. See details below. Further images are provided in **Appendix B – Wheel Wash Details**:

- The Eco bath is essentially a large, contained tank of water, which allows a vehicle to drive through, in order to clean its wheels (**Figure 2**);
- A stone ramp shall be constructed at either end of the EcoBath (**Figure 3**). These stone access ramps shall be inspected regularly and upgraded, where necessary;
- Once the EcoBath and ramps are installed, the bath is filled with water to the required levels;
- There is no requirement for any power, services or drainage connection to the EcoBath for the duration of its use and operation;
- There are 2 no. rumble track features within the EcoBath. Once a vehicle drives across the rumble tracks, this triggers the tracks to flex the tyre treads open and vibrate the wheels to agitate and remove any adherent material;
- The rumble tracks are largely submerged in water thus assisting the cleaning process (**Figure 2 & 3**);
- The length of the EcoBath system allows for approximately 3.8-wheel revolutions in

the cleaning process. If necessary, a vehicle can pass through the EcoBath several times to ensure wheels are cleaned effectively;

- Prior to leaving site, the condition of all vehicles will be inspected; &
- All inspection records will be made available on request.



Figure 2: Eco Bath in use. Rumble tracks submerged in water



Figure 3: Stone access ramps in place

### 3) Soiled Water Disposal/Treatment

*Provide details for proposed method of soiled water disposal/treatment.*

- Daily monitoring and inspection of the wheel wash area will include monitoring water levels, water clarity and base sediment levels;
- The inspections will inform the effective maintenance regime of the EcoBath;
- Water will be removed, as required, allowing the removal of settled deposits at the base;
- The frequency of emptying/cleaning may need to be increased depending on factors such as frequency of use, changes to work scopes, seasonal conditions, site conditions, etc. This frequency will be determined by recommendations arising from daily checks/inspections and Site Environmental Monitoring/Auditing processes;
- All water and settled deposits will be removed using a suction pump and/or vacuum system by a licenced waste contractor;
- The waste will then be removed from site to be treated appropriately - this will be at the licenced waste contractor's discretion;
- Similarly, if water levels are too high (e.g. during adverse weather) the waste contractor will remove any surplus water for disposal as outlined above;
- Once all water and sediment has been removed, the EcoBath will be inspected for any adherent residual materials and then replenished with clean water;
- Water will not be disposed of/ treated / reused on site throughout the duration of the project and
- A copy of all Waste Collection Permits and Waste Facilities Permit/Licences of all waste suppliers will be kept on site.

#### 1.2 RFI Item No. 2 – Historic Boreholes

*Three previously referenced boreholes are unaccounted for. Confirmation is required from the Developer that, should any of the unaccounted-for boreholes be uncovered during the site development works, the Developer shall notify the Planning Authority whereby decommissioning of the boreholes will be carried out in accordance with the SEPA document 'Good Practice for Decommissioning Redundant Boreholes and Wells' and in consultation with the Planning Authority.*

ESB confirms that should any unaccounted boreholes be uncovered during the site development works, ESB will notify the Planning Authority and will also decommission boreholes in accordance with the SEPA document 'Good Practice for Decommissioning Redundant Boreholes and Wells' and in consultation with the Planning Authority.

### 1.3 RFI Item No. 3 – Drawings

*The developer is requested to submit updated drawings & associated documentation to take account of the elements of the Unit 5 Laois Kilkenny Electricity Reinforcement Project that will be constructed within the site boundary of the Unit 1 development.*

Drawing Number PE493-D108-125-001-003 – *Revised Site Drainage Drawing* and PE493-D108-125-002-003 – *Compound Drainage Drawing* have been revised to include underground cables from BC150: the Unit 5: Ballyragget Coolnabacky 110kV Line Cable Interface Mast (LCIM). The revised drawing is presented in **Appendix C – Revised Drawings** of this submission.

The interface mast BC150 is located within the substation site of Unit 1. This is the final structure in the Ballyragget to Coolnabacky 110kV OHL circuit which will connect Coolnabacky substation to Ballyragget substation in Co. Kilkenny. The foundations and lower section of the Interface Mast BC150 was constructed as part of the Ballyragget – Coolnabacky OHL in early 2022, under a previous compliance submission to LCC in December 2021. The remaining structure will be assembled under the Unit 5 Ballyragget to Coolnabacky Overhead Line project. At the interface mast, the Ballyragget to Coolnabacky circuit transitions from an Overhead Line to an Underground Cable before transversing around the northern and eastern perimeter of the site and terminating in the Coolnabacky 110kV substation.

Future work (electrical work) associated with Unit 5 which will occur at the Coolnabacky Unit 1 site will include the stringing of the overhead line and pulling of the cables into position before terminating accordingly. All works will be carried out in full compliance with the commitments set out in the appropriate CEMP's for Units 1 and Unit 5.

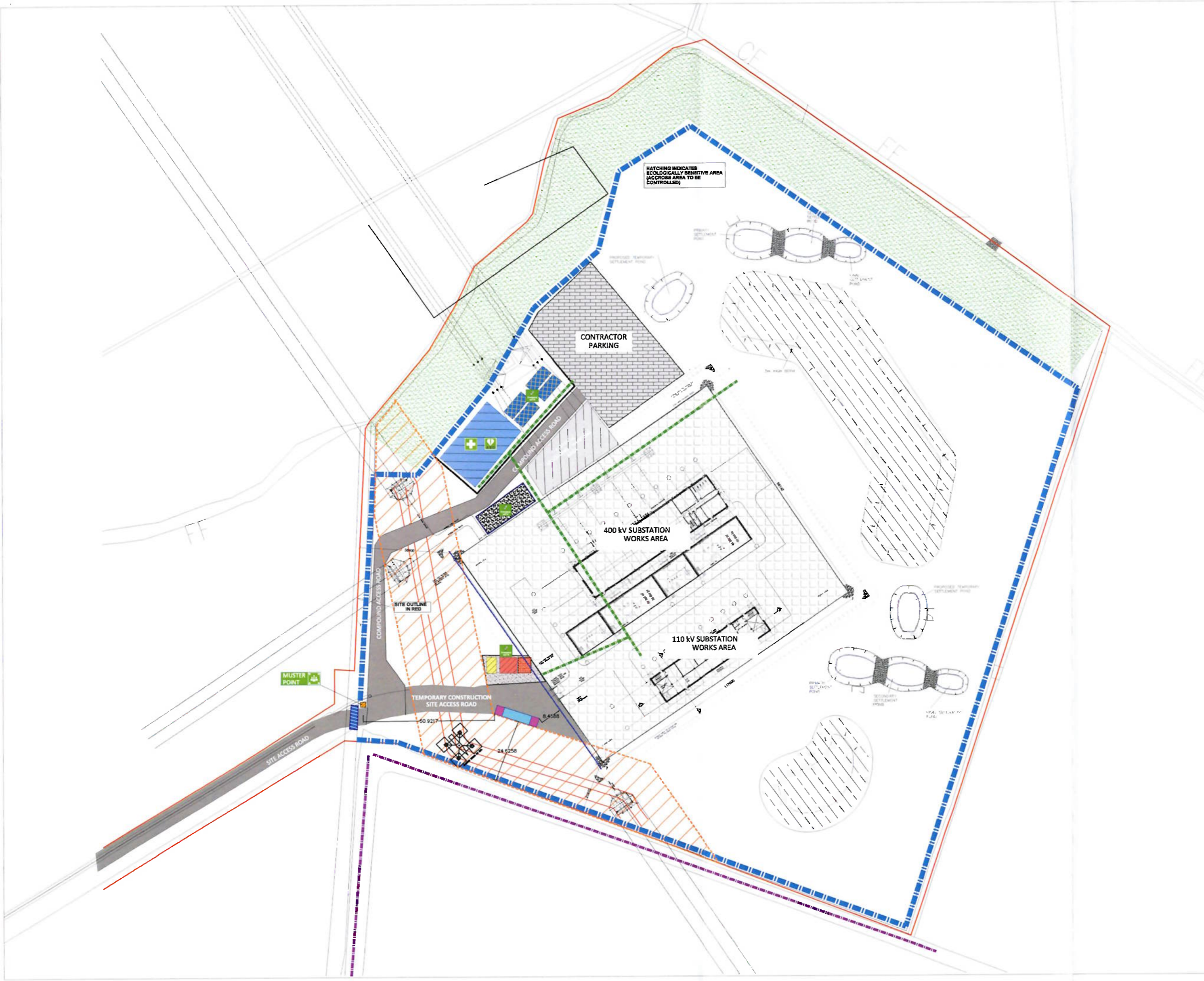
## 2 CONCLUSION

This Addendum report and appendices address RFI Items 1 – 3 and serve to provide clarification and additional detail in order to furnish the submission of Compliance documents with Planning Condition 11.



**APPENDICES**

**APPENDIX A – REVISED SITE LOGISTICS PLAN**



- LEGEND:**
- SITE GATES
  - OFFICE & WELFARE AREA
  - SITE STORES
  - ACCESS ROUTES FOR LANDOWNERS
  - FIRST AID
  - HERAS SITE FENCING
  - DEMARICATION FENCING (PEDESTRIAN BARRIER)
  - PEDESTRIAN ACCESS ROUTE TO SITE WORKS AREA
  - MUSTER POINT
  - EMERGENCY SPILL KIT
  - WHEEL WASHING AREA
  - CONCRETE WASHOUT SKIP
  - COSH (CHEMICAL) STORAGE
  - SECURITY HUT
  - WASTE SKIPS AREA
  - FUEL STORAGE AND REFUELLING ZONE
  - EXCLUSION ZONE FOR 100kV O/H LINES
- NOTES:**
- OVERHEAD LINE PROTECTION MEASURES TO BE IMPLEMENTED IN ACCORDANCE WITH ESB SAFE CODE OF PRACTICE
  - FOUL WASTE FROM WELFARE TO BE DIRECTED TO HOLDING TANK FOR REMOVAL OFFSITE
  - SITE ACCESS ROAD IS SHARED WITH ADJACENT LANDOWNERS
  - SITE HOURS:  
7AM - 7PM MONDAY TO FRIDAY  
7AM - 1PM SATURDAY



**DRAWING TITLE:**  
SITE LOGISTIC PLAN

**REVISION:**  
05

**DATE:** 07/11/2023 **DRAWN BY:** TU

**APPENDIX B – WHEEL WASH DETAILS**

LEGEND

NOTES:-

1.) Wheel wash will be established on site as follows (refer to Site Logistics Plan):-

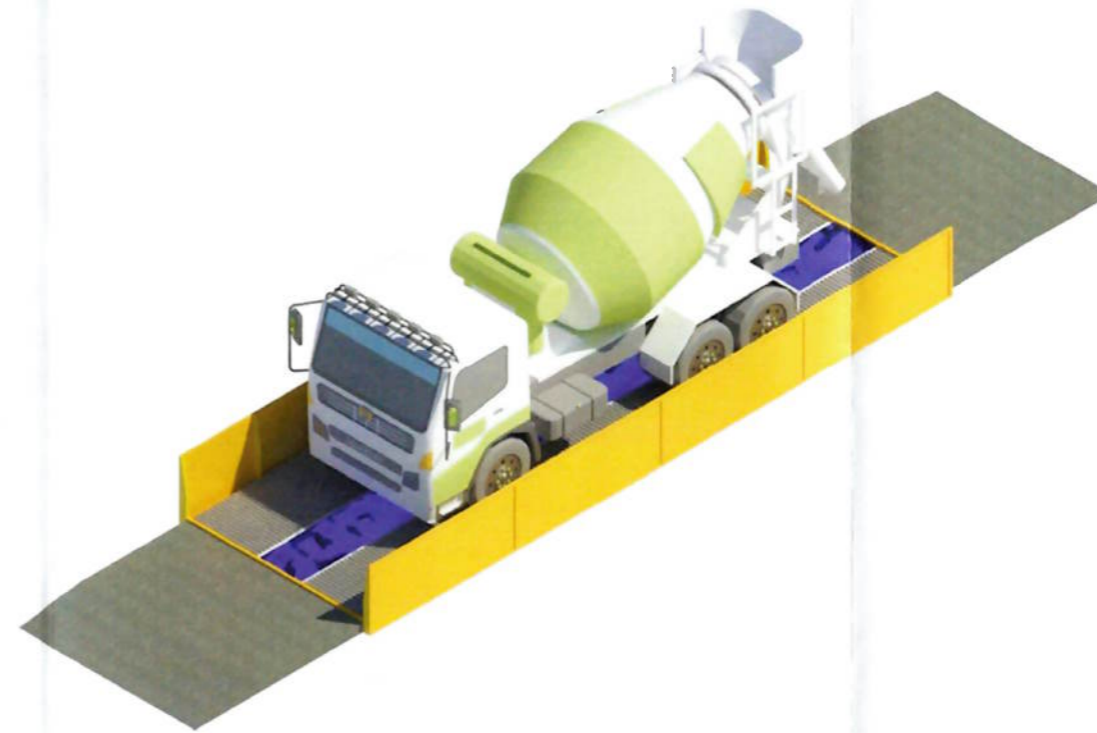
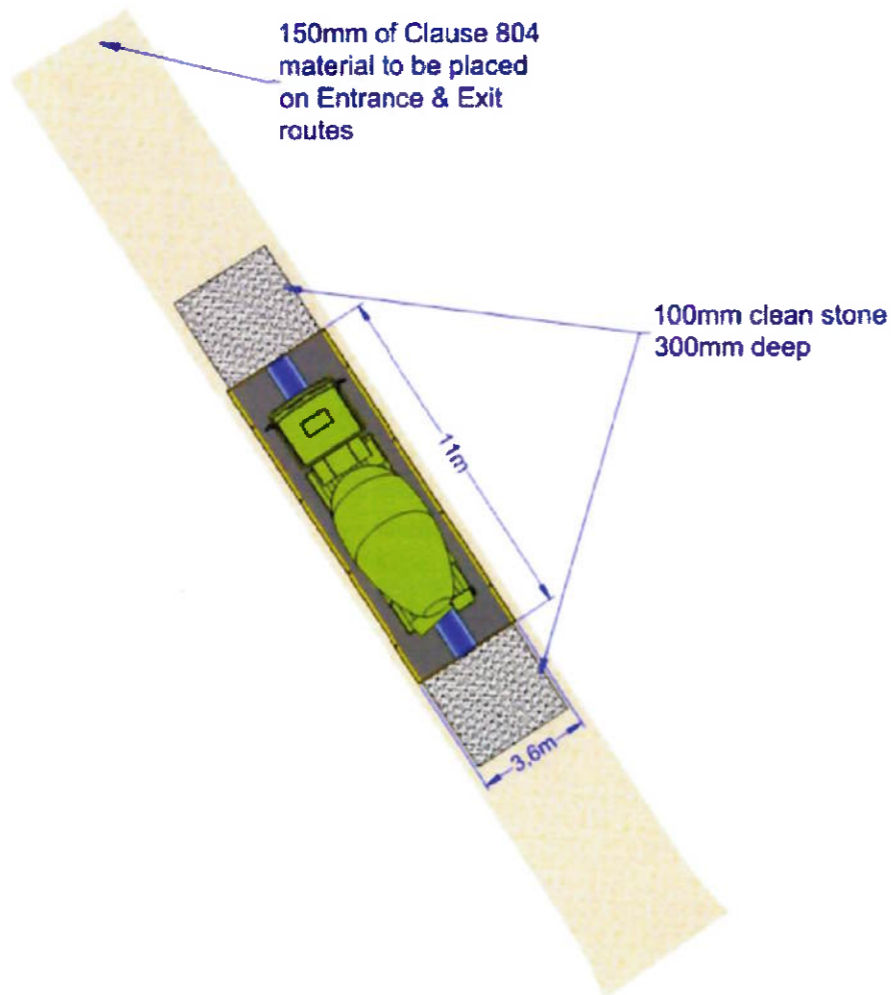
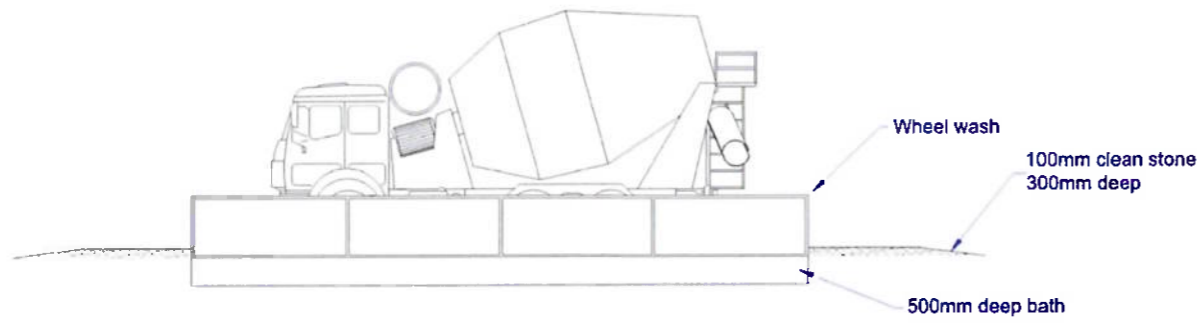
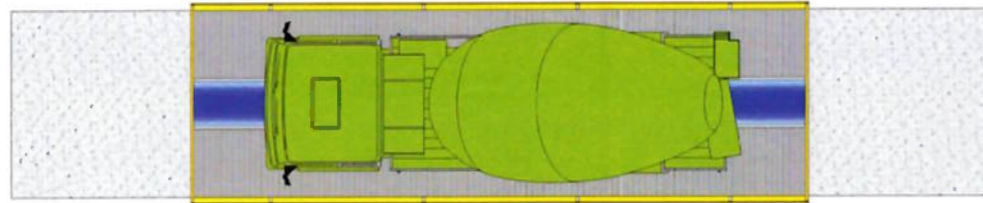
- minimum 5m from all land drains
- minimum 5m from any watercourse

2.) Wheelwash to be used only as required i.e. main priority will be to provide clean routes into/out of site at all times

3.) Wheelwash to be monitored/inspected daily. Inspections to be documented/recorded & maintenance to be carried out as required. Inspection/maintenance checks to include:-

- Inspection of water levels (ensure no overflow)
- Build up of sediment/silt
- Functionality & operability
- Cleanliness

4.) Water/sediment to be removed from wheel wash (as required) by an approved licensed waste contractor



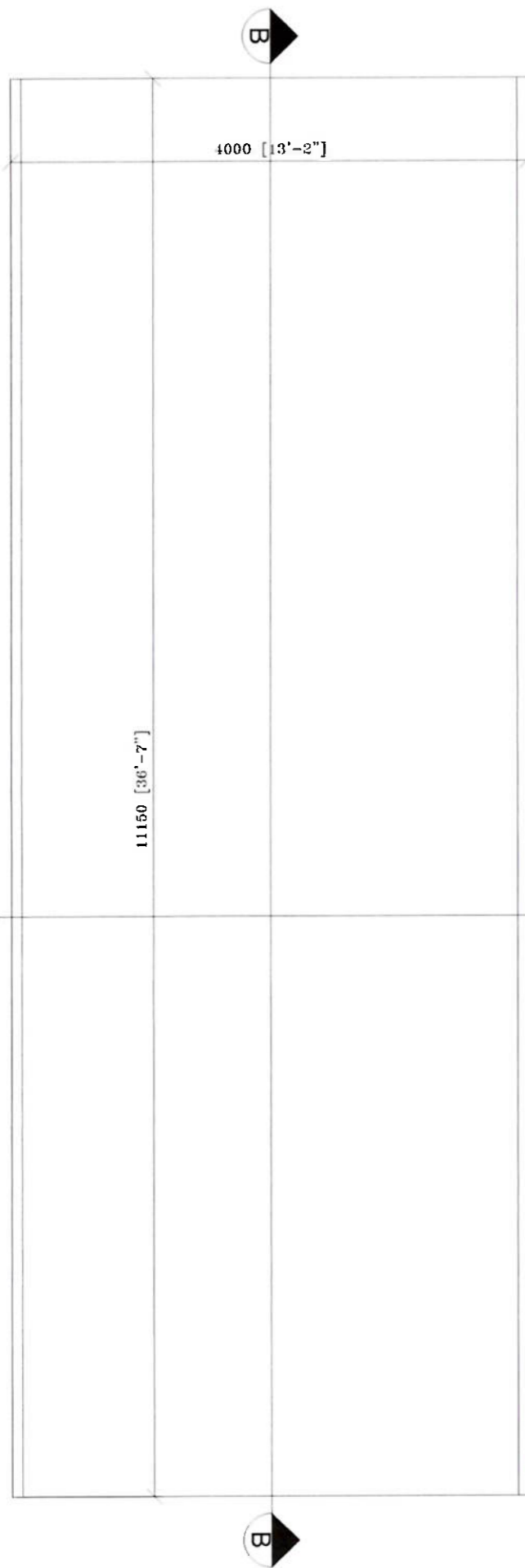
DRAWING TITLE:-  
**WHEEL WASH DETAILS**

REVISION:-  
**01**

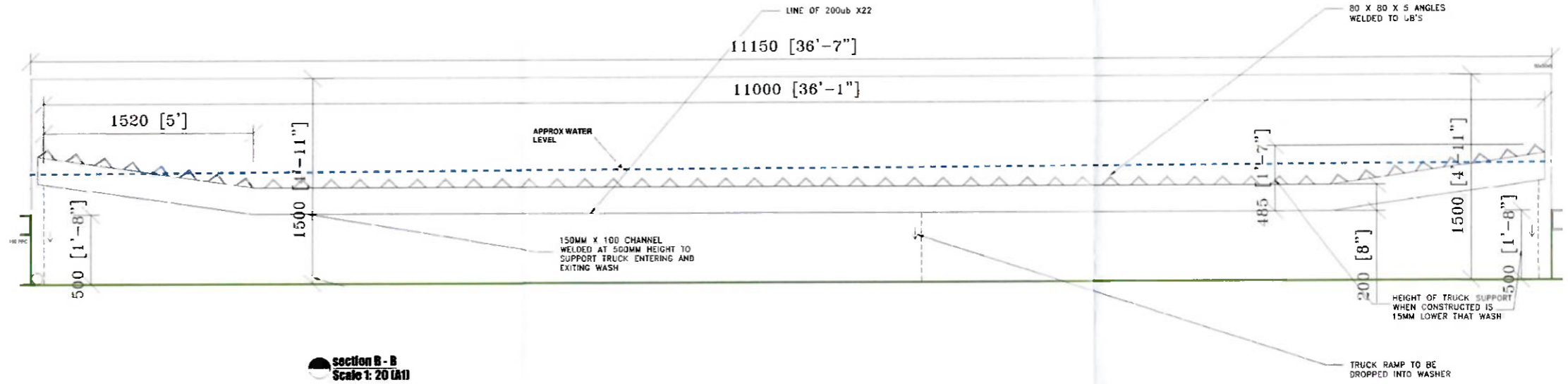
DATE:-  
BY:  
**07/11/23**

DRAWN  
**FMK**

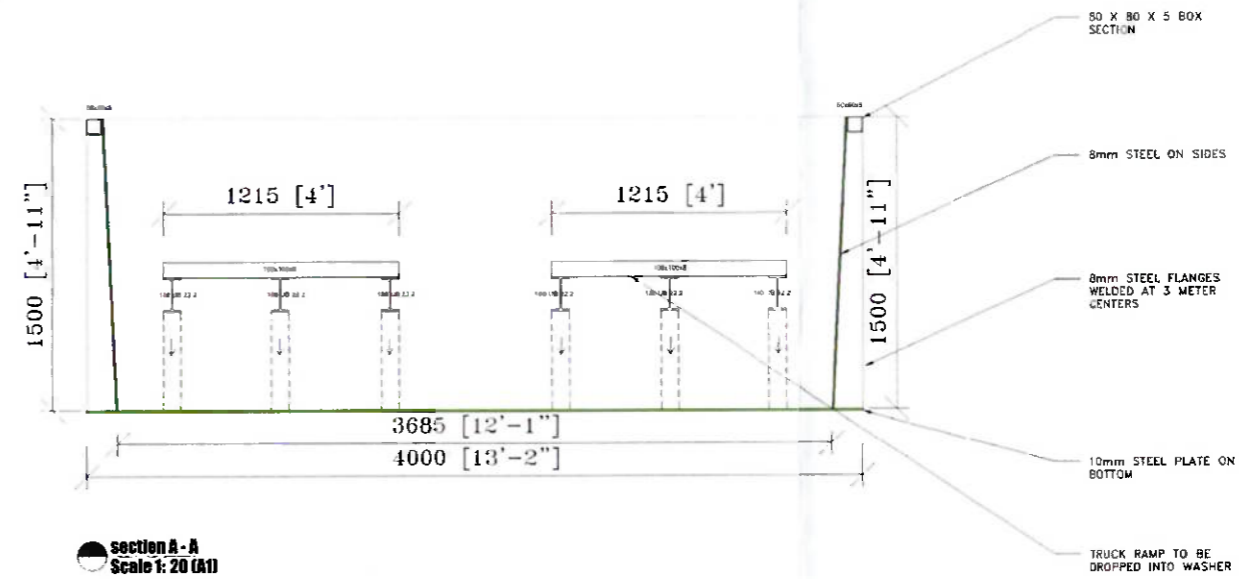
# C. Wheel Wash Drawing



**PLAN OF WASHER**  
Scale 1: 25 (A1)



**section B - B**  
Scale 1: 20 (A1)



**section A - A**  
Scale 1: 20 (A1)

## ECOBATH STANDARD SPECIFICATIONS

- Capacity of EcoBath      Approx 29000 litres
- Dimensions                11m x 3.35m
- No power requirements
- Low maintenance
- No drainage connection required    Water can be removed via pump or suction methods, as required, during use on site
- Removable rumble track sections
- Rumble tracks flexes tyre treads open
- Tyre treads submerged in water allowing for cleaning/removal of debris
- EcoBath allows 3-8 wheel revolutions when vehicle passes through
- Heavy duty lifting points (certified) provided



DRAWING TITLE:-  
**WHEEL WASH DETAILS**

REVISION:-  
**01**

DATE:-  
**07/11/23**

DRAWN BY:-  
**FMK**

**APPENDIX C – REVISED DRAWINGS**





