

Report on	Mid Ulster District Council's response to a consultation request from Fermanagh & Omagh District Council for planning application LA10/2020/0206/F for An energy storage facility consisting of 2 no. battery storage compounds, customer electrical substation compound, a grid electrical substation compound, rainwater harvesting area, site access track and other associated infrastructure, site to be surrounded by deer fencing, 5 no. CCTV locations and gates, South of Classic Marble ((Showers) Ltd, 31 Garvaghy Bridge Road, Garvaghy, Dungannon for Engie Developments Ireland Ltd
Date of Meeting	4 th August 2020
Reporting Officer	Phelim Marrion
Contact Officer	Dr Chris Boomer

Is this report restricted for confidential business?	Yes	
If 'Yes', confirm below the exempt information category relied upon	No	X

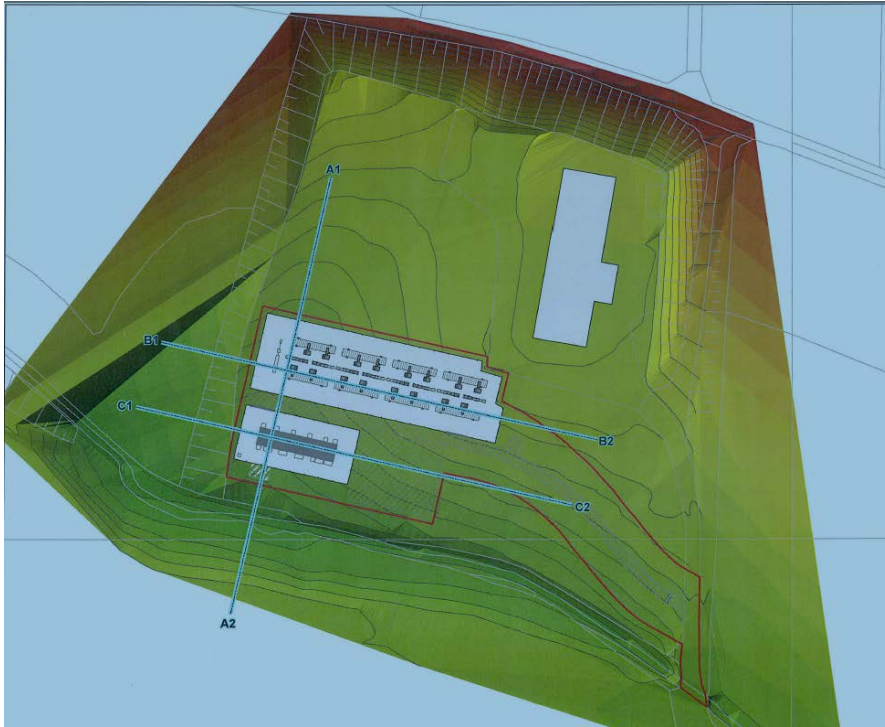
1.0	Purpose of Report
1.1	To seek members agreement to respond to a consultation on a planning application that Fermanagh & Omagh District Council) are considering.
2.0	Background
2.1	<p>Fermanagh & Omagh District Council have consulted Mid Ulster District Council on planning application LA10/2020/0206/F for An energy storage facility consisting of 2 no. battery storage compounds, customer electrical substation compound, a grid electrical substation compound, rainwater harvesting area, site access track and other associated infrastructure, site to be surrounded by deer fencing, 5 no. CCTV locations and gates, South of Classic Marble (Showers) Ltd, 31 Garvaghy Bridge Road, Garvaghy, Dungannon for Engie Developments Ireland Ltd. The planning application site has a boundary with Mid Ulster District Councils jurisdiction and the development is proposed to be accessed off a laneway off the A5, Protected Route. FODC have asked MUDC to comment on the development.</p> <p>Members are advised this is an amendment to a scheme that was consulted on and discussed at the committee on 5th March 2019.</p>
2.2	The previous proposal involved siting 8 no. steel containers, 16m long x 2.6m wide x 3.28m in height with 2 no HVAC equipment cabins 2.38m long x 1.48m wide x 1.4m in height, 16 inverter stations 8.24m long x 1.28m wide x 3.75m in height, a 28.5m long x 6.5m wide x 4.8m in height hipped roof sub station building al

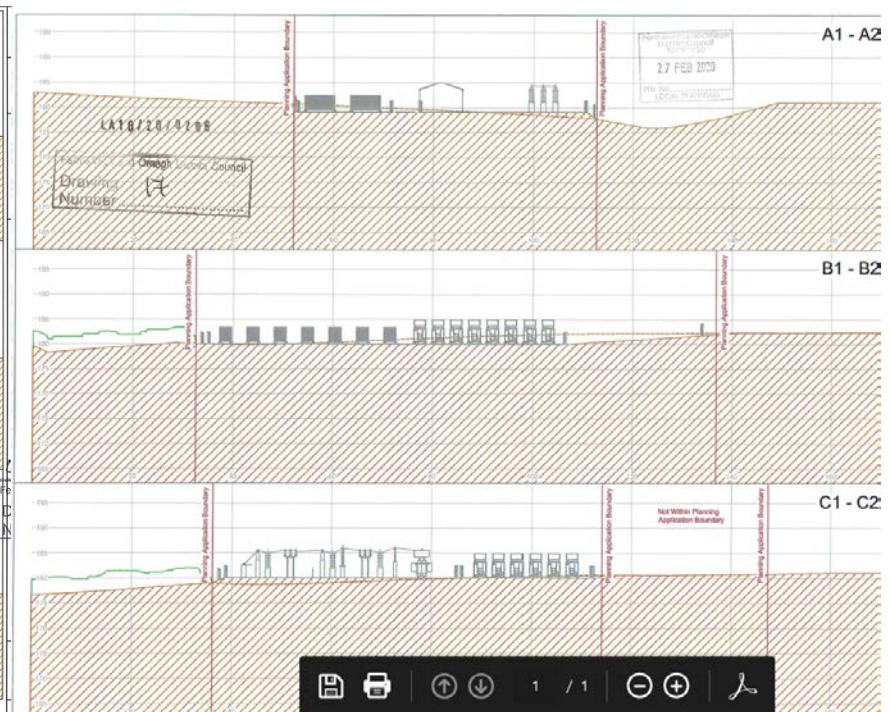
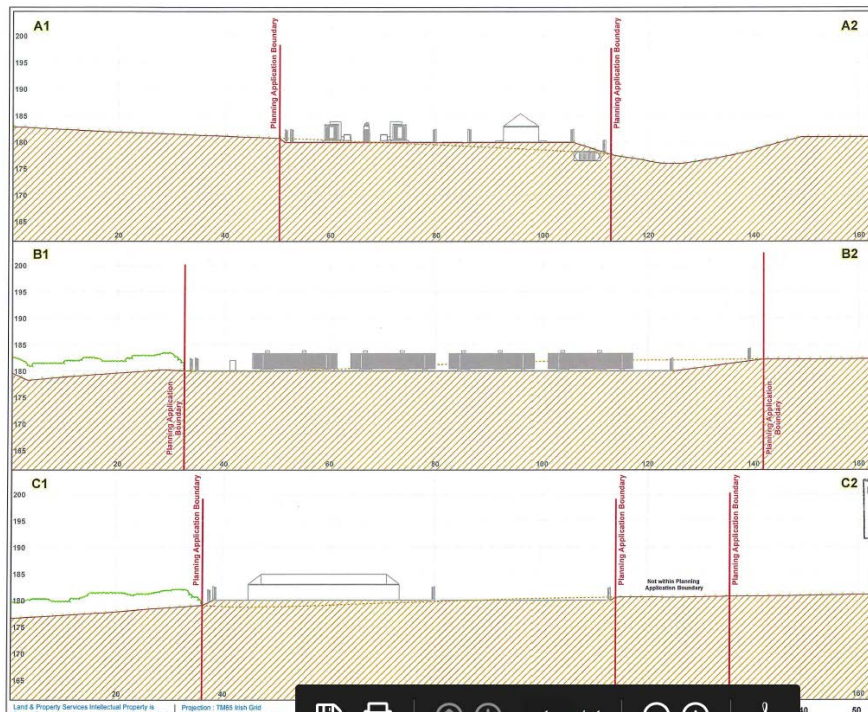
	enclosed within a 2.3m high palisade fence and a 2,4m high mesh security fence. It was also proposed to have 5 security cameras mounted on 4m high poles.
2.3	<p>The scheme that FODC has now consulted on is for 14 no. steel containers, 16.15m long x 2.82m wide x 3.30m in height with 4 no HVAC cooling units (2.30m long, 1.35m wide and 1.55m in height) on top of each, 16 inverter stations 6.48m long x 2.80m wide x 3.30m in height, 2 pitched roof sub station buildings, one for SONI which is 11.9m long x 8.9m wide x 6.0m and one for Engie which is 9.0m long x 8.8m wide x 6.0m high and a cesspool and rain water harvesting area all enclosed within a 2.3m high palisade fence and a 2,4m high mesh security fence. The site is also to have 5 security cameras mounted on 4m high poles</p> <p>The sub station and battery array will be used in conjunction with the approved and built 110kV OH power line which links Tamnamore to Omagh and has a large substation close by.</p>
3.0	Main Report
3.1	Members are advised the site is part of an existing agricultural field which is access off a private laneway that opens onto the A5 Protected Route. The existing lane serves an existing substation and Classic Marble, a small rural factory is too the north and separated by a post and wire fence around the site boundaries.
3.2	FODC have asked for MUDC view on the proposed development and it is noted access to the development is via an existing laneway which is in MUDC's area. The access is onto the A5, a Protected Route where Policy AMP3 applies. This policy allows an existing access to be used where access cannot reasonably be taken from an adjacent minor road. There is the possibility of an access onto Garvaghy Bridge Road, however that road is a single vehicle width, it is undulating and has a poor surface and horizontal alignment. Traffic generation will be at a peak during the construction phase of the development with heavy machinery and equipment being brought to the site. I consider it would be unreasonable to access this site from the minor road and that traffic management arrangements could be put in place on the main road to mitigate against any road safety concerns.
3.3	The site is well integrated in the local landscape with views from the main road limited to close to the access position due to the landform. The site will also be viewed for a short distance from the Garvaghy Bridge Road to the east. It will be seen with the factory, the power lines and substation which gives the area quite an industrial appearance. I consider a landscaping scheme should be requested and implemented around the compound to help reduce the visual impact on what can be an open exposed landscape.
4.0	Other Considerations
4.1	Financial, Human Resources & Risk Implications
	Financial: Not relevant

	<p>Human: Constriction may cause issues of noise and dust during the construction period. Noise may be an issue during operation, from the equipment, however this is a matter for FODC to consider in consultation with their Environmental Health Officers. The nearest residential development, in Mid Ulster District Council Area is approx. 400 metres south of the development on the opposite side of the main road, twice the distance from the nearest property in FODC.</p>
	<p>Risk Management: Unlikely to be any risk to Mid Ulster District Council</p>
4.2	Screening & Impact Assessments
	<p>Equality & Good Relations Implications: No implications anticipated</p>
	<p>Rural Needs Implications: No likely to be applicable</p>
5.0	Recommendation(s)
5.1	<p>That members agree to the following response to be issued to OFDC Planning Department:</p> <ol style="list-style-type: none"> 1. Mid Ulster District Council have no concerns in relation to the access for the development and long term visual impacts of this development provided a robust and properly detailed traffic management plan and landscaping and maintenance proposals are agreed prior to commencement of development and properly condition for implementation.
6.0	Documents Attached & References
6.1	<ul style="list-style-type: none"> - Location map/Proposed site plan/elevations - Report from 2019

Comparison for battery array at garvaghy

Approved scheme vs proposed scheme





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Date of Meeting	5 th March 2019
Reporting Officer	Phelim Marrion
Contact Officer	Dr Chris Boomer

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	Bridge Road, Garvaghy, Dungannon for Engie Developments Ireland Ltd. The planning application site has a boundary with Mid Ulster District Councils jurisdiction and the development is proposed to be accessed off a laneway off the A5, Protected Route. FODC have asked MUDC to comment on the access to the development.
2.2	The proposal involves siting 8 no. steel containers, 16m long x 2.6m wide x 3.28m in height with 2 no HVAC equipment cabins 2.38m long x 1.48m wide x 1.4m in height, 16 inverter stations 8.24m long x 1.28m wide x 3.75m in height, a 28.5m long x 6.5m wide x 4.8m in height hipped roof sub station building all enclosed within a 2.3m high palisade fence and a 2.4m high mesh security fence. The site will also have 5 security cameras mounted on 4m high poles.
2.3	The sub station and battery array will be used in conjunction with the approved and built 110kV OH power line which links Tamnamore to Omagh and has a large substation close by.
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3.2	FODC have asked for MUDC view on the access which runs through MUDC area. The access is onto the A5, a Protected Route where Policy AMP3 applies. This policy allows an existing access to be used where access cannot reasonably be taken from an adjacent minor road. There is the possibility of an access onto Garvaghy Bridge Road, however that road is a single vehicle width, it is undulating and has a poor surface and horizontal alignment. Traffic generation will be at a peak during the construction phase of the development with heavy machinery and equipment being brought to the site. I consider it would be unreasonable to access this site from the minor road and that traffic management arrangements could be put in place on the main road to mitigate against any road safety concerns.
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