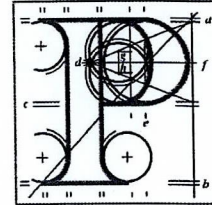


**Our Case Number:** ABP-317810-23



**An  
Bord  
Pleanála**

Transport Infrastructure Ireland  
Michael McCormack  
Parkgate Business Centre  
Parkgate Street  
Dublin 8  
D08 DK10

**Date:** 22 September 2023

**Re:** Open Cycle Gas turbine power plant (350MW) and associated infrastructure  
Located on land to the north of Tynagh Power Station, Derryfrench, Tynagh, Loughrea, Co. Galway.

Dear Sir / Madam,

An Bord Pleanála has received your submission in relation to the above-mentioned proposed development and will take it into consideration in its determination of the matter.


The Board will revert to you in due course in respect of this matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the local authority and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: [www.pleanala.ie](http://www.pleanala.ie).

If you have any queries in the meantime, please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

  
Niamh Hickey  
Executive Officer  
Direct Line: 01-8737145

PA04

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64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

The Secretary  
An Bord Pleanála  
64 Marlborough St.  
Dublin 1  
D01 V902

by e.mail; sids@pleanala.ie

Dáta | Date  
21 September, 2023

Ár dTag | Our Ref.  
TII23-124120

**Re. Strategic Infrastructure Development – Proposed Open Cycle Gas Turbine Power Plant (350MW) and associated infrastructure on land to the north of Tynagh Power Station, Derryfrench, Tynagh, Loughrea, Co. Galway**

**ABP Case ref. PA07.317810**

Dear Secretary,

The Authority acknowledges receipt of referral of the above proposed Strategic Infrastructure Development Application on behalf of EP Energy Developments Limited.

It is proposed to address the proposed development in relation to the provisions of official policy and in relation to national road network maintenance and safety.

### 1. Official Policy

The Board will be aware that official policy concerning development management and access to national roads is outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

Section 2.5 of the DoECLG Guidelines sets out policy that seeks to avoid the creation of additional access points from new development or the generation of increased traffic from existing accesses (i.e. non-public road access) to national roads, to which speed limits greater than 50 kph apply.

In that regard, the Authority acknowledges that access to the proposed development application site is facilitated via the local road network prior to access to the N65, national road, in the first instance.

### 2. National Road Network Maintenance and Safety

Notwithstanding the above, there are a number of operational issues related to the subject Strategic Infrastructure Development Application, in the Authority's opinion, that are required to be resolved to address concerns relating to network maintenance and road safety prior to any decision on this planning application.

#### 2.1 Proposed Haul Route

In relation to the proposed haul routes to site, Section 14.5.65 of the EIAR outlines that it is anticipated that there will be three abnormal loads arriving to site which are expected to travel to site from either Dublin Port or Shannon Port. No specific details of the proposed abnormal loads appear to be presented in the EIAR or supporting documentation.

Proiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag [www.tii.ie](http://www.tii.ie).  
TII processes personal data in accordance with its Data Protection Notice available at [www.tii.ie](http://www.tii.ie).



Bonneagar Iompair Éireann  
Ionad Gnó Gheata na Páirce  
Sráid Gheata na Páirce  
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The national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities. The applicant/developer should consult with all PPP Companies, MMaRC Contractors and road authorities over which the haul routes traverse to ascertain any operational requirements such as delivery timetabling, etc. and to ensure that the strategic function of the national road network is maintained.

Any proposed works to the national road network to facilitate component delivery to site shall comply with TII Publications and shall be subject to Road Safety Audit as appropriate. Works should ensure the ongoing safety for all road users and prior to any development necessary licenses, approvals, permits or agreements with PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) Companies and local road authorities, as necessary, shall be in place.

Where temporary works within any MMaRC Contract Boundary are required to facilitate the transport of development components to site, the applicant/developer shall contact [thirdpartyworks@tii.ie](mailto:thirdpartyworks@tii.ie) in advance, as a works specific Deed of Indemnity will be needed by TII before the works can take place.

TII requests referral of all proposals agreed between the road authority, PPP Concessions and MMaRC Companies and the applicant impacting on national roads. Mitigation measures identified by the applicant should be included as conditions in any decision to grant permission.

Any damage caused to the pavement of the existing national road due to the turning movement of abnormal 'length' loads (eg. tearing of the surface course) 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.

## **2.2 Abnormal Weight Loads**

While abnormal loads are referenced in the EIAR, as noted above, no specific details appear to be included in the EIAR. It is unclear if the abnormal loads referred relate to abnormal 'oversized' loads or abnormal 'weight' loads.

Any operator who wants to transport a vehicle or load whose weight falls outside the limits allowed by the Road Traffic (Construction Equipment & Use of Vehicles) Regulations 2003, SI 5 of 2003, must obtain a permit for its movement from each Local Authority through whose jurisdiction the vehicle shall travel. The requirement for a permit is acknowledged in Section 14.5.68 of the EIAR.

The Authority considers that it is critical a full assessment by the applicant/developer of all structures on the national road network along the haul route should be undertaken, where relevant, and all road authorities along the haul routes should confirm their acceptance of proposals by the applicant.

While TII notes that a Bridge Condition Survey was included as Appendix 14G of the EIAR this survey only considered bridge structures on the nearby local road network, as confirmed in Section 14.2.26, Section 14.4.9 and Section 14.5.62 of the EIAR. Having reviewed the remainder of the EIAR documentation, TII is concerned that no technical load assessment of structures on the national road network appears to have been undertaken in support of this proposed application despite the application acknowledging that it is anticipated that there will be three abnormal loads arriving to site from either Dublin Port or Shannon Port.

The Authority considers that it is critical a full assessment by the applicant/developer of all structures on the national road network along the haul route should be undertaken, where relevant, to confirm that all structures can accommodate the proposed loading associated with the delivery of development components to site where the weight of the delivery vehicle and load exceeds that permissible under the Road Traffic Regulations.

The Authority requests referral of all proposals agreed between the road authorities and the applicant impacting on national roads.

### **2.3 Grid Connection Routing**

The Grid Connection Route is detailed in drawing no. TYN-TOD-ZZ-ZZ-DR-A-1004 and it is noted that there are no interactions with the strategic national road network.

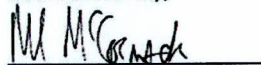
### **2.4 Greenways**

In relation to any Greenway or Active Travel proposals in the vicinity of the proposed works, consultation with Galway County Councils own internal project and/or design staff is recommended.

### **Conclusion**

It is requested that the above matters are taken into consideration prior to any decision on the subject application.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Michael McCormack', is written over a horizontal line.

Michael McCormack  
Senior Land Use Planner