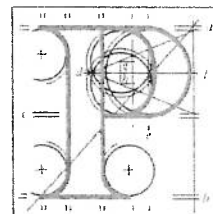


Our Case Number: ABP-322329-25



An
Bord
Pleanála

~Transport Infrastructure Ireland (TII)
Parkgate Business Centre
Parkgate Street
Dublin 8

Date: 09 June 2025

Re: Ballina Flood Relief Scheme - River Moy
River Moy, County Mayo

Dear Sir / Madam,

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

Please note that the proposed development shall not be carried out unless the Board has approved it or approved it with conditions.

If you have any queries in relation to the matter please do not hesitate to contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

pp. S. Caulfield
Lauren Griffin
Executive Officer
Direct Line: 01-8737244

JA03

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Lauren Griffin

From: Lauren Griffin
Sent: Monday, 9 June 2025 10:24
To: landuseplanning@tii.ie
Subject: RE: ABP Case ref. JA16.322329 (Ballina Flood Relief Scheme)

A Chara,

The Board acknowledges receipt of your email, official correspondence will issue in due course.

Kind regards,

Lauren

From: Landuse Planning <LandUsePlanning@tii.ie>
Sent: Monday, 9 June 2025 09:41
To: LAPS <laps@pleanala.ie>
Cc: 'charley@mayococo.ie.' <charley@mayococo.ie>
Subject: ABP Case ref. JA16.322329 (Ballina Flood Relief Scheme)

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TII ref. TII25-131218

Dear Sir/Madam,

Please find attached a copy of TII observations on the above Local Authority Development Application.

Yours sincerely,
Michael McCormack
Senior Land Use Planner

In accordance with TII's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours unless it is clearly noted as requiring urgent attention.

De réir pholasáí BIÉ An Ceart gan a bheith Ceangailte, má tá an ríomhphost seo á fháil agat lasmuigh de na gnáthuaireanta oibre, nílim ag súil le freagra ná le gníomh uait lasmuigh de do ghnáthuaireanta oibre féin mura bhfuil sé ráite go soiléir go bhfuil gá gníomhú go práinneach.

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Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag <https://www.tii.ie/about/about-tii/Data-Protection/?set-lang=ga>

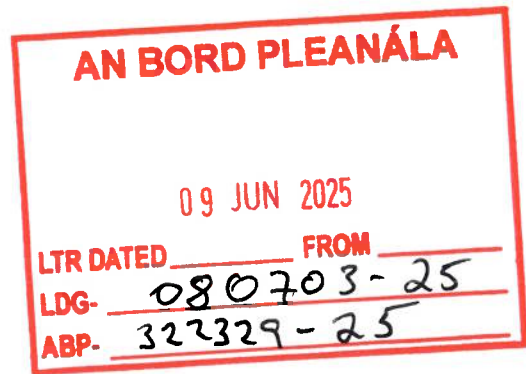
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The Secretary
An Bord Pleanála
64 Marlborough St.
Dublin 1
D01 V902



by e.mail; laps@pleanala.ie

Dáta | Date
9 June, 2025

Ár dTag | Our Ref.
TII25-131218

Re. Ballina Flood Relief Scheme (ABP Case ref. JA16.322329)

Dear Secretary,

The Authority acknowledges receipt of referral of the above proposed Local Authority Development Application and acknowledges the need to develop a Flood Relief Scheme (FRS) for Ballina in the interests of protecting residents and businesses from serious flooding events giving effect to National Strategic Outcome no. 8 of the National Planning Framework 'Transition to a Low Carbon and Climate Resilient Society'.

Within the foregoing context, 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 to ensure the proposed development can proceed complementary to the requirements of official policy concerning maintaining the strategic capacity and safety of the national road network in accordance with National Strategic Outcome no. 2 of the National Planning Framework 'Enhanced Regional Accessibility'.

In particular, FRS works in the vicinity and with the potential to impact structures on the national road network can have a significant impact on the safety and structural integrity of the structures concerned through actual physical alteration of the structure or through alteration to flows through the structure. It is proposed to address those potential impacts as set out in the following.

1. Resilience and Maintenance of the National Road Network

a) Existing National Road Structures

The subject application identifies three FRS works locations that interact with four TII Structures where the physical structure may be impacted or where flows through the structure may be altered;

- TII Structure ID MO-N26-001.00 (Rahans Bridge) identified as Tullyegan in the FRS,
- TII Structure ID MO-N59-001.70 (Ballina Upper Bridge) and TII Structure ID MO-N59-002.00 (Ballina Lower Bridge) identified as Moy in the FRS, and
- TII Structure ID MO-N59-001.00 (Brusna River Bridge) identified as Bunree in the FRS.

When TII submitted an EIAR Scoping Consultation response on this scheme (22 July, 2020, copy attached), the Authority identified that a hydraulic analysis should be undertaken to identify the impact of proposed flood alleviation works on the hydraulic capacity of TII Structures within the scheme study area and the potential for scour at the structures.

In that EIAR Scoping Consultation response TII advised that the potential for scour of the river bed at bridges may result from increased flows through the bridge, and therefore, that an assessment of scour and other hydraulic

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actions in accordance with UK BD 97/12 (now reclassified as UK CS469 'Management of scour and other hydraulic actions at highway structures') is necessary. Scour prevention measures will be required if the assessment illustrates the potential for scour beneath the foundations.

Having reviewed the EIAR and application documentation submitted, TII notes that the proposed works at Ballina Upper, Ballina Lower and Rahans Bridges will involve constructing features such as flood walls or embankments to achieve in-channel flow and prevent flooding in the vicinity at those locations.

EIAR Appendix 9.8 provides a hydraulic model at differing cross sections of the different watercourses, indicating pre and post flood flow impacts at those cross sections. Chapter 12 indicates that there may be potential for erosion and scour due to velocity changes, but also summarises that there will be an imperceptible effect on scour and erosion along all the watercourses.

The information provided is not specific to the bridge locations and TII is concerned that the information provided does not appear to include any Scour Assessment for the bridge structures impacted on the national road network. This is a significant concern as, for example, TII's records identify ongoing scour and scour susceptibility on Ballina Lower Bridge. Full channelisation of flood flow will potentially increase velocities, and hence potential scour, locally at Ballina Upper, Ballina Lower and Rahans Bridges.

In addition, the application includes a typical detail for the treatment of erosion and notes the existing wall of the River Moy in this context. The detail provided for wall scour protection indicates the soffit of the proposed concrete 'curtain' higher than the bottom of the existing wall and as such this will offer no scour protection. Having regard to the level of information provided, TII requests that all proposals for structural repairs to retaining walls which support national roads shall be agreed with Mayo County Council in collaboration with TII Bridge Management Section prior to the commencement of any development on site.

It remains TII's position that a Scour Assessment for pre and post works scenarios shall be undertaken in accordance with UK CS469 'Management of scour and other hydraulic actions at highway structures', which, in TII's opinion, represents best practice, to indicate what effect the works will have on national road bridge structures and retaining walls. If Scour Assessments conclude further susceptibility to scour, then appropriate mitigation measures shall be included.

In relation to the Brusna River Bridge, the proposed works, including flood walls or embankments, happen some 1.5km upstream of the bridge. The works potentially affecting Brusna Bridge are therefore quite removed upstream of the bridge, but clarification confirming that the works will not adversely affect the structure shall be provided.

b) New Structures on the National Road Network

TII also notes that the proposed FRS includes a new 2.0 x 1.25m box culvert structure under the N59, national road, to facilitate flow in the Bunree Stream. As the new box culvert structure is greater than or equal to 2.0 m span then it will require technical acceptance in accordance with TII Publications DN-STR-03001 (Technical Acceptance of Road Structures on Motorways and Other National Roads). Also, the proposed overall length of this structure is 350m, and may present significant difficulty for future access for inspection and maintenance.

The Board will note that TII had also identified in the Authority's EIAR Scoping response the requirements of TII Publications DN-STR-03001 for proposed structures. This Standard, TII outlined, specifies the procedures to be followed in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records.

The procedures outlined in TII Publications DN-STR-03001 cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads carrying public traffic.

TII has no record of Technical Acceptance submitted nor approved for the proposed box culvert structure under the N59, national road, in accordance with TII Publications DN-STR-03001.

The EIAR Non-Technical Summary report that accompanied the subject application also indicates that new flood walls will tie into existing bridge structures, however, no detail or sectional drawings have been provided and there does not appear to be any information nor assessment of impacts on the structures concerned. In accordance with TII Publications DN-STR-03001, Technical Acceptance of the proposed works may be required or, as a minimum, agreement with TII Bridge Management Section will be required to confirm and agree the extent of works proposed and any mitigation required.

Conclusion

In summary, TII fully supports the need to develop a Flood Relief Scheme (FRS) for Ballina in the interests of protecting residents and businesses from serious flooding events and thereby giving effect to National Strategic Outcome no. 8 of the National Planning Framework 'Transition to a Low Carbon and Climate Resilient Society'.

TII has outlined the above observations to assist the Board in addressing the interface between the subject development proposal and the strategic national road network to ensure the proposed development can proceed complementary to the requirements of official policy concerning maintenance of the strategic capacity and safety of the national road network in accordance with National Strategic Outcome no. 2 of the National Planning Framework 'Enhanced Regional Accessibility'. Accordingly, it is requested that the above matters are taken into consideration prior to any decision on the subject application.

In ensuring that the proposed development can proceed complementary to the requirements of official policy concerning maintaining the strategic capacity and safety of the national road network in accordance with National Strategic Outcome no. 2 of the National Planning Framework 'Enhanced Regional Accessibility', in particular, that national road structures impacted can continue to perform their critical strategic function in facilitating national road traffic safely and efficiently, TII considers that the following matters require resolution;

1. A Scour Assessment, in accordance with UK CS469 'Management of scour and other hydraulic actions at highway structures', for pre and post works scenarios should be undertaken to indicate what effect the works will have on the following four national road structures;
 - TII Structure ID MO-N26-001.00 (Rahans Bridge) identified as Tullyegan in the FRS,
 - TII Structure ID MO-N59-001.70 (Ballina Upper Bridge) and TII Structure ID MO-N59-002.00 (Ballina Lower Bridge) identified as Moy in the FRS, and
 - TII Structure ID MO-N59-001.00 (Brusna River Bridge) identified as Bunree in the FRS.
2. All proposals for structural repairs to retaining walls which support national roads shall be agreed with Mayo County Council in collaboration with TII Bridge Management Section prior to the commencement of any development on site and works shall be undertaken in accordance with the details agreed.
3. Where Scour Assessment, in accordance with UK CS469 'Management of scour and other hydraulic actions at highway structures', conclude further susceptibility to scour, then appropriate mitigation measures shall be identified for inclusion in any planning permission granted as conditions of that permission.
4. Technical Acceptance (TA) in accordance with TII Publications DN-STR-03001 (Technical Acceptance of Road Structures on Motorways and Other National Roads) is required for the new 2.0 x 1.25m box culvert structure under the N59, national road, to facilitate flow in the Bunree Stream. TA shall be complete prior to the commencement of any development on site and works shall be undertaken in accordance with the details agreed.

5. In the event that flood walls tie into existing bridge structures, as referenced in the subject application, Technical Acceptance (TA) in accordance with TII Publications DN-STR-03001 shall be approved or agreement with TII Bridge Management Section shall be complete, whichever process is relevant, prior to the commencement of any development on site and works shall be undertaken in accordance with the details agreed.

In the interests of clarification, no part of this submission shall be construed as TII giving consent to access or alter any national road infrastructure assets including drainage regimes, vehicle restraint and safety systems, ducting, HDD crossings, structures, etc.

In the event that any damage is caused by any development works to the national road or associated assets, overground or underground, costs arising to fully remediate all impacted infrastructure assets to TII Publications standards and requirements will be pursued by or on behalf of TII.

The Authority trusts that the foregoing comments prove of assistance to the Board in dealing with this matter.

Yours sincerely,



Michael McCormack
Senior Land Use Planner

cc.

Conrad Harley, Senior Engineer, Roads Section, Mayo County Council

Michael McCormack

From: INFO
Sent: Wednesday 22 July 2020 16:09
To: 'Emily KellyLeahy'
Subject: Consultation Request - Ballina Flood Relief Scheme. TII Ref: TII20-110051.

Dear Ms. Kelly-Leahy,

Thank you for your email of 10 July 2020 regarding the Ballina Flood Relief Scheme. The position in relation to your enquiry is as follows.

Transport Infrastructure Ireland (TII) wishes to advise that it is not in a position to engage directly with planning applicants in respect to proposed developments. TII will endeavour to consider and respond to planning applications referred to it, given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines, as outlined in 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.

The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals, following the examination of any valid planning application referred.

With respect to EIAR/Environmental Constraints Scoping issues which may affect the National Roads Network, the recommendations indicated below provide only general guidance.

The developer should have regard, *inter alia*, to the following;

- Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes in relation to the N26, national primary road, and N59, national secondary road.
- 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. Particular focus on the N26 and N59 would be required.
- The developer should assess visual impacts from existing national roads.
- The developer should have regard to any Environmental Impact Assessment Report/Statement and all conditions and/or modifications imposed by An Bord Pleanála, regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts.
- The developer, in conducting Environmental Impact Assessment, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).
- The developer, in conducting Environmental Impact Assessment, 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 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)).

- In particular, due to the potential for structures that may be required in the scheme to have an impact on the national road network, the developer is reminded of the requirements of TII Publications DN-STR-03001- Technical Acceptance of Road Structures on Motorways and Other National Roads for structures. This Standard specifies the procedures to be followed in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records. The procedures cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads, carrying public traffic.
- The Technical Acceptance requirements, if any, for the assessment, alteration, modification, strengthening and repair of all road structures (national roads) shall be agreed with the Bridge Management Section of TII.
- A hydraulic analysis should be undertaken to identify the impact of proposed flood alleviation works on the hydraulic capacity of TII Structures, within the scheme study area and the potential for scour at the structures:
 - a) TII Structure ID MO-N26-001.00 - Rahans Bridge – N26,
 - b) TII Structure ID MO-N59-002.00 – Ballina Lower Bridge – N59, and
 - c) TII Structure ID MO-N59-001.00 – Brusna River Bridge – N59.

Consideration should also be given to any other TII structures impacted by proposed flood relief scheme measures that may occur outside the identified study area.

- The potential for scour of the river bed at bridges may result from increased flows through the bridge. An assessment of scour and other hydraulic actions in accordance with UK BD 97/12 should be undertaken. Scour prevention measures will be required if the assessment illustrates the potential for scour beneath the foundations.
- 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 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. The Authority'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.
- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.
- In the interests of maintaining the safety and standard of the national road network, methods/techniques proposed for any works traversing/in proximity to the national road network should be identified.
- In relation to haul route identification, the applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals/permits and other licences may be required in connection with the proposed haul route and all structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed.

Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practice.

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

Yours sincerely,

Michael McCormack
Senior Land Use Planner



Transport Infrastructure Ireland
Parkgate Business Centre
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