

From: [Landuse Planning](#)
To: [SIDS; Bord](#)
Subject: SID Planning Application: Ballinla Wind Farm in the townlands of Leitrim, Ballyfore Big, Ballyleakin, and Ballina (Geashill By), Co. Offaly, ACP ref. PAX19.323579
Date: Thursday 16 October 2025 15:40:33
Attachments: [image001.png](#)
[TII25-133089 - Ballinla Wind Farm Co. Offaly, ACP PAX19323579.pdf](#)

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To whom

It may concern I attach TII's submission for SID Planning Application: Ballinla Wind Farm in the townlands of Leitrim, Ballyfore Big, Ballyleakin, and Ballina (Geashill By), Co. Offaly, ACP ref. PAX19.323579.

TII would appreciate an acknowledgment of receipt.

Regards

Tara

Tara Spain

Head of Land Use Planning .

Transport Infrastructure Ireland.

Email: LandUsePlanning@tii.ie



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chuige/chuici amháin. Más rud é go bhfuair tú an ríomhphost seo trí bhotún, cuir sin in iúil do postmaster@tii.ie, le do thoil, agus scrios an ríomhphost bunaidh agus aon cheangaltáin.

An Coimisiún Pleanála
(Strategic Infrastructure Division)
64 Marlborough Street
Dublin 1

By email: sids@pleanala.ie

Dáta | Date

16 October 2025

Ár dTag | Our Ref.

TII25-133089

Bhur dTag | Your Ref.

PAX19.323579

RE: SID Planning Application: Ballinla Wind Farm in the townlands of Leitrim, Ballyfore Big, Ballyleakin, and Ballina (Geashill By), Co. Offaly.

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt of referral of the above application over certain of the above townlands under Case ref. An Coimisiún Pleanála case ref. ABP-PAX19.323579.

TII welcomes and is supportive of proposals aimed at achieving *Project Ireland 2040* National Strategic Outcomes (NSO) including *NSO 8 Transition to a Low Carbon and Climate Resilient Society* and *NSO 9 Sustainable Management of Water and other Environmental Resources*. TII consider that individual projects should proceed where they are complementary to the requirements of official policy concerning maintaining the strategic capacity and safety of the national road network in accordance with *NSO 2 Enhanced Regional Accessibility*.

As the Commission is aware, the national road network consists of carriageways and includes its interchanges and associated services, including drainage and structures. Any works that temporarily or permanently interact with the national road network are subject to observance of official national roads policy, demonstration of TII Publications compliance and co-ordination with relevant national road network management entity.

The Board should be aware that separate structure approvals/permits, and other licences may be required in connection with the proposed works, including where temporary modification to the road network may be required. Where temporary works within any MMarC Boundary are required to facilitate the transport of turbine components to site, the applicant/developer shall contact thirdpartyworks@tii.ie in advance, as a works specific Deed of Indemnity will be needed by TII before the works can take place.

The applicant/developer shall also need to consult with all PPP Companies, MMarC Contractors and road authorities over the entire area which the haul route traverses to ascertain any operational requirements such as delivery timetabling, works etc. and to ensure that the strategic function of the national road network is maintained.

In this instance this will need to be addressed with respect to the haul route were abnormal 'weight' loads and/or abnormal 'length' are a feature of the development, e.g., turbine or substation components, separate structure approvals/permits and other licences may be required in connection with the proposed haul route.

All national road structures on the haul route through all the relevant County Council administrative areas need to be checked by the applicant/developer to confirm their capacity to accommodate any abnormal 'weight' or "lengths" load proposed. Any requirements for 'Exceptional Abnormal Loads' should also be addressed in accordance with TII Publications.

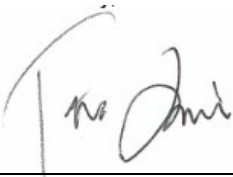
Therefore, in the case of the above planning application, the Authority will rely on the Commission to abide by official policy in relation to development on/affecting national roads as outlined in DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012), subject to the following recommendation:

1. An updated Construction Environmental Management Plan (CEMP) and Traffic Management plan (TMP) shall be prepared and agreed with relevant County Councils and TII, prior to the commencement of development. The matters to be addressed in the CEMP and TMP relating to national road network maintenance and road safety shall include:
 - i. Demonstration that Compliance with TII Publications (Standards) in accordance with relevant TII Publications (Technical) will be required for any work that may impact the national road pavement, structures and infrastructure including drainage.
 - ii. All national road structures on the haul route through all the relevant County Council administrative areas shall be checked by the applicant/developer to confirm their capacity to accommodate any abnormal 'weight' load proposed. Any requirements for 'Exceptional Abnormal Loads' shall be addressed in accordance with TII Publications.
 - iii. The haul route shall be assessed to confirm capacity to accommodate abnormal 'length' loads and any temporary works required are identified. Any damage caused to the pavement of the existing national road due to the turning movement of abnormal 'length' loads (e.g. 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 onsite.
 - iv. Any proposed works associated with the haul route on the national road network, including signage, to facilitate construction traffic shall comply with TII Publications and shall be subject to Road Safety Audit as appropriate. Works and traffic management shall ensure the ongoing safety for all road users and prior to any development necessary licenses, approvals or agreements with PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) Companies and local road authorities for the entire haul route shall be in place.

The foregoing matters and their reflection as part of the proposed development is essential to avoid detrimental impact on the capacity, safety, or efficiency of the national road network, is in the interests of sustainable development, and the promotion of an integrated approach to land use and transportation planning.

Please acknowledge receipt of this submission.

Yours faithfully,



**on behalf of
Land Use Planning Unit**