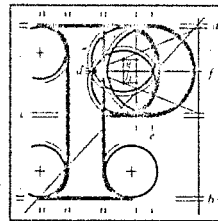


**Our Case Number: ACP-323830-25**



**An  
Coimisiún  
Pleanála**

~Transport Infrastructure Ireland (TII)  
c/o Cliona Ryan  
Land Use Planner  
Parkgate Business Centre  
Parkgate Street  
Dublin 8  
D08 DK10

**Date:** 12th December 2025

**Re:** Proposed flood relief scheme  
in Mountmellick, County Laois

Dear Sir / Madam,

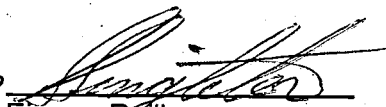
An Coimisiún Pleanála has received your recent submission in relation to the above-mentioned proposed development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed development shall not be carried out unless the Commission 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 Commission at [laps@pleanala.ie](mailto:laps@pleanala.ie)

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

Yours faithfully,

  
Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184

JA02

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:communications@pleanala.ie">communications@pleanala.ie</a>

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

## Eimear Reilly

---

**From:** SIDS  
**Sent:** Wednesday 10 December 2025 12:10  
**To:** LAPS  
**Subject:** FW: TII submission to Proposed flood relief scheme in Mountmellick, Co. Laois - An Coimisiún Pleanála - Case reference: ACP ref. JA11.323830\_TII ref. TII25-133821  
**Attachments:** TII25-133821 - Proposed Mountmellick Flood Relief Scheme ACP ref. JA11.323830 \_issued 10.12.2025.pdf

---

**From:** Landuse Planning <LandUsePlanning@tii.ie>  
**Sent:** Wednesday, December 10, 2025 10:16 AM  
**To:** SIDS <sids@pleanala.ie>  
**Subject:** TII submission to Proposed flood relief scheme in Mountmellick, Co. Laois - An Coimisiún Pleanála - Case reference: ACP ref. JA11.323830\_TII ref. TII25-133821

**Caution:** This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Sir/Madam,

Please find attached a copy of TII's observation on the above application.

Please acknowledge receipt of this submission.

Acknowledgements can be forwarded to [landuseplanning@tii.ie](mailto:landuseplanning@tii.ie).

Regards and thanks,

**Cliona Ryan**  
Land Use Planner

**Tel:** +353 (0)1 646 0000

**Email:** [landuseplanning@tii.ie](mailto:landuseplanning@tii.ie)



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economically and socially  
sustainable at TII



[www.tii.ie](http://www.tii.ie)



[info@tii.ie](mailto:info@tii.ie)



+353 (01) 646 3600

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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.

TII processes personal data provided to it in accordance with its Data Protection Notice available at <https://www.tii.ie/en/compliance/data-protection-notice/>

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag <https://www.tii.ie/ga/compliance/data-protection-notice/>

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Córas r-phoist BIE: Tá an ríomhphost seo agus aon chomhaid a tharchuirtear leis faoi rún agus beartaithe lena n-úsáid ag an duine aonair nó ag an eintiteas a bhfuil siad dírithe chuige/chuici amháin. Más rud é go bhfuair tú an ríomhphost seo trí bhotún, cuir sin in iúil do [postmaster@tii.ie](mailto:postmaster@tii.ie), le do thoil, agus scríos an ríomhphost bunaidh agus aon cheangaltáin.

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

By email: [sids@pleanala.ie](mailto:sids@pleanala.ie)

**Dáta | Date**

10 December 2025

**Ár dTag | Our Ref.**

TII25-133821

**Bhur dTag | Your Ref.**

JA11.323830

**RE: Proposed flood relief scheme in Mountmellick, County Laois**

**Applicant: Laois County Council**

**Dear Sir /Madam,**

Transport Infrastructure Ireland (TII) acknowledges receipt of referral of the notice of the Flood Relief Scheme for Mountmellick application by Laois County Council.

*Project Ireland 2040, National Planning Framework and National Development Plan 2021 – 2030*, outline the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users. Official planning policy for development at or near national roads is set out in the Section 28 *Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)*. The requirement to protect the capacity, safety and efficiency of the existing national road network is further reflected in *Regional Policy Objectives (RPO) 8.1 of the Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019-2031*, specifically at *Integrated Land Use and Transportation Guiding Principle* set out at Section 5.6 that; "The strategic transport function of national roads and associated junctions should be maintained and protected." To assist the Commission in ensuring sustainable compatibility between the State's national road transport asset and proposed flood relief measures, TII's submission seeks to address the safety, capacity and strategic function of the national road network with TII's statutory functions, and the provisions of official policy.

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 proposals, by observing provisions of official development policy and in having regard to national road network maintenance and safety should only 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*.

The N80 runs through Mountmellick. TII considers it is critical to the safe and efficient operation of the national road network during and after the proposed development that any potential impacts of the proposed works and resulting scheme are adequately mitigated as part of the proposed scheme.



A review of the proposed Flood Relief Scheme (FRS) for Mountmellick notes that it includes measures that appear to directly interact with the national road network and structures by flood defence works immediately adjacent the N80 carriageway and at Mountmellick Bridge on the N80 which is a TII Structure (Eirspan Name: *Mountmellick Bridge*, Eirspan ID: *LS-N80-009.00*).

Unfortunately, TII advises that it appears that the application has not taken due cognisance of November 2023 TII Environmental Impact Assessment (EIA) Scoping response. In particular, the submitted application does not appear to demonstrate compliance with TII Publications including the undertaking of necessary TII Technical Acceptance procedures in respect of Mountmellick Bridge (EIAR named "*Mill Bridge*"), a TII Structure and subject to the design approval requirements of TII Publication *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads*.

Therefore, this submission identifies the interactions of the proposed FRS scheme with the national road network, sets out potential impacts arising and identifies appropriate revisions and mitigations in order for the proposed FRS Scheme proceed complementary to, and integrated with the national road network:

## **1.0 National Roads Policy & National Road Network Maintenance and Safety**

As part of the TII's statutory functions to maintain the safety, capacity and strategic function of the national roads network. The Commission is reminded that national road infrastructure, including drainage, is designed and provided for the national road network requirements only.

TII has responsibility for the co-ordinated maintenance and renewal of sections of the strategic national road network, on behalf of local road authorities, through a combination of Public Private Partnership (PPP) Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and the local road authorities in association with TII. The N80 interacting in the vicinity of the proposed FRS is managed by Laois County Council.

The Roads Act 1993, as amended ('the Roads Act') sets down specific functions to support the Authority's general function of providing a safe and efficient national roads network. Section 19(1)(e) of the Roads Act provides the authority to TII to specify standards in relation to design, construction or maintenance works to be complied with by a person, road authority or public authority carrying out works to a national road.

Such standards are set out in the suite of technical design standards collectively referenced as *TII Publications* ([www.tiipublications.ie](http://www.tiipublications.ie)). *TII Publications (Standards and Technical)* sets out the administrative and technical planning, design and implementation procedures and requirements that support official national road policy, to govern development activities with respect to the national roads network.

Please be advised that *TII Publications* replaced the previous National Roads Design Manual for Roads and Bridges (DMRB) in 2016 subsequent to Transport Infrastructure Ireland (TII) becoming the operational name of the National Roads Authority in 2015.

With respect to *TII Publications (Standards and Technical)*, the Commission will be aware that Government's *NGS Circular No. 2 of 2022 re. Application of Guidelines and Standards in relation to works on Public Roads in Ireland*, states that:

- i. "The design, construction and maintenance of rural roads and roads with a speed limit or proposed speed limit of greater than 60km/h shall be in accordance with *TII Publications (Standards and Technical Documents)*."
- ii. "Urban roads and streets (roads with speed limits of 60 km/h or less) shall be designed in accordance with the *Design Manual for Urban Roads and Streets (DMURS)*."

It should be noted that DMURS *Section 1.3 "Application of this Manual"* requires TII Publications standards apply to national roads and / or roads outside urban speed limit areas.

TII Publications exist in the interests of ensuring appropriate standards apply to national roads ensuring level of service including the assessment and identification of measures for the safety of all road users and the public in general.

With respect to this proposal, TII would highlight that :

- The submitted Environmental Impact Assessment Report (EIAR) Chapter 5 *Consultation* refers to and records the invited TII EIAR scoping response for this proposal from November 2023 issued under TII23-125254, with much of its content set out in *Table 5-2 Detailed summary of EIAR Scoping Responses*.
- The entire of the response is purportedly exhibited as item 5-6 of *Volume 3 Appendices* of the submitted EIAR. The TII EIAR scoping response included rendition of official national roads policy and TII Publications compliance requirements.
- The TII EIAR scoping response, repeated as Appendix 1 of this submission, highlighted the existence of national roads structures part of the N80 for which proposed works would require observance of Technical Acceptance procedures for TII Structures i.e. structures part of the national road network. The technical acceptance procedures are set out in TII Publication *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads*.

TII unfortunately has to highlight that the contents of TII EIAR scoping response do not appear to have been considered in the submitted application. This is a concern which would have mitigated against potential delays and additional costs for the project proposal.

As an editorial matter, TII notes that the TII EIAR scoping response appears to have been inaccurately transposed as item 5.6 of *Volume 3 Appendices* of the submitted EIAR as the transposed response refers to the M7 which is not in vicinity of Mountmellick nor was referred to in TII EIAR Scoping response.

## **2.0 National Road Interactions, Mitigations Requirements and Recommendations**

Having regard to the submitted application including Environmental Impact Assessment Report (EIAR) and drawings, proposed FRS works interactions with the national road are identified as follows:

- a. Proposed "Defence 3", "Mountmellick Mill Bridge", and "Defence 4" as indicated at Figure 4-1: Flood defences, watercourses and bridges, of EIAR Chapter 4 Description of Proposed Development**

Works are indicated at Mountmellick Bridge on the N80 indicated on the *Site Layout Key Plan* (Drawing No. 19105-JBB-XX-XX-DR-C-02800, Rev. C01, dated 28.10.2025) as Sheet nos. 17 & 9.

It appears that proposed works on the immediate western side of the bridge and including the bridge are indicated to consist of the raising of the existing Owenass River north bank wall; raising of the bridge parapet; and removal, replacement and extension of the southern riverbank wall.

It appears that proposed works on the immediate eastern side of the bridge are indicated to consist of the installation of proposed "wall 5" on the northern bank of the river returning to the bridge; and the installation of proposed "wall 6" and "wall 7" to include replacement access ramp on the southern bank of the river at the bridge.

TII's EIA scoping response of November 2023 advised the need to observe TII Publications and highlighted the required technical acceptance procedures for structures under TII Publication (Standard) *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads*.

The TII EIA scoping response is transposed and responded to in the submitted EIAR at 5-6 of *Volume 3 Appendices* to enable TII to determine that the application response to requirement of the observance of TII Publication compliance, including Technical Acceptance procedures for structures is that: *"The Design Team has been made aware of these guidelines and these structures"* and further that: *"Hydraulic analysis and scour potential has been carried out and assessed throughout the design phase of the scheme."* The submitted EIAR records a determination of scour prevention measures *"unnecessary"*.

Mountmellick Bridge (EIAR named *"Mill Bridge"*) is part of the N80 and a TII Structure for which alterations are proposed as part of the FRS. Based on the information submitted as part of this application and TII's own records, no procedure under TII Publication *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads* has been undertaken in respect of Mountmellick Bridge (EIAR named *"Mill Bridge"*).

Therefore without recourse or verification from TII, the application does not include evidence of the undertaking of the procedures to be followed in order to obtain Technical Acceptance for structures on motorway and other national road schemes as required by TII Publication (Standard) *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads*. Due to the approach taken, TII must advise the Commission that it is unable to evaluate, substantiate and / or verify the design and mitigation approach of the application for proposed works to Mountmellick Bridge.

This is a concern given the potential disruption to the proposed project and to the heavily trafficked national road with potential additional Exchequer costs associated with delays arising from potential changes to the proposed scheme design and the N80 by fulfilment of TII Publication *DN-STR-03001* procedures subsequent to the design submitted as part of the application for Commission consideration.

It is therefore TII's opinion that any decision associated with these proposals would be premature pending the advised undertaking of the technical acceptance procedures of TII Publication *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads*.

TII advises that there is a need for the current application to demonstrate that the proposal has been designed to protect of the safety, maintenance and operation of the national road network and the technical feasibility of the proposal having regard to TII Publications requirements, as appropriate.

**b. Proposed "Defence 9" as indicated at *Figure 4-1: Flood defences, watercourses and bridges*, of EIAR Chapter 4 *Description of Proposed Development***

Works are indicated adjacent the western side of the N80 at Irishtown Garden Centre on the *Site Layout Key Plan* (Drawing No. 19105-JBB-XX-XX-DR-C-02800, Rev. C01, dated 28.10.2025) as Sheet nos. 39 & 40.

Proposed works at this location are indicated to consist of a proposed flood defence embankment and *"wall 16"* with new palisade security fence above extending to the edge of the N80. TII notes that no physical interactions with the N80 carriageway or associated services, such as drainage, are indicated as proposed in the submitted application. It is further noted that a potential construction site compound *"N"* is indicated immediately south of the proposed works at this location.

As indicated national road infrastructure, including drainage, is designed and provided for the national road network requirements only. Therefore, TII does not permit connections to national

road infrastructure, including that storm water drainage regime which is required and designed for the national road.

### **c. National road network part of construction haul routing**

EIAR *Chapter 12 Material Assets*, subsection *12.4 Predicted Impacts, 12.4.1 Roads, Traffic, and Transport* identifies a construction phase of 48-72 months and necessary road closures and diversions in the immediate vicinity of proposed scheme works. The N80 is indicated as a diversion route and is to provide access to a temporary construction compound. EIAR subsection *12.5 Mitigation Measures, 12.5.1 Roads, Traffic, and Transport* identifies that the appointed contractor will prepare a Construction Traffic Management Plan (CTMP).

TII notes that the intended CTMP is referred to in the submitted outline Construction Environmental Management Plan (CEMP) and amongst the EIAR *Chapter 16 Schedule of Mitigation* measures.

In addition to the N80, other elements of the national road network will be utilised in construction haul routing. TII notes the commitments outlined for the intended CTMP to include observance of all relevant regulations and “*adherence to....local authority requirements*”. It does not appear that TII is identified as roads authority for consultation in the CTMP. TII advises that as the National Roads Authority, it is appropriate that TII Publications and TII guidance are observed and consultation with TII and / or national road network maintenance contractors or companies be undertaken in the formulation and execution of the CTMP where the wider national roads network is to be utilised.

## **3.0 Recommendations for necessary national road network mitigation as part of the proposed FRS Scheme**

TII considers that the submitted EIAR does not appear to identify specific methods or techniques proposed for mitigation of potential impact for works impacting to the national road network, especially in respect of Mountmellick Bridge (EIAR named “*Mill Bridge*”) for which alterations are proposed. Mountmellick Bridge (EIAR named “*Mill Bridge*”) is part of the N80 and a TII Structure. Any alterations or modifications of TII Structures engages the necessity for TII Publications compliance in the form of Technical Acceptance procedures which do not appear to have been fulfilled as part of this application.

TII also notes the stated intention in the submitted EIAR and outline CEMP for a CTMP to for construction haul routes.

The national road network is a vital national asset performing a strategic traffic function. The proposed development, to be able to proceed complementary to the protection of the safe and efficient operation of the national road network in the interests of successful integration of sustainable development policy, must be subject to specific national road network mitigations as follows:-

- Demonstration of 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. In particular, any works to structures forming part of the national road network requires TII Technical Acceptance in accordance with TII Publication *DN-STR-03001*. For the avoidance of doubt, compliance with TII Publication *DN-STR-03001* is required to demonstrate the protection of the existing Mountmellick Bridge which is a TII Structure (Eirspan Name: *Mountmellick Bridge*, Eirspan ID: *LS-N80-009.00*).

TII advises that these matters need to be addressed by resolution prior to a decision being made on the current proposal to ensure timely observance of TII Publications technical standards for the national road network that exist in the interests of protecting the

maintenance of the level of service of the network including the assessment and identification of measures for the safety of all road users and the public in general.

- Clarification with respect to arrangements associated with proposed "Defence 9" as indicated at *Figure 4-1: Flood defences, watercourses and bridges*, of EIAR Chapter 4 *Description of Proposed Development* to enable TII to ascertain that the proposal has been designed to operate independently and therefore ensure that infrastructure associated with the national road network, including drainage will be protected and maintained during the construction and operation of the proposed scheme.
- The Construction Traffic Management Plan (CTMP) to be prepared as part of the CEMP should specifically include TII amongst its primary stakeholders to ensure embedded mitigation of potential national road impacts.

Access for the construction period and any subsequent monitoring and maintenance in relation to any works proposed, including temporary and permanent signage, that affect the national road and associated junctions in terms of operational requirements, timetabling, etc. will require prior consultation with PPP Companies and MMarC Network Contractors and fulfilment of requirements to complete their 3<sup>rd</sup> party protocols, via the relevant road authorities and TII.

- 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.

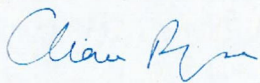
The resolution of the foregoing matters and their reflection as part of the proposed development is essential to avoid detrimental impact on the capacity, safety, or efficiency of the national road network and is in the interests of sustainable development.

## Conclusion

TII trusts that the foregoing comments will be of assistance to the Commission in considering the proposed Flood Relief Scheme.

TII would appreciate acknowledgment of receipt of this submission.

Yours faithfully,



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**Cliona Ryan**  
**Land Use Planner**

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**From:** INFO  
**Sent:** Wednesday 22 November 2023 10:04  
**To:** 'Conor.oneill@jbaconsulting.ie'  
**Subject:** TII Ref: TII23-125254 – EIAR - Proposed Flood Relief Scheme in Mountmellick, Co. Laois

**Dear Mr. O'Neill,**

Thank you for your correspondence of 20 November 2023 regarding the above. Transport Infrastructure Ireland's (TII's) position in relation to your enquiry is as follows.

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 the 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](http://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, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national road network.

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 the locations of existing and future national road schemes in the area.
- 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, i.e., the N80 national road.
- 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 (NRA), 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., NRA, 2004)).

- Where new structures may be proposed on national roads, the developer is reminded of the requirements of the TII Standard: 'Technical Acceptance of Road Structures on Motorways and Other National Roads'. 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 developer should also be aware that there are Technical Acceptance requirements relating to the assessment, alteration, modification, strengthening and repair of all existing road structures (national roads) and same shall be agreed with the Bridge Management Section of TII. In that regard, TII has identified the following national road structures on the N80 national secondary road, within the Flood Relief AFA:
  - Structure ID: LS-N80-008.00 (Mountmellick Culvert)
  - Structure ID: LS-N80-009.00 (Mountmellick Bridge)
  - Structure ID: LS-N80-010.00 (Moll Rowe's Corner Bridge)
- A hydraulic analysis should be undertaken to identify the impact of proposed flood alleviation works on the hydraulic capacity of any TII Structures impacted and the potential for scour at the structure.
- An assessment of scour and other hydraulic actions on national road structures in accordance with UK BD 97/12 should be undertaken where necessary. 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 (TTA) 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. TII'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 TII's 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, the EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network.
- In relation to haul route identification, the applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Where abnormal loads are a feature of the proposed development, 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.

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 practise.

I hope that this information is of assistance to you.

Yours sincerely,

---

**Andrew Moore**  
Senior Regulatory & Administration Executive

**From:** Conor O'Neill <[Conor.oneill@jbaconsulting.ie](mailto:Conor.oneill@jbaconsulting.ie)>  
**Sent:** Monday, November 20, 2023 2:26 PM  
**To:** Billy O'Keeffe <[Billy.O'Keeffe@tii.ie](mailto:Billy.O'Keeffe@tii.ie)>  
**Cc:** Richard Buck <[Richard.Buck@jbaconsulting.com](mailto:Richard.Buck@jbaconsulting.com)>; Bernadette O'Connell <[Bernadette.OConnell@jbaconsulting.ie](mailto:Bernadette.OConnell@jbaconsulting.ie)>  
**Subject:** Mountmellick FRS - EIAR Scoping - Invitation to Comment

You don't often get email from [conor.oneill@jbaconsulting.ie](mailto:conor.oneill@jbaconsulting.ie). [Learn why this is important](#)

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Dear Sir/Madam,

You are invited to comment on the EIAR Scoping Report for a proposed Flood Relief Scheme in Mountmellick, Co. Laois, in accordance with the EIA Directive (85/337/EEC) as amended in 2011 (Directive 2011/92/EU) and 2014 (Directive 2014/52/EU), under Article 6 and the Aarhus Convention.

Please see the attached Scoping Report. We ask that you provide your response incorporating any comments, observations or submissions in relation to the scope and level of information to be included in the Environmental Report within 4 weeks of the date of this email.

If you have any queries please do not hesitate to get in contact.

Kind regards,

**Conor O'Neill**  
Project Environmental Scientist

**Our office phone number has changed so please update your records accordingly.**

**JBA Consulting, Unit 8, Greenogue Business Plaza, Greenogue Business Park, Rathcoole, Dublin, D24 CY64. Telephone: +353 1 9131900**

Visit our website [www.jbaconsulting.ie](http://www.jbaconsulting.ie) for more information on what we can do for you and [Follow us on Twitter @JBAConsulting](#)

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