

Environmental Impact Assessment Report (EIAR)

Volume 6 of 6: Appendices

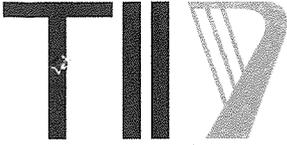
(Appendix A7.3) TII Correspondence

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Transport Infrastructure Ireland

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ACTION			
RECEIVED			
- 8 MAR 2016			
ACTION	DATE		
COMPLETE	INITIAL		
PM APPROVAL TO FILE			
FILE NO.			

Dáta | Date

7 March 2016

Ár dTag | Our Ref.

TII16 94229

Bhur dTag | Your Ref.

Re: Irish Water, Water Supply Project Eastern & Midlands Region: Environmental Impact Statement & Natura Impact Statement Scoping Letter

Dear Mr. Rooney

Thank you for your letter of 4 February 2016 regarding the above.

I wish to advise that Transport Infrastructure Ireland (TII) has already issued a response on this matter to Christine Power, copy attached for your information.

Yours sincerely

Olivia Morgan
Regulatory & Administration Unit



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Dáta | Date
8 February, 2016

Ár dTag | Our Ref.
TII16-94148

Bhur dTag | Your Ref.

Re: Water Supply Project Eastern and Midlands Region, Preliminary Options Appraisal

Dear Ms. Power,

Thank you for Irish Waters project briefing session of 25 January, 2016. Transport Infrastructure Ireland (TII) has undertaken an evaluation of the Preliminary Options Report and associated mapping. The future impacts and interactions with the national roads network will require further clarification and we provide the following observations for your consideration:

1. National Roads and Policy

The approach adopted by TII in relation to assessing future proposals on national roads seeks to uphold official policy and guidelines as outlined in the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012). Regard should also be had to relevant TII Circulars, standards and guidance documents available at www.tii.ie.

TII notes a number of locations where a potential scheme could interface with both the existing and future national road network in this extensive area and could have implications for the network with regard to construction, operation and maintenance of both infrastructures. In particular, the scheme options need to establish the relationship between the location of the proposed development and the national road(s) in the area, vis a vis:

- existing national roads,
- proposals to provide new national roads or improve existing national roads,
- interaction with any national road structures, and
- means of access to/from the development to/from the national road(s).

The future scheme design should not compromise the construction of the future national road schemes in this area; the promoter is referred to the N7 Naas Newbridge Bypass Upgrade and the Leinster Orbital Route.

TII requests that the promoter consult with the relevant National Road Design Office (NRDO) and/or County Council in consultation with TII and agree detailed specifications for the proposed structures in relation to the future scheme in advance of any potential works in the vicinity of the national road network and preferred route corridors and schemes.

2. Crossings

Any crossings of the existing motorway network will require approval from the Authority under Section 53 of the Roads Act, 1993 (as amended).

Methods/techniques employed in traversing the existing national road network should ensure that the safety and standards of the national road network is maintained through appropriate best practice construction methods. All structures, access chambers, valves or other such devices associated with the routine maintenance and operation of the project proposal, etc. shall be located outside the road reservation of the national road.

In particular, when crossing or boring above/below motorway and national road carriageway, levels should be determined in consultation with and shall be subject to the agreement of TII and the relevant County Council, and in circumstances where the crossing arises on a section of road that has been contracted to a third party under a PPP Contract, the PPP Company. Specific plans and details will be required.

With respect to motorway and national road crossings, TII consent/agreements for the construction of a pipeline should ensure for the following basic principles (subject to allowances for local conditions) being met:

- the launch and reception pits for the Pipeline are located outside the road reservation,
- the Pipeline will be installed at such depth so as not to conflict with the drainage for the Motorway or existing national road drainage system;
- neither the Works nor the Pipeline will damage or interfere with the Motorway or national road,
- there are no bolted joints in that part of the Pipeline traversing the road reservation, and
- Any maintenance and/or future planned upgrades of the Pipeline at the crossing location can be carried out without access to the road reservation.

3. Traffic Management

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, associated national road junctions and junctions of lower category roads with national roads.

Critically the traffic assessment should identify the trips/traffic generating potential of the proposed development and the manner in which this will be catered for/accommodated especially during construction phase including haul routes, necessary repairs, etc. and maintenance access thereafter.

The Authority's Traffic and Transport Assessment Guidelines (2014) should be referred to and these include guidance on the preparation of TTA for sub-threshold development.

4. Environmental Issues

The promoter should assess and indicate the potential for dust and other material deposition on national roads during the construction and operation of the proposed development, including the implications, if any, for the safety of road users. Also, it is essential that potential impacts on national road drainage systems and the receiving environment should form part of the assessment.

Finally, TII would welcome further consultation as the scheme proceeds and also would suggest that Irish Water develop a development protocol with TII to address this and other future projects. Any further queries associated with this correspondence should be made to TII, Land Use Planning Unit.

Yours sincerely,


Tara Spain
Head of Land Use Planning