

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

by e.mail; sids@pleanala.ie

**Dáta | Date**

**17 October 2025**

**Ár dTag | Our Ref.**

**TII25-132998**

**Bhur dTag | Your Ref.**

**Re: Application for development pursuant to Section 37L of the Planning and Development Act 2000 (as amended) for the Decommissioning of Derrybrien Wind Farm including enabling works; the removal of the turbines and other structures on site; the removal of the Derrybrien-Agannygal overhead line; and all other works**

**ACP case ref. FD07.323018**

Dear Sir / Madam,

The Authority received notice of referral of ACP Case Reference SU07.323014 from An Coimisiún Pleanála by letter dated 29 August, 2025. In reviewing case ref. SU07.323014, TII noted the related and concurrent application recorded under case ref. FD07.323018 and in the interests of consistency, provides the following observations on the above referenced application.

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'.

#### **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 the application documentation submitted indicates no direct access requirements to the national road network in the first instance.

## **2. National Road Network Maintenance and Safety**

In addition to the above, there are a number of operational issues related to the subject development proposal, in the Authority's opinion, that are required to be considered to address network maintenance and road safety prior to any decision on this planning application.

### **2.1 Proposed Development Haul Route**

It is noted that the documentation accompanying the subject application does not identify any works to the national road network to facilitate the transportation of any decommissioned development components from site or delivery of any components to site.

In the interests of clarification, TII advises that any works to the national road network to facilitate abnormal loads (length, width, height or weight) to / from site shall comply with TII Publications and shall be subject to Road Safety Audit as appropriate. Subject to the outcome of Road Safety Audit, works should ensure the ongoing safety for all road users.

TII requests referral of all proposals agreed between the road authorities, PPP Concessions and MMarC Companies and the applicant impacting on national roads. Any mitigation measures identified by the applicant should be included as conditions in any decision to grant permission. Where temporary works within any MMarC Contract Boundary are required to facilitate the transport of any abnormal loads from / 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.

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 Structures**

While the application documentation does not indicate that abnormal weight loads are a feature of the subject development proposals, it should be noted that 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.

With specific reference to national road structures on any proposed haul route, all structures should be checked by the applicant/developer to confirm that all the 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.

In addition, although not indicated as a feature of this application and development proposal, while an abnormal load is defined as anything above 46 tonnes and below 200 tonnes, any load above that, represents an 'Exceptional Abnormal Load' ('EAL'). All structures to be crossed will need a full structural assessment by the developer in accordance with TII Publications AM-STR-06048 to verify that they can sustain any 'EAL' load safely and without any damage.

Full details of the transportation of all Abnormal Loads and all 'Exceptional Abnormal Loads' associated with the subject development shall be agreed with all planning and road authorities along all proposed haul routes prior to the commencement of any development.

### **2.3 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.

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 faithfully,



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**Michael McCormack**  
**Senior Land Use Planner**

