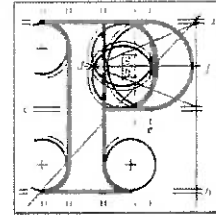


**Our Case Number:** ABP-318077-23



**An  
Bord  
Pleanála**

Transport Infrastructure Ireland  
C/O Tara Spain, Land Use Planning Unit  
Parkgate Business centre  
Parkgate Street  
Dublin 8

**Date:** 27 October 2023

**Re:** Proposed N25 Little Island Pedestrian and Cycle Bridge  
Within the townlands of Kilcoolishal and Castleview at Little Island, Co. Cork

Dear Sir / Madam,

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

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

If you have any queries in relation to this matter please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto:laps@pleanala.ie)

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

Yours faithfully,

Lauren Griffin  
Executive Officer  
Direct Line: 01 8737 7224

HA03

Teil  
Glaó Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

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64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

## Lauren Griffin

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**From:** Lauren Griffin  
**Sent:** Friday 27 October 2023 14:23  
**To:** LandUsePlanning@tii.ie  
**Subject:** RE: N25 Little island pedestrian and cycle bridge Cork County Council Application under Section 51(2) of Roads Act - ABP Ref HA04.318077

A Chara,

We acknowledge receipt of your email; official acknowledgement of your submission will issue in due course.

Kind Regards,

Lauren Griffin

-----Original Message-----

**From:** Landuse Planning <LandUsePlanning@tii.ie>  
**Sent:** Thursday, October 26, 2023 4:32 PM  
**To:** LAPS <laps@pleanala.ie>; Appeals2 <appeals@pleanala.ie>  
**Cc:** Landuse Planning <LandUsePlanning@tii.ie>; Ciaran O'Callaghan <ciaran.ocallaghan@corkcoco.ie>  
**Subject:** N25 Little island pedestrian and cycle bridge Cork County Council Application under Section 51(2) of Roads Act - ABP Ref HA04.318077

To whom it may concern,

I attach TII's submission N25 Little Island pedestrian and cycle bridge Cork County Council Application under Section 51(2) of Roads Act - ABP Ref HA04.318077.

TII would appreciate an acknowledgement of the submission.

Regards

Tara Spain  
Head of Land Use Planning .  
Transport Infrastructure Ireland.  
Email: LandUsePlanning@tii.ie

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 pholasaí 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://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.tii.ie%2Fabout%2Fabout-tii%2FData-Protection%2F&data=05%7C01%7CLAuren.griffin%40pleanala.ie%7Cc8b8e7d096504288023b08dbd63c36>

An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

Email:

Dáta|Date  
24 October 2023

Ár dTag|Our Ref.  
TII23-124564

**Re: N25 Little Island pedestrian and cycle bridge Cork- ABP Ref HA04.318077**

Dear Secretary,

In the case of this planning application, Transport Infrastructure Ireland (TII) makes the following observations.

The Planning Authority will be aware that Chapter 7 'Enhanced Regional Accessibility' of the *National Development Plan 2021 - 2030*, sets out the key sectoral priority of maintaining Ireland's existing national road network to a robust and safe standard for users and National Strategic Outcome 2 of the *National Planning Framework*, at page 140, includes the objective;

*"Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements"*

The requirement to safeguard the carrying capacity, operational efficiency, safety, and significant national investment being made in national roads in accordance with official Government policy is similarly reflected in the provisions of the Section 28 Ministerial Guidelines *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012), the EU TEN-T Regulation No 1315/2013 and the National Investment Framework for Transport in Ireland (NIFTI).

As part of the national road network, the N25 is an important national road. The submitted application includes for a new pedestrian and cycle bridge over the N25. The Authority's priorities in relation to existing national roads are the maintenance of the existing national road network, including junctions, safeguarding the Exchequer investment in national roads to date.

The Authority acknowledges that access to the proposal site is mainly facilitated via the local road network however the proposal interacts with national road infrastructure associated with the N25. The proposed development includes works proposed to be carried out over, on, and in close proximity to the national road network, which includes structures and associated services such as drainage that must be subject to co-ordination with and the prior approval of TII.

In the case of this planning application, TII is of the opinion that insufficient data has been submitted with the planning application to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety, or operational efficiency of the national road network in the vicinity of the site. This is a concern given the number of prior consultations which were undertaken with the Council. The following elaborates:

### **1. Proposed Pedestrian / Cycle Bridge National Road Network Crossing**

Elements of the national road network are operated and managed by the Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities in association with TII. Any crossing of the national road network, including by under or over pass will require prior consultation with TII and compliance with all relevant TII standards as detailed within the TII publications website [www.tiipublications.ie](http://www.tiipublications.ie).

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag [www.tii.ie](http://www.tii.ie).  
TII processes personal data in accordance with its Data Protection Notice available at [www.tii.ie](http://www.tii.ie).

The proposed pedestrian and cycle overbridge over the M25 is at a location just west of Junction X of the N25 where the motorway is part of MMarC Maintenance Area C.

The planning authority is reminded of the requirements of the TII Standard: 'Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001). 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 for the assessment, alteration, modification, strengthening and repair of all road structures must be prepared in accordance with the Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001).

In addition, a third party seeking to cross a motorway/dual carriageway will require Works Specific Deeds of Indemnities, arrangements for third party access or consent from TII in accordance with Section 53 of the Roads Act, 1993. Arrangements for third party access are also likely to be required .

TII can acknowledge and confirms that ahead of submission of the application, TII Structures have been consulted on a preliminary design proposal for the bridge crossing and have no objection in principle to the concept of a bridge crossing only (TII STA-1b form ref.LIPCB-ARUP-ZZZ-BRD-RP-CB-0003 Revision P02, signed 30/03/2023 ).

In accordance with TII Publications in respect of an overbridge structure, a Technical Acceptance procedure must be fulfilled and approved by TII ahead of the finalisation of the design and construction of the bridge.

TII also advises that the applicant will need to clarify maintenance boundaries and arrangements due to the complexity of the location concerned and the multiple stakeholders which could be complex. TII would consider that arrangements for future maintenance of the Bridge needs to be addressed especially in relation to access to the N25. Such a requirement needs to be agreed with all parties concerned.

## **2. Requirements for the N25 in Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP) .**

TII notes it is proposed that a Construction Traffic Management Plan (CTMP) will be implemented by the contractor to ensure the safe delivery of the prefabricated bridge elements to the bridge assembly area. The CTMP will designate traffic routes, timings, and parking arrangements. It appears that prior to the delivery of bridge components, the CTMP will be agreed with Cork County Council. Transportation of the large, prefabricated elements will be limited to night-time hours to limit impact on traffic in the surrounding area. Routes and times will be agreed and coordinated with Cork County Council and An Garda Síochána in advance. From the documentation available, it appears that the Construction Traffic Management Plan (CTMP) will be developed by the contractor when updating the Construction Environmental Management Plan (CEMP) (refer to Appendix 5.1 in Volume 4 of the EIAR) and presented to Cork County Council for approval prior to commencement of the construction works.

TII notes with concern that no record of the requirement for adherence to, and compliance with, TII Publications procedures nor mitigation of impacts on the national road network by commitment to consultation with TII and / the MMarC Area C Contractor as part of the proposed Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP) referenced in Chapter 5 , Chapter 7, Section 8.5 Mitigation and Monitoring and Appendix 5.1 in Volume 4 of the EIAR)

TII considers that arrangements for any other or related works occurring over, under or adjacent to the N25 within the MMarC area has not been addressed appropriately in the application documentation. It would be expected that intended actions such as earth moving, landscaping and access arrangements to the bridge on occur on both sides of the N25 . It is not clear from the information submitted how much of these works will occur within the MMarC area.

As part of pre-planning discussions, TII recommended the preparation and submission of a construction management plan to be agreed with TII and other relevant parties prior to the commencement of development. TII also outlined that the construction management plan for the proposal shall include for appropriate traffic management and safety requirements associated with the national roads network and junctions, and requirements

for third party protocols. In addition, the consideration of peak hour traffic flows needs to be demonstrated in the traffic management and a recognition that proposed traffic management may have to be removed at peaks if causing delays over a time limit. TII advised that it would be preferable if most westbound construction was not accessed from the national road. Related to this point, TII advised that the construction speed limits need to be compact. It is considered that posted speed constraints should be minimised when not in active use. It was expected that these should be outlined in the contract documentation. However, it appears that these requirements have not been outlined in the planning documentation nor for input into the Construction Environmental Management Plan.

TII recommends that these matters need to be addressed and also the demonstration of compliance with TII Publications prior to a decision being made on this planning application in the interests of demonstrating that the proposed development will not have a detrimental impact on the capacity, safety, or operational efficiency of the national road network in the vicinity of the site.

### **3. Further information recommendation to ensure the maintenance of the safety, efficiency, and capacity of the National Road Network**

Based on the information submitted with the planning application, in particular proposed mitigation measures for the national road network contained in the CEMP TII are unable to ascertain or evaluate national road interactions within the TII maintained area, and all associated infrastructure assets including e.g., lighting, gantries, signage, substations, boundary treatments, drainage arrangements, construction access and future maintenance arrangements.

TII recommends that the following matters are required to be addressed prior to a decision being made on this planning application in the interests of demonstrating that the proposed development will not have a detrimental impact on the capacity, safety, or operational efficiency of the national road network in the vicinity of the site:

1. The applicant shall submit revised documentation and plans demonstrating the requirements of TII Publications and have regard to the extents of the Motorway Maintenance and Renewal Contracts (MMaRC) Maintenance Area C in the proposed development. As part of this exercise, the Authority recommends the submission of a drawing that identifies the extents of the MMaRC area A relative to proposed works alongside a schedule of the TII Publications applicable and intended method of compliance with TII Publications.
2. Related to item no. 1, TII advises that the applicant needs to clarify maintenance boundaries and arrangements due to the complexity of the location concerned and the multiple stakeholders which is complex. TII advise that arrangements for future maintenance of the Bridge needs to be addressed and detailed especially in relation to access to the N25. Such a requirement needs to be agreed with all parties concerned.
3. An updated Construction Environmental Management Plan (CEMP) is required that shall demonstrate the following in relation to the crossing of the N25 and other proposed works in the vicinity of the N25 to ensure compliance with TII Publications requirements and mitigation of potential impact on the national road network:-
  - a) a pre-construction survey along the length of the crossing over the extents of the national road boundary;
  - b) commitment to and methodology for, the preparation and submission of, a post-construction survey along the length of the crossing over the extents of the N25 boundary;
  - c) details demonstrating compliance of works on, or in the vicinity of the N25 with TII Publications;
  - d) detailed information on traffic management, including signage (static and VMS) and speed limit to ensure the strategic function and safety of the national road network is protected; and
  - e) record of works specific indemnities, Section 53 consent and arrangements for third party access as arise following consultation with [thirdpartyworks@tii.ie](mailto:thirdpartyworks@tii.ie).
4. An update to section the Construction Environmental Management Plan (CEMP) is required that shall commit to the following to ensure compliance with TII Publications requirements and mitigation of potential impact on the national road network:-

- a) details demonstrating compliance of proposed works to the national road network, including signage, to facilitate construction traffic with TII Publications;
- b) demonstration of consultation with TII Bridge Management Section to ensure that national road structures are not adversely affected and to ensure adherence to required standards and procedures;
- c) demonstration of consultation with the MMarC Contractors and TII over which the haul route traverses to ascertain any operational requirements such as delivery timetabling, etc. to ensure that the strategic function of the national road network is maintained;
- d) copies of any proposals agreed between the road authority, TII and MMarC Companies and the contractors impacting on national roads; and
- e) demonstration of consultation with [thirdpartyworks@tii.ie](mailto:thirdpartyworks@tii.ie) where temporary works within national road network maintenance boundaries are required to facilitate construction traffic to site, as a works specific Deed of Indemnity may be required by TII before the works can take place.
- f) Mitigation measures of the construction traffic management shall include that any damage caused to the pavement of the existing national road due to construction traffic shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the Road Authority and TII prior to the commencement of any development on site.

TII confirms that TII Structures have been consulted on a preliminary design proposal for the bridge crossing and have no objection in principle to the concept of a bridge crossing only (TII STA-1b form ref.LIPCB-ARUP-ZZZ-BRD-RP-CB-0003 Revision P02, signed 30/03/2023 ). In accordance with TII Publications in respect of an overbridge structure, a Technical Acceptance procedure must be fulfilled and approved by TII ahead of the finalisation of the design and construction of the bridge as well as the submission of appropriate reports in accordance with DN-GEO-03030.

### Conclusion

TII recommends resolution of the above matters in advance of any decision on the subject application. Please acknowledge receipt of this submission in accordance with the provisions of the Planning and Development Regulations, 2001 as amended.

Yours sincerely



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Tara Spain  
Head of Land Use Planning.