

## Niamh Thornton

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**From:** Bord  
**Sent:** Wednesday 28 October 2020 15:01  
**To:** Niamh Thornton  
**Subject:** FW: FAO: Ms. Niamh Thornton. Re: Substitute Consent – Ummerra Gravel Pit, Ummerra, Macroom, Co. Cork. TII Ref: TII20-111502. Your Ref: ABP-308036-20.  
**Attachments:** TII20-108913 - Preparation of EIAR for Ummerra Gravel Pit, Macroom, Co. Cork.pdf

**From:** INFO <Information@tii.ie>  
**Sent:** Wednesday 28 October 2020 14:55  
**To:** Bord <bord@pleanala.ie>  
**Subject:** FAO: Ms. Niamh Thornton. Re: Substitute Consent – Ummerra Gravel Pit, Ummerra, Macroom, Co. Cork. TII Ref: TII20-111502. Your Ref: ABP-308036-20.

**Dear Ms. Thornton,**

Thank you for your letter of 5 October 2020, requesting observations from Transport Infrastructure Ireland (TII) with regard to the Ummerra Gravel Pit, Ummerra, Macroom, Co. Cork. The position in relation to your enquiry is as follows.

Please consider the attached observations made by TII in relation to the EIAR scoping request for the Ummerra Gravel Pit, from 9 March 2020.

I hope that this information is of assistance to you.

**Yours sincerely,**

**Tara Spain**  
Head of Land Use Planning



Transport Infrastructure Ireland  
Parkgate Business Centre  
Parkgate Street  
Dublin D08 DK10

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Mr. Dan Keohane  
Keohane Geological & Environmental Consultancy  
Ivy House  
Clash  
Carrigrohane  
Co. Cork

Dáta | Date  
9 March 2020

Ár dTag | Our Ref.  
TII20-108913

Bhur dTag | Your Ref.

Re: rEIAR & EIAR Scoping Request: Ummera Gravel Pit, near Macroom, Co. Cork on behalf of Drimoleague Concrete Works Ltd (DCWL).

Dear Mr. Keohane,

Transport Infrastructure Ireland (TII) acknowledges receipt of your remedial EIAR and EIAR Scoping consultation in respect of the above project, received by email 13 February 2020.

National Strategic Outcome 2 of the National Planning Framework includes the objective to maintain the strategic capacity and safety of the national roads network. It is also an investment priority of the National Development Plan, 2018 – 2027, to ensure that the extensive transport networks which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users.

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 application referred.

The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidance as outlined in the Spatial Planning and National Roads Guidelines for Planning Authorities (2012). Regard should also be had to other relevant guidance available at [www.TII.ie](http://www.TII.ie).

With respect to applications and rEIAR and EIAR Scoping issues, the recommendations indicated below provide only general guidance for the preparation of EIAR, which may affect the national road network. The developer should have regard, *inter alia*, to the following;

1. As set down in the Spatial Planning and National Roads Guidelines (2012), the primary purpose of the national road network is to provide strategic transport links between the main centres of population and employment, including key international gateways such as the main ports and airports, and to provide access between all regions. The EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network in order to demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of that network.

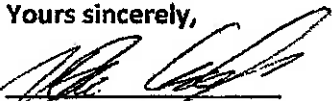


2. Consultations should be had with the relevant local authority/National Roads Design Office with regard to locations of existing and future national road schemes. In particular, attention is drawn to the N22 Ballincollig Bypass to Macroom that appears located to the south west of the site indicated in the submitted site location plan.
3. Clearly identify haul routes proposed and fully assess the network to be traversed. 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 proposed.
4. 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 TTA 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 the TII TTA Guidelines which addresses requirements for sub-threshold TTA.
5. TII Standards should be consulted to determine the requirement for Road Safety Audit (RSA) and Road Safety Impact Assessment (RSIA).
6. Assessments and design and construction and maintenance standards and guidance are available at TII Publications that replaced the NRA Design Manual for Roads and Bridges (DMRB) and the NRA Manual of Contract Documents for Road Works (MCDRW).
7. The developer, in conducting Environmental Impact Assessment, should have regard to TII Environment Guidelines that deal with assessment and mitigation measures for varied environmental factors and occurrences. In particular;
  - a. 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, 2006),
  - b. 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* (1<sup>st</sup> Rev., National Roads Authority, 2004)).

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 practice.

I hope that the above comments are of use in your EIAR preparation.

Yours sincerely,



*PP* Michael McCormack  
Senior Land Use Planner