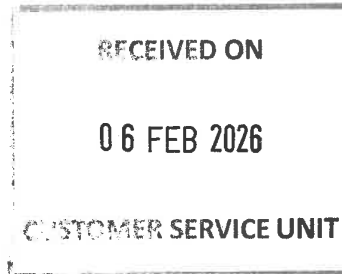


WEXFORD COUNTY COUNCIL

Planning Department
Wexford County Council
County Hall
Carricklawn
Y35 WY93
Planning@wexfordcoco.ie



Martin Power



4:45 pm



6th February 2026

Re: Extension of Duration - ABP-308002-20E

To Whom It Concerns,

1. I am writing in relation to the Extension of Duration application for 413 unit residential development at Carcur-Park, Wexford Town original planning file ref ABP-308002-20, extension is ABP-308002-20E.
2. The application details are summarised on the Wexford County Council planning website. (**Attachment 1 - Citizen Portal Planning - ABP-308002-20E**).
3. I note the final day for third party observations/submissions is the 6th February 2026 and accordingly the following are my observations/submission.

Observations / Submission 1

4. I have been informed by two elected councillors that planning for the new railway overbridge at Park/Carcur providing access to the 413 housing development was included in the planning for the 413 house development ABP-308002-20 and that the hardcopy file was available for inspection.
5. Accordingly, I inspected the hardcopy file on the 29th September 2025 in the Planning Dept of Wexford County Council and saw that the planning file ABP-308002-20 did not include a grant of planning for the new railway bridge at Park.
6. In fact various documents in the hardcopy file say that planning for the railway overbridge and access road from the Seamus Kelly roundabout (including the roundabout) was separately and

previously obtained under a Part 8 procedure.

7. This application is also on the An Bord Pleanála website where the preplanning report of the 8th May 2020 shows that the access road and new railway overbridge are not included in ABP 308002-20. (See Attachment 2 - ABP Pre Planning Report 8th May 2020).
8. Likewise the An Bord Pleanála Inspector's Report dated the 19th November 2020 is on the An Bord Pleanála website and that report clearly confirms that the access road and railway overbridge is not included in the 413 house development ABP-308002-20.
9. I've made various requests to the Planning Department to view the Part 8 planning file **LAC 0419** and was told the Part 8 file was in the Roads Section.
10. However despite various requests to the Roads Section I have not been given an opportunity to inspect the Part 8 planning file.
11. The online application for the extension of duration has a link to "IMAPS" where the link to the Part 8 is located in the centre of the Seamus Kelly roundabout which refers to the Part 8, but goes on to say "this application was not found".
12. The development of 413 housing units for which the extension of duration is now sought is totally dependent on a valid Part 8 planning grant for the access road and railway bridge to provide access to the site and access to the proposed Slaney bridge crossing to Crosstown.
13. In fact the original grant of planning ABP-308002-20 clearly was originally granted on the basis of a valid Part 8 grant that provides an inner relief road and railway bridge, which passes through the site for the 413 houses and on to the new Slaney bridge.
14. My observation is that an extension of duration cannot be granted for ABP-308002-20 where evidence of a valid Part 8 grant of planning is not available for inspection / verification.

Observation / Submission 2

15. With regard to the access road from the Seamus Kelly roundabout to the railway line it's clear this road is not built to the same inner relief road standard as the inner relief road from Newtown Road running past the Council Offices down to the Seamus Kelly roundabout.
16. I understand that 3,000 m³ of the old landfill was to be removed to facilitate an inner relief road from the Seamus Kelly roundabout up to the railway line and despite numerous enquiries to Council Officials and Councillors I have been unable to get confirmation that a portion of the landfill has been removed to facilitate this section of the inner relief road.
17. My observation/submission is that an extension of duration cannot be granted if part of the landfill has not been removed to facilitate an inner relief road from the Seamus Kelly Roundabout to the railway line.
18. I say this because the required access via an inner relief road to the 413 house development is not only incomplete at present but has no prospect of being properly completed if part of the old landfill has not been removed.

Observation / Submission 3

19. I have seen the agreement in principle from Iarnród Éireann dated 17th November 2022 which includes the design drawings prepared by Wexford County Council for the new railway overbridge at Park (See Attachments 3, 4, 5 and 6)
20. I have been informed by the Commission for Rail Regulation (CRR) that it was these exact drawings that they approved for construction which is now nearing completion.
21. It is clear from the design drawings that the carriageway is a total of 6.0m wide and is not compatible with the wider carriageway on the existing inner relief road from Newtown Road to the Seamus Kelly Roundabout.
22. If the bridge has been built in compliance with the drawings approved by CRR then the carriageway width of 6.0m will not facilitate an extension of the inner relief road over the railway line.
23. My Observation / Submission is that if the new railway bridge does not facilitate a continuation of the inner relief route to the proposed new Slaney Bridge then the extension of duration should not be granted.
24. I say this because the original grant of planning for the 413 housing units was granted on the explicit understanding by An Bord Pleanála that the development would facilitate a continuation of the existing inner relief road up to the proposed new bridge over the River Slaney to Crosstown.

If you require further clarification on any of the above contact me at your convenience.

Yours Sincerely,

A black rectangular box with a white 'X' drawn across it, used to redact a signature.

Martin Power

Citizen Portal Planning - app...
planing.agileapplications.net/wexford/application-details/130362

Update

Summary

Application reference number	ABP-308002-20E
Application type	Extension of Duration
Location	Carcur Park, Wexford Town
Proposal description	413 no. residential units (175 no. houses, 238 no. apartments), childcare facility and associated site works
Status	Registered Application
Registration date	17 Dec 2025
Decision	
Decision date	
Appeal type	
Appeal lodged date	
Appeal decision	
Appeal decision date	
Agent name (company)	William Neville & Sons Unlimited
ABP Reference	
Final date for third party observations/submissions	06 Feb 2026
Application Date	17 Dec 2025
Application target date	12 Feb 2026
Final grant date	
Applicants name	William Neville & Sons Unlimited

A.B.P. Ref: 306977-20

Planning Ref: P20200027

Applicant: William Neville & Sons

Location: Carcur Park, Wexford, Co.Wexford

Proposal: Proposed Development: 413 no. residential units (182 no. houses, 205 no. apartments), childcare facility and associated site works. Carcur Park, Wexford.

Date: 05/08/2020

RE: **Report/Response to the Planning Authorities report of the 8th of May as requested by An Bord Pleanala 17th of June 2020, ABP issued Notice of Pre-Application Consultation Opinion**

Background

Following an application to An Bord Pleanala for pre-applicant consultation with regards to the above mentioned development and prior to the taking place of the tripartite meeting between the applicant, the council and ABP, the council submitted a response to ABP for consideration in accordance with Section 5 of the Planning and Development (Housing) and Residential Tenancies Act 2016 dated the 8th of May.

Following the tripartite meeting which took place on the 17th of June 2020, ABP issued Notice of Pre-Application Consultation Opinion which required, *"pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, further information including"*

"A response to matters raised within the PA Opinion submitted to ABP on the 08 May 2020."

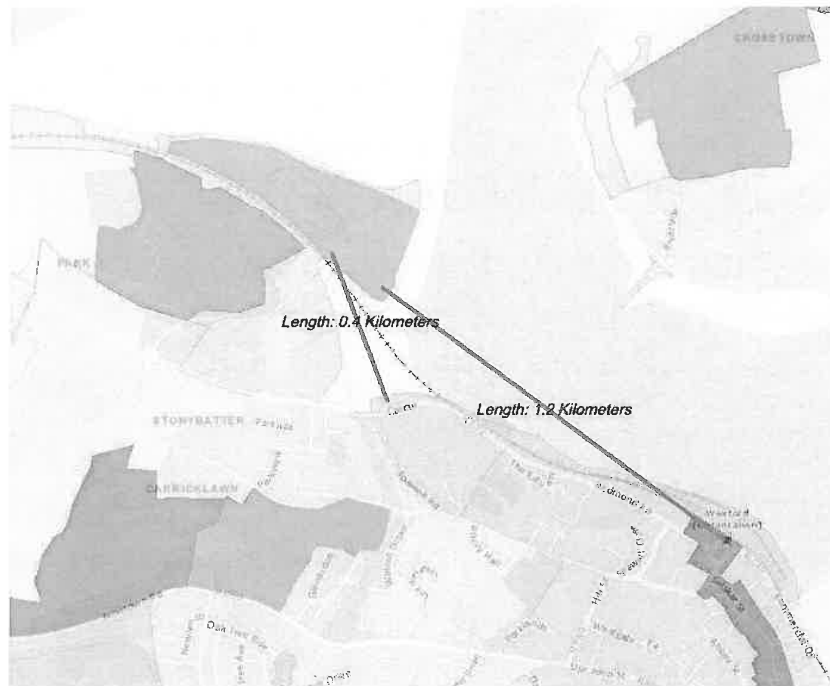
This report has been formulated in response to this request.

Site Description:

The site located on the edge of Wexford Town is approximately 14.16ha in size and is bounded by the River Slaney along its Eastern, Northern and Western perimeter, and by a large portion of relatively undeveloped open space to the South, the site is separated from the main hinterland by the Dublin – Wexford Rail Line.

Response

The open space to the south of the subject lands is a developed formal facility including all weather playing fields, handball allies and a number of formal GAA pitches zoned for community uses. There is a former landfill site located to the southeast of the site which has been subject to numerous plans over the years for use as a public park to connect the subject lands to the town centre.



The site is not accurately described as being “on the edge” of Wexford Town as it is surrounded by zoned lands, sequentially there are other lands zoned for development further from the town centre. The site is 1.2km from Wexford train station and 400m from lands zoned town centre. The site is a former quarry and as such is consistent with the Sustainable Residential Development in Urban Areas definition as being “Brownfield”.

Planning Policy Context

Zoning

The site is currently zoned under the Wexford Town & Environs Development Plan 2009 – 2015 (as extended). The site is zoned as ‘Mixed Use Residential’

Response

The site is zoned mixed use residential and the proposed development is in full accordance with the zoning provisions for the site. In addition, there are a number of site specific development objectives also incorporated into the proposal including the orbital inner relief road (Objecting T8), provision of access to a proposed river crossing and the requirement for the provision of a land mark buildings.

Density

The current Wexford Town & Environs Development Plan 2009- 2015 (as extended) requires a residential density of 27units per hectare for this site, the Urban Design Manual requires a density of

30 units per hectare to maximise the investment in public infrastructure required to facilitate sustainable development. The proposal as discussed at pre-planning is for approximately 29 units per hectare, the density levels proposed are therefore considered consistent with appropriate Development Plan policies.

Response

The location of the site relative to Wexford Town Centre is consistent with the Sustainable Residential Development in Urban Areas Guidelines definition of Outer Suburban defined as: *“open lands on the periphery of cities or larger towns whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities”*.

The net density provision for outer suburban sites as defined by the guidelines is “in the general range of 35-50 dwellings per hectare”. The guidelines also state that “net densities less than 30 dwellings per hectare should generally be discouraged”

The proposed development has a net density provision of 40 units per Ha which is considered more than the requirements of the Wexford Town & Environs Development Plan and is comfortably within the range recommended by the Sustainable Residential Development in Urban Areas Guidelines.

Table3.3 Density	
Site Area	138,400
Residential Density	40 Units per Ha
Plot Ratio	0.51
Site coverage (sq.m)	13.08%
Public Open Space (sq.m)	39,224
Large Open Space + road (from bridge to rail link)	36,334

Biodiversity

The site is adjacent to a number of environmental designated sites, these include;

Designation	Site Name	Site Code
SAC	Slaney River Valley	000781
SPA	Wexford Harbour and Slobs	004076
pNHA	Wexford Slobs and Harbour	000712

Due to the above, particular attention will be required to protect the flora and fauna during both the construction and operational stage of the development. It is envisaged that a Stage 11 Natura Impact Statement would be required for this development.

Response

A full Natura Impact Assessment has been prepared for the proposed development in addition to an Environmental Impact Assessment Report both of which conclude that subject to standard process's and achievable mitigation measures, the proposed development will have no impact on the Natura designated sites.

Surface Water Disposal

- Applicant proposes to divert surface water to 6 no. connected gallery's which would attenuate stormwater prior to discharge to ground water via an oil interceptor.
- Applicant is advised to contact the EPA / Environment Section Wexford County Council to clarify the requirement of a discharge licence to groundwater.
- The Planning Authorities preferred option if possible would be to discharge surface water via attenuation ponds (otter pond) and oil interceptors directly into the estuary.
- Applicant is advised to consult with the Department of Agriculture, Food & Marine and other relevant bodies to discuss the feasibility of a Foreshore Licence which would permit the discharge of treated surface water into the estuary.
- Surface Water Discharge licence if required to be submitted with the application.
- Surface water attenuation will be required to be included in the initial phase of development.

Response

The development proposal does NOT propose a surface water discharge system to ground. Details submitted to the council and ABP at pre planning are identical to that submitted at application stage. The proposed surface water system will discharge to the estuary. The proposed surface water system is described as follows:

"There are five attenuation systems proposed within the development site, which have been designed for no flooding up to the 1 in 100 year rainfall event. The discharge from each of these attenuation systems shall be limited to Greenfield Runoff rates using a flow control device such as a 'Hydrobrake'. The discharge pipes shall be fitted with tidal flaps and shall discharge to the estuary."

One of the 5 discharge pipes will discharge to the proposed otter pond and all surface water will be filtered via interceptors and attenuation tanks prior to discharge. As per the report prepared by Aquafact which accompanies the application, the water entering the estuary will be clean water.

With regards to a discharge licence, no discharge licence is required to facilitate this development. A foreshore licence will be required in the future as per department advice (Marine Planning, Policy and Development, Dept of Housing, Planning & Local Government) the foreshore application process is preferred post planning.

SUD's

- Surface water attenuation measures are required due to rising sea levels and flood risk from the River Slaney on the low lying portion of the site.

- Details for surface water attenuation, designed in accordance with SuDS guidelines, will be required to be submitted as part of any subsequent planning application.

Response

Full engineering drawing and associated calculations are included as part of the planning application and were also submitted as part of the pre planning application. To clarify, there are no "Low Level" portions of the site and the site is not subject to and nor does it have a history of flooding. A full Site Specific Flood Risk Assessment Report has been prepared for the site and all associated recommendations to prevent future flooding as a result of rising sea levels and flood risk from the River Slaney have been implemented in full.

The Site shall be levelled at a FFL of 3m above sea level to protect against future potential flooding.

As discussed above, the surface water attenuation system is in full compliance with SuDs.

Access

Applicant must submit plans for access to the site, a key consideration will be the creation of a new bridge over the railway line to facilitate uninterrupted access to the site. In addition the site layout must take cognisance of the provision of the orbital inner route (T8) linking the Newtown Road with Park and to the lands reserved for a new bridge over the River Slaney

Response

Full design details to access the site are submitted as part of the proposed development (and were included at pre planning stage). The bridge over the rail line has already been accommodated through the Part 8 process with full agreement from the council. The rail crossing bridge does not form part of the subject application however design details have been submitted in the interest of clarity. The proposed development has been designed to integrate fully with Objective T8 and the proposed river crossing.

Public Open Space

In view of the environmental sensitivity of the site and the adjacent environmental designations, it is the opinion of the Planning Authority that the main bulk of public open space should be provided along the shoreline in order to provide an adequate buffer zone between the development and the SAC / SPA / pNHA. The proposed public open space should be designed so that it is fully integrated and linked into a future riverside walk that would link the proposed site with the town centre.

Response

Open space provision is in accordance with best practice to serve a scheme of this scale. Three large areas of open space are proposed as close to the shoreline as possible. Other areas of open space

are provided at neighbourhood level to serve clusters of housing on an urban block basis.



It is an objective of the development plan to provide the following:

TO2—To ensure the full recreational potential of the River Slaney and its estuary is realised.

TO3—Provide a pedestrian walkway along the banks of the River Slaney estuary.

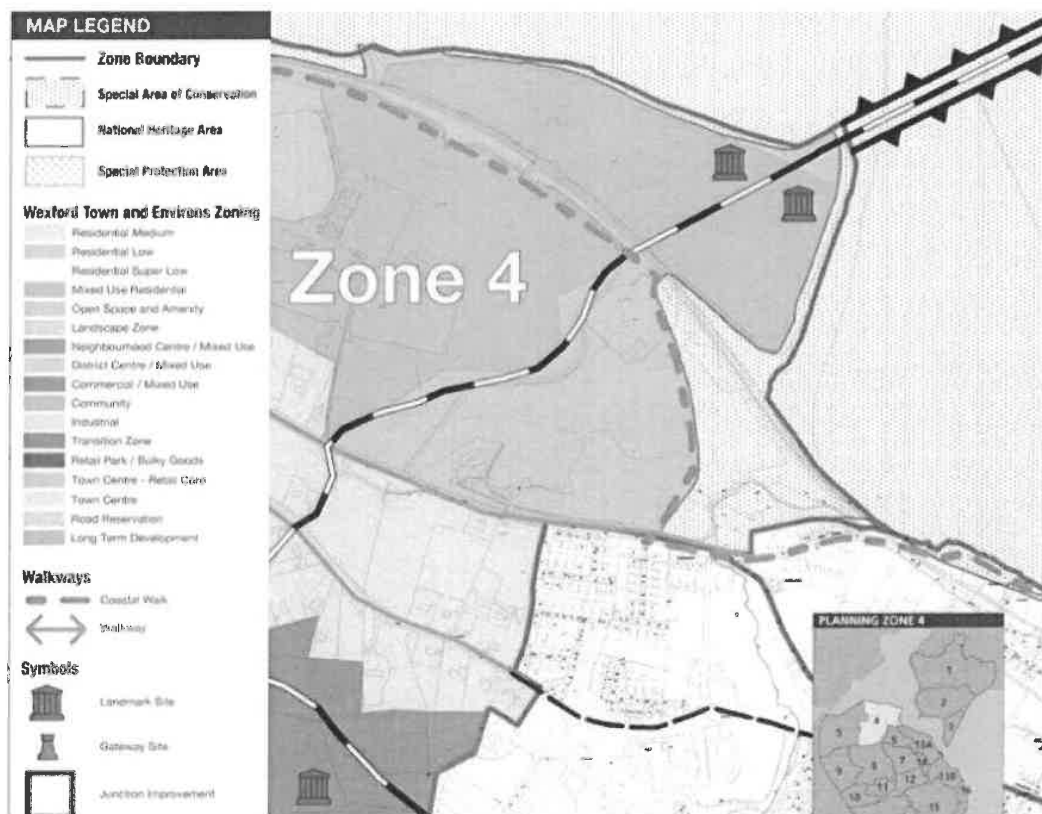
While the preservation of habitat associated with wintering birds and the protection of the existing otter population take precedent, proximity to the river has been exploited insofar as is possible. A linear park with a bird viewing platform form part of the proposal in addition to walkways through the site with views of the river and estuary. All hard fencing required to protect both the Otter and wintering bird habitats will be suitably screened with planting.

The EIAR states the following with regards to provision of and integration with Coastal Walks:

'The development of coastal walks has the potential to cause disturbance impacts to waterbirds and otter. However, the routes identified in the Wexford Town and Environs Development Plan 2009-2015 (Figure 8) are all either in areas with existing coastal access (Ferrybank-Ardcavan shoreline and Wexford Town), or in areas with narrow intertidal zones and low waterbird utilisation (shorelines

east of Ferrycarrig Bridge and north of Crosstown) where any disturbance impacts are not likely to affect significant numbers of waterbirds.

No access to the shoreline will be provided within the development site. However, footpaths and cycling paths within the development site may link with other coastal walk if proposals proceed. Within the development site, the use of the footpaths and cycling paths as part of a coastal walk would not be anticipated to result in additional disturbance impacts to wintering birds or otter as the fence will prevent direct access to the shoreline and the boundary vegetation will visually shield the activity from the shoreline.'



As clearly identified by the zoning and objectives for the subject site highlighted by May 4 of the Wexford Town & Environs Development Plan, The proposed Coastal walk is outside the site boundaries. The proposed development will link with the coastal walk in terms of footpaths and cycle lanes, at the point of access to the site at the proposed railway crossing.

Part V

Part V requirements as per County Development Plan standards in addition to 20% of the residential units designed as 'lifetime' homes as per Section 18.10.11 of the Wexford County Development Plan 2013 – 2019

Response

The applicant has complied in full with the requirements of Part V.

Flood Risk

Although not located within a designated floodplain, the site is subject to coastal flooding and therefore a full Flood Impact Risk Assessment is required for the entire site.

Response

The site is not located in a designated floodplain and is NOT subject to coastal flooding. A full site specific flood risk assessment report has been prepared for the proposed development and accompanies the subject planning application. the recommendations of which have been implemented in full.

Childcare

The Childcare Facilities Guidelines for Planning Authorities recommend a minimum provision of 20 childcare places per 75 no. dwellings. The proposal includes two crèche facilities on the ground floors of block 2 (phase 2) and block 10 (phase4), both crèche facilities are designed to accommodate 30 children. Applying the general standards of minimum floor areas for pre-school children, the proposed scale of the childcare facility is acceptable.

Gateway Buildings

A gateway building is a term used to describe structures of significant scale, mass or design that provides a strong visual introduction to a particular environment. In this instance there is ample opportunity for the provision of gateway buildings at either the entrance to the site or adjacent to lands reserved for the proposed bridge over the River Slaney.

Response

Both primary and secondary gateway buildings are proposed. The design of the proposed development remains almost identical to that previously proposed save for additional consideration of cycle movement throughout the scheme. It is noted that no design element was considered unacceptable by the previous determination and design did not form an aspect of the reasons for refusal. It is assumed therefore that the design of the proposed development and the associated provision of Gateway buildings is acceptable.

Construction Phase

The planning permission requires a Construction Management Plan to be agreed with the Planning Authority prior to the commencement of development. The purpose of this plan is to minimise any potential disruption during the construction stage.

Response

A construction management plan has been prepared for the subject site and has been submitted as part of the planning application.

Invasive Species

- The presence of Japanese Knotweed on the proposed site has been noted. Having regard to the Regulations 49 and 50 of the European Communities (Birds and Natural Habitats) Regulations 2011 which make it an offence to plant, disperse, allow dispersal or cause the spread of Japanese Knotweed, the applicant should submit programme for the removal, control and monitoring of Japanese Knotweed on site, with a detailed site management plan with the areas of Japanese Knotweed clearly identified.

Response

An invasive species management plan will be drawn up by contractors experienced in the treatment of Knotweed, three cornered leek and winter heliotrope to include, but not limited to:

- Repeated herbicide treatment to control and remove the species
- No growth of the species for one growth season prior to preparation of the area for construction
- Post construction monitoring of the site to check for re-establishment of the species on the site

EIAR

Full EIAR is required under Section 10, Schedule 5, Article 93 of the Planning and Development Regulations

Response

A full EIAR has been submitted as part of the subject application.

Other Issues,

- A portion of the site is adjacent to an historic 'landfill' and as such gas monitoring will be required.
- Consideration should be given to the provision of charging points for electric vehicles on site. These charging points should be Triple Standard AC/DC 50kW Rapid Charge points.

Response

Gas monitoring has been ongoing. Details of all past and proposed monitoring are submitted via a separate report which deals specifically with this issue.

Charge points are proposed

Conclusion and Opinion

The proposed development is compliant with the policies and objectives of the Wexford Town & Environs Development Plan 2009 – 2015 (as extended) and the Wexford County Development Plan 2013 - 2019

A3

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Connolly Station, Dublin 1, D01 V6V6
T 01 703 2454 E Info@irishrail.ie W www.irishrail.ie



Sinéad Casey
Senior Engineer, Roads & Transportation
Wexford County Council
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17 November 2022

OUR REF: 3rd/S/173

***Proposed Road Overbridge at Carcur, Wexford
Acceptance in Principle with conditions***

Dear Ms Casey,

Please find enclosed Iarnród Éireann's Acceptance of the Preliminary Design with Conditions for the proposed new Overbridge at Carcur in Wexford.

The new overbridge will be located at 91 miles, 1688 yards on the Dublin to Rosslare railway line. The overbridge will connect to the existing approach road which has been constructed from the R730 / Stoney Park roundabout up to the entrance to Faythe Harriers GAA Club. The road and overbridge are proposed in order to facilitate the development of 35 acres of land located between the railway line and River Slaney.

This Acceptance is given, based on the following documentation:

- Approval in Principal Form, Carcur Bridge, Rev B, 10/06/2022
- Drawings: GENERAL ARRANGEMENT, Rev PR1-TA-02, April 2022
GENERAL ARRANGEMENT, Rev PR1-TA-03, April 2022

Should you have any queries, please do not hesitate to contact us.

Yours faithfully,



Daniel Lenggenhager

Third Party Co-ordinator, Irish Rail Infrastructure

Cc: CIÉ Group Property Manager, Oriel Street, Dublin 1, Graham Skelly
IÉ Senior Track & Structures Engineer, Dublin
IÉ Principal Engineer Structures
IÉ Principal Engineer Technical Approvals
IÉ Infrastructure Manager, Dublin

17 November 2022

OUR REF: 3rd /S/173

Proposed Road Overbridge at Carcur, Wexford
Acceptance in Principle with conditions

A new overbridge over the Dublin to Rosslare railway line is proposed at Carcur in Wexford proposed in order to facilitate the development of 35 acres of land located between the railway line and River Slaney:

- Carcur Overbridge, Wexford, at 91 miles, 1688 yards

Iarnród Éireann has reviewed the preliminary design submissions and give hereby Acceptance in Principle to Wexford County Council for the structure, subject to the conditions listed below.

This Acceptance is given, based on the following documentation:

- Approval in Principal Form, Carcur Bridge, Rev B, 10/06/2022
 - Drawings: GENERAL ARRANGEMENT, Rev PR1-TA-02, April 2022
GENERAL ARRANGEMENT, Rev PR1-TA-03, April 2022
1. The design and construction of the railway interfaces shall take into account all the requirements necessary to ensure the safety of the operations of the railway and the travelling public. Wexford County Council (referred to as the council), or consultants appointed by the Council, shall ensure that the railway safety requirements are incorporated into, and maintained in, the detail design and construction management systems and operations.
 2. Iarnród Éireann is obliged to comply with both Irish and European legislation regarding the implementation of changes to infrastructure.
 - (a) The company is obliged to comply with the requirements of the Railway Safety Act (2005), the Railway Safety Directive EU 2016/798 (as amended) and the Interoperability Directive EU 2016/797 (as amended) for all new railway infrastructure. In order to satisfy these legislative requirements an application for Authorisation to Place in Service (APIS) shall be made to the Commission for Rail Regulation (CRR) for each stage of the project in accordance with the CRR Guidelines for the approval of new infrastructure works, in particular CRR-G-009 'Guidelines for the Process of Authorisation for Placing in Service of Railway Sub Systems'.
 - (b) The company is also obliged to comply with the requirements of Commission Regulation (EC) No. 352/2009, 'Common Safety Method on Risk Evaluation and Assessment' for all new railway infrastructure. In order to satisfy the requirements of the Common Safety Method, Iarnród Éireann has developed a standard, IM-SMS-014 Safety Validation of Changes to Plant, Equipment, Infrastructure and Operations (PEIO). An application for safety validation shall be prepared by Iarnród Éireann for each stage of the project, to be submitted to the Infrastructure Manager Safety Approval Panel (IM SAP), IM SAP approval will be required before an application can be made to the Commission for Rail Regulation.

Any requirements arising from the APIS or safety validation processes shall be incorporated into the design and construction works by the Council at no expense to Iarnród Éireann.

All costs incurred by Iarnród Éireann in meeting any requirements arising from demonstration of compliance with legislation, safety validation and the conditions imposed by the CRR at the design, construction and commissioning stages shall be reimbursed by the Council.

3. The bridge proposals will be submitted by Iarnród Éireann (IÉ) to the Commission for Rail Regulation (CRR). CRR will grant acceptance of the detailed design for the structure.

Under Section 42(8) of the Railway Safety Act 2005, the new bridge must be commissioned by the CRR before it can be opened for use.

Failure to achieve the consent of the CRR to commissioning before the bridge opening is considered a serious breach of the Railway Safety Act 2005. IÉ and the CRR will take appropriate action in the event of such a breach in the interests of railway safety.

Any requirements arising from the conditions imposed by the CRR at the design, construction and commissioning stages shall be incorporated into the design and construction works by the Council at no expense to IÉ.

4. The Council shall engage with CIE Group Property Manager who will advise of the Heads of Terms with respect to the proposed railway infrastructure including the proposed new bridge. When the Heads of Terms have been agreed, the Property Manager will seek Board Approval. Subsequent to Board Approval, the CIE Solicitor can be instructed in the preparation of the legal agreements.

5. The Council shall enter into a Bridge Agreement with Córas Iompair Éireann (CIÉ) and Iarnród Éireann (IÉ) for the design, construction and maintenance of the proposed changes to the railway infrastructure which will include, but is not limited to:

- (a) The design and construction of the new bridge shall as a minimum incorporate the requirements of the current, and any updated, Iarnród Éireann standards CCE-STR-PSD-005, CCE-TMS-410, I-DEP-0121 and shall at least make provision for:

- Future electrification of the line;
- Horizontal clearance from existing and future tracks to the abutment/pier face of the proposed overbridge shall be a minimum of 4.5 metres and such that the bridge structures will not require to be designed for derailment forces;
- The works that require possessions and the restrictions on the availability of possessions limited to night-time which will be strictly determined by Iarnród Éireann;
- Minimising future maintenance requirements and disruption to rail operations during any future maintenance;
- The implementation of any conditions arising from a grant of Acceptance of the Detailed Design by the CRR shall be at no cost to Iarnród Éireann including any works required to be carried out by Iarnród Éireann in compliance with the CRR's conditions.

- (b) The existence of all lineside services and equipment shall be determined during the detailed design stage such that the structure shall be designed to avoid relocation of the lineside services and equipment. Should any alterations of lineside services and equipment be required, the costs of such alterations carried out by Iarnród Éireann shall be reimbursed by the Council.

6. The detailed design shall make provision for lineside drainage to Iarnród Éireann requirements if the Council cannot demonstrate that the rainwater fall-off in the vicinity of the bridges will not create lineside drainage problems.

7. The detailed design shall ensure that the existing track drainage arrangements are not adversely affected by the proposed structure. Provision shall be made for drainage, as required, to maintain the existing track drainage arrangements.

8. The proposed works shall not in any way compromise the sightlines to existing or proposed signalling either during the construction phase or in the final condition.
9. Should any alterations to existing signalling or signalling and trackside cabling be required as a result of the safety review arising from new railway bridge works, the costs of such alterations carried out by or on behalf of Iarnród Éireann shall be reimbursed by the Council.
10. All new services traversing CIÉ lands will require a wayleave agreement which shall be co-ordinated by CIÉ Group Property Manager, Abbey Street, Dublin 1. The new services shall be identified on drawings defined by the type and size and the utility company. All correspondence to the Group Property Manager shall be copied to the Iarnród Éireann Designated Representative, IÉDR.

If any unassigned ducts are installed in the bridge, they may not be assigned to another body without a licence agreement being in place with CIÉ.
11. No construction works at the bridge locations are permitted to commence until the following are in place:
 - Iarnród Éireann have given acceptance of the detailed design and the safety validation process has been completed;
 - The CRR has given acceptance for the detailed design;
 - The Bridge Agreements between the Council and CIÉ/IÉ has been executed;
 - The required insurances have been approved by CIÉ Group Secretary's Department;
 - The IÉDR has put in place the provisions for railway safety (lookouts, possessions, temporary speed restrictions, etc.) during the construction works;
 - IÉ has given approval for the relevant construction methodology; and,
 - The IÉDR has given permission for the relevant phase of construction works to proceed.
12. The Council shall approve all contractors' temporary designs and construction methodology and subsequently submit to IÉ in accordance with Iarnród Éireann Infrastructure Standard CCE-TMS-310 Guidance on Third Party Works.
13. The Council shall set up and maintain track monitoring to the requirements of the Chief Civil Engineer and in accordance with CCE-TRK-SPN-010 Specification for Movement Monitoring of Railway Track.
14. All proposed bridge construction works, and associated railway works within the Track Support Zone will require detailed method statements. Requirements for Track and Structures monitoring for works within the Track Support Zone will be at the discretion of the IÉDR. It should not be assumed that works adjacent to and outside the Track Support Zone are exempt from IÉ review and acceptance. The requirement for acceptance will be at the discretion of the IÉDR.
15. The storage and use of explosives or demolition and/or excavation is entirely prohibited within 200 metres of the Board's property unless with prior agreement with Iarnród Éireann's Engineer. Any use of explosives in the vicinity of the railway but outside the 200-metre exclusion zone shall be with the agreement of Iarnród Éireann's Chief Civil Engineer whose permission shall be sought as regards time and quantity of explosives to be detonated. If the Council, their agents or servants, main contractor or any sub-contractor request the use of explosives, Iarnród Éireann reserves the right to engage consultants to advise on the impact of the use of such explosives. The cost of this, including the cost of any/all preliminaries shall be borne by the Council.

16. Possession Requirements

The Council will be required to liaise with Iarnród Éireann with respect to the requirement for possessions necessary where the proposed works directly impacting on the safety of the operations of the railway.

Due to the Iarnród Éireann Divisional permanent way staff being on an 8-week roster, the Council are advised to make an application for non-disruptive possessions at least 10 weeks in advance of the proposed work requiring possession. While every reasonable effort will be made to facilitate a request for a possession there can be no guarantee that a possession will be granted.

Should the works make it necessary for an emergency speed restriction to be imposed on trains a penalty will be imposed to be paid by the Council. Also, if possessions are granted and they are late being handed back there will also be a severe penalty to the Council as set out in the Bridge Agreement.

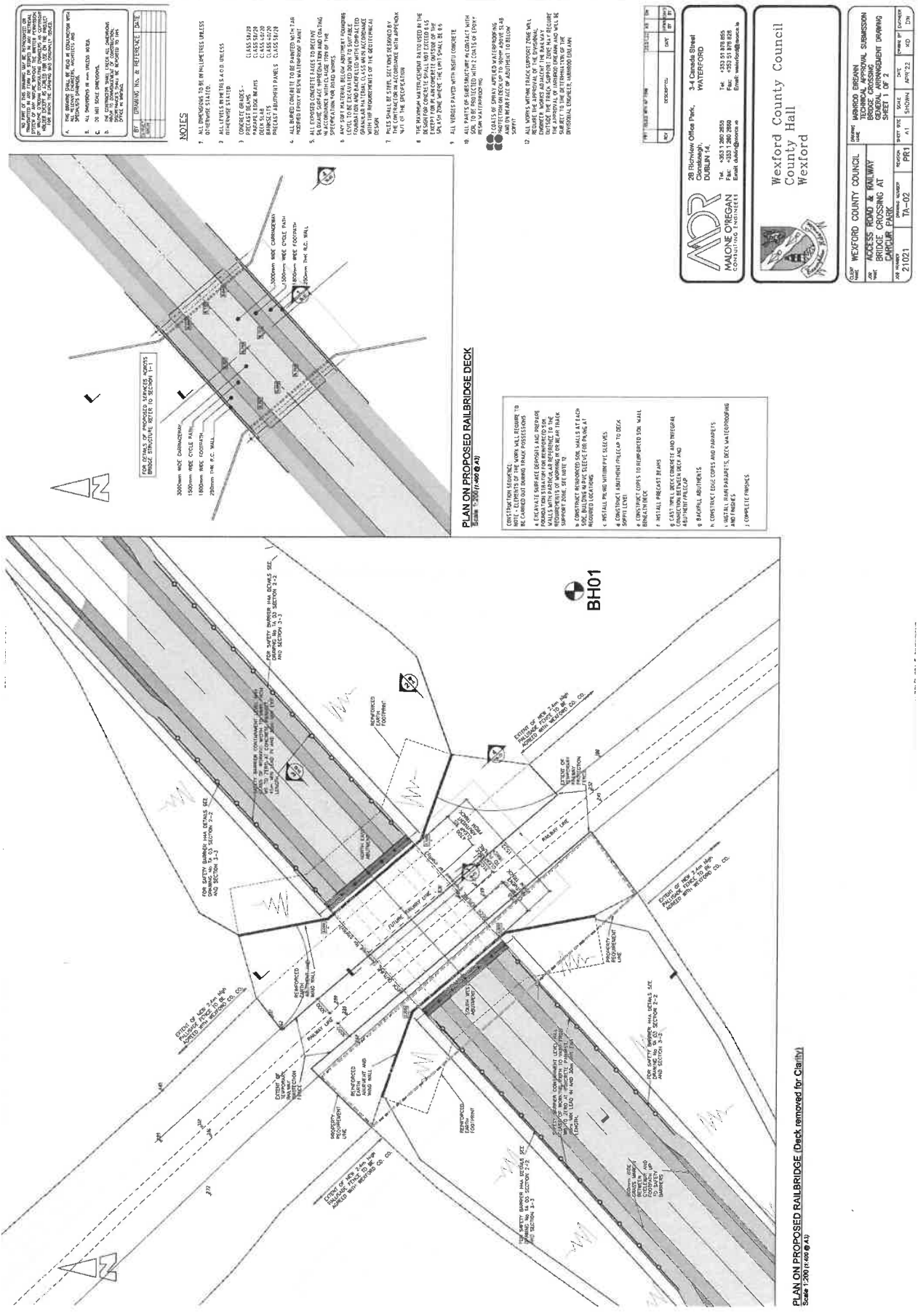
17. The Council is required to ensure that the insurances indemnifying CIÉ/IÉ are put in place before the works commence and renewed until the bridge works are complete.
18. The maintenance of the bridge shall be the responsibility of the Council and all costs arising shall be borne solely by the Council.
19. Iarnród Éireann will recover from the Council all costs and expenses incurred and any loss or damage sustained by Iarnród Éireann in the facilitation of the design acceptance process and construction of the proposed works which will be set out in the Bridge Agreement. Such costs and expenses to Iarnród Éireann may include, but is not limited to:
- the pre-project assessment of the scheme;
 - the approval of detailed design proposals;
 - the preparation, review and submission of IM SAP and APIS applications;
 - the inspection or supervision of any part of the works;
 - the preparation or approval of plans;
 - the preparation of bridge agreement and wayleaves and any other services provided by CIÉ Solicitor;
 - any loss or damage sustained by Iarnród Éireann as a consequence of any disruptive possession, shut down of the line, temporary speed restriction, special traffic working, any dislocation or deviation of traffic, or any delay in traffic;
 - any temporary modification to the working timetable;
 - the taking of all precautionary measures for the prevention of injury, loss or damage to persons or property;
 - the control and direction of rail traffic;
 - the carrying out by Iarnród Éireann of any works to facilitate the construction of the bridge;
 - the procurement and engagement of external consultants by Iarnród Éireann to assist in reviews of design and construction methodology submissions and in monitoring and / or supervising the safety of the railway works on behalf of Iarnród Éireann;
 - repairing, renewing, altering or extending any of its or their ways or works, or otherwise using any part of its or their property.

This Acceptance in Principle is given based on the current Standards and procedures. For all future submissions to Iarnród Éireann for acceptance, the Council are required to incorporate in their submissions the changes, both new and revisions, to current European and Irish standards and guidance documents including Department of Transport, CRR and IÉ standards and procedures. IÉ shall not be liable for the costs of updating of designs and construction methodology to meet the requirements of revised and new Standards and procedures in connection with submissions to IÉ for approval.

20. This Acceptance in Principle is subject to contract and without prejudice. Iarnród Éireann reserves the right to impose further conditions on or the Council with respect to the design and construction of the works in so far as such conditions relate to:
- the safety of the operations of the railway, trackside workers and the travelling public;
 - the provision of Iarnród Éireann's new or modified infrastructural new works or maintenance works.

21. Iarnród Éireann's conditions are valid for two years from the date of this Acceptance in Principle.

Third Party Coordinator, Irish Rail Infrastructure



PLAN ON PROPOSED RAILBRIDGE DECK
Scale: 1"=200' (1'-600' @ A2)

- [illegible]

W

3-4 Canada Street
WATERFORD



Wexford County Council
County Hall
Wexford

CLASP NAME	WEXFORD COUNTY COUNCIL		DRAWING NUMBER		JOB NUMBER	
DATE YEAR	ACCESS ROAD & RAILWAY BRIDGE CROSSING AT CAROLAN PARK		TA-02		21021	
DRAWING TITLE			REFNO	SCALE	DATE	PERIOD OF DURATION
WEXFORD EIREANN TECHNICAL APPROVAL SUBMISSION BRIDGE CROSSING GENERAL AGREEMENT DRAWING SHEET 1 OF 2			A1	SHOWN	April 22	1 DAY

AS

NOTES	
1.	ALL DIMENSIONS TO BE IN MILLIMETRES UNLESS OTHERWISE STATED.
2.	ALL LEVELS IN METRES A.O.D. UNLESS OTHERWISE STATED.
3.	CONCRETE TO BE CLASS C35/45 UNLESS OTHERWISE STATED.
4.	PRECAST CONCRETE TO BE CLASS C35/45 UNLESS OTHERWISE STATED.
5.	ALL BARRING CONCRETE TO BE PARTED WITH 14B HOOKED END EYE REIN WATERPROOF PAINT.
6.	ALL EXPOSED CONCRETE FACES TO RECEIVE SLOTTED SURFACE IMPREGATION AND COATING SPECIFICATION FOR ROAD WORKS.
7.	ANY SPLIT MATERIAL BELOW ADJUTANT FRAMING TO BE CAST IN PLACE AND TO BE PROTECTED BY FORMWORK AND BRACING TO REMAIN IN PLACE UNTIL THE GRADABLE MATERIAL CLAS AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE GEOTECHNICAL DESIGN.
8.	PILES SHALL BE STEEL SECTIONS DESIGNED BY A REGISTERED STRUCTURAL ENGINEER WITH APPROOF OF THE SPECIFICATION.
9.	THE HANDBOOK WATER-PROOFING TO BE USED IN THE CONSTRUCTION OF THE WALLS SHALL BE THE HANDBOOK FOR PLAIN CONCRETE OUTSIDE OF THE SPLASH ZONE WHERE THE LIMIT SHALL BE 1.5M.
10.	ALL VERTICES PAVED WITH ASPHALT CONCRETE.
11.	ALL PARTS OF SUBSTRUCTURE IN CONTACT WITH SOIL TO BE PROTECTED WITH COATS OF EPXY 2 COATS OF 2MM THICK WATERPROOFING PROTECTION ON EACH UP TO 100MM ABOVE SLAB AND ON REAR FACE OF ADJUTANT TO BELOW ADJUT.
12.	ALL WORKS WITHIN TRACK SUPPORT ZONE WALL PARKING, WORKS ADJACENT TO THE MAINWAY SHALL BE PROTECTED BY FORMWORK AND BRACING TO REMAIN IN PLACE UNTIL THE APPROVAL OF ADJUTANT DESIGN AND WALL BE SUBJECT TO THE DETERMINATION OF THE DIVISIONAL ENGINEER, DUBLIN REGION.

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 Iarnród Éireann Infrastructure		APPROVAL IN PRINCIPLE (DESIGN STATEMENT)	
DEPARTMENT: _____		PROJECT REFERENCE: _____	
Bridge/Structure Name/No.: Carcur _____		Line: _____	Mileage: 91 mls, 1688 yds
Proposed Category: <u>Category 2</u>		Estimate Cost € (ex VAT): _____	

Brief/Background The road and overbridge are necessary to facilitate the development of 35 acres of land located between the railway line and River Slaney. The owner and developer, William Neville & Sons secured planning permission for the development. The Bridge Agreement at Carcur, Park is in place between WCC and Iarnród Éireann/IR to facilitate the provision of the bridge. Contact in WCC is Sinéad Casey, Senior Engineer, Roads Section. sinead.casey@wexfordcoco.ie
Site Description, Crossing Details It is proposed to construct a new bridge crossing over the Dublin – Rosslare railway line. The overbridge will connect to the existing approach road which has been constructed from the R730 / Stoney Park roundabout up to the entrance to Faythe Harriers GAA Club. The levels on the existing approach road have been designed to tie-in with the proposed road levels on the bridge (Road height at southwest abutment = +8.85m). In turn the bridge levels have been set to ensure adequate clearance over the railway line. The lands to the southwest are highest close to the railway line and fall away from the railway line. The highest level on the road is at +8.85m as noted above. The lands on the northeastern side of the overbridge are lower. Currently these lands are at an elevation of between +1m and +3m. It is proposed to raise these levels to provide the northeastern approach to the bridge. (all levels to Malin Head ordnance datum)
Structure Description The proposal is for a single-span bridge structure constructed using precast concrete bridge beams with an in-situ reinforced concrete deck slab and in-situ concrete bankseats supported on steel piles driven through reinforced earth abutments. The bridge deck will be fully integral with the supporting piled bankseat and will not require any bearings. The bridge deck will be orientated perpendicularly to the abutments i.e. zero skew. The bridge will have a clear span between abutments of 15.104m and a span between piled supports of 17.500m. This will allow for the future provision of a second track line. The integral construction will minimise any requirements for trackside access for maintenance purposes.
Alignment Details The single span bridge has a clear span between abutments of 15.104. The proposed clearance is 5.300 above track level therefore the aspect ratio of the opening is 2.85. The railway track is flat and curved on plan with an approximate radius of 1065m. The preliminary alignment of the road over the track will be on a crest curve with a minimum 'K' value of 17, which will be appropriate for a road design speed of 60 km/h. The proposed road alignment is skewed to the tangent of the railway curve at an angle of 3 degrees at the proposed crossing location. The proposed bridge abutments on either side of the railway line have been set more than 4.5m laterally from the existing and future nearest running edge of the rails.
Geotechnical Summary The relevant boreholes in the vicinity of the bridge are borehole nos. BH1 and BH2. The relevant records are appended to this report. Borehole 1 shows SPT 'N' values of 21-41 over the upper 14m of the borehole, with 'N' values increasing to 50 down to the base of the end of the borehole. Borehole 2 gave SPT 'N' results ranging from 12 close to the surface to 34 at a depth of 15m. A zone of loose sand with SPT 'N' values of 3 and 4 was encountered between 4.4m and 7.0m below existing ground level.
Hydrology and Hydraulic Summary Not applicable to this submission
Services Details A number of proposed services will be included within the bridge deck. These services include 1 no. 50mm lighting duct, 4 no. 100mm diameter comms ducts, 2 no. 125mm diameter ESB ducts, 1 no. 150mm diameter watermain, 1 no. 150mm diameter foul rising main. 2 no. 100mm diameter 'spare ducts' will also be provided.
Corrosion Protection, Waterproofing, Impregnation A waterproofing membrane will be laid above the concrete deck slab. The membrane will be protected using a layer of red sand asphalt prior to installation of road surfacing.

Drainage
The bridge has been designed with a longitudinal fall. All surface water runoff will fall towards the northeast abutment where it will be collected in road gullies placed within the approach road on the northeastern side of the bridge abutment.
Containment
Concrete bridge parapets shall conform to containment level H4a in IS EN 1317 and shall be a minimum of 1.8m high. Safety barriers with H4a containment will be provided on the approaches to the bridge. The barrier will have a minimum length of 45m on the approach and 30m on the departure. Transitions with H4a containment will be provided between the safety barriers and the concrete parapets.
Construction Proposals
The outline construction sequence is as follows: - Establish temporary fencing to secure railway. - Clear site, stripping topsoil and any soft material. - Construct reinforced earth walls and backfilling, incorporating the empty sleeves for the piles. The reinforced earth panels can be placed using a relatively small loader working behind the wall and this operation will not require possessions. - On completion of backfill, the steel piles will have to be pitched in the sleeves and then driven. This operation may require a possession. - Casting of the in-situ concrete bankseats will not impact on railway operations. - Placing of the precast beams (lifted in place by crane located on southwestern side of railway) will require possessions on a number of nights, and this work will run in tandem with the placing of edge protection and permanent shuttering between the beams. - The deck pour will probably have to be done under a possession and may require 2 nights. - Installation of parapets. The parapets will be formed in a number of pre-cast concrete sections. Reinforcement will be left projecting from the deck slab to receive the precast parapet sections. Openings will be pre-formed in the parapet units to allow them to sit over the reinforcement. The openings will be grouted following parapet installation thereby creating a solid connection between the deck slab and the parapet units. Parapet erection will require a number of possessions late in the project. The method of construction described above is inherently safe provided that all relevant risks are appropriately assessed, and site safety procedures are adhered to. The single biggest risk during construction will be the erection of the bridge beams. This risk will be mitigated by correct planning of the craning operation and by ensuring the stability of the beams after erection by using temporary ties. The design and construction processes will satisfy the requirements of the Safety, Health & Welfare at Work (Construction) Regulations 2013. Malone O'Regan will undertake the role of Project Supervisor for the Design Process and the necessary Preliminary Health & Safety Plans will be prepared. The appointed works Contractor will be required to undertake the role of Project Supervisor Construction Stage (PSCS).
Inspection and Maintenance Provisions
The use of integrated abutments will minimise future maintenance requirements.
Loading
Design shall be completed in accordance with Eurocodes and Section 5.2 of IE Technical Management Standard CCE-TMS-410 'Civil Engineering Structures Design Standard'
Normal road loading in accordance with EN1991-2.
Surfacing Proposals
45mm HRA surfacing on DBM binder course thickness varies due to road camber (55-168mm).
Authority Consultations
Planning permission in place.
Proposed Relaxations and Departures from Standard
None
Proposed Design Approach, Material Parameters
Design in accordance with Eurocodes and IE Technical Management Standard CCE-TMS-410 'Civil Engineering Structures Design Standard'
Bridge design to ensure 120 year design life requirement without significant maintenance intervention.
Safety barriers and transitions to be designed in accordance with TII publication DN-REQ-03034 'The Design of Road Restraint Systems (Vehicle and Pedestrian) for Roads and Bridges'
Road geometry design to TII publication DN-GEO-03031 'Rural Road Link Design' and Design Manual for Urban Roads and Streets.

Foundation Design

The foundations comprise steel piles which will be driven through the reinforced earth block and the sub-strata until refusal is reached and the required carrying capacity is achieved. The reinforced earth soil mass will be placed and compacted in layers to eliminate any potential differential settlement problems. Some localised ground improvement techniques such as vibro-compaction may be required to compact the loose sand noted in BH 2.

The ground conditions are considered favourable for the proposed structural solution, involving reinforced earth abutment wall, with an independent piled bankseat to carry the deck loads.

Planning

It is hoped that works will commence late 2022 / early 2023.

PREPARED BY

Signature: _____

Date: 10/06/2022

APPROVED BY: _____

Signature: _____

Date: _____

Amendments and Conditions

If approval is granted subject to amendments and/or conditions, list with details

Annex A1 List of Relevant Standards

- I.S. EN 1990: Eurocode, Basis of structural design
- I.S. EN 1991: Eurocode 1, Action on Structures
- I.S. EN 1992-2: Eurocode 2, Design of concrete structures - Concrete bridges
- IE Technical Management Standard CCE-TMS-410 'Civil Engineering Structures Design Standard'
- TII publication DN-REQ-03034 'The Design of Road Restraint Systems (Vehicle and Pedestrian) for Roads and Bridges'
- TII publication DN-GEO-03031 'Rural Road Link Design'

Annex A2 List of Drawings and Schedules

- 21021/TA-02 Rev PR1 – 'Technical Approval Submission Bridge Crossing General Arrangement Drawing Sheet 1 of 2'
- 21021/TA-03 Rev PR1 – 'Technical Approval Submission Bridge Crossing General Arrangement Drawing Sheet 2 of 2'