ROSCOMMON COUNTY COUNCIL

PLANNING AND DEVELOPMENT ACT, 2000 (as amended)

SECTION 5 - DECLARATION ON DEVELOPMENT AND EXEMPTED DEVELOPMENT

NOTIFICATION OF DETERMINATION

REGISTERED POST
Edward Naughton,
[redacted]

Reference Number: **DED 943**

Application Received: **8th August, 2025**

Name of Applicant: **Edward Naughton**

Agent: **Brian Daly C/O Teagasc**

WHEREAS a question has arisen as to whether the installation of an internal farm roadway across the lands to aid movement of livestock & machinery at Ardlagheen More, Highlake, Ballymacurley, Co. Roscommon., is or is not development and is or is not exempted development:

AND WHEREAS Roscommon County Council, in considering this application, had regard particularly to:

(a) Sections 2, 3, 4 and 5 of the Planning and Development Act, 2000, as amended.
(b) Articles 6 and 9 of the Planning and Development Regulations, 2001, as amended.
(c) Class 13 Part 1 Schedule 2 Article 6 of the Planning and Development Regulations 2001, as amended.
(d) The record forwarded to Roscommon County Council in accordance with subsection (6)(c) of Section 5 of the Planning and Development Acts 2000 as amended.

AND WHEREAS Roscommon County Council has concluded that:

(a) The works outlined above are development.
(b) The proposed development individually and in combination with other plans or projects would not be likely to have a significant effect on any European site and that the requirement for AA or EIAR does not apply with respect to the current case.
(c) The proposed development complies with the conditions and limitations of Class 13 Part 1 Schedule 2 Article 6 of the Planning and Development Regulations 2001, as amended.

NOW THEREFORE:

By virtue of the powers vested in me by the Local Government Acts 1925 – 2024 and Section 5(2)(a) of the Planning and Development Act 2000 (as amended) and having considered the various submissions and reports in connection with the application described above, it is hereby declared that the said development to install an internal farm roadway across the lands to aid movement of livestock & machinery at Ardlagheen More or Highlake, Ballymacurley, Co. Roscommon., is development that is **exempted development** as defined within the Planning and Development Act 2000 (as amended) and associated Regulations.

Signed on behalf of the Council:

Mervyn Walsh,
Administrative Officer,
Planning.

Date: 27th January, 2026

cc agent via email: Brian Daly
brian.daly@teagasc.ie

ADVICE NOTE

Any person issued with a Declaration under Section 5 of the Planning and Development Act, 2000 (as amended) may, on payment to An Coimisiún Pleanála of the prescribed fee, refer a Declaration for review within 4 weeks of the date of the issuing of the Declaration.

ADVICE NOTE

This Declaration is based on the relevant Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) at the date of issue. In the event that the Planning and Development Act 2000 (as amended) or the Planning and Development Regulations 2001 (as amended) change prior to the works being carried out this Declaration may no longer apply.

Carmel Curley

From: Carmel Curley
Sent: Wednesday 28 January 2026 10:32
To: [redacted]
Cc: brian.daly@teagasc.ie
Subject: DED943 - Notification of Determination
Attachments: DED943 - Notification of Determination.pdf

A Chara,

Please find attached Notification of Determination for your Section 5 Declaration of Exempted Development Application – DED943.

Mise le meas,

Carmel

Carmel Curley, Staff Officer,
Planning Department, Roscommon County Council,
Aras an Chontae, Roscommon, Co. Roscommon, F42 VR98
☎: **(090) 6637100**
✉: planning@roscommoncoco.ie | 🌐 www.roscommoncoco.ie
MAP LOCATION

Planner's Report on application under
Section 5 of the Planning and Development Act 2000 (as amended)

Reference Number:	DED 943
Re:	Permission for the installation of an internal farm roadway across the lands to aid movement of livestock & machinery under the Planning & Development Act (Exempt Development) Regulations 2018
Name of Applicant:	Edward Naughton
Location of Development:	Ardlaghheen More or Highlake, Ballymacurley, County Roscommon.
Site Visit:	Yes

WHEREAS a question has arisen as to whether the following works for the installation of an internal farm roadway across the lands to aid movement of livestock & machinery **at the above address is or is not development and is or is not exempted development.**

I have considered this question, and I have had regard particularly to –

(a) Sections 2, 3, 4 and 5 of the Planning and Development Act, 2000, as amended.
(b) Articles 6 and 9 of the Planning and Development Regulations, 2001, as amended.
(c) Class 13 Part 1 Schedule 2 Article 6 of the Planning and Development Regulations 2001, as amended.
(d) The record forwarded to Roscommon County Council in accordance with subsection (6)(c) of Section 5 of the Planning and Development Acts 2000 as amended.

Site Location & Development Description
The site consists of agricultural lands located in the townland of Ardlagheen More or Highlake. The subject site is accessed off the L-6635 Local Secondary Road. The site is situated c. 7.5km from the village of Ballintober. The proposed development consists of the installation of an internal farm roadway across the lands to aid movement of livestock & machinery.

Archaeological and Cultural Heritage
No RMP recorded in the likely zone of influence of the proposed development. No Protected structures or structures listed in the National Inventory of Architectural Heritage in the likely zone of influence of the proposed development.

Appropriate Assessment
The closest European site to the proposed development is Mullygollan Turlough SAC (Site Code 000612) located c. 6.2km from the subject site.

Having regard to the separation distance between the site and the closest Natura 2000 site and the nature of the proposal, there is no real likelihood of significant effects on the conservation objectives of these or other European sites arising from the proposed development. The need for further Appropriate Assessment can, therefore, be excluded.

Planning History

As per Roscommon County Councils' Planning Registry, there is no planning history traced to this site.

Relevant statutory provisions

Planning and Development Acts 2000 (as amended)

Section 2. -(1)

> "works" includes any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal and, in relation to a protected structure or proposed protected structure, includes any act or operation involving the application or removal of plaster, paint, wallpaper, tiles or other material to or from the surfaces of the interior or exterior of a structure.

Section 3. -(1)

In this Act, "development" means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land.

Section 4 (2) of the Planning and Development Act provides that the Minister, by regulations, provide for any class of development to be exempted development. The principal regulations made under this provision are the Planning and Development Regulations.

Planning and Development Regulations, 2001 as amended

Article 6 (1)

Subject to article 9, development of a class specified in column 1 of Part 3 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in column 2 of the said Part 3 opposite the mention of that class in the said column 1.

Article 9 (1) applies;

Development to which article 6 relates shall not be exempted development for the purposes of the Act

viiB) comprise development in relation to which a planning authority or an Bord Pleanála is the competent authority in relation to appropriate assessment and the development would require an

appropriate assessment because it would be likely to have a significant effect on the integrity of a European site.

Class 13 Part 1 Schedule 2 Article 6

Development Description	Conditions and Limitations
CLASS 13 The repair or improvement of any private street, road or way, being works carried out on land within the boundary of the street, road or way, and the construction of any private footpath or paving.	The width of any private footpath or paving shall not exceed 3 metres.

Environmental Considerations

With regard to Article 9 (1)(a) of the Planning and Development Regulations 2001 (as amended), it is reasonable to conclude, on the basis of the information available, that the proposed development individually and in combination with other plans or projects would not be likely to have a significant effect on any European site and that the need for AA does not apply with respect to the current case.

I am satisfied that an Environmental Impact Statement or Appropriate Assessment are not required. It should be noted that any development for which Environmental Impact Assessment or Appropriate Assessment is required shall not be exempted development unless specifically exempted in regulations where there is provision in other legislation for the carrying out of EIA or AA. In addition, the restrictions on exemption Article 9 (1)(a) (viiB) exclude development which would otherwise be exempted development under these regulations where an AA is required.

Assessment

In accordance with the Planning and Development Act, 2000, as amended Section 3. (1) development is defined as the following: "In this Act, "development" means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land". The proposed development is considered to be the carrying out of works. Works are defined in the Act as; "works" includes any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal and, in relation to a protected structure....". It is considered that said works constitute development, as defined in Section 3 of the said Act.

Extent of Works

- Installation of an internal farm roadway (3m in width) across farmlands (510m).

The applicant is proposing the installation of a farm roadway across owned lands for the safe movement of livestock and machinery. The proposed roadway measures c. 510m and will run parallel

with the northwestern boundary for c 350m and continue along the southeastern boundary for c 160m. The width of the proposed roadway is 3m. The proposed farm roadway meets the L-6635 Local Secondary Road (approximately 3m in carriageway width). The proposed development complies with the conditions and limitations of Class 13 Part 1 Schedule 2 Article 6 of the Planning and Development Regulations 2001, as amended.

Recommendation

WHEREAS a question has arisen as to whether a proposed development; for the installation of an internal farm roadway across the lands to aid movement of livestock & machinery as outlined above at Ardlaghheen More or Highlake, Ballymacurley, County Roscommon, is or is not development and is or is not exempted development, I have considered this question, and I have had regard particularly to –

(a) Sections 2, 3, 4 and 5 of the Planning and Development Act, 2000, as amended.
(b) Articles 6 and 9 of the Planning and Development Regulations, 2001, as amended.
(c) Class 13 Part 1 Schedule 2 Article 6 of the Planning and Development Regulations 2001, as amended.
(d) The record forwarded to Roscommon County Council in accordance with subsection (6)(c) of Section 5 of the Planning and Development Acts 2000 as amended.

AND WHEREAS I have concluded that

- The works outlined above are development.
- The proposed development individually and in combination with other plans or projects would not be likely to have a significant effect on any European site and that the requirement for AA or EIAR does not apply with respect to the current case.
- The proposed development complies with the conditions and limitations of Class 13 Part 1 Schedule 2 Article 6 of the Planning and Development Regulations 2001, as amended.

AND WHEREAS I have concluded that the said development for the installation of an internal farm roadway across the lands to aid movement of livestock & machinery as outlined above at Ardlaghheen More or Highlake, Ballymacurley, County Roscommon, is exempted development. I recommend that a declaration to that effect should be issued to the applicant.

Signed: Keith Boyle

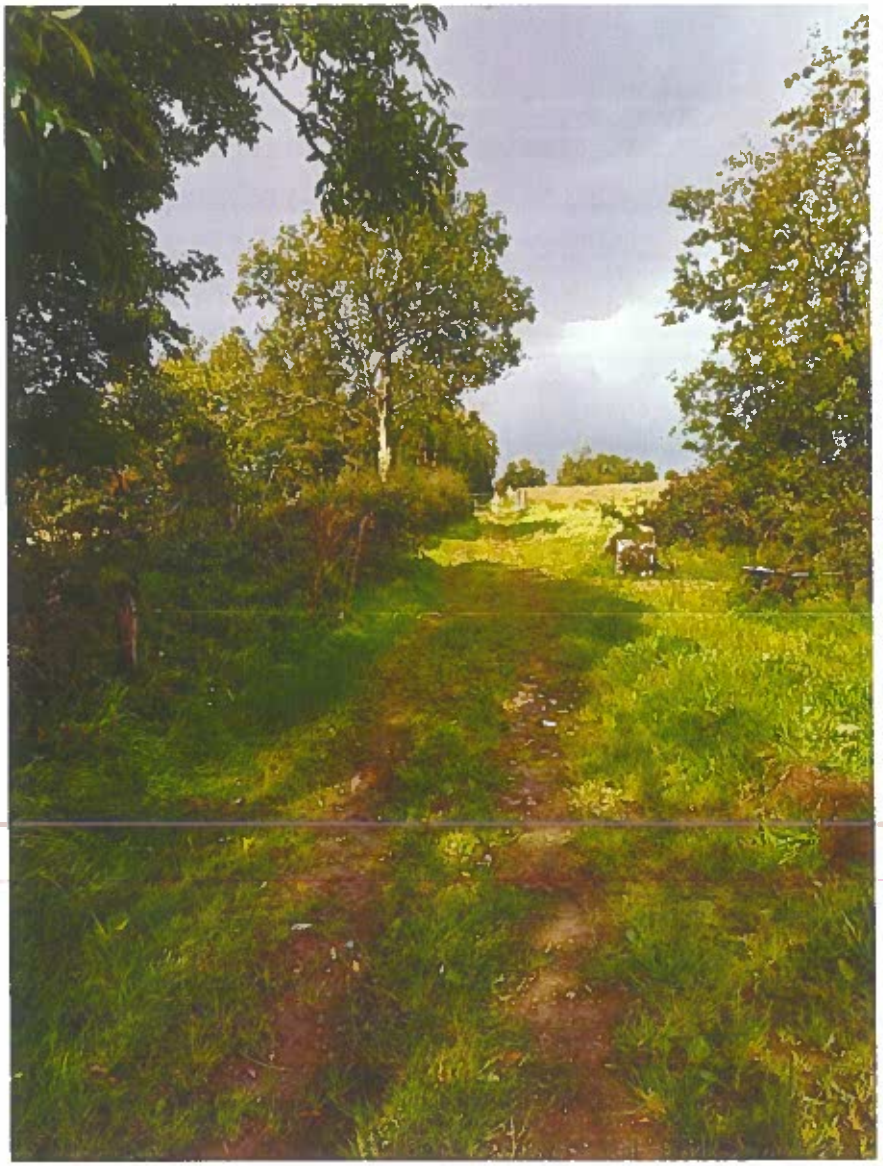
Graduate Planner

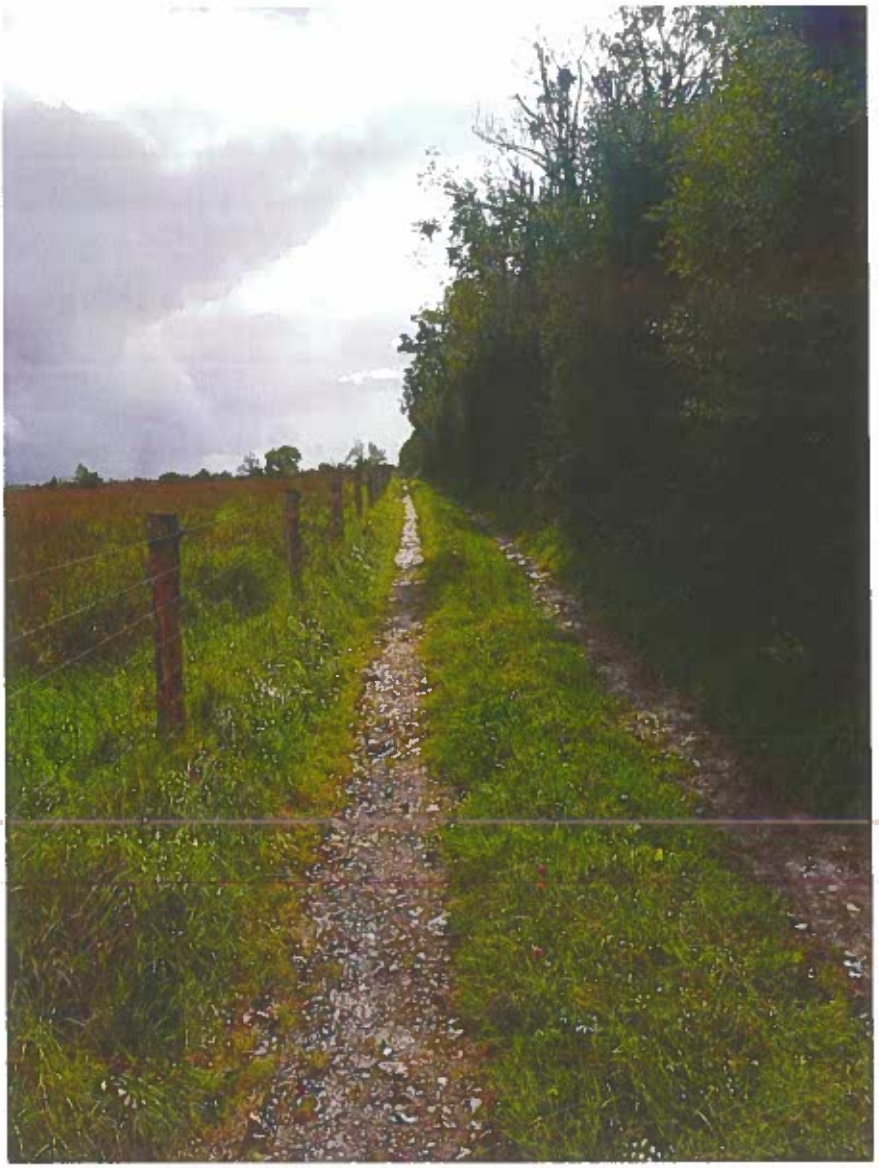
Date: 27th January 2026

Signed:

Senior Executive Planner

Date: 27th January 2026





Comhairle Contae
Ros Comáin
Roscommon
County Council

Edward Naughton,
[redacted]

Date: **14th August, 2025**
Planning Reference: **DED 943**

Re: **Application for a Declaration under Section 5 of the Planning & Development Act 2000 (as amended), regarding Exempted Development.**

Development: **WHEREAS a question has arisen as to whether the installation of an internal farm roadway across the lands to aid movement of livestock & machinery at Ardlagheen More or Highlake, Ballymacurley, Co. Roscommon., is or is not development and is or is not exempted development.**

****

A Chara,

I wish to acknowledge receipt of the application which was received on the 8th August, 2025, for a Declaration under Section 5 of the Planning & Development Act 2000 (as amended), regarding Exempted Development along with the appropriate fee in the sum of €80.00, Receipt No: L01/0/236157 dated 13th August, 2025 receipt enclosed herewith.

Note: Please note your Planning Reference No. is **DED 943**
This should be quoted in all correspondence and telephone queries.

Mise le meas,

Alan O'Connell,
Senior Executive Planner,
Planning Department.

cc agent via email: **Brian Daly**
brian.daly@teagasc.ie

Roscommon County Council
Aras an Chontae
Roscommon
09066 37100

13/08/2025 09:53:27

Receipt No : L01/0/238157

EDDIE NAUGHTON
[redacted]

EXEMPTED DEVELOPMENT

PLANNING APPLICATION FEES		80.00
GOODS	80.00	
VAT Exempt/Non-vatable		
DED843		

Total : 80.00 EUR

Tendered :
Credit/Debit Card 80.00
5507

Change : 0.00

Issued By : Louis Carroll
From : Central Cash Office

Comhairle Contae
Ros Comáin
Roscommon
County Council

Áras an Chontae,
Roscommon,
Co. Roscommon.

Phone: (090) 6637100
Email: planning@roscommoncoco.ie

Roscommon County Council

Application for a Declaration under Section 5 of the

Planning & Development Act 2000 (as amended), regarding
Exempted Development

Name of Applicant(s)	Edward Naughton [redacted]
Name of Agent	Brian Daly Teagasc, Abbey St Roscommon
Nature of Proposed Works	Internal Farm Roadway across Applicants lands to aid movement of livestock & machinery
Location & Address of Subject Property to include, Eircode (where applicable), Townland & O.S No.	Ardlaghleen More or Highlake Ballymacurley, Co Roscommon OS No. 35/1 - Roscommon
Floor Area: a) Existing Structure b) Proposed Structure	a) N/A b)
Height above ground level:	N/A
Total area of private open space remaining after completion of this development	N/A
Roofing Material (Slates, Tiles, other) (Specify)	N/A

ROSCOMMON COUNTY COUNCIL
08 AUG 2025
PLANNING SECTION

Roscommon County Council

Application for a Declaration under Section 5 of the

Proposed external walling (plaster, stonework, brick or other finish, giving colour)	
Is proposed works located at front/rear/side of existing house.	
Has an application been made previously for this site	N
If yes give ref. number (include full details of existing extension, if any)	
Existing use of land or structure	A
Proposed use of land or structure	
Distance of proposed building line from edge of roadway	
Does the proposed development involve the provision of a piped water supply	
Does the proposed development involve the provision of sanitary facilities	

Planning & Development Act 2000 (as amended), regarding <u>Exempted Development</u>

Signature: Eddie Naughton

Date: 8/8/25

Note: This application **<u>must</u>** be accompanied by: -

(a) €80 fee
(b) Site Location map to a scale of 1:2500 clearly identifying the location
(c) Site Layout plan to the scale of 1:500 indicating exact location of proposed development
(d) Detailed specification of development proposed

ROSCOMMON COUNTY COUNCIL
08 AUG 2025
PLANNING SECTION

teagasc
Agriculture and Food Development Authority

Seirbhísí Comhairleacha agus Oiliúna
Sráid na Mainistreach
Co Ros Comáin
Advisory and Training Services
ABBEY STREET
Co. Roscommon
F42 XC63
Tel: 09066 26166 Fax: 09066 25494

7th August 2025

Roscommon County Council
Planning Department
Áras an Chontae
Roscommon
Co Roscommon F42 VR98

RE: Exemption from Planning Permission for Internal Farm Roadway for Edward Naughton, Highlake, Ballymacurley, Co Roscommon. Herd number [redacted]

A Chara,

As the agricultural advisor/agent for the above-mentioned client, I am forwarding this letter to accompany his application regarding Exempted Development for a farm roadway on lands he has recently purchased in the townland of Ardlagheen More or Highlake (please find maps attached outlining works).

The applicant wishes to install a internal farm roadway of circa 350 metres along the western boundary (external boundary), and an internal farm roadway of circa 160 metres adjacent to an existing field boundary running from west to east. The purpose of this roadway is to aid access to owned lands to the east of his recently purchased lands, while also allowing greater access to fields with machinery and livestock for both land parcels. This in turn will aid the farmer in grassland utilisation, water trough installation and paddock infrastructure.

The proposed roadway will be constructed along an existing right of way which has access to the public roadway presently. It will be also used by a second farmer who has no objection to this proposal, (See letter attached) to gain access to his lands from time to time. At present, this is a rough track with deep rutting which leads to clay and other materials making it onto the public Road. The new roadway would seek to limit/eliminate this problem moving forward.

The proposed roadway would be constructed to the specifications as outlined under the TAMS Modernization Scheme administered by the Department of Agriculture, Food and the Marine. I have attached spec 199 of this scheme which deals with farm roadways, specifically, where it outlines the standard that must be met to be eligible to apply for grant aid. (40% grant aid per linear metre up to a max reference cost of €24.90/LM). Hence each linear metre, regardless of width is eligible for a max of €9.96 per metre of grant aid once the job is complete and met the required standard as per Spec 199. This roadway would also have to be geotagged, and ground inspected by department officials before grant aid will be paid.

ROSCOMMON COUNTY COUNCIL
08 AUG 2025
PLANNING SECTION

The applicant has indicated a working width of 3 metres as his preferred option with a widening of the entrance /exit onto the public road. He will also be applying for grant aid under TAMS to fence his boundaries accordingly on both sides of the roadway. This fencing will be made stockproof and prevent any damage to existing hedgerow by either stock or machinery during construction or afterwards. All materials excavated during the roadway construction will be reused on site to repair existing damage to field which occurred previously to the applicant purchasing said lands.

The applicant, Edward Naughton is a nitrates compliant farmer, farming to a very high standard and participating in the ACRES scheme, SCEP scheme, sheep schemes etc. He is a very environmentally aware farmer who was planted hedgerows, trees and installed a riparian buffer zone adjacent to a PIP phosphorus critical source area rank 1& 2 on his lands over the years. This proposed internal roadway on new lands will allow him to continue to meet all the above scheme objectives while remaining compliant with the Nitrates Directive.

Please find the following attachments: for your information

1. Site location map (Department of Agriculture BISS 2025 satellite map)
2. Site layout plan (Teagasc NMP online mapping system)
3. Site layout plan Ortho View (Teagasc mapping system)
4. Letter from adjacent landowner.
5. Department of Agriculture Spec 199 (min spec for Farm Roadways)
6. Farm Roadways Reference Costs for TAMS 3 Grant Aid.

If you require any further information, please do not hesitate to contact me on my below phone numbers or contact the applicant.

Yours sincerely

Brian Daly 08/08/2025.

Brian Daly
Business and Technology Adviser
Teagasc -Roscommon
09066 26166/0877064205

ROSCOMMON COUNTY COUNCIL
0 8 AUG 2025
PLANNING SECTION

4

Roscommon County Council
Roscommon Town
Planning Department
F42 VR98

[redacted]

09/08/2025

To whom it may concern,

I wish to confirm that I [redacted] have no objection to the upgrade of the right of way by Edward Naughton to the lands that I have currently leased in Highlake, Ballymacurley.

The upgrade of the road will prevent damage to his land during the winter and spring months; I have been assured that it will be built to the Department of Agriculture TAMS grant aid standard.

If you require any further information, you may contact me on [redacted]

Kind Regards,

[redacted]

ROSCOMMON COUNTY COUNCIL
0 8 AUG 2025
PLANNING SECTION

AN ROINN TALMHAÍOCHTA, BIA AGUS MARA
DEPARTMENT OF AGRICULTURE, FOOD AND THE MARINE

MINIMUM SPECIFICATION FOR FARM ROADWAYS AND UNDERPASSES

The receiving of this specification does not imply approval of a grant application. However, if written approval is issued, then this specification becomes part of the contract between the applicant and the Department of Agriculture, Food and the Marine.

This is a minimum specification. Where the word "SHALL" is used, then that standard (at least) **must** be followed in grant-aided structures. Where a procedure is "RECOMMENDED", this is advice only on good practice.

Note that all references to other Department Specifications are to the current edition of that specification [available on the Department of Agriculture, Food and the Marine's Website (www.agriculture.gov.ie) under Farm buildings]. Similarly, references to Standards are to the current edition of the Irish, British or European Standard, as appropriate.

1. Safety

1.1 Responsibility for Safety

Applicants are reminded that they have a duty under the Safety, Health, and Welfare at Work Act 2005 to provide a safe working environment on the farm, including farm buildings, for all people who may work on that farm. There is a further duty to ensure that any contractor, or person hired to do building work, provides and/or works in a safe environment during construction. Applicants are advised of the need to acquaint themselves with the provisions of the Safety, Health and Welfare at Work Act 2005 and the regulations made hereunder, in particular the Safety Health and Welfare at Work (Construction) Regulations 2013. General guides to this Act and regulations, prepared by the Health and Safety Authority, are available at www.hsa.ie.

1.2 Safety during Construction

Farmer/Applicant Responsibility: Please note that neither the Minister nor any official of the Department shall be in any way liable for any damage, loss or injury to persons, animals or property in the event of any occurrence related to the development and the applicant shall fully indemnify the Minister or any official of the Minister in relation to any such damage, loss or injury howsoever occurring during the development works. It is the applicant's responsibility to provide a construction stage project supervisor. Farmers/Applicants are reminded that under the Safety Health and Welfare at Work (Construction) Regulations 2013 and under Section 17 of the Safety, Health and Welfare at Work Act 2005 that they have significant responsibilities in relation to any construction works that they are planning or undertaking. It is the farmer/applicant's responsibility to appoint, in writing, a competent Project Supervisor for the Design Process (PSDP) before design work starts, and to appoint, in writing, a competent Project Supervisor for the Construction Stage (PSCS) before construction begins.

Dangers: Where the applicant/farmer is undertaking any part of the above work, it is his/her responsibility to seek competent advice and to undertake all temporary work required to ensure the stability of excavations, superstructure, stanchion foundations, wall foundations, to guard against possible wind damage and to avoid any other foreseeable risk. It is also his/her responsibility to ensure that any drains, springs or surface water are diverted away from the works.

Power lines: Due to the complex criteria involved, where buildings are proposed within 35 metres of the centre of any overhead power line, the landowner shall contact ESB Networks in advance to ascertain the specific minimum building clearance requirement. It is a requirement on landowners under The Electricity Supply Acts to notify ESB Networks, at least, two months before commencement of any construction works near overhead lines. As a guide, table 1 below sets out the usual minimum clearance distances required, however, ESB Networks shall be contacted and their advice followed for any structure within 35m of the centre line of an overhead power line. ESB will provide landowners with written confirmation of the required clearances. Landowners can contact ESB through phone numbers provided on their electricity bills.

Where building work is undertaken near power lines there is also a safety issue regarding Machinery, Tipper Trucks and Elevators operating without proper safety measures in place. When landowners contact ESB they will be provided with relevant safety literature.

Table 1 Clearances applying to various voltage levels.

Voltage	Clearance
Low Voltage	0.5 to 3 Metres
Medium Voltage	3 to 6 Metres
38KV Lines	10 to 17 Metres
110kv Lines	23 Metres
220KV Lines	30 Metres
400KV Lines	35 Metres

Note:

- ESB overhead lines consist of lines at various voltage levels and require specific safety clearances from buildings depending on voltage level and construction type.
- Clearances are specific to the line voltage, building height, location in line span and ground levels.

Danger to children: It is the applicant's responsibility to prevent children from playing or spending time in the vicinity of any construction work.

2. Avoidance of Direct Runoff of Soiled Water from Farm Roadways to Waters – Compliance with Regulations - S.I. No. 113 of 2022

Under the European Union (Good Agricultural Practice for Protection of Waters) Regulations 2022 (S.I. No. 113 of 2022), Article 17 (20) states: ***"There shall be no direct runoff of soiled water from farm roadways to waters. The occupier of a holding shall comply with any specification for farm roadways specified by the Minister for Agriculture, Food and the Marine pursuant to this requirement."***

Definitions for "waters" under these regulations include:

a) any (or any part of any) river, stream, lake, canal, reservoir, aquifer, pond, watercourse, or other inland waters, whether natural or artificial,

b) any tidal waters, and

c) where the context permits, any beach, river bank and salt marsh or other area which is contiguous to anything mentioned in paragraph (a) or (b), and the channel or bed of anything mentioned in paragraph (a) which is for the time being dry, but does not include a sewer;

The aim of this measure is to prevent overland sediment and nutrient runoff from farm roadways to waters, thereby protecting and improving water quality therein. To achieve this objective, roadways, whether new or upgraded, shall be cambered directing soiled water to one side and away from

'waters'. In some cases, additional measures/options may be required to prevent direct runoff to waters; these include but are not limited to the following: earth bunding (wall of soil) along the side of the roadway and piping soiled water to a sediment trap/pond or directly onto land; and relocation of roadways away from fields containing watercourses. The requirement to divert runoff from farm roadways away from ditches shall not apply where a drainage ditch is managed as a natural water retention feature or sediment trap to mitigate sediment and nutrient runoff.

3. Alternative Options not included in this Specification

This specification gives details of the main options available for upgrading and installing roadways in compliance with the regulations (S.I. No. 113 of 2022) and any subsequent amendments. **However, if alternative roadway designs are thought to be suitable for a given location, then a full set of design drawings (scale 1:200 and 1:2500 as appropriate) and full details, including reasoning for the alternative design shall be prepared by a Chartered Engineer or Chartered Surveyor, and given to this Department for prior approval before the start of construction, at the following email address:** tams@agriculture.gov.ie

4. Roadway Layout and Configuration

4.1 General Requirements

The roadway layout should be designed to service the entire grazing area and different orientations/configurations may serve this purpose. The optimal layout is one that facilitates reasonably direct access from all parts of the farm to the farmyard on clean well drained road surfaces. **Avoid sharp turns at corners and junctions by using sweeping bends**. Remove excessive shade that will leave roadways in a dark, wet and dirty state. Locate water troughs away from paddock gateways and farm roadways and at least 20m away from 'waters'. This will shorten the walk to water, prevent bottlenecks, and reduce the wear and tear at gateways. Align the roadway to let livestock enter the farmyard efficiently.

4.2 New Farm Roadways

A well-designed, carefully built and properly maintained farm roadway system has many benefits, including, less lameness, better general animal health, faster and easier stock movement, more efficient paddock access and prevention of runoff to dry ditches or watercourses. For dairy farms, additional benefits include less mastitis and cleaner cows and milk. For better herd management, consideration can be given to widening the road at the entrance to the farmyard in the form of a Y shape to improve movement of livestock and reduce dunging. The maintenance of roadways near the farmyard is often challenging; concreting a section of the roadway in this area is sensible.

While it may not always be possible, the positioning of new roadways adjacent to watercourses should be avoided. However, where a new farm roadway way runs adjacent to a stream, a fence on both sides of the roadway shall be erected to ensure livestock cannot access the watercourse. See Figure 1.

For all new farm roadways, a fence on both sides of the roadway shall be erected, where bovines are grazing adjacent to the roadway, or where bovines are travelling on the roadway. A fence on either side of the roadway is optional where sheep only are grazing adjacent to the roadway, or where tillage crops are in place adjacent to the roadway.

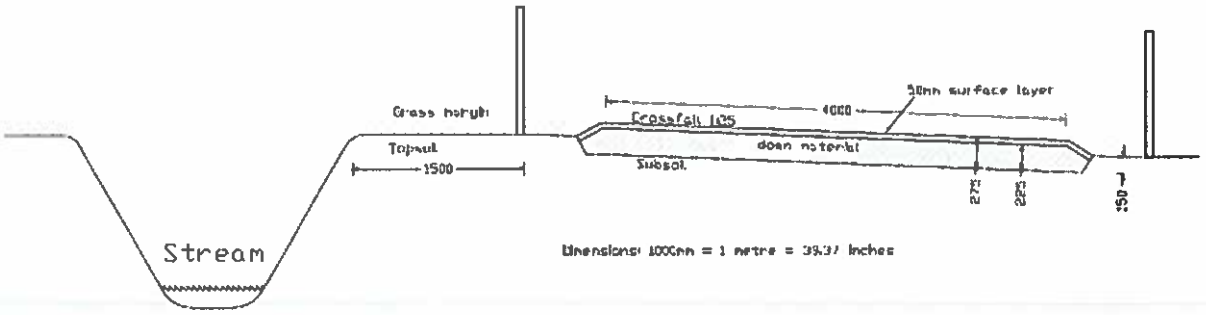


Figure 1 New Farm Roadway adjacent to a Watercourse

4.3 Crossfalls

Removing water off the roadway quickly will extend the life of the surface and reduce the cost of maintenance. Potholes will also be less likely to develop. To remove water quickly from roadways they should slope to one or both sides. A roadway that slopes to one side is easier to construct. However, livestock apparently spread out better on a roadway that slopes to both sides from the centre. Note, a roadway that slopes to both sides from the centre is not to be adopted where compliance with the regulations prohibiting direct runoff of soiled water to waters is concerned. Roadways on steeply sloping ground can be subjected to a stream of water running the length of a section of roadway during heavy rainfall. In this situation angled ramps (to prevent build-up of soiled water on the roadway), shallow channels or cut-off drains at intervals across the roadway will divert water before it builds up volume and momentum.

4.4 Roadway Width

The width of roadways depends on the number of livestock in the herd. Guidance on standard sizes is given below.

Table 2 Farm Roadway width (hard surface) guidelines for various herd sizes

Herd Size	Roadway Width (m)
50	3.5
100	4.0
200	4.5
>250	5.0 +

Add 1m of width for the stretch of roadway nearest the farmyard. The fence should be positioned about 0.5m from the edge of the roadway. This will allow livestock to utilise the full width of the roadway while at the same time prevent them from walking along the grass margin. Dairy farms using automatic milking systems (AMS or 'robotic milking') can ignore this table. A cow track in the grass margin usually means that the fence is too far from the roadway edge, and the surface of the roadway is also likely to be poor.

4.5 Construction of a new Farm Roadway adjacent to Waters (e.g. Watercourse)

Where it is the only feasible option to install a new roadway adjacent to a watercourse, a minimum grass margin of 1.5m shall be maintained between the roadway fence and the top of the watercourse. See Figure 1 for more details.

4.6 Protection of Fisheries during Construction Works

It is an offence under the Fisheries Acts to disturb the bed or gravel of streams from mid-September to mid-May where fish may spawn or have already spawned.

Concerning the protection of fisheries during construction of farm roadways in and adjacent to waters, contact should be made with Inland Fisheries Ireland at the earliest possible stage in the planning and design process where works such as road construction, installation of culverts and bridges, the crossing of rivers/streams with pipelines and works on and in the environs of waters are planned. Such consultation will enable those concerned to comply with the provisions of the Fisheries Acts and Habitats Regulations.

It is important to identify at an early stage all watercourse locations. Roads should not follow watercourses, crossings shall be kept to a minimum and crossing structures (bridges, fords, etc.) shall not impede the waterflow. Prior identification of watercourses allows planning for the most appropriate road drainage and dispersal of road surface water in a manner that will prevent pollution.

Roads should be located at least 50m from an aquatic zone (defined as a permanent or seasonal river, stream or lake shown on an ordnance survey 6" map) wherever possible. Road crossings of aquatic zones shall be kept to a minimum and wherever they are necessary, an appropriate bridge or culvert must be constructed.

Where bridges are constructed, they shall be designed to have a clear span over the water course, i.e. they shall be supported on either side of the watercourse only. Where culverts are used to cross a watercourse only a single pipe should be used, to prevent blockage of the culvert by debris. The culvert shall be embedded at least 200mm into the stream bed, to prevent pools being formed down stream of the culvert and blocking fish passage. All bridges and culverts shall be designed to take the maximum flood flow of the watercourse. Bridges and culverts shall not be designed to allow for overtopping during flood events.

5. New Farm Roadway Construction

5.1 Preparation of Site

All topsoil and soft material shall be excavated to a minimum depth of 150mm or down to a solid stratum and the excavated material shall be suitably disposed of.

5.2 Roadway Construction

New farm roadways shall be laid in good weather when soil conditions are dry. This is primarily to ensure that the roadway material does not mix or get pressed into soft soil. **The finished level of the roadway shall be above the level of the field, otherwise drainage will be onto the roadway instead of off it.**

This foundation layer is made up of granular fill material. The usual depth is about 200-300mm. The biggest stones should be no bigger than about one third of the thickness of this layer. The intended crossfall should be formed in the foundation layer. This means that the surface layer will have the same slope and an even thickness, see Figure 1.

Compact with a vibrating road roller before the surface layer is spread. Compaction interlocks the material to give a stronger roadway and helps prevent loose stones from mixing with the surface layer. See Figures 1,2 & 3.

Note: All aggregate materials sourced from outside the farm for roadway construction shall be quality certified material in accordance with S.R. 21:2014+A1:2016 – Guidance on the use of I.S. EN 13242:2002+A1:2007 – Aggregates for unbound and hydraulically bound materials for use in civil engineering work and road construction. (*Note: Annex E of S.R. 21:2014+A1:2016 provides guidance on aggregates for use as hardcore under concrete slabs and footpaths).*

Alternatively, material sourced on site or reused from on farm sources e.g. rubble, old roads being moved, small quarry etc. is acceptable, as is crushed rubble or graded stone mixed with dust.

5.3 Surface Layer

The roadway shall be completed with about 25 - 50mm of a fine material on the surface. If the surface is poor most of the benefits of having a farm roadway are gone. The surface layer shall be laid evenly and compacted, to produce a uniform surface. Spread it out to the slope formed in the foundation layer. Many different types of fine material can be used for the surface layer e.g. shale dust, quarry dust, etc.

Table 3 Key Roadway Design Specifications

Cross fall/ slope	1:25 or 2.3° (whether from the centre to both sides or just one side)
Construction	Geotextile (optional) 200 – 300mm hard core plus 25-50 mm fine material
Road slope (along length)	Max of 1:3 or 18°
Fencing	0.5m from edge of road

A kerb or nib wall, about 0.5m from the collecting yard may be useful. This will encourage small stones to drop off the hooves of livestock. This should break farmyard connectivity to roadways and ditches. Maintaining a good depth of surface dust in this area will also help to absorb small stones.

5.4 Geotextile

Consider using a geotextile membrane between the road materials and the soil. A geotextile is a synthetic porous fabric used to separate the foundation layer from the ground underneath. It prevents the stones from becoming mixed with the soil and vice versa. The geotextile keeps the roadway foundation material clean, free-draining and therefore dry and strong. Farm roadways can suffer considerable deformation in use and the role of the geotextile in this situation is to provide physical support, as well as separation.

A geotextile is highly recommended where soil is heavy or wet. It won't solve drainage problems; therefore, any necessary drainage should be tackled beforehand. A geotextile is also highly recommended on roadways used by heavy machinery.

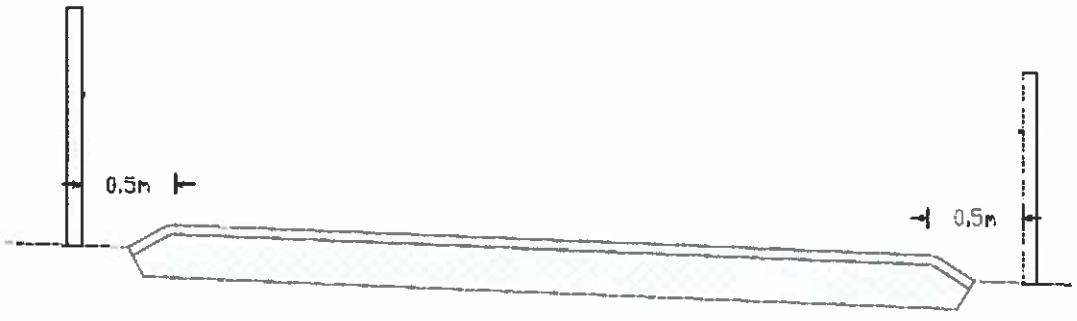


Figure 2 New Farm Roadway Profile (cross section) with camber to one side including fence.

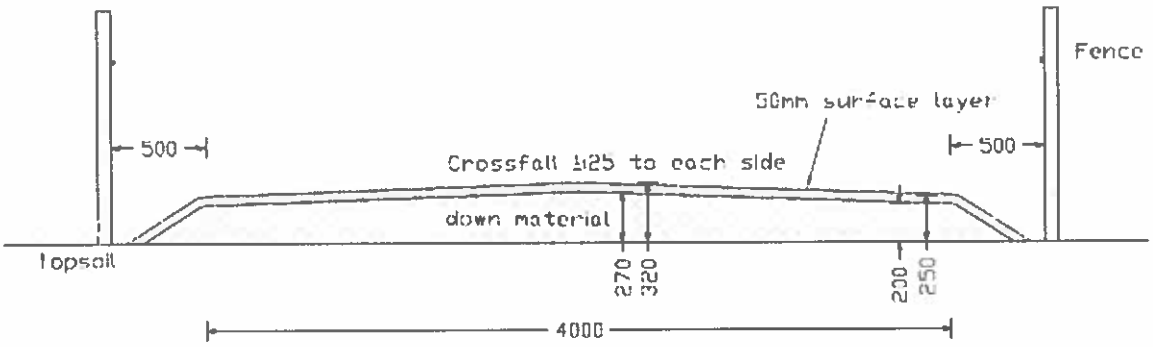


Figure 3 **New Farm Roadway with Camber from the centre (not applicable for compliance with Regulations - S.I. No. 113 of 2022).**

5.5 Cow tracks

Cow tracks can be installed as extra roadways, as spur roadways off normal wider roadways or at the end of the main farm roadway. They are generally only suitable for short runs. They are useful for getting access to out of the way paddocks, to silage ground and making grazing management easier early and late in the season. They can make up for gaps in the main roadway network and are a useful and cheap alternative to standard roads in less trafficked areas.

A depth of about 150mm of material is laid on the surface of the ground. This should be compacted and topped off with a fine surface layer and the surface layer should be compacted also. The width should range between 1.8 m and 2.5m.

5.6 Concrete Farm Roadways

Concrete roadways on farms are less suitable as they may give rise to an increase in the incidence of lameness, due to a higher risk of loose gravel or pebbles (either sharp or round) lying on the roadway surface. Concrete roads shall be regularly cleaned by using a tractor mounted brush and bucket (or other suitable means). Refer to Department of Agriculture, Food and the Marine Specification S129 on the requirements concerning the laying down of concrete.

5.7 Preparation of Site

Remove all topsoil and soft material to a minimum depth of 150mm or down to a solid stratum and dispose off-site. Lay hardcore and compact in 150mm layers using a suitable vibrating or heavy roller. Consolidation with wheeled or tracked plant is not adequate. The area shall be blinded over with sand or lean mix concrete. It is recommended that light gauge polythene sheet is placed under the concrete slab.

5.8 Thickness of Concrete

Thickness of concrete shall not be less than 125mm at any point. Particular care shall be taken to maintain the thickness under dished channels.

Where concrete paved areas are subject to heavy mechanised traffic, reinforced paving should be provided. The design should meet the requirements of specific loading. In the absence of specific design data A393 mesh to BS 4483 [10mm @ 200mm centres: 6.16kg/m^2] shall be placed 40mm below the finished paved surface.

5.9 Placing of Concrete

Strong formwork shall be accurately levelled and fixed to the correct falls for the site and to the predetermined drainage points. Concrete shall be placed in alternate bays not more than 4.5m wide

and 6.0m long where there is no fibre additive and not more than 8m long where there is fibre additive. In the case of mesh reinforced paving joint spacing can be extended to 12m by 8m. Alternatively, for larger areas, it is more efficient to lay the concrete in alternate continuous strips 3m to 4m wide with a contraction joint at 5m intervals and in line with joints in adjacent bays, if possible.

The contraction point shall be formed by using a 6mm steel bar to press a 100mm wide polythene strip into the freshly laid concrete. Expansion joints shall be provided where the area of concrete is large (more than 90m in any direction). A 12mm strip of soft fibreboard extending the full depth of the concrete is suitable for this purpose. On completion the top 20mm of the board should be cut out and the cavity filled with a proprietary expansion joint sealer. Alternatively, a bitumen impregnated fibreboard or the equivalent may be used.

Concrete shall be spread uniformly between the forms and compacted with a tamper or vibrating beam. Finish may be either notched or brushed. Concrete shall not be poured under 4°C in a falling thermometer.

5.10 Concrete Specification - Certificates

Concrete shall be produced in a plant audited to I.S. EN 206-1: 2002 by a certified body accepted by The Department of Agriculture, Food and the Marine (e.g. N.S.A.I., B.S.I., Q.S.R.M.C). It shall not be produced on site.

A numbered certificate, signed and stamped, shall be required for all concrete delivered to site. The certificate, the "Concrete Manufacturers' Specification Certificate", is produced in triplicate. **The top certificate, printed on light blue paper, shall be retained by the applicant** and given to and retained by the local AES Office of the Department of Agriculture for inspection upon completion of the works. A signed and dated copy of the concrete manufacturer's EN206 Factory Production Control Certificate shall be supplied to the Department along with the Concrete Manufacturers' Specification Certificate.

5.10.1 Curing of Concrete

Concrete produced and supplied is fit for purpose ONLY IF proper curing procedures are adhered to and the structure is not put into service until an adequate curing time has elapsed. The curing regime shall take account of best practice appropriate to the concrete binder composition and prevailing climatic conditions at time of placing.

All concrete shall be cured by keeping it thoroughly moist for at least seven days. Wetted roads shall be protected by polythene sheeting, kept securely in place. Alternatively, proprietary curing agents may be used in accordance with manufacturer's instructions. When frost is a danger, straw bales shall be placed over the polythene on slabs.

5.10.2 Concrete

For farm roads concrete shall be purchased on the basis of a characteristic 28-day cube crushing strength of 37N/mm^2 (strength class C30/37). Minimum cement content shall be 310 kg/m^3. The maximum water to cement ratio will be 0.55. The specified slump class shall be S2 or S3. The maximum aggregate size shall be 20mm.

The concrete shall be ordered using the appended form for 'S.100 Mix B' or by requesting '37N concrete with 310kg cement minimum, 0.55 water cement ratio maximum, and slump class S2 **or** S3, certified to IS EN 206, for use to Specification S.100'.

In the case of exposed farm roads where freeze/thaw action is a concern, 'S.100 Mix B' shall be used with 3.5% minimum air entrainment. Alternatively, 'S.100 Mix A' may be used.

5.10.3 Fibres

Polypropylene fibres may be incorporated into the concrete mix to improve the properties of concrete. Only fibres which have been tested and approved by National or European approval authorities may be used. The use of fibres helps to reduce plastic cracking and improve surface durability, but they are not a substitute for structural reinforcement. Fibres shall be used in strict compliance with manufacturer's instructions and shall only be added at the concrete manufacturing plant. The concrete certificate shall clearly show the amount and type of fibre added. The mix design, compacting, and curing of fibre concrete is the same as concrete without fibre.

5.10.4 Concrete Workmanship

It is strongly recommended that contractors employed to undertake concrete works on farm structures have completed and passed the "Concrete Ticket" course. This course provides guidance on the correct handling, finishing and curing of concrete on site. It also provides essential information on the properties of concrete and the requirements for ordering and delivery of ready-mixed concrete.

6. Existing Farm Roadway Remediation

6.1 Roadway Condition

The condition of farm roadways should be checked for defects that may be causing problems. These defects can include, potholes, a roadway that is level or almost level, wheel track depressions, a raised hump of soil under the fence at either side and (single file) cow tracks made between the fence and the roadway or on the roadway.

Problems are caused by; pebbles and loose stones on the surface, a bumpy surface with secure stones, lodged/trapped water on the surface, very dirty section near the farmyard, and a roadway level with or lower than the field. The reasons for these defects are many but may be due to flawed construction methods, unsuitable materials and lack of maintenance. The appearance of a roadway may bear little resemblance to what it looked like when it was initially constructed.

The surface of the roadway has a big influence on the level of lameness in a herd. The surface needs to be smooth, fine and strong enough to support animals but with a little give in it also. Ideally, footprints from livestock should be visible across the roadway, but not so much to damage the surface when the weather is wet. Rough surfaces with protruding stones, loose gravel or pebbles (either sharp or round) lying on the surface are a major factor in causing lameness.

6.2 Repairing an Existing Roadway

Roadways should be repaired as necessary - probably needing some attention every year. Attention should be given to the most used part of the roadway, especially the first 50 to100 meters near the farmyard. This area can get very dirty, worn and low, and predisposes to foot disorders in a herd.

Typical areas that require on-going attention are drainage outlets, water diversion ramps/ channels, filling potholes and adding extra surface material to rough areas. Roadways that are in a bad state or undersized will need a major repair job to get them corrected. Remove any grass and clay from the edges and the centre and clean the roadway surface. If the roadway is lower than the level of the field, it will have to be raised. If there is no crossfall, one will have to be created.

Generally, 40 or 50mm down granular fill material is used to raise the level or 804 crushed and graded stone of approximately 20 mm diameter. If it must be raised a lot, 75mm down material may have to be used. This granular fill should be laid to the falls of the finished surface.

The roadway should be completed with about 25 - 50mm of a fine material on the surface. If the surface is poor many of the benefits of having a farm roadway are gone. The surface-layer needs to be laid evenly and compacted, to produce a uniform surface. Spread it out to the slope formed in the foundation layer. (See Figure 4 for details).

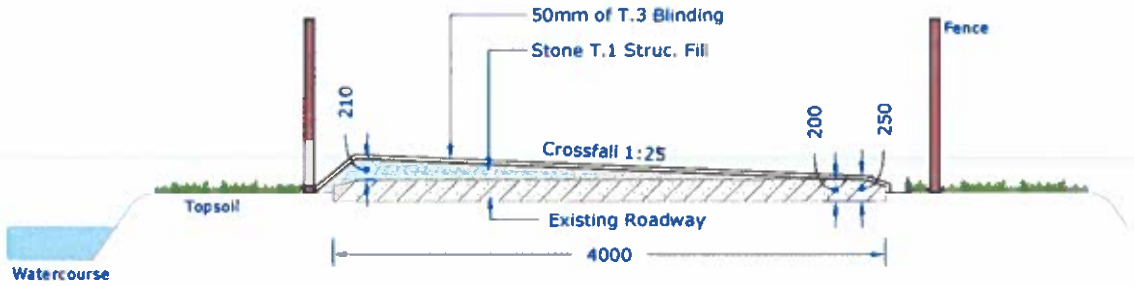


Figure 4 Existing Farm Roadway Upgraded (adjacent to Watercourse)

7. Options/Recommendations for Compliance with S.I. No. 113 of 2022

7.1 General

It is likely that where roads are running in the middle of fields and on reasonable level surfaces that there will be little or no remedial work required on existing roads. Only roads that are near water courses or on sloping sites will need significant work.

7.2 Roadway Relocation

In certain locations due to landscape and topography, it may be necessary to relocate farm roadways that are adjacent to or near waterbodies to a more suitable location, to ensure compliance with the regulations. This includes roadways adjacent to waterbodies that are dry for considerable periods at a time.

7.3 Roadway Crossfall Orientation

It is recommended that roadways are not installed adjacent to or near watercourses. However, in cases where this occurs, then to adequately redirect water runoff from a roadway away from such a watercourse, it will be necessary to orient the crossfall of the roadway away from the watercourse. See Figure 4 for more detail. Existing roadways where the crossfall is inclined towards the watercourse will have to be readjusted such that the crossfall is away from the watercourse. Where an existing roadway is effectively level, and adjacent to or near a watercourse, an option is to resurface it with 804 grade stone and dust to a 1 in 25 fall away from the watercourse, see Figure 4.

7.4 Sediment Traps / Silt Traps / Settlement Ponds and Roadway Drainage Facilities

In most cases it will be sufficient to just let the water run off the roadway at regular intervals (e.g. 25 to 50m intervals) onto the field. There is likely to be very little runoff unless there is prolonged heavy rainfall. During the grazing season evaporation will reduce runoff considerably. In certain situations, where runoff is to be piped away, it may be necessary to incorporate a sediment trap or settlement pond. These ponds may also be useful on heavy or poorly drained land. Such facilities acting as soakage areas will cater for the slow attenuation of waters by means of drainage through the soil.

Suggested design details of a typical settlement pond are shown in Figure 5. The sizing of the pond is dependent on the topography of the site.

Settlement ponds need to be adequately fenced for safety while providing for access for occasional cleaning by a mechanical digger. Figure 5 details buffer zones which could be installed where animals enter a paddock adjacent to a stream. Effectively the gateway into the paddocks in this situation shall

be moved at least 6m from the top of the bank of the stream or 'waters' as defined. These zones shall be fenced off, but they may be grazed occasionally or devoted to wildlife.

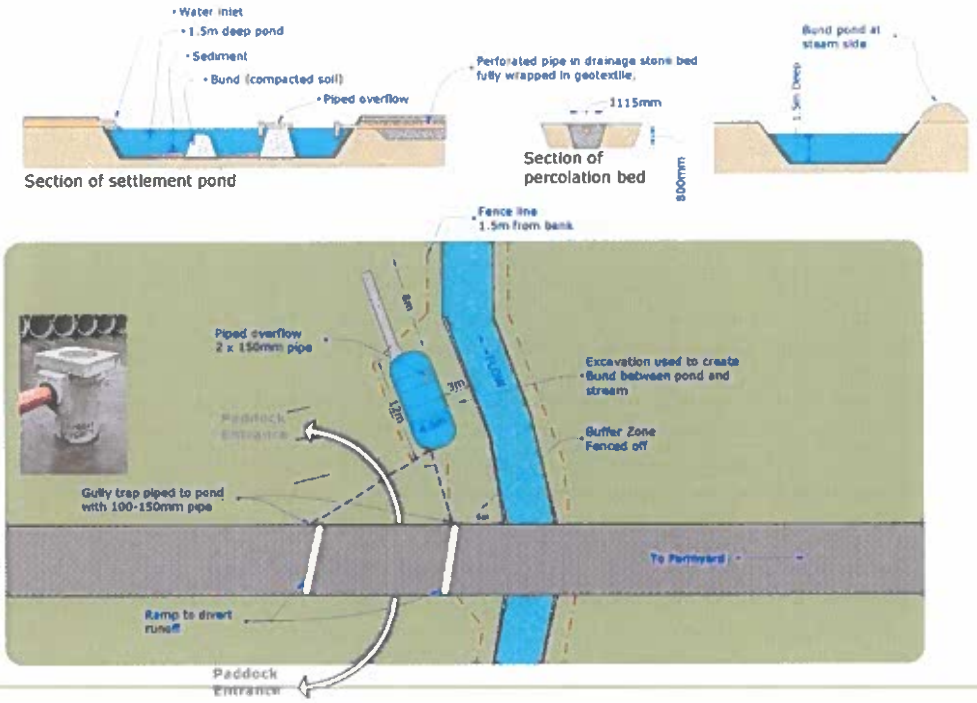


Figure 5 Farm Roadway incorporating Settlement Pond

Dry closed drains with no outfall to other waters (standalone drains) could also accommodate runoff water as suitable soakage areas (this does not include piped drains). A percolation drain/stone filled ditch along entire edge of road can be considered (with baffles at regular intervals to prevent longitudinal flow).

The use of soakaways is an option where the soil conditions do not allow for surface percolation areas to work effectively (see Figure 6). If there is no land available for attenuation of road water then full capture (10 days capacity) and land spreading may be the only option.

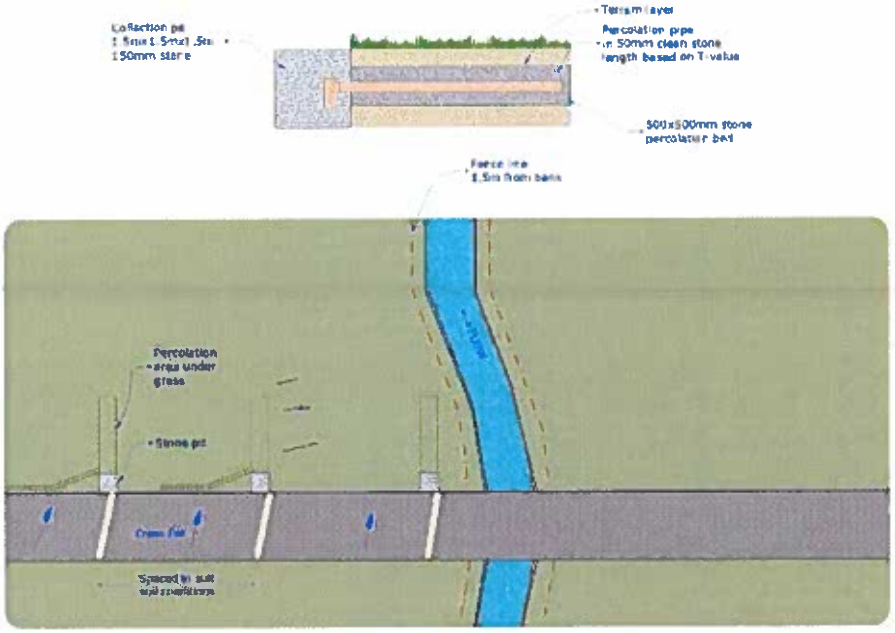


Figure 6 Farm Roadway incorporating Soakage Areas

7.5 Construction of Berms and Earthen Banks adjacent to Roadways

In addition to installing a cross-fall on an existing road as per 7.3 above, berms or earthen banks can be installed on the watercourse side of a roadway. It may be necessary to convey the runoff water to a settlement pond or to an area of ground where the water can soak away.

Where such facilities already exist, any existing cuttings in the berms or earthen banks at intervals will have to be closed, to prevent runoff water from the roadway accessing the watercourse.

7.6 Watercourse and Public Road Scenarios

Where a farm road slopes down towards a public road and where there are waters running parallel with the public road, provisions shall be taken to ensure that soiled water from the farm roadway does not enter the watercourse. Steps shall be taken to convey the soiled water to a suitable soakage area. This also applies to roadways that are traversing a watercourse.

7.7 Herd management

Herd management options are recommended, such as rousing/stirring up the animals prior to traversing the road, can encourage defecation in the field where it can be utilised by the crop rather than risking runoff from the roadway.

For some holdings, livestock may have to cross a public road (where there is no underpass). In this situation cows for example shall be retained in the farmyard until milking is complete. The full herd can then be moved to the grazing area. This will reduce the time cows spend on the farm roadway and consequent soiling. Large herds maybe split up into groups for management purposes. Once a group is milked it is appropriate to transfer them to the grazing area (without waiting for the whole herd to be milked). The farm roadway and the public road shall be maintained as clean as possible.

8. Underpasses

This specification applies to TAMS grant aided underpasses under public roads. A TAMS application for an underpass shall be accompanied by:

- Planning Permission
- A Technical Acceptance Report to Transport Infrastructure Ireland (TII) standard, including a structural design report for the culverts and ancillary elements; and shall be produced by a Chartered Engineer with experience in bridge and underpass design. The information shall include but is not limited to:
  - Purpose or function of the structure – i.e. livestock, vehicular or both.
  - Loading requirements including traffic loading from public road in accordance with DN-STR-03020-01 'The Structural Design of Road Structures' (formerly GE-POL-01008).
  - Box culvert design calculations including foundation requirements with retaining wall and headwall elements.
  - Ground conditions and ground water.
  - Existing and proposed underground and overground services (state present or absent). Include depths of underground services.
  - Vehicle restraint requirements.
  - Road safety audit in accordance with TII Publications GE-STY-01024 'Road Safety Audit' and GE-STY-01027 'Road Safety Audit Guidelines'.

8.1 Planning Permission

Planning permission is the primary approval and shall be obtained for all underpasses constructed under a public road. Guides for making planning applications are provided from the Office of the Planning Regulator (OPR).[1]

Whereas it is not mandatory, it is recommended that an applicant engages with an Agent, Chartered Engineer or Planning Consultancy to assist in an application because of the complexity of such a development.

8.2 Road Opening Licence

A Road Opening Licence is required prior to the commencement of any works on the public road. The process is set out in the Guidelines for Managing Openings in Public Roads[2] available on the Road Management Office (RMO) website[3] and the application process is managed through the MapRoad Roadworks Licensing system (MRL)

All works shall be completed in accordance with the Road Opening Licence and the Guidelines for Managing Openings in Public Roads.

Charges are applied to road opening licences as follows:

- Application charge that covers the general administration and core inspection costs.
- A Long-Term Impact (LTI) charge based on the area of road affected by the works.
- Reinstatement charge which is refundable subject to licence compliance when the licence is closed.

[1] OPR - Guide to making a Planning Application
OPR - Leaflet for Planning Issues of Agricultural & Farm Developments
[2] Guidelines for Managing Openings in Public Roads
[3] https://www.rmo.ie/

8.3 Temporary Road Closure

If a temporary road closure[4] is required, the applicant shall engage with the Local Authority. Most local authorities require the application to be submitted a minimum of 6 weeks prior to the temporary road closure.

8.4 Contractor

All works on site shall be completed by the contractor. This includes the first 10 metres either side of the public road under which the underpass is constructed.

The road opening licence applicant is normally the contractor carrying out the roadworks. The applicant must be registered on the MRL system which requires them to satisfy certain requirements in relation to insurances, indemnification of authorities, training and compliance. Registration on MRL and support for applicant organisations is provided by the RMO. It is recommended that applicants engage with the Local Authority Roads Office prior to making an application.

The required minimum training[5] for carrying out these roadworks on the public road include:

- At least one person on the site who has successfully completed the Basic level Trench Reinstatement Course.
- A registered Approved Certifier who has successfully completed the Advanced level Trench Reinstatement course.
- Statutory training for Temporary Traffic Management design and installation (A Temporary Traffic Management Designer may be employed for this).

8.5 Completion and Signoff

A Completion Certificate of a format similar to form STA-8 in TII Publication DN-STR-03001 'Technical Acceptance of Road Structures on Motorways and Other National Roads' is signed by the Contractor, the Design Engineer and the Farmer/Applicant.

The Road Opening Licence requires a T5 Sign-off notification after the works are completed which is reviewed by the relevant Local Authority. The Road Opening Licence also requires a Closeout Sign-off notification after a 36-month Guarantee Period[6].

A copy of the T5 signed-off by the relevant Local Authority shall be submitted with the claim for grant aid. Note, this T5 sign-off process may take up to 90 days from submission of the T5 sign off notification to the Local Roads Authority/TII.

8.6 Design of Underpass

All underpasses shall be designed by a Chartered Engineer with experience in designing bridges and underpasses. The design of the underpass shall be in accordance with TII Standard Construction Details - Series 2500 and all other relevant TII and Local Authority standards for the works.

For safety requirements, refer to section 1 of this document. Both the designer and the contractor should have full insurance in place.

The following criteria shall be fulfilled:

- The design and approval of the structure shall be in accordance with the procedures given in TII publication DN-STR-03001.
- Ground investigation to verify ground conditions to know required thickness for foundations and depth to water table if above lowest invert level of excavations, trial holes to be

[4] Temporary road closures – Section 75 of the Roads Act, 1993 and Part VIII of the Roads Regulations, 1994.
[5] Reinstatement training is provided by LASNTG https://www.lasntg.ie/ who have 5 regional training centres
[6] Section 4.5.9 of the Guidelines for Managing Openings in Public Roads

undertaken either side of the public road carriageway, at a suitable safe distance from the edge of the carriageway, expected to be approximately 4 metres.

- Traffic survey undertaken where required in the design.
- Underpasses shall have an internal finished height that is not less than 2.0m (minimum internal box culvert height 2.1m). Underpasses shall be not less than 2.7m wide and it is strongly recommended underpasses are not less than 3.0m wide. Underpasses should be of at least the same width as the farm road approaching the underpass, so as not to cause a restriction on animal movement.
- Where the culverted length of the underpass exceeds 30m, refuges shall be installed at maximum 15m intervals along the length of the underpass. This is to provide a safe refuge in case an animal turns and attempts to attack a person in the underpass. The refuge shall be provided by either a wider box culvert, or by a system designed by the underpass designer to enable a safe refuge for a person without restricting animal movement through the underpass.
- Any ramps approaching the underpass, either uphill or downhill shall preferably have a gradient not greater than 1:14 and in no case shall have a gradient greater than 1:10.
- The retaining walls / wing walls shall be designed by a charted engineer, with full detail of the reinforcing provided. Alternatively, retaining walls / wing walls shall be manufactured in accordance with EN 15258.
- All box culverts to be manufactured in accordance with EN 14844. The manufacturing company shall be certified to EN 14844 by an EU Notified Body, such as NSAI. The Chartered Engineer designing the underpass shall select the appropriate strength box culverts based on the traffic loading requirements of the public road under which the underpass is being constructed, observing IS EN 1991-2 and PD 6694-1. The structure shall be designed for the appropriate LM3 vehicles in accordance with DN-STR-03020-01 'The Structural Design of Road Structures' (formerly GE-POL-01008, see drawing 02503 of TII Standard Construction Details – Series 2500).
- The cover from the top of the box culvert to the finished road surface shall be a minimum of 600mm. (This may be determined by existing service levels in the ground.)
- Any additional requirements sought by either TII or the Local Roads Authority shall be complied with in addition to the requirements in this specification.

8.7 Construction of Underpass

Construction of an underpass shall be in accordance with TII publications CC-SCD-02501, CC-SCD-02502 and CC-SCD-02503 in MCDRW Volume 4 (Manual of Contract Documents for Road Works) and shall comply with any additional requirements set out by the underpass designer.

The construction sequence shall be addressed within the Technical Acceptance Report on a case-by-case basis. Details of the traffic management proposed shall also be addressed within the Technical Acceptance Report.

8.7.1 Excavation

Earthworks shall comply with the requirements of TII publication CC-SPW-00600. Prior to any excavation works taking place, existing services along the road will need to be identified and appropriately protected.

The site shall be excavated such that the cover from the top of the box culvert to the finished road surface shall be a minimum of 600mm (dependant on underground services and details set out in the underpass design).

8.7.2 Foundation

The foundation of the underpass shall be constructed in accordance with requirements of the Chartered Engineer based on the findings of the trial holes.

8.7.3 Purchase of Fill Material

In cases where fill is purchased it shall be certified to EN 13242 and meet the requirements of Annex E of S.R. 21. Also, it shall comply with the requirements of the standard construction details referenced in the Roads Authority conditions of the licence and aligned to the backfill requirements of the culvert supplier's installation specifications. It is important when ordering aggregate (fill) that this specification is clearly communicated to the supplier. Documentation such as delivery dockets should be retained as evidence of the correct material being used.

Aggregate manufacturer's certificate and a copy of their Factory Control Certificate to EN 13242 shall be submitted with the claim for grant aid.

8.7.4 Drainage

Full drainage shall be provided along the backs of the box culverts to reduce groundwater pressure and prevent flooding of the underpass. Drainage of the structure shall be in accordance with the requirements of DN-STR-03012 and series 500 of TII Publications. Details of the management of storm water, collection of effluents and prevention of groundwater pollution shall be provided in the Technical Acceptance Report.

A soiled water tank shall be provided at one end of the underpass to provide storage for the soiled water produced from the underpass. All tanks shall be constructed in accordance with Department of Agriculture, Food and the Marine specification S.123 or S.123Y.

The requirement for a drainage system incorporating a sump with pumping system should be avoided. If no alternative is available, details of this system for drainage shall be included in the Technical Acceptance Report, produced in accordance with DN-STR-03001, for discussion with TII where relevant.

8.7.5 Concrete Specification

All structural concrete shall comply with the requirements of TII publication CC-SPW-01700. The minimum cover for durability to reinforcement in concrete shall be in accordance with DN-STR-03012. All exposed concrete shall be impregnated with a hydrophobic impregnation system in accordance with TII publication CC-SPW-01700.

Concrete shall conform to the requirements of IS EN 206-1 and section 5.6.6 of this specification. Concrete shall be specified as designed concrete. The concrete used in the structure shall be as follows:

- Culverts, retaining walls / wing walls and head walls: Pre-cast concrete shall be grade C40/50 (as a minimum) in accordance with is EN 206 and DN-STR-03012.
- Blinding concrete shall be grade C30/37 (as a minimum) in accordance with is EN 206 and section 5.6.6 of this specification.
- Floors: strength class C35/45, minimum cement content shall be 360 kg/m^3. The maximum water to cement ratio will be 0.5. The specified slump class shall be S2 or S3. The maximum aggregate size shall be 20mm.
- The concrete shall be in accordance with section 5.6.4, 5.6.5 and 5.6.8 of this specification.

8.7.6 Concrete Floors

A 100mm thick concrete floor shall be laid smooth across the entire box culvert section, with a non-slip finish. The access track through the structure shall be in accordance with TII publication CC-SCD-00703 and this specification.

8.7.7 Retaining Walls / Wing Walls

The design details for the retaining walls at either end of the underpass shall be included in the Chartered Engineer's report for the underpass. Precast retaining walls shall be manufactured in accordance with EN 15258. The manufacturing company shall be certified to EN 15258 by an EU Notified Body, such as NSAI. Gabions are not permitted as part of the earth retention system.

8.7.8 Waterproofing

Waterproofing of the structure, and epoxy resin shall comply with the requirements of DN-STR-03012. Joints between adjacent culverts shall be sealed and waterproofed (prior to the laying of the floor) by filling the joints with hydrophilic sealant, installed in strict compliance with the manufacturer's instructions.

All exposed concrete shall be impregnated with a hydrophobic impregnation system in accordance with TII publication series 1700. All buried concrete faces of structures not requiring bridge deck waterproofing shall be treated with two coats of epoxy resin waterproofing for below ground concrete in accordance with DN-STR-03012.

8.7.9 Backfilling

Backfilling of the structure shall comply with the requirements of TII publication CC-SPW-00600. Construction of fill material requiring end product compaction shall be deposited in layers not exceeding 250mm un-compacted thickness. Fill material shall be compacted in accordance with TII publications series 600, sub-clause 608 and/or clause 612.

8.7.10 Road, Vehicle and Pedestrian Restraint Systems

Either the hedgerow / clay bank shall be reinstated alongside either side of the public road, or safety crash barriers in accordance with TII requirements shall be installed. The actual road restraint system will be set out by the designer of the underpass in the Technical Acceptance Report. These road restraint systems shall be installed by the contractor as part of the completion works.

The road restraint system (vehicle and pedestrian) shall comply with the requirements of TII publication CC-SPW-00400.

The vehicle restraint system shall be designed in accordance with TII publication DN-REQ-03034 with visibility considered in accordance with TII publication DN-REQ-03031.

The pedestrian restraint system required at the top of the headwall and wingwalls shall be designed in accordance with DN-REQ-03034.

8.7.11 Public Road Surface (Pavement)

Reinstatement of the pavement above the proposed structure shall be in accordance with the conditions of the Road Opening Licence.

8.7.12 Road Marking

Road marking, where required, shall be reinstated in accordance with the requirements of TII publication CC-SPW-01200 or the conditions of the Road Opening Licence and the Guidelines for Managing Openings in Public Roads.

8.7.13 Additional Requirements

The first 10m of farm roadway on either side of the underpass facility shall be concreted with a non-slip finish. It shall be comprised of a concrete slab 125mm thick over a 150mm hardcore base in accordance with section 5.6 of this specification.

9. References - Underpass

- TII Publication CC-SPW-2500 (July 2021) 'Specification for Road Works Series 02500 – Special Structures'
- Standard Construction Details (SCDs) – Series 2500
- OPR - Guide to making a Planning Application
- Guidelines for Managing Openings in Public Roads
- OPR - Leaflet for Planning Issues of Agricultural & Farm Developments
- https://www.rmo.ie/
- Temporary road closures – Section 75 of the Roads Act, 1993 and Part VIII of the Roads Regulations, 1994
- Reinstatement training is provided by LASNTG https://www.lasntg.ie/ who have 5 regional training centres

Appendix I: Date of Clause Revisions and Additions

All changes from the previous version are highlighted in red.

Version: January 2021 (published 4th January 2021)

Clauses modified: 2, 4.3, 4.5, 6.2, 7.3, 7.4, 7.5

Figures modified: Figure 1; Figure 3.

Version: March 2024 (published 7th March 2024)

New Clauses: Section 8, 9.

Clauses modified: 2, 3, 4.2, 7.

Figures modified: Figure 3.

Seed broadcaster to mount on cultivator	unit	€4,25
Pneumatic Seed broadcaster with seed distribution pipes to mount on cultivator	unit	€6,982
Spring Tine Grass/Straw Harrow	linear metre	€1,263.93
Farm water supply		
Solar powered water pump	unit	€2,470
Nose pump	unit	€292.22
Dung spreader		
Dung spreaders - rear discharge	m^3	y = 3202.7x + 6766
Slurry Separators		
Screw press slurry separator	m^3 per hour throughput	y = 20.146x + 30875
Farm roadway		
New farm road	linear metre	€24.90
Cattle Underpass		
Cattle Underpass under public road	linear metre	€5,000
Bovine Fencing		
Bovine electric fencing	linear metre	€2.77
Solar electric fencer	unit	€634.00
Gateway	unit	€361.04
Health and fertility monitoring		
Collar / Tag / Bolus	unit	€112.25
Base station (including software)	unit	€2,833
Automatic Drafting System		
Automatic Drafting gate	unit	€12,500
Single sided race over existing concrete	linear metre	€132.87
Double sided race over existing concrete	linear metre	€265.73
Single sided race over new concrete	linear metre	€185.01
Double sided race over new concrete	linear metre	€317.87
Equine Housing		
American Barn for Equines	m^2	€282.90
Loose House for Equines	m^2	€182.34
In-line stables for Equines	m^2	€400.00
Tack room	m^2	€282.90
Feed Store	m^2	€282.90

(1)

An Roinn Talmhaíochta,
Bia agus Mara
Department of Agriculture,
Food and the Marine

For Basic Payment Income Support for Sustainability, Areas of Natural Constraint Scheme and other Area Based Scheme purposes only
Year: 2025

Name: EDWARD NAUGHTON
Address: [redacted]

Herd Nos: [redacted]
Townland Code : [redacted]
Townland Name: ARDLAGHEEN MORE OR HIGHLAKE

Parcel	Digitised	Eligible Hectare	Claimed
[redacted]			

Ortho Used: ColOrthoFullCov:WMS:Imagery

All areas displayed above are in hectares

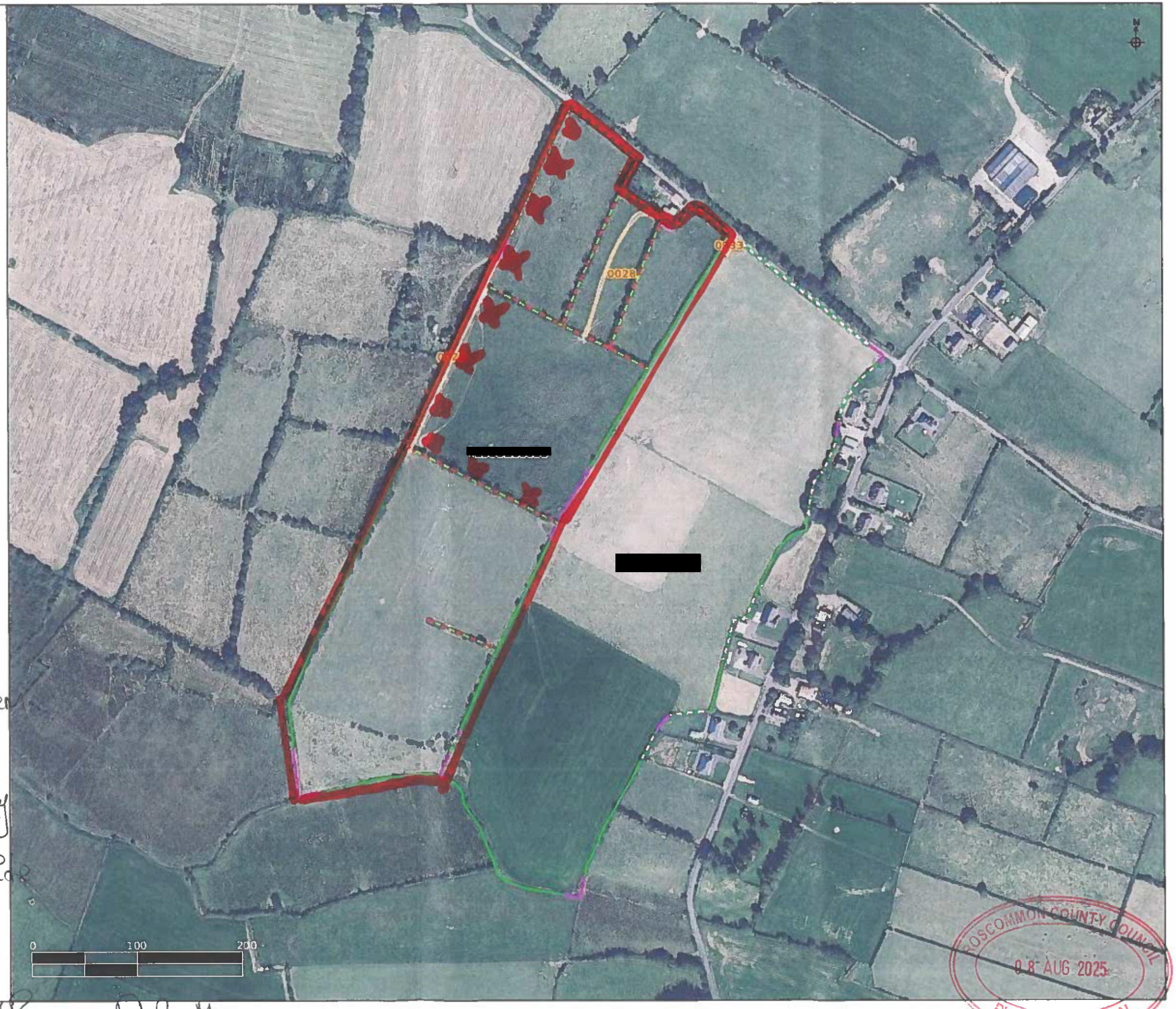
Imagery Dates: 12/08/2022

T208106X

Site Location Map

- Lands outlined in Red where proposed farm Roadway is to be located
- Proposed farm Roadway outline 510M length x 3M wide in total.

[redacted]

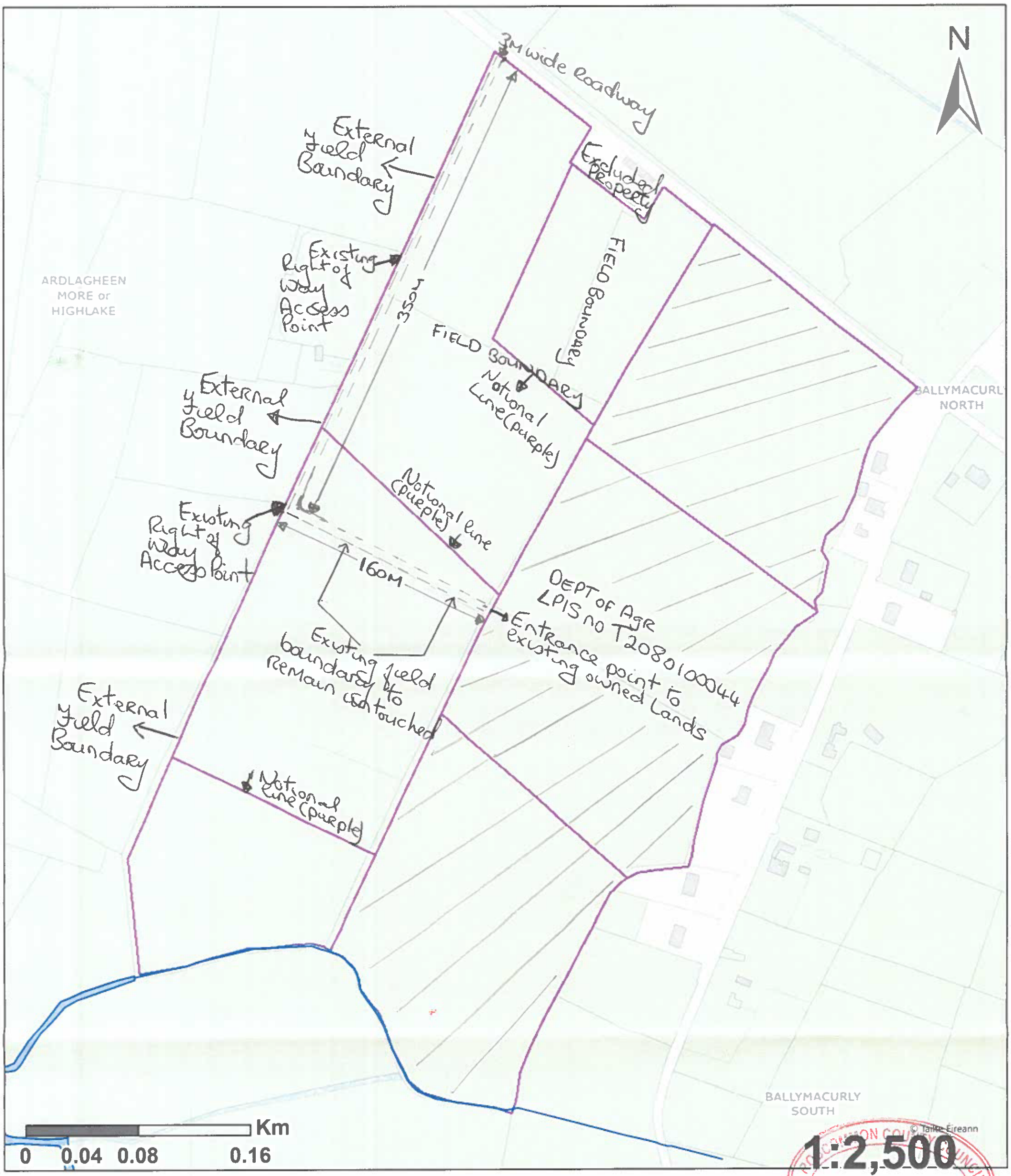


ROSCOMMON COUNTY COUNCIL
08 AUG 2025
PLANNING SECTION

Drawing prepared by Brian Daly Yeagasc
07/08/2025

(2)

Eddie Naughton [redacted]



RECEIVED COUNTY COUNCIL
0 8 AUG 2025
PLANNING SECTION

Site Layout Plan of Proposed Farm Roadway

(1) = = = Proposed Farm Roadway with Dimensions attached Drawing prepared by Brian Daly Teagasc.

(2) ▨ Existing owned lands [redacted]

(3) Notional Purple lines are Nutrient Management, Soil Sample planning lines

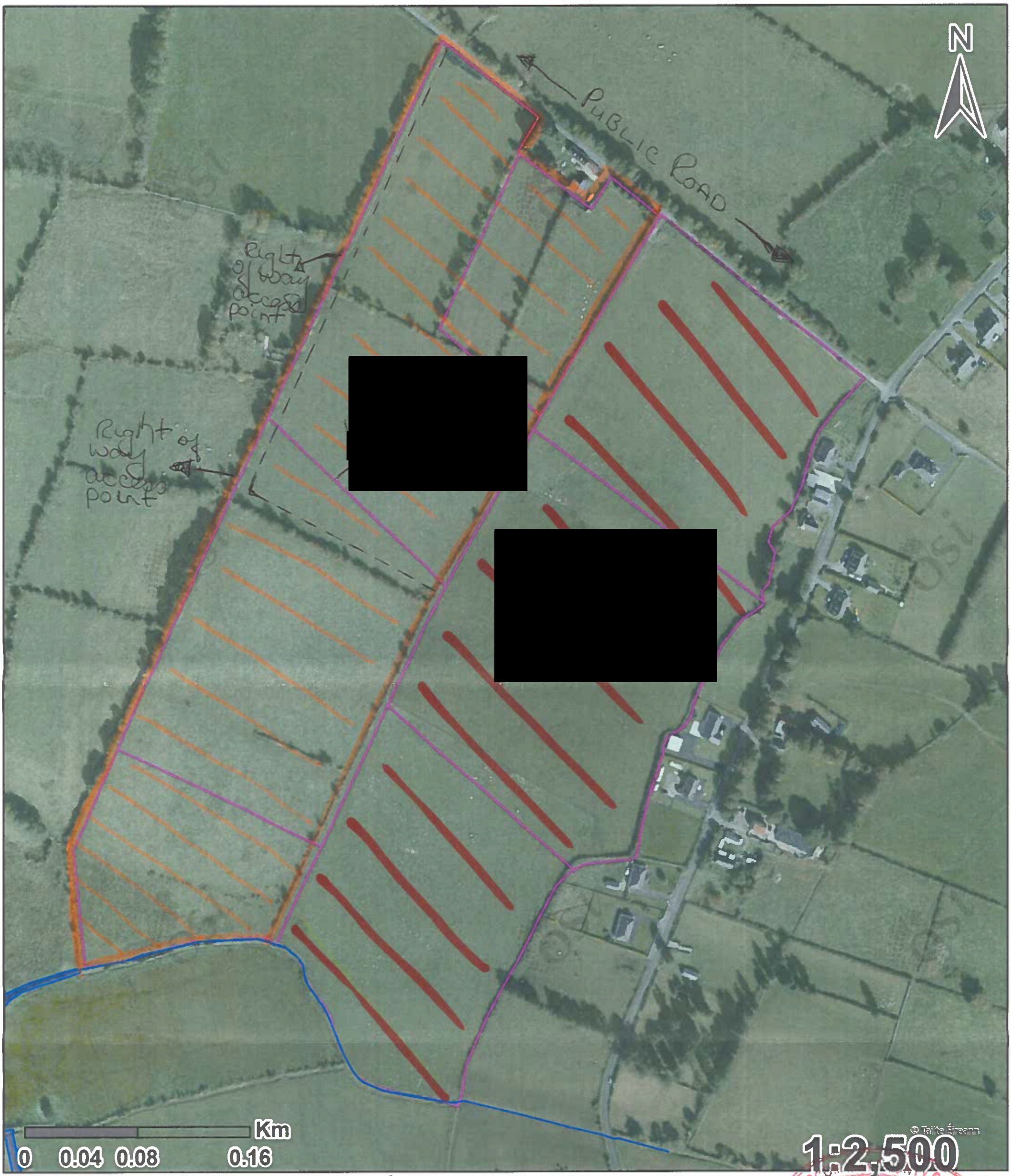
(4) Faint Grey lines are actual field boundaries

(5) Plots Outline
OSI Minor Watercourses
OSI Main Watercourses

teagasc
04/08/2025
AGRICULTURE AND FOOD DEVELOPMENT AUTHORITY

(3)

Eddie Naughton [redacted]



Site Layout Plan Ortho View

(1) - - - - Proposed farm Roadway showing existing internal field boundaries

(2) Outline of newly acquired lands

(3) Outline of existing owned lands

Plots Outline
OSI Minor Watercourses
OSI Main Watercourses

NMP Online
Date: 07/08/2025
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PLANNING SECTION 08 AUG 2025

cagasc
Agriculture and Food Development Authority

Drawing prepared by Brian Daly Teagasc 07/08/2025