

Our Case Number: ACP-323980-25



An
Coimisiún
Pleanála

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

Date: 04 August 2026

Re: Proposed Water Supply Project for the Eastern and Midlands Region
in the counties of Clare, Limerick, Tipperary, Offaly, Kildare, and Dublin.

Dear Sir / Madam,

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

The Commission will revert to you in due course in respect of this matter.

Please be advised that a copy of all submissions/observations received in relation to the application will be made available for inspection on the Commission's website at the following link:
<https://www.pleanala.ie/en-ie/case/323980>.

If you have any queries in the meantime, please contact the undersigned officer of the Commission. Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

PA09

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Eimear Reilly

From: LAPS
Sent: Tuesday 21 July 2026 12:19
To: Eimear Reilly
Subject: FW: TII submission to Proposed Water Supply Project for the Eastern and Midlands Region, ACP ref. ACP-323980-25
Attachments: Proposed Water Supply Project Eastern and Midlands Region ACP ref. PA92.323980_TII submission ref. TII25-134619_issued 21.07.2026.pdf

From: Landuse Planning <LandUsePlanning@tii.ie>
Sent: Tuesday 21 July 2026 11:59
To: LAPS <laps@pleanala.ie>
Subject: TII submission to Proposed Water Supply Project for the Eastern and Midlands Region, ACP ref. ACP-323980-25

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Dear Sir / Madam,

In response to your letters dated 24th and 26th of June 2026 Transport Infrastructure Ireland (TII) has reviewed the Applicant's *Response to Submissions* reports. TII's original has received applicant ref. WSP_SUB_99 in the submitted *Statutory Consultation: Response to Submissions Report*, May 2026.

Attached is TII's response for the Commission's consideration.

Please acknowledge receipt of this submission by return.

Regards and thanks,

Cliona Ryan
Land Use Planner

Tel: +353 (0)1 646 0000

Email: landuseplanning@tii.ie



In accordance with TII's Right to Disconnect policy, if you are receiving this email outside of normal working hours, I do not expect a response or action outside of your own working hours unless it is clearly noted as requiring urgent attention.

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An Coimisiún Pleanála
64 Marlborough Street
Dublin 1

By email: laps@pleanala.ie

Dáta | Date
21 July 2026

Ár dTag | Our Ref.
TII25-134619

Bhur dTag | Your Ref.
PA92.323980

RE: Proposed Water Supply Project for the Eastern and Midlands Region in the counties of Clare, Limerick, Tipperary, Offaly, Kildare, and Dublin by Uisce Éireann.

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt of the Comisión's request by letters dated the 24th and 26th of June 2026 requesting submissions in respect of "Response to Submissions" and "Supplementary Response to Submissions" documents lodged by the applicant and available to view on the above An Coimisiún Pleanála online application file.

TII made an original submission which identified direct and indirect interactions with the national road network and the necessary resolutions to those interactions having regard to official national roads policy outlined in the DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012) and requirements associated with TII Publications (Standards and Technical). In the interests of clarity and record, a summary of direct interactions was supplied in TII's original February 2026 submission and is repeated as Appendix 1 of this submission.

TII has reviewed *Statutory Consultation: Response to Submissions Report*, May 2026, and *Statutory Consultation: Supplementary Response to Submission Report*, June 2026. The submitted Response to Submissions Reports do not propose any alteration to aspects of proposed works that involve direct and indirect interactions with the national roads as identified in the original TII submission.

TII acknowledges and supports the applicant's stated intention for further engagement with TII. TII is of the opinion that potential direct and indirect interactions with the national roads network can be resolved by specific mitigations as part of the proposed project in the interests of construction and operation of the project in a manner compatible with the safe and efficient operation of that network and public safety generally.

In accordance with the formulation of "pre-commencement conditions" requested by the applicant in section 2.9 *Consent Condition* of the submitted *Statutory Consultation: Response to Submissions Report*, May 2026. TII makes the following observations and suggested conditions to assist the Commission in the further consideration of this proposal:

1. Proposed direct accesses to the National Roads Network where a 100kph speed limit applies

The original TII review of submitted application information identified proposed works on the N52 and N62 at locations where the maximum 100kmph speed limit applies as follows:

- Proposed Temporary Construction Compound (CC2 Lisgarraiff, Co. Tipperary) and associated new entrances on the N52 within the 100 kmph speed limit area.
- Proposed Temporary Pipe Storage Depot (PSD3 Boveen, Co. Offaly) and associated new entrance on the N62 within the 100 kmph speed limit area.
- Proposed permanent layby opposite the proposed pipe storage depot (PSD3 Boveen, Co. Offaly) on the N62 within the 100 kmph speed limit area.



Due to overall construction programme timeframe stated to be approximately three years and the presence of the maximum 100 kph speed limit, TII's recommendation remains for the undertaking of Road Safety Audits for proposed development elements directly accessing the N52 and N62 and that all recommendations of the Road Safety Audits to be incorporated into final designs.

In addition, TII's original submission highlighted the necessity of proposed works interactions with the national roads network to be subject to co-ordination with and approval of TII in accordance with TII Publications (Standards and Technical) and the need for the applicant to observe to the most up to date TII Publications requirements. TII in particular highlighted the requirements of TII Publication (Standards) *DN-GEO-03052 - The Location and Layout of Garda Enforcement Areas, Garda Observation Areas, Emergency Refuge Areas, Maintenance Bays and Location Markers* and TII Publication (Standards) *DN-GEO-03030 - Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes*.

TII notes the Applicant's response to these matters is majority recorded at the following subsections of the *Statutory Consultation: Response to Submissions Report*, May 2026:

- Subsection 6.4.10.1 (around paragraph 584) in relation to Design Reports in accordance with TII Publications (Standards) *DN-GEO-03030 - Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes* the applicant states that it they can prepare these documents if An Coimisiún Pleanála considers it appropriate.
- Subsection 9.4.2.1 (around paragraphs 868 - 871) in relation to Road Safety Audits, the applicant *inter alia* states that the requirement to undertake same for temporary access may be conditioned to be included in the mitigation measures for the Proposed Project.

Having regard to the foregoing and in the interests of public safety, adhering to the requirements of official policy and TII Publications (Standards and Technical) concerning maintenance of the strategic capacity and safety of the national road network in respect of proposed temporary and permanent accesses proposed on the N52 and N62 and permanent lay-by proposed on the N62, TII recommends the integration of national roads network mitigations in the form of the following conditions to form part of any planning permission contemplated:

- **Recommended national roads network mitigation measures for proposed direct accesses to the national roads network where a 100kph speed limit applies**

1. Prior to commencement of development, a Stage 1 and 2 Road Safety Audit (RSA) shall be carried out in accordance with TII Publications for:-
 - a) The proposed Temporary Construction Compound (ref. CC2 at Lisgarraff, Co. Tipperary) and associated new entrances on the N52.
 - b) The proposed Temporary Pipe Storage Depot (ref. PSD3 at Boveen, Co. Offaly) and associated new entrance on the N62.
 - c) The proposed permanent layby adjacent a proposed typical line valve opposite the proposed pipe storage depot (ref. PSD3 at Boveen, Co. Offaly) on the N62.

Any recommendations arising shall be incorporated in the design of the proposed development(s). The Road Safety Audit (RSA) report shall be submitted for the written agreement of the planning authorities in consultation with TII. The developer shall be responsible for the cost of the audit, which shall be undertaken by an independent qualified engineer. Any additional works required as a result of the RSA should be funded by the developer.

2. Prior to bringing into operation the proposed permanent layby adjacent a proposed typical line valve opposite the proposed pipe storage depot (ref. PSD3 at Boveen, Co. Offaly) on the N62, a Stage 3 Road Safety Audit (RSA) shall be carried out in accordance with TII Publications. The Stage 3 Road Safety Audit (RSA) report shall be submitted for the written agreement of planning authority subject to consultation with TII. The developer shall be responsible for the cost of the Road Safety Audit, which shall be undertaken by an independent qualified engineer. Any additional works required as a result of the RSA should be funded by the developer.

3. Prior to commencement of development, a Design Report shall be required to be completed and submitted for TII review and written agreement for works associated with the proposed permanent layby adjacent a proposed typical line valve opposite the proposed pipe storage depot (ref. PSD3 at Boveen, Co. Offaly) on the N62. The Design Report shall demonstrate compliance with relevant TII Publications (Standards and Technical) and shall be prepared and submitted in accordance with the procedures set out in TII Publication (Standards) *DN-GEO-03030 - Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes*.

Reason: In the interests of clarity as to the construction of this permission and to safeguard the strategic function and maintain levels of safety on the national roads network.

2. Proposed pipeline crossings of the national roads network

TII continues to identify 5 no. proposed trenchless crossings of the national roads network for the pipeline element of the proposed project; 2 no. crossings of the M7 and single crossings of the N52, N62 and N80.

Proposed national roads network crossings should avoid all impacts to existing TII infrastructure such as bridges, traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII, any costs attributable shall be borne by the applicant/developer.

TII also reiterates that proposed horizontal directional drilling (HDD) crossings of the M7 Motorway require consent under Section 53 of the Roads Act 1993, as amended. General requirements for directional drilling under a motorway include;

- The launch and reception pits for the crossing are located outside the Motorway boundary,
- The crossings will be installed at such depth so as not to conflict with the drainage for the Motorway,
- Neither the Works nor the crossings will damage or interfere with the Motorway,
- Any maintenance and/or future planned upgrades of the crossings can be carried out without access to the motorway boundary,
- There are no bolted joints in that part of the crossing within the motorway fenceline, and
- A pre and post construction survey shall be required along the length of the crossing over the extents of the motorway boundary.

TII notes the Applicant's response to these matters is majority recorded at subsection 21.4.1 *Response to Specific Issues Raised by Prescribed Bodies Impact on the Strategic Road Network* of the *Statutory Consultation: Response to Submissions Report*, May 2026. TII also observes that the submitted application includes scheduled mitigation measures in the submitted EIAR and outline Construction Environmental Management Plan (CEMP).

For clarity, TII continues to recommend that specific detailed design and construction methodology information for national roads network crossings that demonstrates compliance with TII Publications (Standards and Technical) and has regard to motorway reservation extents as appropriate is required to be submitted and agreed with TII prior to commencement of development.

Having regard to the foregoing and in the interests of adhering to the requirements of official policy concerning maintenance of the strategic capacity and safety of the national roads network, TII requests greater clarification in any planning permission that proposed national road network crossings will comply with relevant TII Publications (Standards and Technical) and that planning permission arising does not constitute nor imply consent to any works within the motorway reservation.

Where a grant of permission for the project is contemplated, TII recommends the following national roads network mitigation measures in the form of suggested conditions for the proposed national road network crossings and observation of TII Publications (Standards and Technical) for the consideration of the Commission:

- **Recommended national roads network mitigation measures for proposed pipeline crossings of the national roads network**
 1. This permission does not approve nor imply consent for any works within the M7 Motorway reservation which shall be required to be achieved under Section 53 of the Roads Act 1993, as amended.

2. Prior to commencement of development, the Construction Environmental Management Plan (CEMP) shall be submitted for the written agreement of the planning authorities subject to the written agreement of TII. The Construction Environmental Management Plan (CEMP) shall include the following commitments in relation to trenchless underground crossings of the national roads network (M7, N52, N62 and N80) as appropriate:-
 - a) a pre-construction survey along the length of the crossing over the extents of the motorway/dual carriageway boundary;
 - b) a commitment to and methodology for, the preparation and submission of, a post-construction survey along the length of the crossing over the extents of the motorway/dual carriageway boundary;
 - c) a record of consultation with the Motorway Maintenance and Renewals Contract (MMaRC) Network B Contractors, via TII and the relevant road authority;
 - d) record of works specific indemnities, Section 53 consent and arrangements for third party access as arise following consultation with thirdpartyworks@tii.ie; and
 - e) details demonstrating compliance of works on, or in the vicinity of the national road with TII Publications, including TII Publication (Standard) CC-PAV-04007 - *Requirements for the Reinstatement of Openings in National Roads*.
3. No works shall be commenced in the vicinity of the national roads network pending agreement from the relevant road authority in consultation with TII Third Party Works and/or TII Structures Section and the requirements of TII Publications (Standards and Technical). Prior to the commencement of development appropriate plans and details shall be submitted to the satisfaction of the planning authority to be agreed with TII via thirdpartyworks@tii.ie and structures@tii.ie.
4. In accordance with TII Publication (General) GE-TBU-01037 *Implementation of CC-PAV-04007 Specification for the Reinstatement of Openings in National Roads*, TII Publication (Technical) CC-PAV-04007- *Requirements for the Reinstatement of Openings in National Roads* shall apply for proposed national roads network crossings which shall include within the extent of the MMaRC Network Area B managed area for the M7. Proposed national roads network crossings shall avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, embankments, drainage and structures. Works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of the local roads' authority and TII, any costs attributable shall be borne by the applicant/developer.

Reason: In the interests of clarity as to the construction of this permission and to safeguard the strategic function and maintain levels of safety on the national roads network.

3. Proposed haul routing utilisation of the national roads network

TII's original submission noted the inclusion of the national road network as part of the proposed haul routing for the project and acknowledged the EIAR *Appendix A7.2 Traffic Management Plan (TMP)* and *Section 6 Traffic Management Plan – Specific Requirements* and that the TMP is to be further developed by individual appointed contractor(s) to the "agreed with the Roads Authority, prior to works commencing on site, and included in the future Construction Phase TMP".

TII has reviewed the *Statutory Consultation: Response to Submissions Report*, May 2026 and welcomes the Applicant's response to these matters in subsection 9.4.1 *Traffic Management Plan (TMP)*. TII continues to recommend specific measures to form part of the finalised *Traffic Management Plan (TMP)* that are appropriate to ensure the protection of the safe and efficient operation of the national roads network before and during project construction. In the opinion of the Authority, it remains appropriate that the TMP specifically include TII amongst its primary stakeholders to ensure embedded mitigation of potential national road impacts.

Where a grant of permission for the project is contemplated, TII respectfully recommends the following national roads network mitigation measures be incorporated into the proposed Traffic Management Plan (TMP) for the consideration of the Commission:

- **Recommended national roads network mitigation measures for proposed construction haul routing utilising the national roads network**

1. Prior to commencement of development, a finalised Construction Traffic Management Plan (TMP) shall be submitted for the written agreement of Clare, Limerick, Tipperary, Offaly, Kildare, and South Dublin County Councils subject to the written agreement of TII where elements of the national roads network form part of the TMP and shall include the following information in relation to the national roads network:-
 - a) details demonstrating compliance of proposed works to the national road network, including signage, to facilitate construction traffic with TII Publications;
 - b) details demonstrating commitment that any damage caused to the pavement of the existing national road network due to construction traffic shall be rectified in accordance with TII Pavement Standards;
 - c) demonstration of consultation with TII Bridge Management Section to ensure that national road structures are not adversely affected and to ensure adherence to required standards and procedures;
 - d) demonstration of consultation with all relevant PPP Companies, MMarC Contractors and road authorities over which the haul route traverses to ascertain any operational requirements such as delivery timetabling, etc. to ensure that the strategic function of the national road network is maintained;
 - e) copies of any proposals agreed between the road authority, PPP Concessions and MMarC Companies and the applicant impacting on national roads; and
 - f) demonstration of consultation with thirdpartyworks@tii.ie where temporary works within national road network maintenance boundaries are required to facilitate construction traffic to site, as a works specific Deed of Indemnity may be required by TII before the works can take place.

Reason: To safeguard the strategic function and maintain levels of safety on the national roads network.

Conclusion

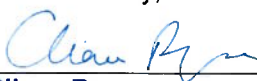
In summary, this submission continues to observe official policy in relation to development on/affecting national roads as outlined in DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012). TII supports the applicant's stated intention for further engagement with TII.

TII is of the opinion that identified potential direct and indirect interactions with the national roads network can be resolved by specific mitigations as part of the proposed project in the interests of construction and operation of the project in a manner compatible with the safe and efficient operation of that network and public safety generally.

TII advises that the proposed development includes works proposed to be carried out on, and near the national road network which must be in accordance with TII Publications (Standards and Technical) and where required approved and agreed with TII. Therefore, the recommendations contained in this submission are presented in the form of permission conditions for the consideration of the Commission. The suggested permission conditions identify specific mitigation measures that appropriately address potential impact on the National Roads Network and are also in the interests of the promotion of an integrated approach to land use, utility, and transportation planning.

TII would appreciate acknowledgment of receipt of this submission.

Yours faithfully,



Cliona Ryan
Land Use Planner

APPENDIX 1

Table 1 Summary of direct interactions of proposed project with the National Roads Network

Element of proposed project planning drawing - Pipeline Long Sections Planning Drawings		Summary National Road Network interfaces
Dwg. No.	Drawing Name	
32105801-850-07004	Treated Water Pipeline (Pumped) Plan and Longitudal Section Sheet 4 of 25 [Code TW]	Crossing 1 of 2 of the M7 Trenchless crossing no. 1 of 2 of M7 indicated in the vicinity of marker plate M7 E 160. Pipeline to run alongside northern side of M7. Appears to be outside MMarC Area B save for crossing location.
32105801-850-07005	Treated Water Pipeline (Pumped) Plan and Longitudal Section Sheet 5 of 25 [Code TW]	Pipeline to run alongside southern side of M7 where there is to be a 'typical line valve with embankment' to just shy of marker plate M7 W 158.5. Pipeline route to run adjacent and either side of M7 in vicinity of crossing. Site extents appear to potentially overlap with MMarC in the vicinity of marker plate M7 W 159.
32105801-850-07009	Treated Water Pipeline (Pumped) Plan and Longitudal Section Sheet 9 of 25	Crossing 2 of 2 of the M7 Trenchless crossing no. 2 of 2 of M7 indicated east of marker plate marker plate M7 E 152.5. Note annotation 'WB' indicated to be "proposed washout without outfall".
32105801-850-07020	Pressure Pipeline Plan and Longitudal Section Sheet 20 of 25	Crossing 1 of 1 of the N52 Trenchless crossing 1 of 1 of the N52 in the immediate vicinity of a local road junction where a 100 kmh speed limit applies. Proposed construction compound (CC2 – Principal – Lisgariff, Co. Tipperary) alongside the eastern side of the N52 with access off the N52 and temporary power supply from opposite side of N52 where a 100 kmh speed limit applies.
32105801-850-07040	Gravity Pipeline Section A Plan and Longitudal Section Sheet 10 of 19 [Code TWA]	Crossing 1 of 1 of the N62 Trenchless crossing 1 of 1 of the N62 at a location where a 100 kmh speed limit applies. Proposed pipe storage depot (PSD3 – Boveeen, Co. Offaly), alongside the northern side of the N62. Opposite proposed pipe storage depot (PSD3 – Boveeen, Co. Offaly), on the southern side of the N62 is indicated a "typical line valve" referred to Dwg. No. 32105801-850-07302. Also indicated on the southern side of the N62 is a "layby location" referred to drawing no. 32105801-850-07317.
32105801-850-07081	Gravity Pipeline Section C Plan and Longitudal Section Sheet 1 of 17 [Code TWC]	Crossing 1 of 1 of the N80 Trenchless crossing 1 of 1 of the N80 where a 100 kmh speed limit applies.