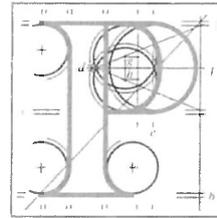


Our Case Number: ACP-323980-25



**An
Coimisiún
Pleanála**

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

Date: 05 March 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.

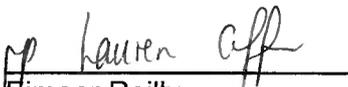
The Commission will revert to you in due course in respect of this matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the local authority and at the offices of An Coimisiún Pleanála when they have been processed by the Commission.

More detailed information in relation to strategic infrastructure development can be viewed on the Commission's website: www.pleanala.ie.

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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64 Sráid Maoilbhríde 64 Marlborough Street
Baile Átha Cliath 1 Dublin 1
D01 V902 D01 V902

Lauren Griffin

From: LAPS
Sent: Friday 20 February 2026 13:28
To: Eimear Reilly
Subject: FW: TII25-134619 - Proposed Water Supply Project Eastern and Midlands Region – An Coimisiún Pleanála ref. PA92.323980
Attachments: TII25-134619 - Proposed Water Supply Project Eastern and Midlands Region ACP ref. PA92.323980_20022026.pdf

From: Tara Spain <Tara.Spain@tii.ie>
Sent: Friday, February 20, 2026 11:47 AM
To: LAPS <laps@pleanala.ie>; SIDS <sids@pleanala.ie>
Subject: TII25-134619 - Proposed Water Supply Project Eastern and Midlands Region – An Coimisiún Pleanála ref. PA92.323980

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Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

To whom it may concern

I attach TII's submission with respect to the proposed Water Supply Project Eastern and Midlands Region – An Coimisiún Pleanála ref. PA92.323980.

TII would appreciate acknowledgement of receipt.

Regards

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



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An Coimisiún Pleanála
64 Marlborough Street
Dublin 1

By email: sids@pleanala.ie

Dáta | Date
20 February 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. - Uisce Éireann

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt of referral of the notice of the proposed Water Supply Project for the Eastern and Midlands by Uisce Éireann.

TII fully supports this essential critical infrastructure project, this submission has been prepared to assist the Commission and Uisce Éireann in enabling sustainable compatibility between the State's National Road Network strategic transport asset and the proposed Water Supply Project.

The proposed Water Supply Project for the Eastern and Midlands application indicates that the proposal will interact with the national road network with respect to physical assets and operation. For convenience, appended Table 1 of this submission identifies the direct interactions of the proposed project with the national roads network. The proposals are immediately north of M7 Junction 27 (Birdhill) and 2 no. of crossings of the M7 in County Tipperary just south of M7 Junction 26 (Nenagh (West)). The proposed project also includes further direct interactions with the National Roads Network in the form of; crossings, temporary construction compound and pipe storage depot operations over the N52, N62 and N80; and proposed line valve inspection layby on the N62. Indirect interaction with the national road network arises by virtue of the proposed construction haul routing for the proposal is identified as an indirect interaction with National Roads Network.

TII's submission seeks to address the safety, capacity, and strategic function of the national road network with TII's statutory functions, and the provisions of official policy. This submission identifies the interactions of the proposed project with the national road network; sets out potential impacts arising and identifies appropriate revisions and mitigations for the proposed project to proceed complementary to the maintenance of the safe and efficient operation of the national road network which require resolution for the Commission's consideration:

1. Direct Access to the National Road Network where a 100kph Speed Limit applies.

From TII review of submitted application information the following proposed works are identified on the N52 and N62 vital inter-regional and inter urban connections in areas where the maximum 100kmph speed limit applies:

- a) Proposed Temporary Construction Compound (CC2 Lisgarriff, Co. Tipperary) and associated new entrances on the N52 within the 100 kmph speed limit area (refers Figure 4.16 *Project Component Overview* and Figure 5.3 *Proposed Site Layout*.)

- b) Proposed Temporary Pipe Storage Depot (PSD3 Boveen, Co. Offaly) on the N62 within the 100 kmph speed limit area. TII notes a single new entrance off the northern side of the N62 and a secondary entrance into the “*construction working width*” to the rear of the proposed pipe storage compound. (*Figure 4.22 Project Component Overview and Proposed Site Layout Figure 5.11* refers)
- c) Proposed layby opposite the proposed pipe storage depot (PSD3 Boveen, Co. Offaly) on the N62 within the 100 kmph speed limit area. TII determines that the proposed layby and entrance gate to adjacent Line Valve on the N62 is to be a permanent feature of the proposal for access to fenced and gated line valve.

The Commission will be aware that official policy concerning development management and access to national roads is outlined in the Section 28 Ministerial Guidelines *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012). Official policy addresses both future national road scheme planning and the existing national road network.

Section 2.5 of the DoECLG Guidelines sets out policy that seeks to avoid the creation of additional access points from new development or the generation of increased traffic from existing accesses (i.e. non-public road access) to national roads, to which speed limits greater than 50 kph apply. For clarity TII would highlight that Policy as set out in Section 2.5 of the DoECLG Guidelines is directly reflected in both the Tipperary County Development Plan 2022 - 2028 and the Offaly County Development Plan 2021 – 2027 for the national road network,

For the proposed construction compound access (CC2) is located on the N52, Section 12.6 *Planning Policy of Chapter 12 Sustainable Transport* of the Tipperary County Development Plan applies and states as follows:

“12 – 4 Maintain and protect the safety, capacity and efficiency of Tipperary’s roads network and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, (DECLG, 2012) and the Trans-European Networks Regulations and to avoid the creation of additional access points to national roads to which speed limits greater than 60kmph apply.”

In addition, the Tipperary County Development Plan at Section 12.5.2 *Safeguarding the Strategic Road Network* reflects Section 2.6 of the DoECLG Guidelines, as follows:

“In considering any ‘exceptional circumstances’ that may arise, resulting in a request for new access onto the National Road network, the Council will have consideration to Section 2.6: Exceptional Circumstances of the Spatial Planning and National Roads: Guidelines for Planning Authorities (DECLG, 2012) and the recommendation of TII. It should be noted that any ‘exceptional circumstance’ being considered in accordance with the Guidelines shall be included by way of variation in accordance with Section 13 of the Planning Act.”

For the proposed temporary pipe storage depot and the proposed layby and entrance gate to adjacent Line Valve are located on the N62, Chapter 8 *Sustainable Transport Strategy, Section 8.8 Sustainable Transport Strategy Policies for Roads* of the Offaly County Development Plan applies and states as follows:

“SMAP-24 It is Council policy to maintain and protect the safety, strategic transport function, capacity and efficiency of national roads, motorways and associated junctions and in accordance with Strategic Planning and National Roads Guidelines 2012 or any subsequent edition.”

“SMAP-25 It is Council policy that development(s) requiring a new direct access or an intensification of an existing access onto a National Secondary road, or onto a privately owned road leading onto a National Secondary road where a speed limit greater than 60 km/h applies will be avoided in accordance with the provisions of Spatial Planning and National Roads Guidelines for Planning Authorities, January 2012. Exceptional circumstances may be considered where the development is of national and regional strategic importance, is plan-led and complies with the criteria set out in the Spatial Planning and National Roads Guidelines in this regard.”

The Commission is advised that neither the current Offaly nor Tipperary County Development Plans provide any agreed “*exceptional circumstances*” cases for development accessing a national road such as that currently proposed.

The aforementioned policy considerations clearly advocate great care must be taken and demonstrated with the introduction of any alteration to these important elements of national road infrastructure, even during temporary periods, are addressed especially to take account for public and road user safety.

TII would also highlight that the Road Safety Authority’s ‘Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy, 2021 – 2030’, indicates that the Safe System approach emphasises the need to focus on all elements of the road traffic system to successfully improve road safety. It is necessary to ensure that road safety plays an integral part in decision-making across the many sectors and agencies that impact the planning, design, operation, and use of our road traffic system. It is, therefore, incumbent on all agencies to ensure the highest standards of road safety are achieved.

Recommendation

Given the location of these proposals on important interregional and heavily trafficked routes TII outlines the following road safety and design standard matters for the Commission’s consideration which require resolution prior to any decision being made on the planning application to ensure the safety of all road users during and after the construction period.:

- (i) EIAR *Table 7.4: Traffic and Transport Issues Raised During Scoping Consultation* records the undertaking of “*Road Safety Audits for the preliminary design*” with commitment that they will “*progress through subsequent stages for the detailed design, construction and early operation as per TII guidance GE-STY-01024 (TII 2017)*”.

It appears by reference to EIAR subsection 7.5.2.3 *Infrastructure Sites* that Stage 2 and 3 Road Safety Audits may only be intended for the proposed permanent major infrastructural elements of “*RWI&PS, WTP, BPT, BPS, FCV and TPR*” (proposed raw water intake and pumping station (RWIPS), water treatment plant (WTP), break pressure tank (BPT), booster pumping station (BPS), flow control valve (FCV) and termination point reservoir (TPR)).

TII is not aware of any Road Safety Audits being completed for the proposed accesses off the N52 (proposed construction compound CC2) or the N62 (proposed pipe storage depot PSD3 and layby opposite). It is critical that public road user safety on the national road shall be safeguarded especially at high speed and heavily trafficked locations both during construction and when the project is in operation.

TII strongly recommends that a Road Safety Audits for proposed development elements on the N52 and N62 where the maximum 100 kmph speed limit applies shall be undertaken, and all recommendations of the Road Safety Audits shall be incorporated into final designs.

- (ii) In accordance with *NGS Circular No. 2 of 2022 re. Application of Guidelines and Standards in relation to works on Public Roads in Ireland*, works to the national road network outside of the urban speed limit zones must comply with TII Publications (Standards and Technical).

TII advises that TII Publication (Standards) *DN-GEO-03030 - Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes* (<https://www.tiipublications.ie>), applies to the proposed construction compound (CC2 Lisgarriff, Co. Tipperary) and new access on the N52; the proposed pipe storage depot (PSD3 Boveen, Co. Offaly) on the N62 and the proposed layby and access arrangement opposite that depot on the N62.

This TII Publication Standard sets out the procedures to be followed for the technical aspects of the Design Phase of scheme types including development led schemes. TII Publication (Standards) *DN-GEO-03030* requires the preparation and submission of a Design Report to TII for agreement. Crucially, section 8 of the Standard states: “*Statutory Planning Procedures (Phase 4) should not commence prior to the review and satisfactory responses to any comments from TII of the Design Report.*”

Based on the information submitted as part of this application and TII's own records, no Design Reports have been received in respect of the elements of the proposed development interacting with the N52 and N62 as required by TII Publication (Standards) *DN-GEO-03030*.

The Commission is advised that in the absence of such reports, there is a risk that any changes to the proposal necessary because of any Design Report review by TII may require variations to a planning approval which may involve delay and additional costs to the project. It would be expected that as both infrastructures are provided and/or to be provided by the Exchequer that these matters would require resolution at the earliest stages of project development.

Please be advised that any future costs of works impacting the N52, N62 and N80 is a matter for the relevant Council and / or the applicant.

For clarification purposes TII notes that the submitted EIAR at subsection 5.26.2 *Lay-Bys*, refers to a withdrawn TII Publication (Standards) *DN-GEO-03046 – The Location and Layout of Lay-bys and Location Markers*. TII acknowledges that the EIAR records this TII Publication as “*withdrawn*”. However, TII would advise that this TII Publication is superseded by 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*. It is expected that the plans and details associated with the lay by shall be reviewed and revised accordingly.

In the interests of safeguarding levels of safety and the strategic function of the national road network in accordance with National Strategic Outcome 2 of the National Planning Framework on these critical interurban routes and public safety, TII recommends revised documentation shall be submitted which demonstrate that all works to the national road shall comply with TII Publications (formerly NRA DMRB); technical design standards for national roads, including Design Report requirements in accordance with TII Publications *GN-GEO-03030*.

2. Proposed pipeline crossings of the national roads network

TII identifies 5 no. trenchless crossings of the national roads network are proposed for the pipeline element of the proposal; 2 no. crossings of the M7; and single crossings of the N52, N62 and N80... TII has the following general requirements in respect of any crossings of the network for the avoidance of disturbance of the National Roads Network, TII advises preference trenchless crossings to be designed and constructed such that:

- The launch and reception pits for the crossing are located outside the motorway/dual carriageway boundary,
- The cabling will be installed at such depth so as not to conflict with the drainage for the motorway/dual carriageway,
- Neither the works nor the pipeline crossing will damage or interfere with the motorway/dual carriageway,
- Any maintenance and/or future planned upgrades of the cabling at the crossing location can be carried out without access to the motorway/dual carriageway boundary,
- There are no bolted joints in that part of the crossing within the motorway/dual carriageway fenceline.

In addition, a third party seeking to cross a motorway/dual carriageway will require Works Specific Deeds of Indemnities, arrangements for third party access or consent from TII in accordance with Section 53 of the Roads Act, 1993. Arrangements for third party access are also likely to be required. Dedicated consultation at thirdpartyworks@tii.ie is provided to progress such matters. The following is therefore outlined for the Commissions consideration:

2.1 M7 Proposed Motorway Crossings

The M7 is a motorway and part of the TEN-T Core Network. The protection of maintenance of the safe and efficient operation of the M7 during construction and operation for the proposed pipeline is critically required. Unfortunately, TII is unable to identify a submitted clear record of the required mitigation for proposed motorway crossings that reflects the above TII requirements. In respect of the proposed 2

no. crossings of the M7, the submitted EIAR *Chapter 5 Construction and Commissioning* provides the following information:

- *Figure 5.37 Methods of Construction* indicates M7 crossing 1 of 2 at "TW-5500" and crossing area including adjacent M7 as "Tunnel/Trenchless Crossing with No Above Ground Disturbance**"
- *Figure 5.39 Methods of Construction* indicates M7 crossing 2 of 2 in the vicinity of "TW-130000" and crossing area including adjacent M7 as "Tunnel/Trenchless Crossing with No Above Ground Disturbance**"

The indicated commitment to avoidance of above ground disturbance is welcome. However TII is unable to identify whether this is a qualified and evidenced commitment especially with reference to EIAR *Chapter 18 Material Assets* section 18.4.2 *Construction Phase*, 18.4.2.1 *Risk of Settlement* and *Table 18.21: Predicted Levels of settlement* which indicates "maximum level of settlement" for crossing RDX007 as 11mm and RDX015 as 13mm. TII observes that this reported maximum level of settlement will be "reduced" from that reported and assessed and the "embedded mitigation" is intended to achieve this reduction.

With concern TII must advise the Commission that settlement levels in ranges reported by the applicant far exceed the thresholds set out on *TII Publication (Standard) CC-PAV-04007*). Further, no evidence has been provided to demonstrate the deviation from TII established requirements would be acceptable. In addition, TII also consider that the mitigation measures proposed do not address the established TII requirements for a motorway crossing. Sub-standard proposals which are based on unsubstantiated basis and evidence may create serious significant impacts on the physical integrity of the M7 which would be disruptive to the operation of the critical M7 and costly for the Exchequer to remedy.

For example, as part of EIAR *Chapter 7 Traffic and Transport*, TII notes section 7.5 *Mitigation and Monitoring Measures*, as part of 7.5.2 *Embedded Mitigation* records 7.5.2.2 *Trenchless Crossings* where a commitment to a Road Traffic Act 1994, Section 38 consent is set down. This commitment to obtaining a s38 consent in accordance with the Road Traffic Act 1994 is repeated at section 6.4 *Site Specific Temporary Traffic Management Measures* of EIAR *Appendix A7.2 Traffic Management Plan*. TII advises that Section 38 of the Road Traffic Act 1994, as amended relates to traffic calming measures. For clarity a motorway crossing requires a Roads Act 1993, as amended Section 53 consent.

TII acknowledges the proposed utilisation of "trenchless" crossing methodology for the M7. However, from the information submitted, TII is unable to identify the exact motorway crossing methodologies to be deployed such that the Authority is confident that no settlement of the M7 occurs during the construction or operation of the proposed development or that potential settlement is to be clearly avoided as part of embedded mitigation.

Recommendation

TII recommends that the schedule of mitigation for national roads crossings be revised to clearly include as part of embedded mitigation measures the following requirements for proposed crossings of the national roads network:

- (i) Prior to a decision being made, the applicant shall submit appropriate plans and details which shall demonstrate that the proposed crossings of the M7 (crossing refs. RDX0007 and RDX0015) are to be in strict compliance with TII Publications.

No works for and or in proximity of these crossings will commence until consent has been received from TII in accordance with Section 53 of the Roads Act 1993, as amended.

- (ii) Prior to commencement of development, an updated Construction Environmental Management Plan (CEMP) shall be prepared which 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) 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) 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*.

2.2 Specific Proposed Works in the vicinity of the M7 and proposed M7 crossing ref. RDX0007

TII notes that submitted *Treated Water Pipeline (Pumped) Plan and Longitudinal Section* drawings, Sheet 4 of 25 (Dwg. No. 32105801-850-07004) and Sheet 5 of 25 (Dwg. No. 32105801-850-07005) indicate a project site boundary running alongside the north and south of the M7. This section of the M7 is operated and managed as part of Motorway Maintenance and Renewal Contract (MMaRC) Network Area B. From the information submitted, TII is unable to ascertain nor evaluate whether the proposed project boundary, excluding crossing location RDX007, encroaches the MMaRC maintenance boundary.

This is of particular importance as any works proposed within the MMaRC Network Area B will require specific TII requirements which have not been addressed within the current EIAR. TII advises that specific consultation and appropriate protocol agreement with TII and the MMaRC Network B Contractor is required in relation to any works proposed to support the current proposal. This includes signage, traffic management, lining, timetabling, lighting etc., that may affect the operational requirements of motorway/national roads and associated junctions during the construction period and also for ongoing maintenance of the M7. The Commission will be aware that the motorway network includes its junctions and associated infrastructure such as structures and drainage. Compliance with TII Publications (Standards) in accordance with relevant TII Publications (Technical) will be required for any work that may impact the national road pavement, structures, infrastructure and assets.

Recommendation

In the interests of clarity, avoiding costly permitting or construction process delays or maintenance gaps as well as the absence of appropriate consents associated with actions, TII recommends:

Prior to a decision being made those revised plans, details and amendments to the planning documentation be submitted:

- a) a revised proposed project boundary site layout as indicated on *Treated Water Pipeline (Pumped) Plan and Longitudinal Section* drawings Sheets 4 and 5 be overlain at an appropriate scale with the MMaRC maintenance boundary to enable assessment of any overlap.
- b) Based on the outcomes of the revised site layout TII recommends that the applicant revise the EIAR documentation to take account of any proposals/works/actions which will be undertaken within the to the EIAR and MMaRC Network Area B

The Commission is advised that any works within the MMaRC Network specific consultation and appropriate protocol agreement with TII and the MMaRC Network B Contractor which may not have been initially considered by the project.

23 National Road Carriageway Proposed Crossings

In respect of the proposed crossings of the N52, N62 and N80, the submitted EIAR in Chapter 5 *Construction and Commissioning* provides the following information in respect of these crossings:

- *Figure 5.44 Methods of Construction* indicates N52 crossing as "Tunnel/Trenchless Crossing."
- *Figure 5.50 Methods of Construction* indicates N62 crossing as "Tunnel/Trenchless Crossing."

- *Figure 5.63 Methods of Construction* indicates N80 crossing as “Tunnel/Trenchless Crossing.”

Recommendation

The crossings of the N52, N62 and N80 occur at locations where a maximum 100 mph speed limit applies. Having regard to the location of the proposed crossings over elements of the national roads network outside of the urban speed limits area, compliance with TII Publications is required.

3. Proposed haul routing to include the national roads network

TII notes the inclusion of the national road network as part of the proposed haul routing for the project. TII acknowledges EIA *Appendix A7.2 Traffic Management Plan* and *Section 6 Traffic Management Plan – Specific Requirements* include specific recognition of the necessity of obtaining permissions from MMarC and or PPP companies and statutory roads consent in respect of certain elements of the national road network are included as “*Specific Requirements*”. TII further acknowledges that the submitted *Appendix A7.2 Traffic Management Plan* is at “*planning stage*” and that the “*commitments described*” will 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*”.

Notwithstanding, having regard to the foregoing observations and recommended revisions, TII notes that revisions to the planning *Traffic Management Plan* will arise because of those recommendations and are appropriate to ensure the protection of the safe and efficient operation of the national roads network before and after project construction.

Recommendation

In the interests of clarity, a number of operational issues related to the proposed haul routing are required to be resolved as part of the Traffic Management Plan to address concerns relating to national road network maintenance and road safety as follows:

Prior to the commencement of development, revised Traffic Management Plan (TMP) shall be submitted for the written agreement of the local authority 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 road network: -

- a) details demonstrating compliance of proposed works to the national road network, including signage, to facilitate construction traffic with TII Publications.
- b) demonstration of consultation with TII Bridge Management Section to ensure that national road structures are not adversely affected and to ensure adherence to required standards and procedures.
- c) demonstration of consultation with 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.
- d) copies of any proposals agreed between the road authority, PPP Concessions and MMarC Companies and the applicant impacting on national roads; and
- e) 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.

Mitigation measures of the Traffic Management Plan (TMP) shall include that any damage caused to the pavement of the existing national road due to construction traffic shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the Road Authority prior to the commencement of any development on site.

4. Conclusion

The content of this submission and revisions requested by TII are made for in the interest of the proposed development, being able to proceed complementary to the protection of the safe and efficient operation of the national road network needs.

As outlined, the proposed development includes works proposed to be carried out on, and near the national road network, that must be subject to co-ordination with and approval of TII in accordance with TII Publications. Accordingly, it is appropriate that specific mitigation and monitoring commitments for potential impact on the National Roads Network are appropriately identified and addressed.

The resolution of the matters raised in this correspondence and their reflection as part of the proposed development are essential to avoid detrimental impact on the capacity, safety, or efficiency of the national road network, is in the interests of sustainable development, and the promotion of an integrated approach to land use, utility and transportation planning.

TII would appreciate acknowledgment of receipt of this submission.

Yours faithfully,



Head of Land Use Planning

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 kmph speed limit applies. Proposed construction compound (CC2 – Principal – Lisgarriff, 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 kmph 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 kmph speed limit applies. Proposed pipe storage depot (PSD3 – Boveen, Co. Offaly) , alongside the northern side of the N62. Opposite proposed pipe storage depot (PSD3 – Boveen, 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 kmph speed limit applies. |