

From: [Landuse Planning](#)
To: [SIDS](#)
Subject: An Coimisiún Pleanála - Case reference: VA04.324274, Coom Green Energy Park Grid Connection Planning Application.
Date: Monday 22 June 2026 15:05:56
Attachments: [image001.png](#)
[TII26-136323 - An Coimisiún Pleanála - Case reference- VA04-324274 Coom Green Energy Park Grid Connection .pdf](#)

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To whom it may concern

I attach TII's submission for Coom Green Energy Park Grid Connection Planning Application Case reference: VA04.324274 for the Commissions consideration. 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
(Strategic Infrastructure Division)
64 Marlborough Street
Dublin 1

By email: sids@pleanala.ie

Dáta | Date

22 June 2026

Ár dTag | Our Ref.

TII26-136323

Bhur dTag | Your Ref.

RE: An Coimisiún Pleanála - Case reference: VA04.324274, Coom Green Energy Park Grid Connection Planning Application.

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt of referral of the above proposed roposed CGEP 110kV substation and grid connection at **Coom Green Energy Park**

TII welcomes and is supportive of proposals aimed at achieving *Project Ireland 2040* National Strategic Outcomes (NSO) including *NSO 8 Transition to a Low Carbon and Climate Resilient Society* and *NSO 9 Sustainable Management of Water and other Environmental Resources*. TII consider that individual projects should proceed where they are complementary to the requirements of official policy set out in the *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012) concerning maintaining the strategic capacity and safety of the national road network in accordance with *NSO 2 Enhanced Regional Accessibility*.

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 and offers the following recommendations for the Commission's consideration:

❖ **Requirements for HDD Crossing of the M8 Motorway Network**

Without prejudice to the foregoing, the proposed HDD crossings of the Motorway network require consent under Section 53 of the Roads Act. In addition, other consents may be required, for example, local authority consent, licencing or arrangements for third party access to the national road network, etc.

Contact should be made to 'thirdpartyworks@tii.ie' to progress proposals for any HDD motorway crossing and consultation, as required, should also take place with relevant PPP Companies and MMarC Contractors as well as the local road authorities.

General requirements for directional drilling under a motorway include;

- The launch and reception pits for the crossing are located outside the Motorway boundary,
- The cabling/pipeline will be installed at such depth so as not to conflict with the drainage for the Motorway,
- Neither the Works nor the cable crossing will damage or interfere with the Motorway,
- Any maintenance and/or future planned upgrades of the cabling/pipeline at the crossing location can be carried out without access to the motorway boundary,



- There are no bolted joints in that part of the crossing within the motorway fence-line,
- A pre and post construction survey shall be required along the length of the crossing over the extents of the motorway boundary,
- Specific requirements may also arise for these proposed works.

Any cable routing should avoid all impacts to existing TII infrastructure such as 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.

Save for addressed in the forgoing, the project details submitted with the subject application do not outline other impacts to the adjoining Motorway network, however, the red line planning application site boundary adjoins the M8, motorway reservation boundaries.

In the interests of clarity, TII has not provided any consent for any works within the motorway reservation and based on the level of information accompanying the subject application, all works proposed and as indicated in the subject application details can be executed outside the Motorway Reservation.

Further liaison with TII “Third Party Works” will be required as drawings made available do not have sufficient detail for inclusion in TII consent requirements for example PPP boundaries and the entry and exit point of each bore must be clearly marked along with junction 5 labelled)

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 road network in the area TII would welcome clarification in any decision on the planning application that the permission granted does not consent to any works within the motorway reservation and respectfully suggest the following proposed condition;

1. *This permission does not approve nor imply consent for any works within the M8, Motorway Reservations.*

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 road motorway network in accordance with National Strategic Outcome no. 2 of the National Planning Framework.

❖ **Wider Construction Traffic Management**

2. Prior to the commencement of development, a detailed Traffic Management Plan (TMP) shall be submitted for the written agreement of relevant County Councils subject to the written agreement of TII. The matters to be addressed in the TMP relating to national road network maintenance and road safety shall include:
 - a. Demonstration that 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 and infrastructure including drainage.
 - b. Any proposed works to the national road network, including signage, to facilitate construction traffic shall comply with TII Publications and shall be subject to Road Safety Audit as appropriate. Works should ensure the ongoing safety for all road users and prior to any development necessary licenses, approvals or agreements with PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) Companies and local road authorities, as necessary, shall be in place.
 - c. Any damage caused to the pavement of the existing national road due to the turning movement of abnormal ‘length’ loads (e.g. tearing of the surface course) 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.

- d. All national road and ancillary overground/underground assets shall be subject to proper undamaged reinstatement and properly certified to the relevant standards in accordance with the assets' functions together with any working widths/depths which they require.
- e. Separate structure approvals/permits, and other licences may be required in connection with the proposed works, including where temporary modification to the road network may be required.
- f. In association with the above the applicant/developer shall consult with all PPP Companies, MMarC Contractors and road authorities over which the haul route traverses to ascertain any operational requirements such as delivery timetabling, etc. and to ensure that the strategic function of the national road network is maintained. TII requests referral of all proposals agreed between the road authority, PPP Concessions and MMarC Companies and the applicant impacting on national roads.

Reason: In the interests of road safety and protection of public infrastructure.

3. Prior to the first delivery of any abnormal or exceptional abnormal load associated with the development, the applicant shall submit to, and agree in writing, with the relevant Roads Authority(s) an Abnormal Load and Exceptional Abnormal Load Management Plan. The Plan shall confirm the final haul route, pre- and post-delivery condition surveys of the public road network (including bridges and culverts where required), any necessary accommodation works, traffic management measures, and confirmation of statutory abnormal load permits and Garda escort arrangements. Prior to the first delivery of any exceptional abnormal load, the permitting process required under Department of Transport Circular RW18 of 2024 ('Exceptional Abnormal Loads') shall be completed to the satisfaction of the planning authority.

The delivery of abnormal or exceptional loads may take place outside standard construction working hours where required under the statutory abnormal load permitting process and as agreed with the relevant Roads Authority(s).

Reason: In the interests of road safety, protection of public infrastructure, and the orderly management of abnormal load movements.

The foregoing matters and their reflection as part of the proposed development is 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 and transportation planning.

Please acknowledge receipt of this submission.

Yours faithfully,



on behalf of
Land Use Planning Unit