

From: [Landuse Planning](#)
To: [SIDS; Appeals2](#)
Subject: Ballincor Windfarm - An Coimisiún Pleanála - Case reference: PAX92.324279- TII Submission
Date: Thursday 2 July 2026 10:28:54
Attachments: [image001.png](#)
[Ballincor Windfarm - An Coimisiún Pleanála - Case reference PAX92-324279.pdf](#)

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 observation regarding Ballincor Windfarm - An Coimisiún Pleanála - Case reference: PAX92.324279.

TII would appreciate acknowledgement of receipt.

Regards

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



I am a Designated Public Official under the Regulation of Lobbying Act 2015, for more information see www.lobbying.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.

De réir pholasaí BIÉ An Ceart gan a bheith Ceangailte, má tá an ríomhphost seo á fháil agat lasmuigh de na gnáthuaireanta oibre, nílím ag súil le freagra ná le gníomh uait lasmuigh de do ghnáthuaireanta oibre féin mura bhfuil sé ráite go soiléir go bhfuil gá gníomhú go práinneach.

TII processes personal data provided to it in accordance with its Data Protection Notice available at <https://www.tii.ie/en/compliance/data-protection-notice/>

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag <https://www.tii.ie/ga/compliance/data-protection-notice/>

TII E-mail system: This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error then please notify postmaster@tii.ie and delete the original including attachments.

Córas r-phoist BIE: Tá an ríomhphost seo agus aon chomhaid a tharchuirtear leis faoi rún agus beartaithe lena n-úsáid ag an duine aonair nó ag an eintiteas a bhfuil siad dírithe chuige/chuici amháin. Más rud é go bhfuair tú an ríomhphost seo trí bhotún, cuir sin in iúil

do postmaster@tii.ie, le do thoil, agus scrios an ríomhphost bunaidh agus aon
cheangaltáin.

**An Coimisiún Pleanála
(Strategic Infrastructure Division)
64 Marlborough Street
Dublin 1**

Dáta | Date

2 July 2026

Ár dTag | Our Ref.

PAX92.324279

Bhur dTag | Your Ref.

TII26-136137

Re: Ballincor Windfarm - An Coimisiún Pleanála - Case reference: PAX92.324279

Dear Sir / Madam,

The Authority acknowledges receipt of referral of the above proposed planning application. Transport Infrastructure Ireland (TII) acknowledges that the subject development proposal can contribute to achieving the national target of renewable energy generation and reduction in greenhouse gas emissions. TII welcomes and is supportive of proposals aimed at achieving the transition to a low carbon and climate resilient economy, increasing renewable energy generation and enhancing energy security giving effect to National Strategic Outcome no. 8 of the National Planning Framework 'Transition to a Low Carbon and Climate Resilient Society'.

Within the foregoing context, TII proposes to address the proposed development in relation to the provisions of official policy and in relation to national road network maintenance and safety to ensure the proposed development can proceed complementary to the requirements of official policy concerning maintaining the strategic capacity and safety of the national road network in accordance with National Strategic Outcome no. 2 of the National Planning Framework 'Enhanced Regional Accessibility'.

In the Authority's opinion, there are a number of operational, and safety national road issues related to the subject development proposal that can be addressed by planning condition to support any decision on this planning application. The reason for these conditions is in the interests of safeguarding levels of public safety and the strategic function of the national road network in accordance with National Strategic Outcome Number 2 of the National Planning Framework. The following therefore applies and should be considered:

A. Grid Connection

Where an 'optimal solution' for grid routing impacts the national road network, the following principles apply; Any cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, embankments, drainage, structures, 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. The developer should also be aware that separate approvals may be required for works traversing the national road network.



TII acknowledges and wishes to confirm that Site Layout Plan Sheet 9 of 18 provided with the application, indicates that no 'Joint Bay' in the national road. In addition, TII notes the typical section through permanent reinstatement of longitudinal openings in roadways included in the application submitted. Notwithstanding, standards for cable construction in the national road shall comply with TII Publications (CC-PAV-04007). TII requires compliance with TII Publications (CC-PAV-04007) needs to be addressed.

Recommended Conditions

1. No joint bays shall be located in the national road as per Site Layout Plan Sheet 9.
2. Any cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, embankments, drainage, structures. 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.
3. All standards for grid connection cable construction and associated infrastructure in the public road shall be agreed with the Road Authority prior to the commencement of any development and where works impact the national road, TII Publications (CC-PAV-04007) shall apply.

B. TII Bridge Structure Ref. no. TN-N52-008.00 Ballyloughnane Bridge

TII Structure TN-N52-008.00 Ballyloughnane Bridge is on the route of the proposed 110kV UGC route associated with the Proposed Ballincor Windfarm. Drawing "05867-DR-216-P3_HDD Bridge 1" indicates that the route of the 110kV UGC will veer off the N52 circa 25-30m south the bridge and will merge with the N52 circa 50-60m north of the bridge. The nearest cable to be installed using HDD would appear to be circa 6m away from the southeastern elevation of the TII Structure N-N52-008.00 Ballyloughnane Bridge structure.

Due to proximity of the HDD to TII Structure N52-008.00 Ballyloughnane Bridge in adjacent land, TII requires that appropriate Technical Acceptance be achieved in accordance with the requirements of TII Publications *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads for Structures*. This is to ensure that there is no effect on the TII Structure N52-008.00 Ballyloughnane Bridge including substructure and foundations.

Recommended Condition

4. Prior to the commencement of development, Technical Acceptance for TII Structure ref. no. TN-N52-008.00 Ballyloughnane Bridge shall be achieved in accordance with the requirements of TII Publications *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads for Structures*.

C. Proposed Turbine Component Haul Route and Abnormal Loads

In relation to turbine component delivery to site, it should be noted that the national road network is managed by a combination of PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities. The applicant/developer should consult with all PPP Companies, MMaRC Contractors and road authorities over which the haul routes traverse 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. Mitigation measures identified by the applicant should be included as conditions in any decision to grant permission.

With specific reference to any proposed works impacting national roads, in accordance with the National Planning Framework National Strategic Outcome no. 2 'Enhanced Regional Accessibility', there is a requirement to maintain the strategic capacity and safety of the

national road network. This requirement is further reflected in the National Development Plan, the National Investment Framework for Transport in Ireland and also the existing Statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities.

Therefore, there is a critical requirement to ensure the strategic capacity and safety of the national road network is maintained and significant Government investment already made in the national road network is safeguarded.

Recommended Conditions

5. Any temporary works to the national road network are for a temporary period only to facilitate turbine component delivery and thereafter any temporary works shall be removed and lands reinstated.
6. Any damage caused to the pavement on the existing national road network due to the turning movement of abnormal 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.
7. Any proposed works to the national road network, including signage, to facilitate construction traffic or turbine component delivery to site 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.
8. Where temporary works within any MMarC Contract Boundary are required to facilitate the transport of any abnormal loads to site, the applicant/developer shall contact thirdpartyworks@tii.ie in advance, as a works specific Deed of Indemnity will be needed by TII before the works can take place.
9. Full details of the transportation of all Abnormal Loads and all 'Exceptional Abnormal Loads', including compliance with Department of Transport Circular RW18 of 2024, associated with the subject development shall be agreed with all planning and road authorities along all proposed haul routes prior to the commencement of any development.

Conclusion

It is requested that the above matters are taken into consideration prior to any decision on the subject application.

In the interests of clarification, no part of this submission shall be construed as TII giving consent to access or alter any national road infrastructure assets including drainage regimes, vehicle restraint and safety systems, ducting, HDD crossings, structures, etc.

In the event that any damage is caused by any development works to the national road or associated assets, overground or underground, costs arising to fully remediate all impacted infrastructure assets to TII Publications standards and requirements will be pursued by or on behalf of TII.

The Authority trusts that the foregoing comments prove of assistance in dealing with this matter.

Yours faithfully,



Land Use Planning Unit