

From: [Landuse Planning](#)
To: [SIDS](#)
Subject: TII submission to Proposed 220kV Independent Power Producer (IPP) GIS substation, Co. Westmeath - An Coimisiún Pleanála - Case reference: VA25M.324417_TII ref. TII26-136988
Date: Friday 7 August 2026 15:42:46
Attachments: [TII26-136988 - Proposed 220kv substation Kiltoran Collinstown Oldtown Farthingstown Westmeath ACP ref. VA25M.324417 submission issued 07.08.2026.pdf](#)

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Dear Sir/Madam,

Please find attached a copy of TII's observation on the above application.

Please acknowledge receipt of this submission.

Acknowledgements can be forwarded to landuseplanning@tii.ie.

Regards and thanks,

Cliona Ryan
Land Use Planner

Tel: +353 (0)1 646 0000

Email: landuseplanning@tii.ie



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An Coimisiún Pleanála
64 Marlborough Street
Dublin 1

By email: sids@pleanala.ie

Dáta | Date
7 August 2026

Ár dTag | Our Ref.
TII26-136988

Bhur dTag | Your Ref.
VA25M.324417

RE: Proposed 220kV Independent Power Producer (IPP) GIS substation, High Voltage Lines, Electric Plant and associated Site Development Works located in the townlands of Gneevebane, Farthingstown, Castlelost, Kiltotan & Collinstown, Co. Westmeath.

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt referral of the above application on behalf of Red Admiral DC Limited.

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*, the observance of official national roads policy, and the demonstration of TII Publications compliance.

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 and development 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:

Proposed development part of a project, the remainder of which notified grant under Westmeath County Council Reg. Ref. 25/60344 (appeal ref. PL25M.501596)

The submitted EIAR, dated June 2026 (Halston Project Ref. SEP-037) describes a project consisting of a Data Centre (DC) facility and its own Decentralised Energy Resource (DER) on c. 243 hectares between Rochfortbridge and Tyrrellspass in south-west County Westmeath.

The proposed data centre was the subject of a planning application made to Westmeath County Council under Reg. Ref. 25/60344. TII understands that the notified grant of planning permission is the subject of a current appeal lodged with An Coimisiún Pleanála under ref. PL25M.501596. TII advises we made submissions to Westmeath County Council under Reg. Ref. 25/60344 with 4 no. conditions recommended by TII forming part of that notified grant planning permission as condition nos. 12, 29, 30 and 31.

TII has reviewed the information submitted in respect of the current application under ACP ref. VA25M.324417. Unfortunately, TII observes that the current application does not appear to directly record the TII recommended conditions set out in the notified grant of permission under Reg. Ref. 26/60344 as specific national roads



network mitigations in the currently submitted EIAR nor proposed construction management or construction traffic management plans. This appears to be an oversight by applicant. Notwithstanding, TII has previously identified direct and indirect interactions with the M6 and the wider national roads network by the EIAR project which are applicable in this instance.

The EIAR project includes proposed horizontal directional drilling (HDD) crossing of the M6. In the interests of clarity, TII has not provided any consent for any works within the motorway reservation under the Roads Act 1993, as amended and based on the level of information accompanying the subject application, all works proposed appear to be capable of execution outside the Motorway Reservation. Any permission that may be forthcoming from this application shall not approve nor imply consent for any works within the M6 Motorway Reservations.

Having regard to the foregoing, including the dual development consent nature of the EIAR project, 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, TII respectfully recommends the integration of national roads network mitigations in the form of conditions to form part of any planning permission contemplated:

1. Prior to commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted for the written agreement of the planning authority subject to the written agreement of TII which shall include the following;
 - 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 boundary;
 - b) consultation and agreement with TII Bridge Management Section via Structures@tii.ie in advance of works to ensure that any national road structures are not adversely affected and to ensure adherence to required standards and procedures.
 - c) details demonstrating compliance of works on, or in the vicinity of the national road with TII Publications;
 - d) record of consultation with the Motorway Maintenance and Renewals Contract (MMaRC) Network B Contractors, via TII and the relevant road authority; and
 - e) record of works specific indemnities, Section 53 consent and arrangements for third party access as arise following consultation with thirdpartyworks@tii.ie.
2. In association with item 1, the following conditions shall apply in respect of the proposed horizontal directional drilling (HDD) crossing of the M6:
 - a) The launch and reception pits for the crossing are located outside the motorway boundary,
 - b) The cabling will be installed at such depth so as not to conflict with the drainage for the motorway/dual carriageway,
 - c) Neither the Works nor the cable crossing will damage or interfere with the motorway/dual carriageway,
 - d) 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,
 - e) There are no bolted joints in that part of the crossing within the motorway/dual carriageway fence line,
 - f) A pre and post construction survey shall be required along the length of the crossing over the extents of the motorway/dual carriageway boundary,
 - g) Specific requirements may also arise for these proposed works
 - h) Third parties 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, as amended.
3. Any mitigation proposed to safeguard the levels of safety on the M6 motorway, included in the submitted Glint and Glare Assessment shall be incorporated into the decision as a condition in any permission granted. The Council is requested to identify and ensure the implementation of a monitoring programme for the developer to adhere. This monitoring programme shall allow for additional mitigation if necessary and amendment/removal of any elements of the proposed development that result in glint/glare and

impact on road safety on the M6 motorway. The applicant shall be responsible for any and all costs associated with required mitigation.

4. Prior to the commencement of development, a Construction Traffic Management Plan (CTMP) shall be submitted for the written agreement of Westmeath County Council subject to the written agreement of TII. The matters to be addressed in the CTMP relating to national road network maintenance and road safety shall include:
 - i. 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.
 - ii. 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.
 - iii. 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.
 - iv. 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.
 - v. 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.
 - vi. 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.

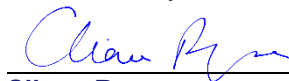
Reason: In the interests of road safety and protection of public infrastructure.

As a separate issue for the Commission's consideration, TII highlights the submitted drawings, in particular the submitted site location map (Drawing No. CLDC-HAL-DC-XX-PL-900, Rev. P02, June 2026) is difficult for technically proficient professionals to decipher especially with respect to the extent of the current application site boundary. It may be appropriate for the Commission to address these matters especially related to electronic means of public documentation access.

Please acknowledge receipt of this submission.

TII would appreciate acknowledgment of receipt of this submission.

Yours faithfully,



Cliona Ryan
Land Use Planner

TII advises that 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

*Note: In accordance with the provisions of section 13 of the Roads Act 2015, Transport Infrastructure Ireland (TII) is the operational name of the National Roads Authority with effect from 1 August 2015