Outlook

Proposed 110kV Substation at Steeven's Lane, Dublin 8 - An Coimisiún Pleanála - Case reference: VA29S.324596_TII ref. TII26-137605

From Landuse Planning <LandUsePlanning@tii.ie>
Date Wed 14/10/2026 08:01
To SIDS <sids@pleanala.ie>

1 attachment (232 KB)

TII26-137605 – Proposed 110kV Substation at Steeven's Lane, Dublin 8, ACP ref. VA29S.324596_ DRAFT submission issued 14.10.2026.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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Bonneagar Iompair Éireann
Transport Infrastructure Ireland

An Coimisiún Pleanála
64 Marlborough Street
Dublin 1

By email: sids@pleanala.ie

Dáta | Date	**Ár dTag | Our Ref.**	**Bhur dTag | Your Ref.**
14 October 2026	**TII26-137605**	**VA29S.324596**

RE: Proposed 110 kV Substation at a site fronting onto Steeven's Lane, Dublin 8 and associated underground grid connection works located in lands within the Diageo site complex and within the public road network along Bow Lane West, James's Street and Echlin Street, Dublin 8.

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt referral of the above application on behalf of the Electricity Supply Board (ESB).

The proposed development fronts Steeven's Lane along which Luas runs. The indicated application boundary further includes underground cable (UGC) circuits across James's Street in the vicinity of Bow Lane and Luas. Unlike buses, trams require fixed tracks, and Overhead Conductor System (OCS), poles, fixings and associated under and over ground services infrastructure, including trackbed and surfaces, which are complex and costly to alter. In addition, changes to this infrastructure and the implementation of amended street finishes and traffic management practices can create disruption to the Luas network service which should be avoided or ameliorated. These are important considerations that have implications for the practical implementation of the proposed development.

Having regard to TII's *Code of engineering practice for works on, near, or adjacent the Luas light rail system* TII highlights that Luas is particularly sensitive to potential vibration and settlement which may arise due to demolition and construction works. In addition, the proposal includes proposed electrical cabling in the vicinity of Luas where electromagnetic compatibility (EMC) is required.

The contents of the submitted outline Construction Environmental Management Plan (CEMP) presents the approach and application of environmental management and mitigation for the construction phase including commitments in respect of the protection of the safe an efficient operation of Luas.

The submitted CEMP also identifies that the detailed layout, operation and management of the construction works will form part of the the final Construction and Demolition Management Plan to be prepared by the appointed contractor for agreement with the "*Planning Authority*" prior to commencement of the works.

Section 5.1 of the submitted CEMP states: "*The Appointed Contractor shall comply with the requirements associated with this Construction Environmental Management Plan (CEMP), any planning conditions imposed by An Coimisiún Pleanála (ACP) and all relevant documentation required by the Employer and the planning authority."*

It is critical to the safe and efficient operation of the light rail network during and after the proposed works that any potential impacts of the proposed works and electrified railway lines are adequately mitigated as part of any approval contemplated.

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Having regard to the foregoing and in the interests of the proposed development progressing compatible with the maintenance of the safe and efficient operation of Luas, TII respectfully recommends the integration of light rail network mitigations in the form of conditions to form part of any planning permission contemplated:

1. Prior to commencement of development, the Construction and Demolition Management Plan shall be submitted for the written agreement of the planning authority subject to the written agreement of TII to include a Luas Demolition and Construction Method Statement that shall resolve all Luas interface issues and shall:
   (i) identify all Luas alignment interfaces including plans and details indicating Overhead Conductor System (OCS) pole protection and safety distances, and / or existing, temporary and subsequent permanent fixings;
   (ii) contain a risk assessment for works associated with the interfaces;
   (iii) contain mitigation measures for unacceptably high risks, including vibration and settlement monitoring regime to be implemented in advance of any enabling works; and
   (iv) contain a formal record of consultation and agreement with TII of the Luas Demolition and Construction Method Statement, including works specific indemnities if necessary.
   The method statement shall be in accordance with TII's *Code of engineering practice for works on, near, or adjacent the Luas light rail system.*

2. All works associated with removal, temporary and final installation of Luas infrastructure are to be undertaken outside of Luas operational hours, under system shutdown and Overhead Conductor System isolation with prior agreement with TII and the Luas Operator as required.

3. The Luas operator/TII will require 24hr access to Luas infrastructure.

The Commission is also advised that the developer or contractor will be required to apply for a works permit from the Luas Operator by virtue of the Light Railway (Regulation of Works) Bye-laws 2004 (S.I. number 101 of 2004) which regulates works occurring close to the Luas infrastructure, including for the installation of hoarding or scaffolding, in accordance with TII's *"Code of engineering practice for works on, near, or adjacent the Luas light rail system".* The developer shall be liable for all of TII's costs associated with the removal and reinstatement of Luas related building fixings and infrastructure. The permit application will require prior consultation, facilitated by the Luas operator.

TII would appreciate acknowledgment of receipt of this submission.

Yours faithfully,



Cliona Ryan
Land Use Planner