

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

By email: sids@pleanala.ie

Dáta | Date

28 May 2026

Ár dTag | Our Ref.

TII24-127995

Bhur dTag | Your Ref.

RE: Proposed Reserve gas-fired generator at Coolpowra, Cooldorragha, Ballynaheskeragh, Gortlusk, Sheeaunrush Galway ABP ref: PA07.320095

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt of referral of the above proposed windfarm, grid connection and turbine delivery route application on behalf of Lemanaghan Wind Farm DAC (Active).

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:

❖ **Temporary N65 Access**

1. The proposed access the N65 shall be utilised for temporary construction purposes only. Within 3 months post construction, the developer will ensure the direct access shall be closed by appropriate treatment to be agreed with the planning authority prior to the commencement of development.

Reason: In the interests of road safety and the safety of the public generally.

❖ **Gas Pipeline Connection M6 : Requirements for HDD Crossing of the 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 M6, 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.

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;

2. *This permission does not approve nor imply consent for any works within the M6, 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, RPO 6.5 of the Northern and Western Regional Assembly Regional Spatial and Economic Strategy and Policy Objective NR 1 of the Galway County Development Plan, 2022 – 2028.

❖ **Gas Pipeline Connection N65:**

3. Crossings, including watercourses, on the N65 national road shall be by HDD only. Full proposals for such crossings shall be submitted to the road authority for any necessary TII Structures Section approval, confirming the proposed location of all services and the construction methodology in the vicinity of all national road structures.

No works shall be commenced in the vicinity of any national road structure pending agreement from the road authority in consultation with TII Structures Section and the requirements of TII publications.

Reason : 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.

❖ **Wider Construction Traffic Management**

4. 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.

5. 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.

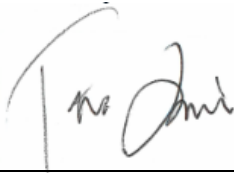
The delivery of abnormal or exceptional loads may take place outside standard construction working hours where required under the statutory abnormal load permitting process and as agreed with the relevant Roads Authority(s).

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,

A handwritten signature in dark ink, appearing to read 'T. J. Smith', is written above a horizontal line.

on behalf of
Land Use Planning Unit

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

By email: sids@pleanala.ie

Dáta | Date

31 August 2026

Ár dTag | Our Ref.

TII24-127995

Bhur dTag | Your Ref.

ABP ref: PA07.320095

RE: Proposed Reserve gas-fired generator at Coolpowra, Cooldorragha, Ballynaheskeragh, Gortlusk, Sheeaunrush Galway ABP ref: PA07.320095

Dear Sir /Madam,

Transport Infrastructure Ireland (TII) acknowledges and welcomes the Commission's clarification request with respect to the Reserve Gas-fired Generator at Coolpowra, Cooldorragha, Ballynaheskeragh, Gortlusk, Sheeaunrush, Co. Galway. Unfortunately, due to the volume of submissions issued that week, we issued a draft letter with a clerical error, for this I apologise.

Our clerical error is the reference to Lemanaghan Wind Farm DAC (Active) proposal only. Except for the opening paragraph, our submission of the 28th of May 2026 with the supporting text and recommendations remain the same.

For clarity, the submission refers to ABP ref: PA07.320095 only. TII has no record of receiving requests/refferrals for submissions related to further information related to ABP Ref no: VA07-320094 nor planning appeal case no. ABP-320916-24.

TII recognises that confusion may also have arisen due to our reference to "Gas Pipeline Connection M6 : Requirements for HDD Crossing of the Motorway Network". The Authority is aware that the Gas Networks Ireland (GNI) Gas Pipeline Connection project will be established through a separate planning application/consent process and does not form part of this current application. However, TII observes that an indicative route for this gas pipeline with a crossing of the M6 motorway is referred to in a number of parts of the planning documentation submitted to support ABP ref: PA07.320095. To avoid any doubt of the processes for proposals for crossing motorways, TII has provided relevant information and recommendation no. 2.

I hope the above clarifies the issues raised and I again apologise for any confusion which may have arisen from our submission of the 28th of May 2026.

Yours faithfully,



on behalf of
Land Use Planning Unit

