



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Project Ireland 2040

Prospects 2024/2025

Ireland's Major Infrastructure
Project Pipeline

Department of Public Expenditure
NDP Delivery and Reform
gov.ie/2040





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Foreword by Minister Donohoe

I'm pleased to welcome the publication of Prospects 2024/2025.

Prospects sets out a clear pipeline for 50 individual projects that make up Project Ireland 2040. This pipeline spans a wide range of projects, from those that are currently at planning and appraisal stage to projects that are completing construction this year. Prospects offers the chance to look ahead and to see what infrastructure is planned for the coming years to support Ireland's growth. It also provides the construction industry an opportunity to consider the role they can play in delivering these projects.

Project Ireland 2040 represents Ireland's long-term strategy for capital investment, aiming to build a better Ireland for all of us. Our growing and changing population represents a great opportunity. We want to provide the necessary infrastructure and growth in services to ensure that they deliver for all our citizens. This is an absolute priority for this Government – to support the delivery of the right infrastructure in the right place at the right time.

Investment in infrastructure is a critical component in supporting a growing economy and in delivering better, fit-for-purpose public services. This Government's €165 billion investment through the National Development Plan (NDP) is already providing vital infrastructure throughout the country, such as:

- 170 kilometres of new roads, such as the N5 Westport to Turlough Road, the Dunkettle Interchange and the Listowel Bypass;
- New ward blocks in Mallow General Hospital and University College Hospital Galway Radiation Oncology Unit, phase 1 of the redevelopment of the National Rehabilitation Hospital and the new National Forensic Mental Hospital in Portrane, along with new Community Nursing Units and Primary Care Centres across the country;

- High-speed broadband being readily available to over 300,000 premises through the National Broadband Plan.

We are investing sums well above EU norms in the current and future years of the NDP. Total capital investment in 2025 will be almost €15 billion - the highest annual spend to date in this country. In 2024, I announced an additional €2.25 billion of capital funding from windfall corporation tax receipts to be allocated in the 2024 to 2026 period.

Additionally, the proceeds of the recent disposal of part of the State's shareholding in AIB and the one-off revenue from the recent judgement from the Court of Justice of the European Union will be invested to expand the critical infrastructure necessary for the future development of our society. Water, electricity, transport and housing have been identified as four strategic investment pillars, which will support the needs of people, assist in growing our economy and help in meeting our climate and nature goals.

Ireland needs competitive, dynamic, and sustainable construction firms that can deliver high quality physical infrastructure in line with Project Ireland 2040. The Construction Sector Group (CSG), overseen by my Department, ensures regular and open dialogue between government and industry on how best to achieve and maintain a sustainable and innovative

construction sector. The CSG's Innovation and Digital Adoption Sub-Group continues to drive the delivery of its priority actions. For example, the Build Digital Project is developing Building Information Modelling (BIM) templates and guidance for the industry in line with the BIM requirements for public projects. Construct Innovate is providing cutting edge research to make Ireland a global leader for sustainable construction and built environment technology, and the Demonstration Park for Modern Methods of Construction (MMC) will showcase innovative building techniques in Mount Lucas.

As Chair of the Project Ireland 2040 Delivery Board, my primary focus is on measures that can assist in removing bottlenecks to delivering on the priorities outlined in the NDP. The Board has discussed a range of issues to date, such as the backlog in planning applications and the restructuring of An Bord Pleanála to An Coimisiún Pleanála.

Through Project Ireland 2040, we are building an Ireland that is ready to deliver for our growing and changing population, today and into the future. This opportunity is one that Government cannot deliver on alone. We need the construction industry, in Ireland, the EU and internationally, to consider the role that they can play in delivering the projects outlined in Prospects and in doing so help us fulfil the ambitious vision we have created in Project Ireland 2040.



Paschal Donohoe TD

*Minister for Public Expenditure,
National Development Plan
Delivery and Reform*

November 2024





1

Overview

1.1 | Commercial Opportunities

This document aims to provide further visibility on the sequencing of Ireland's priority infrastructure projects over the coming years, thereby facilitating firms to plan commercial bids for these major infrastructure priorities. The report contains high level information on 50 NDP projects, with a focus across key sectors, included in Project Ireland 2040 and signposts to other sources for more detailed information. References to 'Main Contractor Procurement' in the report refers to when the procurement process began/will begin (i.e. when tender documents were/will be issued to the market). The date of main contractor award is recorded, as appropriate, under 'Contract Awarded To' in the report.

1.2 | Ireland's Infrastructure Pipeline

When launched in 2018, Project Ireland included over 150 projects with a value in excess of €20 million. The pipeline of projects has continued to expand and evolve since then. There are now over 300 large projects at various stages of the project lifecycle. The latest Investment [Projects and Programmes Tracker](#) and [MyProjectIreland](#) interactive map provide details on capital projects under the NDP. As of Q1 2024, the Tracker focuses on over 340 projects and 140 programmes with estimated costs greater than €20 million. It is important to acknowledge that the timelines provided in this report are indicative and subject to change in terms of main contractor procurement and construction, especially for projects in the earlier stages of the project lifecycle.

1.3 | Structure of Report and Infrastructure Guidelines

Prospects 2024/2025 is split into sections as follows: Overview, Public Transport, Flood Relief, Roads, Uisce Éireann, Health, Education, Housing, and Other.

The [Infrastructure Guidelines](#), published in December 2023, set out the value for money guidelines for the evaluation, planning and management of public investment projects, including purchase or acquisitions of assets or shareholdings.

The updates to the Infrastructure Guidelines focused on reducing the administrative burden in delivering major capital projects which came as part of the Government's six priority actions to maximise delivery of projects. This was implemented through reducing the number of approval stages and streamlining the requirements for major projects, while retaining the international best practice

governance and oversight arrangements already in place. This will ensure that vital infrastructure projects will be delivered on time and delivered in a manner that ensures value for money.

The new guidelines also:

- Provide clarification around the roles and responsibilities of the Accounting Officer.
- Better reflects the carbon and environment impact of proposals.
- Provide updated guidance on the development and process for programmatic proposals, which consist of a number of related projects.
- Reflect changes arising from recommendations put forward by the Major Projects Advisory Group.

These reforms, alongside ongoing engagement with the construction sector regarding capacity, innovation, and digital adoption, will support the effective delivery of Project Ireland 2040, including the 50 projects set out in this report.

The projects included in this report are all either at Strategic Assessment & Preliminary Business Case, Pre-tender, Post-tender - Final Business Case, or Implementation in the project lifecycle of the Infrastructure Guidelines. It is important to note that there are other projects at various stages of development which may progress through the pipeline subject to approvals processes. Omission from the report does not imply de-prioritisation by Government.

Projects by Sector

Table 1: Public Transport Projects

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
MetroLink	Pre-tender - Project Design, Planning and Procurement Strategy	2028 – 2030s	€1 billion+
Active Travel	Various Stages	2021 – 2030	€1 billion+
BusConnects	Various Stages	2025 - 2030+	€1 billion+
All-Island Strategic Rail Review	Various Stages	Various	€1 billion+
Cork Area Commuter Rail Programme	Strategic Assessment & Preliminary Business Case	2024 – 2031+	€500m - €1bn
DART+ West	Pre-tender - Project Design, Planning and Procurement Strategy	2027 – Early 2030s	€500m - €1bn
DART+ South West	Pre-tender - Project Design, Planning and Procurement Strategy	2026 – Early 2030s	€500m - €1bn
DART+ Coastal North and South	Various Stages	2026 – 2030s	€200m - €500m (North & South)

Table 2: Flood Relief Projects

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
Lower Lee (Cork City) Flood Relief Scheme	Strategic Assessment & Preliminary Business Case	2026 – 2030	€100m - €200m
Limerick Flood Relief Scheme	Strategic Assessment & Preliminary Business Case	2028 – 2032	€20m - €50m
Blackpool Flood Relief Scheme	Strategic Assessment & Preliminary Business Case	2026 – 2029	€20m - €50m

Table 3: Road Projects

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
N/M20 Cork to Limerick	Strategic Assessment & Preliminary Business Case	2028 - 2032	€1 Billion+
N17 Knock to Collooney	Strategic Assessment & Preliminary Business Case	2029 - 2033	€500m – €1bn
Donegal TEN-T	Pre-tender - Project Design, Planning and Procurement Strategy	2028 - 2032	€500m – €1bn
A5/N2 Clontibret to the Border	Strategic Assessment & Preliminary Business Case	2028 - 2032	€200m – €500m
N21/N69 Limerick to Adare to Foynes	Project Design, Planning and Procurement Strategy	2025 - 2030	€200m – €500m
M28 Cork to Ringaskiddy Road	Project Design, Planning and Procurement Strategy	2025 - 2028	€200m – €500m
N72-N73 Mallow Relief Road	Strategic Assessment & Preliminary Business Case	2025 - 2028	€20m – €50m

Table 4: Uisce Éireann

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
Water Supply Project - Eastern and Midlands Region	Pre-tender - Project Design, Planning and Procurement Strategy	2028 - 2032	€1 billion+
Greater Dublin Drainage	Pre-tender - Project Design, Planning and Procurement Strategy	2028 - 2032	€1 billion+
Ballina/Lough Talt WSZ Upgrade	Pre-tender - Project Design, Planning and Procurement Strategy	2027 - 2030	€100m - €200m
Nenagh Wastewater Treatment Plant Upgrade	Pre-tender - Project Design, Planning and Procurement Strategy	2025 - 2029	€50m - €100m
Bailieborough WWTP Upgrade	Pre-tender - Project Design, Planning and Procurement Strategy	2026 - 2029	€20m - €50m
Buncrana WWTP Upgrade	Pre-tender - Project Design, Planning and Procurement Strategy	2026 - 2028	€20m - €50m

Table 5: Health Projects

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
New Children's Hospital	Implementation	2017 - 2025	€1 Billion+
Elective Hospitals – Cork, Dublin and Galway	Strategic Assessment and Preliminary Business Case (Dublin), Pre-tender - Project Design, Planning and Procurement Strategy (Cork and Galway)	2025 - 2027	€1 Billion+
National Maternity Hospital	Project Design, Planning and Procurement Strategy	2025 - 2029	€500m - €1bn
St Joseph's Care Centre, Longford (CNU)	Implementation	2024 - 2027	€20m - €50m
Enhanced Community Care Hub, Knocknacarra, Galway	Pre-tender - Project Design, Planning and Procurement Strategy	2025 - 2026	€20m - €50m
University Hospital Waterford, New 60-Bed Acute Mental Health Unit	Pre-tender - Project Design, Planning and Procurement Strategy	2027 - 2029	€20m - €50m

Table 6: Education Projects

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
ADAPT 4 Programme Innovate	Project Design, Planning and Procurement Strategy	2028 - 2031	€1 Billion+
Devolved School Building Programme 2: Project Dargle	Pre-tender - Project Design, Planning and Procurement Strategy	2026 - 2028	€200m - €500m
Cork University Business School (CUBS)	Pre-tender - Project Design, Planning and Procurement Strategy	2026 - 2028	€100m - €200m
University of Galway Learning Commons	Pre-tender - Project Design, Planning and Procurement Strategy	2025 - 2027	€50m - €100m
Dundalk Institute of Technology (DKIT) - National Centre for Craft Apprenticeship Provision	Pre-tender - Project Design, Planning and Procurement Strategy	2025 - 2028	€20m - €50m

Table 7: Housing Projects

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
Cork City Docklands	Strategic Assessment & Preliminary Business Case	2024 – 2037	€500m - €1bn
Accelerated Social Housing Delivery Programme	Various Stages	2024 – 2027	€500m - €1bn
Social Housing PPP Bundle 4	Procurement	2026 – 2037	€200m - €500m
Dundrum Central	Applying for Planning Permission	2026 – 2032	€200m - €500m
Bluebell Waterways, Dublin 12	Applying for Planning Permission	2026 – 2031	€50m - €100m
Constitution Hill, Dublin 7	Project Design, Planning and Procurement Strategy	2025 – 2028	€50m - €100m (Phase 1 & 2)
Ballymakenny, Drogheda, Co. Louth	Project Design, Planning and Procurement Strategy	2025 – 2026	€20m - €50m

Table 8: Other Projects

Name of Project	Current Stage of Project Lifecycle	Construction Timeline	Cost Range
National Broadband Plan (NBP)	Implementation	2020 – 2027	€1 Billion+
Rural Regeneration and Development Fund (RRDF)	Various Stages	Various	€500m – €1bn
National Concert Hall	Pre-tender - Project Design, Planning and Procurement Strategy	2026 – 2029	€100m – €200m
National Centre for Research and Remembrance	Pre-tender - Project Design, Planning and Procurement Strategy	2025 – 2027	€100m – €200m
Sports Ireland Campus Cricket Stadium and High Performance Centre	Pre-tender - Project Design, Planning and Procurement Strategy	2025 – 2029	€100m – €200m
Velodrome and National Badminton Centre	Project Design, Planning and Procurement Strategy	2025 – 2027	€50m – €100m
Electricity Transmission Network: Capital Project 966	Step 5: The Planning Process	2026 – 2028	Commercially Sensitive
Electricity Transmission Network: North-South Interconnector Project	Step 6: construction, energisation and benefit sharing	2026 – 2028	Commercially Sensitive



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Public Transport

MetroLink

Approving Authority: National Transport Authority, Government

Sponsoring Agency: Transport Infrastructure Ireland

Construction Timeline: 2028 – 2030s*

Cost Range: €1 billion+

Website: [MetroLink](#)

Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 – Pre-tender Approval

Main Contractor Procurement: Quarter 2, 2026**

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The MetroLink project is the development of a north-south urban railway service that will run between Swords and Charlemont, connecting key destinations including Dublin Airport and the City Centre along the 19km route. When operations commence, there will be trains every 3 minutes during peak periods. There will be a total of 15 new stations, 3,000 additional Park and Ride spaces, and a journey time of approximately 25 minutes from Swords to the City Centre. MetroLink will be able to carry a peak capacity of 20,000 passengers per hour per direction by 2060 with trains running every 90 seconds. MetroLink facilitates transport-oriented development and allows for the emergence of sustainable and well-connected communities. MetroLink will provide over 1 billion carbon neutral, fully electrified, passenger trips by 2050.

Preliminary Business Case approved in July 2022. A Railway Order application was submitted to An Bord Pleanála (ABP) in September 2022. ABP commenced an Oral Hearing in relation to MetroLink on 19th February 2024, which concluded on 28th March 2024. Following the Oral Hearing, ABP advised that an additional round of public consultation take place (19th August to 8th October 2024). Work on the Procurement Strategy and project governance is continuing. Tender documents are being developed. Another key milestone was reached on 25th June when Sean Sweeney was announced as the Project Director for MetroLink. Mr. Sweeney has three decades in leadership roles on major infrastructure projects in Australia, New Zealand and the US.

**Dependent on An Bord Pleanála timeframes and Approval Gate 3.*

***Dependent on railway order decision and resolution of any legal challenges / judicial reviews.*



Active Travel

Approving Authority: National Transport Authority, Government	Current Stage of Project Lifecycle: Various stages
Sponsoring Agency: Various Local Authorities	Next Approval Gate: Various stages
Construction Timeline: 2021 - 2030	Main Contractor Procurement: Various procurements per project
Cost Range: €1 billion+	Contract Awarded To: TBC
Website: Active Travel Investment Programme - National Transport	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT		REGION	NUMBER OF PROJECTS	ACCUMULATIVE CORRIDOR LENGTH	RANGE OF COSTS
The goal of the circa €4 billion Active Travel programme is to provide dedicated active travel routes for pedestrians and cyclists to enable efficient, safe, and integrated sustainable transport in our urban centres. In 2024, €290 million has been made available to local authorities around the country through the NTA to progress the delivery of approximately 1,200 walking and cycling projects across Ireland, a more than six-fold increase on 2019 funding levels of €45 million. The increase in funding for Active Travel saw 191,095m of walking and cycling infrastructure delivered in 2023 compared to a figure of 58,847m in 2020. The programme is split across projects of different value and complexity, with approximately 50 projects over €10m, 600 projects between €500k-€10m and 600 projects under €500k. Projects are tendered by Local Authorities, with larger projects advertised through etenders.ie. The scope of each project within the programme will include the following upgrade aspects: • Reconfiguration of existing lanes to provide dedicated cycleway and pedestrian lanes; • Dedicated cycling, pedestrian or shared use pathways including crossings; • Protection, relocating or removal of existing vegetation, drainage and utilities services. • Upgrades to streetscapes including: landscaping, drainage, kerbing, delineation, traffic barriers, fencing, utility services, street lighting, traffic signals and intersections; • Retaining structures, bridges, boardwalks; and/or • All associated temporary traffic management layouts required to deliver the above scope.		Greater Dublin Area	321	358	€5k - €72m
		Regional Cities	298	248	€1k - €16m
		Rural Local Authorities	391	187	€8k - €27m
		Campuses, Hospitals, Educational Institutions	19	N/A	€19k - €900k
		Totals	1,029	793km	€5k - €72m

BusConnects

Approving Authority: National Transport Authority, Government

Sponsoring Agency: National Transport Authority

Construction Timeline: 2025 – 2030+

Cost Range: €1 billion+

Website: [BusConnects](https://www.busconnects.ie)

Current Stage of Project Lifecycle: Various stages

Next Approval Gate: Various stages

Main Contractor Procurement: See table below

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The BusConnects programme is a transformative programme of investment in existing bus systems to provide a better, more reliable and more efficient bus service for everyone. BusConnects programmes will be delivered in Dublin, Cork, Galway, Limerick and Waterford.

Preliminary Business Case for BusConnects Dublin was approved in March 2022. 8 of 12 Core Bus Corridor planning applications have been approved by An Bord Pleanála in respect of the Clongriffin, Liffey Valley, Belfield/Blackrock, Ballymun/Finglas, Blanchardstown, Swords, Ringsend and Lucan to City Centre schemes. Legal proceedings are ongoing in relation to the Clongriffin, Belfield/Blackrock, Swords and Blanchardstown schemes. The Department of Transport aims to advance the first of the CBCs in Dublin through approvals and into construction next year.

Business Cases for the regional BusConnects programmes will be developed in the coming years in line with the Infrastructure Guidelines. The NTA have made significant advances in the network design and consultation for the regional BusConnects programmes.

PROJECT	STAGE OF PROJECT LIFECYCLE	INDICATIVE CONSTRUCTION TIMELINE	INDICATIVE MAIN CONTRACTOR PROCUREMENT	COST RANGE
BusConnects Dublin	Various stages	2025 - 2030+	Corridor construction procurement commenced in 2024. Construction on first Corridor to begin in 2025.	€1 bn+
BusConnects Cork	Strategic Assessment & Preliminary Business Case	2028 - 2030+	Q4 2028*	€500m - €1bn
BusConnects Galway	Various stages	2026- 2030+	Q1 2026 (Cross City Link)	€200m - €500m
BusConnects Limerick	Strategic Assessment & Preliminary Business Case	2028- 2030+	Q4 2028*	€200m - €500m
BusConnects Waterford	Strategic Assessment & Preliminary Business Case	2029- 2030+	Q2 2029*	€200m - €500m

*Making allowance for potential legislative empowerment of NTA (the potential need to extend the NTA's statutory powers to the regional cities – Cork, Galway, Limerick and Waterford), obtaining planning approval and resolution of any legal challenges / judicial reviews.

All-Island Strategic Rail Review

ABOUT THE PROJECT

The All-Island Strategic Rail Review has been undertaken by the Department of Transport, in Ireland, in co-operation with the Department for Infrastructure in Northern Ireland. The Review will inform the development of rail on the Island of Ireland in the coming decades to 2050, in line with net zero targets in both jurisdictions.

The Review's Final Report was published on the 31st of July 2024. The Report sets out 32 strategic recommendations to enhance and expand the rail system in Ireland and Northern Ireland up to 2050. The recommendations seek to transform the quality of the rail system to the benefit of passengers and wider society on the island, through:

- Additional capacity: upgrading much of the single-track rail network to double-track, with four-track in some areas;
- Faster services: new 200kmh intercity trains, with rail journey times between cities significantly reduced – in some cases, halved;
- Decarbonisation: a net carbon zero rail system, primarily through the overhead electrification of intercity routes and new electric trains;
- Greater reach: the rail network route length would increase from circa 2,300km to almost 3,000km with the reopening of former and new rail lines;
- Wider access: facilitated by new routes in the North Midlands and North West, 700,000 more people would live within 5km of a railway station;

It should be noted that individual programmes and projects referred to within the Final Review Report will be advanced subject to funding and relevant approvals, as required under the Infrastructure Guidelines in Ireland.

The Review will inform decisions on investment in the rail sector in both jurisdictions in the years ahead.

The Final Report of the All-Island Strategic Rail Review is available [here](#).



Cork Area Commuter Rail Programme

Approving Authority: National Transport Authority, Government

Sponsoring Agency: Iarnród Éireann

Construction Timeline: 2024 – 2031+

Cost Range: €500m - €1bn

Website: [Irish Rail](https://www.irishrail.ie)

Current Stage of Project Lifecycle: Strategic Assessment & Preliminary Business Case

Next Approval Gate: Approval Gate 1 – Approval in Principle

Main Contractor Procurement: Quarter 2, 2023 – Kent Station & Signalling, Quarter 3 2024 – Twin Tracking

Contract Awarded To: John Craddock Ltd. – Kent Station, Alstom – Signalling, BAM Ireland – Twin Tracking

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Cork Area Commuter Rail Programme represents the largest investment in the rail network in Cork undertaken by the State. Phase 1 of the Cork Commuter Rail Programme is to be completed by end-2026. This will facilitate the longer-term electrification of this network.

The construction contract for the additional platform at Kent Station was awarded in early 2023 and works are underway, with construction expected to be completed by 2025.

Iarnród Éireann recently awarded a contract for the double-tracking from Glounthaune to Midleton to BAM Ireland and construction commenced this September.

Iarnród Éireann awarded a contract to Alstom for a major signalling upgrade project on the Cork commuter rail network in June 2023. Overall, this project is on track for delivery by 2026.

Recently, Iarnród Éireann awarded a contract to TYP SA and Roughan O'Donovan appointing them as multi-disciplinary consultants for the design of Phase 2 of the Programme. This Phase provides for eight new stations, a new fleet maintenance depot, electrification of the network and upgrades to existing commuter stations. Subject to the granting of the Railway Order and securing funding and achieving the relevant approvals, Phase 2 of the Programme will progress after Phase 1 works have been completed.



DART+ West

Approving Authority: National Transport Authority, Government

Sponsoring Agency: Iarnród Éireann

Construction Timeline: 2027 - early 2030s*

Cost Range: €500m - €1bn

Website: [DART+ West](#)

Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 - Pre-tender Approval

Main Contractor Procurement: Quarter 4, 2025**

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

Delivery of the DART+ West will support existing communities and support future sustainable development. It will serve all existing stations along the railway corridor between Maynooth Station and M3 Parkway Station to Connolly Station and to the proposed Spencer Dock Station using electrical power, which has a lower carbon footprint than the current diesel trains. The frequency and quality of service will provide a viable transport alternative for surrounding communities other than private car travel. This will assist in Ireland reducing road congestion and greenhouse gas emissions from transport, thereby helping to combat climate change.

The DART+ West project received approval for its Railway Order from An Bord Pleanála in July 2024 with the exception of the planned depot in Maynooth. However two applications for judicial review of the decision have been submitted with no dates for hearings set to date. The procurement strategy for DART+ assumes a number of framework packages to deliver across all projects within the DART+ Programme.

**Pending legal review outcome and Approval Gate 3.*

***Dependent on railway order decision and resolution of any legal challenges / judicial reviews.*



DART+ South West

Approving Authority: National Transport Authority, Government

Sponsoring Agency: Iarnród Éireann

Construction Timeline: 2026 – early 2030s*

Cost Range: €500m - €1bn

Website: [Dart+ South West](#)

Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 – Pre-tender Approval

Main Contractor Procurement: Quarter 4, 2025**

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

DART+ South West will provide a sustainable, electrified, reliable and more frequent rail service to customers through enhanced capacity between Hazelhatch & Celbridge station and Dublin City Centre, whilst also increasing capacity and reducing journey times for non-electrified InterCity and Commuter services.

The DART+ South West will increase train capacity from the current 12 trains per hour per direction to 23 trains per hour per direction. This will increase passenger capacity from the current peak capacity of approximately 5,000 passengers per hour per direction to approximately 20,000 passengers per hour per direction.

Project received Approval Gate 1 approval from Government in March 2023; it is now in the planning application stage, with a Railway Order application submitted to An Bord Pleanála in March 2023. The procurement strategy for DART+ assumes a number of framework packages to deliver across all projects within the DART+ Programme.

**Dependent on An Bord Pleanála timeframes and Approval Gate 2.
**Dependent on railway order decision and resolution of any legal challenges / judicial reviews.*



DART+ Coastal North and South

Approving Authority: National Transport Authority, Government	Current Stage of Project Lifecycle: Various stages
Sponsoring Agency: Iarnród Éireann	Next Approval Gate: Various stages
Construction Timeline: 2026 – 2030s*	Main Contractor Procurement: Quarter 2, 2026**
Cost Range: : €200m - €500m (North & South)	Contract Awarded To: TBC
Website: DART+ Coastal North and DART+ Coastal South	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

DART+ Coastal North will provide an extension of the existing electrified rail network from Malahide and Drogheda MacBride stations. It will also provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch. The DART+ Coastal North project will improve performance and increase train frequency in the AM and PM peak travel periods along the Northern Line, providing enhanced capacity from the city centre to Drogheda. Preliminary Business Case approved and AG1 approval received in May 2024. Following approval at Gate 1 of the Infrastructure Guidelines, a railway order application submitted to ABP in July 2024.

Planning and Design work is ongoing in relation to Phase 1 of DART+ Coastal South. The procurement strategy for DART+ assumes a number of framework packages to deliver across all projects within the DART+ Programme.

**Subject to conclusion of Planning/Railway Order Process (TBC depending on ABP decision and AG3 approval (North)). Subject to conclusion of Planning/Railway Order Process (South).*

***Dependent on railway order decision and resolution of any legal challenges / judicial reviews and assumes phased delivery of elements..*





3

Flood Relief

Lower Lee (Cork City) Flood Relief Scheme

Approving Authority: Office of Public Works (OPW)

Sponsoring Agency: Office of Public Works (OPW)

Construction Timeline: 2026 – 2030

Cost Range: €100m - €200m

Website: [Lower Lee \(Cork City\) Flood Relief Scheme](#)

Current Stage of Project Lifecycle: Strategic Assessment and Preliminary Business Case

Next Approval Gate: Approval Gate 1 – Approval in Principle

Main Contractor Procurement: Quarter 2, 2026

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The scheme will run from Inniscarra Dam to the City Centre, protecting over 2,100 properties, including 900 homes and 1,200 businesses, against significant tidal and river flooding. The scheme's design is also adaptable to provide the requisite level of protection in the future in response to climate change scenarios. The scheme will enhance connectivity to the river by providing almost 1km of new river walkways and invest €20m in the repair of historic quay walls. Improved public realm spaces will be developed across the city. The Scheme encompasses flood defences along the River Lee downstream of Inniscarra dam and through Cork city.

From the outset of the project, and most notably since the previous public exhibition, there have been significant changes in legislative practices in the area of environmental assessment, climate change and biodiversity. This has led to a significant body of additional analysis and design work being undertaken by the OPW, and its consultants to ensure the scheme meets all of these statutory requirements.

Scheme submission and Confirmation under the Arterial Drainage Acts 1945/1995 is currently progressing until mid 2026. The scheme has an anticipated construction programme of five years.



Limerick Flood Relief Scheme

Approving Authority: Office of Public Works (OPW)

Sponsoring Agency: Limerick City & County Council

Construction Timeline: 2028 - 2032

Cost Range: €20m - €50m

Website: [Limerick City & Environs Flood Relief Scheme](#)

Current Stage of Project Lifecycle: Strategic Assessment and Preliminary Business Case

Next Approval Gate: Approval Gate 1 – Approval in Principle

Main Contractor Procurement: Quarter 2, 2028

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

Limerick City & County Council as the Lead Authority, in partnership with the Office of Public Works (OPW) are now advancing with the Limerick City & Environs Flood Relief Scheme. The OPW has recommended the development of a Flood Relief Scheme for Limerick City & Environs as a result of the work completed in the Shannon Catchment Flood Risk Assessment and Management (CFRAM) Study. This Flood Relief Scheme is part of the €1bn National Fund announced by the Government for Flood Relief Schemes throughout the Country in May 2018. Limerick City & County Council commissioned RPS in May 2021 to develop and implement a Flood Relief Scheme for Limerick City & Environs. The objective of the scheme is to alleviate the risk of flooding to the Community of Limerick City and environs by providing a scheme that is technically, socially, environmentally and economically acceptable. The project team is currently undertaking ecological and geotechnical investigations to inform the design and environmental assessment of the Limerick City & Environs Flood Relief Scheme.

Optioneering has commenced on the project. The main contractor procurement process is to commence in Q2 2028 with construction to commence in 2028. The flood relief scheme is expected to be completed in 2032.



Blackpool Flood Relief Scheme

Approving Authority: Office of Public Works (OPW)	Current Stage of Project Lifecycle: Strategic Assessment and Preliminary Business Case
Sponsoring Agency: Office of Public Works (OPW)	Next Approval Gate: Approval Gate 1 – Approval in Principle
Construction Timeline: 2026 – 2029	Main Contractor Procurement: Quarter 2, 2026
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: Blackpool Flood Relief Scheme	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The flood relief scheme will be funded from within the allocated €1 billion for flood risk management over the period 2018-2027. Provision for the cost of the scheme is included in the Office of Public Works' multi annual capital allocation.

Approximately 293 properties (206 residential and 87 commercial) will be protected by the scheme, which will provide the standard protection against a flood event with a 1% probability of occurring in any given year (more commonly known as the 1 in 100 year flood) given in all the OPW schemes. The scheme is considered economically viable and is recommended by the OPW for implementation.

The project is currently progressing through the confirmation process, under the Arterial Drainage Acts 1945/1995.

The main contractor procurement process is to commence in Q2 2026 with construction to commence in 2026. The flood relief scheme will be constructed over a three year period and is expected to be completed in 2029.





4

Roads

N/M20 Cork to Limerick

Approving Authority: Transport Infrastructure Ireland, Government

Sponsoring Agency: Limerick City & County Council

Construction Timeline: 2028 – 2032

Cost Range: €1 billion+

Website: [N/M20](#)

Current Stage of Project Lifecycle: Strategic Assessment & Preliminary Business Case

Next Approval Gate: Approval Gate 1 – Approval in Principle

Main Contractor Procurement: Quarter 2, 2027

Contract Awarded To: TBC

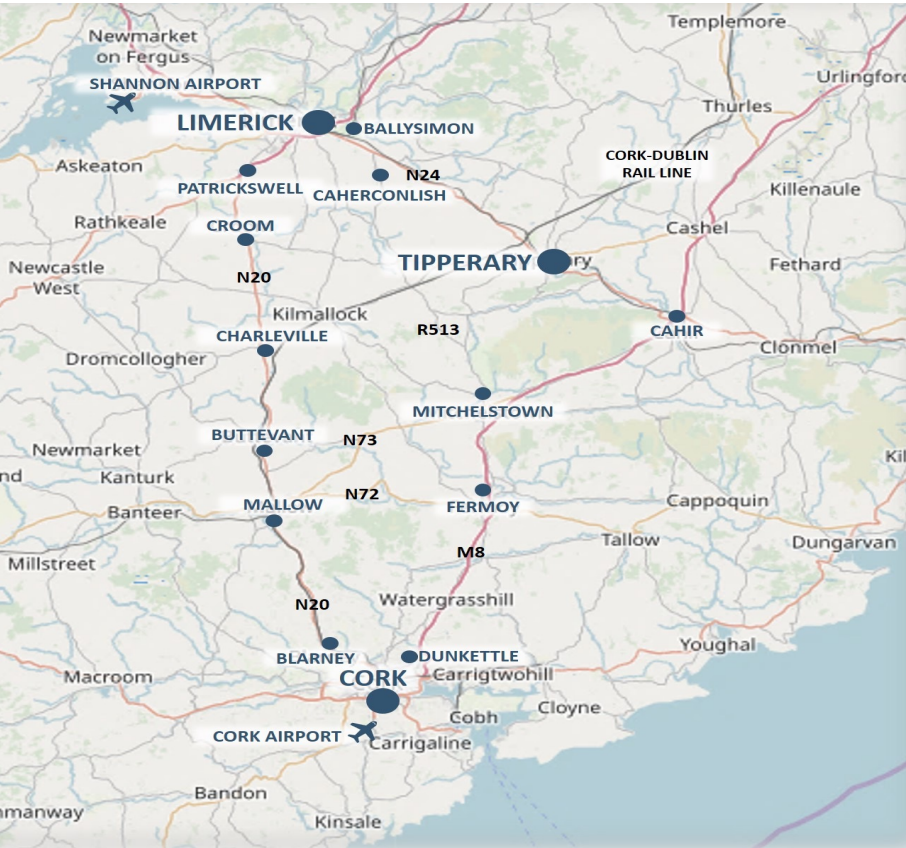
Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The project objectives for the N/M20 Cork to Limerick have been developed by the project team. Following consideration of the public feedback and detailed appraisal, a preferred transport solution has been identified that includes active travel infrastructure for walking and cycling, improvements to public transport, new and improved safe road infrastructure and environmental integration for communities along the N20 transport corridor between Cork and Limerick.

The N/M20 project will deliver 80 kilometres of new and improved dual carriageway road between Cork City and Patrickswell, Limerick that will provide bypasses of the towns of Mallow, Buttevant and Charleville and will reuse between 30% and 40% of the existing N20 road asset. As set out in the NDP the N20/M20 Cork to Limerick project will provide a better connection between Limerick and Cork. In addition, the project will create a new, improved and safer transport corridor for all users including walkers, cyclists and public transport patrons.

Technical Advisors appointed in March 2019. The preferred transport solution has been identified and the design team are now undertaking Design and Environmental Evaluation. It is anticipated that a Preliminary Business Case will be presented to the Department of Transport in the latter part of 2024.



N17 Knock to Collooney

Approving Authority: Department of Transport, Government

Sponsoring Agency: Sligo County Council

Construction Timeline: 2029 – 2033

Cost Range: €500m - €1bn

Website: [N17 Knock to Collooney](#)

Current Stage of Project Lifecycle: Strategic Assessment & Preliminary Business Case

Next Approval Gate: Approval Gate 1 – Approval in Principle

Main Contractor Procurement: Quarter 1, 2029

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The proposed project will consider the upgrade of the existing N17 from Knock in County Mayo to Collooney in County Sligo.

Identified as one of the ten strategic outcomes of Project Ireland 2040, the development of this scheme has the potential to act as a key enabler for the regional growth objectives of the National Planning Framework (NPF). Some of the key objectives include improving regional accessibility, transport journey times and safety along the route.

Sligo Regional Design Office (RDO) released the Emerging Preferred Transport Corridor for the N17 Knock to Collooney [Atlantic Economic Corridor] Project on the 31st January 2023. The Preferred Transport Corridor has been established. The project has progressed to Phase 3 (Design and Environmental Evaluation). The detailed design of the road, active travel and public transport infrastructure, the location of junctions and tie-ins, and the design of the side roads will be determined during this Phase. It has received an allocation of €900,000 in the 2024 TII Grant Allocations. This allocation is subject to the following condition set by the Minister for Transport under Section 24 of the Roads Act (1993) – “Funding is allocated to progress the Tobercurry and Charlestown Bypass elements of scheme.”



Donegal TEN-T

Approving Authority: Department of Transport, Government

Sponsoring Agency: Donegal County Council

Construction Timeline: 2028 - 2032

Cost Range: €500m - €1bn

Website: [Donegal TEN-T](#)

Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 – Pre-tender Approval

Main Contractor Procurement: Quarter 2, 2027

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Donegal TEN-T Project is part of the Trans-European Comprehensive Network, where a selection of strategic transport corridors throughout the EU that have been identified to play a key role in the mobility of goods and passengers.

The approved plan includes major road improvements, bypasses of Letterkenny, Ballybofey/Stranorlar and Lifford, along with over 60km of safe and segregated walking and cycling and eight “Modal Shift Hubs” which will allow road users to switch to active travel and public transport. The project will improve connectivity between Donegal and the rest of Ireland, also benefitting reliability and journey times for public transport. At Strabane, it will connect to the A5, improving transport links to ports and airports. The three sections of the road network targeted for TEN-T improvements are: Section 1 - N15/ N13 Ballybofey/Stranorlar Bypass. Section 2 - N56/N13 Letterkenny to Manorcunningham. Section 3 - N14 Manorcunningham to Lifford/Strabane (including the link to the A5).

The Preliminary Business Case received Approval in Principle from Government in July 2024. The project is now progressing through the necessary statutory processes and the preparation of a procurement strategy. Tender documents are expected to issue in Q2 2027. It is anticipated that construction can commence in 2028, subject to the necessary statutory processes and approvals.



A5/N2 Clontibret to the Border

Approving Authority: Department of Transport/ Department for Infrastructure, Government of Ireland

Sponsoring Agency: Monaghan County Council

Construction Timeline: 2028 – 2032

Cost Range: €200m – €500m

Website: [Department of Transport](#)

Current Stage of Project Lifecycle: Strategic Assessment & Preliminary Business Case

Next Approval Gate: Approval Gate 1 – Approval in Principle

Main Contractor Procurement: Quarter 4, 2027

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

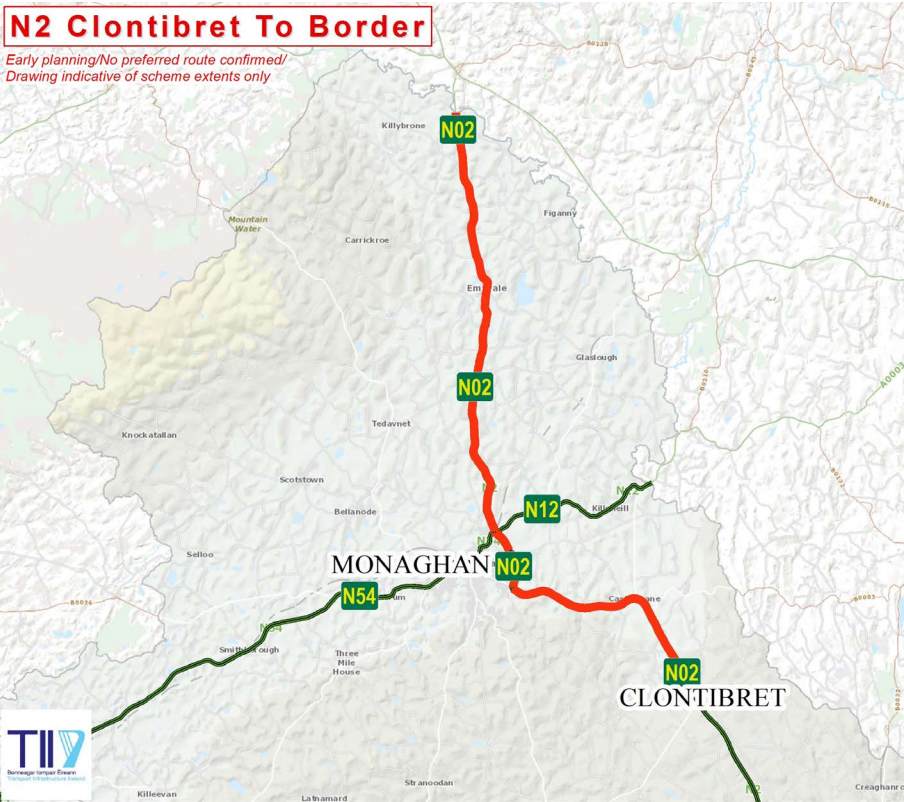
ABOUT THE PROJECT

The planning and implementation of the A5 upgrade project is the responsibility of the authorities in Northern Ireland. The funding arrangements in relation to the A5 were governed by the 2014 Stormont House Agreement and Implementation Plan - A Fresh Start, and under this Agreement the Government had committed to provide funding of £75 million towards the cost of the A5 upgrade scheme once the statutory planning process in Northern Ireland was concluded. Provision was made for £25 million sterling in 2024 to fund the scheme should it be required.

The N2 Clontibret to the Border project is 28km in length and will ensure infrastructure resilience to cater for future traffic flow while also promoting regional connectivity to the North-West.

Following public consultations, the Preferred Route Corridor and Option Selection Report were published in February 2021. Approval to proceed to the Design & Environmental Evaluation phase was then issued by TII.

Monaghan County Council applied for funding through the Connecting Europe Facility (CEF). This application was successful and €2.5 million in matching funding was provided in 2023, with a further €1.6 million in 2024. The Design and Environmental Evaluation phase is expected to be completed in Quarter 3 of 2025.



N21/N69 Limerick to Adare to Foynes

Approving Authority: Transport Infrastructure Ireland, Government

Sponsoring Agency: Limerick City & County Council

Construction Timeline: 2025 - 2030

Cost Range: €200m - €500m

Website: [Limerick City & County Council](#)

Current Stage of Project Lifecycle: Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 – Pre-tender Approval

Main Contractor Procurement: Quarter 4, 2024 (Adare Bypass Section), Quarter 1, 2027 (Limerick to Foynes)

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The project consists of 16km road from Foynes to Rathkeale with a single carriageway link road to the existing N69 at Askeaton and 16km motorway from Rathkeale to Attyflin, east of Adare (incorporating the Adare Bypass). The project is expected to enable a 77% reduction in traffic levels through Adare village over the course of the next 20 years. The project will improve the environment of the town of Adare, reducing journey times and improving safety for road users. The project is linked to the Limerick Greenway and will provide walking and cycling facilities in the area.

Advance works contracts are ongoing on-site including archaeology geophysical surveys and site clearance and fencing. A Letter of Acceptance has issued for the Archaeological Consultancy Services Contract Stage. Procurement of other advance works contracts is ongoing. Technical Advisors are in place for the Enabling and Procurement phase.

A proposal which would prioritise construction of the Adare Bypass element of the Scheme was approved by Government in November 2023, with the objective of completing this ahead of the Ryder Cup. The Adare Bypass Section of the scheme is being constructed as an Advanced Works Contract with main contractor procurement expected in Q4 2024. Main contractor procurement for the main Limerick to Foynes road is expected in Quarter 1, 2027.



M28 Cork to Ringaskiddy Road

Approving Authority: Transport Infrastructure Ireland, Government

Sponsoring Agency: Cork County Council

Construction Timeline: 2025 – 2028

Cost Range: €200m - €500m

Website: [Cork National Roads Office](https://www.corknationalroadsoffice.ie)

Current Stage of Project Lifecycle: Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 3 – Approval to Proceed

Main Contractor Procurement: Quarter 4, 2024

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

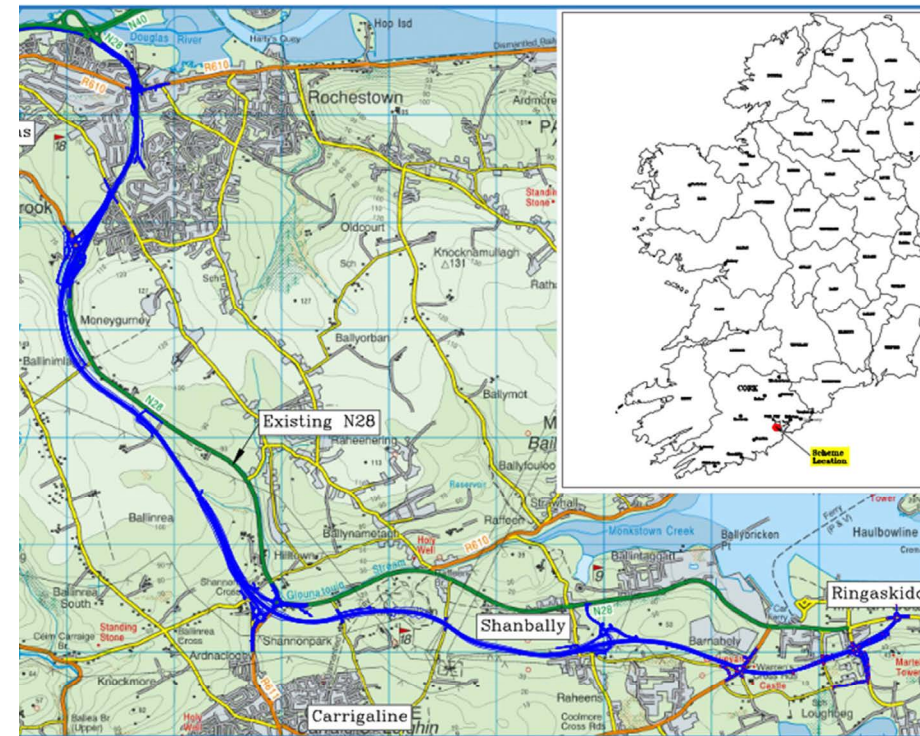
ABOUT THE PROJECT

The proposed M28 Project consists of the construction of 10.9km of motorway from the N40 Bloomfield Interchange to Barnahely and a 1.5km single carriageway protected road from Barnahely to the Port of Cork in Ringaskiddy village.

This project will increase the safety and capacity of the N28 Corridor, in addition to improving the connectivity between Cork City, the surrounding areas and international markets. The project will also reduce traffic volumes on the existing M28, with measures included to reduce the noise pollution and environmental impacts on nearby residential areas.

Following the approval of the Project Brief and Procurement Strategy, procurement is now underway with the main contractor expected to be in place by the end of 2024. Construction is expected to commence in Q1 2025 following Approval Gate 3 and Cabinet approval. Note: Construction Start is dependent on approval of Gate 3.

M28 Cork to Ringaskiddy Project



N72-N73 Mallow Relief Road

Approving Authority: Department of Transport

Sponsoring Agency: Cork County Council

Construction Timeline: 2025 – 2028

Cost Range: €20m - €50m

Website: [N72-N73 Mallow Relief Road](#)

Current Stage of Project Lifecycle: Strategic Assessment & Preliminary Business Case

Next Approval Gate: Approval Gate 1 – Approval in Principle

Main Contractor Procurement: Quarter 3, 2025

Contract Awarded To: TBC

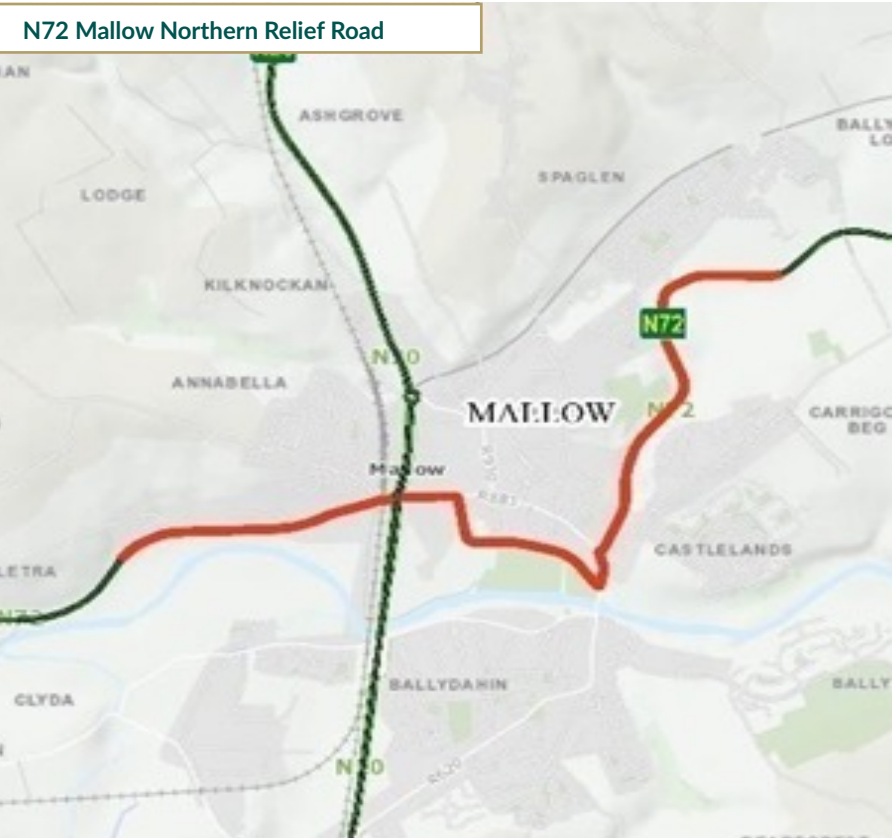
Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The N72 is a national secondary road that runs east-west from its junction with the N25 near Dungarvan in Waterford to the N70 in Killorglin in Kerry. The N72 acts as a link between Mallow to Killarney and Waterford and to Mitchelstown via the N73. This scheme consists of a single carriageway bypass of Mallow. The scheme length would be of the order of 4.5km to 7km.

This project is complimentary of the N20 Cork to Limerick project, and also facilitates the connectivity of Cork and Kerry. A major benefit of the project is the improvement to noise and air quality in the surrounding urban area. There will also be journey time reliability for road users, reducing the emissions from vehicles using the network. The addition of the Active Travel element will provide access to Mallow Rail Station to over 400 dwellings. Through the provision of reliable and safer infrastructure, the proposed project will have significant urban, social and environmental improvements in Mallow and the wider region.

A preferred route has been identified. The Design and Environmental Evaluation Phase is underway which will inform the Preliminary Business Case. The Scheme received a grant of €300,000 in 2024 and will progress towards Business Case and planning application preparation.





5

Uisce Éireann

Water Supply Project – Eastern and Midlands Region

Approving Authority: Uisce Éireann, Government	Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy
Sponsoring Agency: Uisce Éireann	Next Approval Gate: Approval Gate 2 - Pre-tender Approval
Construction Timeline: 2028 - 2032	Main Contractor Procurement: Quarter 4, 2026
Cost Range: €1 billion+	Contract Awarded To: TBC
Website: WSP – Eastern and Midlands Region	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Water Supply Project - Eastern and Midlands Region will represent the first major comprehensive upgrade of 'new source' infrastructure in over 60 years. 36% more treated water is required by 2050 to provide a sustainable and resilient water supply to support housing and commercial growth in the region. The majority (circa 85%) of drinking water for the Greater Dublin Area comes from the River Liffey. The Liffey cannot sustainably cater for current and projected increased demands.

The project comprises an abstraction of water from the lower River Shannon at Parteen Basin in Co. Tipperary with a new water treatment plant nearby at Birdhill. Treated water will then be piped 170km to a termination point reservoir at Peamount in County Dublin, connecting into the Greater Dublin Area. The project will also facilitate options to reinforce supplies of treated water to communities along the route. In June 2024 the Government granted Approval in Principle (Approval Gate 1) for the project under the Infrastructure Guidelines. The project has already gone through extensive non-statutory public consultation and there will be a further opportunity to provide feedback on the project before a Strategic Infrastructure Development Planning Application is submitted to An Bord Pleanála. Procurement timelines anticipate going out to tender in Q4 2026, with construction commencement anticipated to begin in 2028.



Greater Dublin Drainage

Approving Authority: Uisce Éireann, Government

Sponsoring Agency: Uisce Éireann

Construction Timeline: 2028 – 2032

Cost Range: €1 billion+

Website: [Greater Dublin Drainage](#)

Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 – Pre-tender Approval

Main Contractor Procurement: PQQ Q4 2025, ITT Q4 2026

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Greater Dublin Drainage (GDD) project will develop a new regional wastewater treatment facility and associated infrastructure to serve Dublin and parts of the surrounding counties of Kildare and Meath. GDD represents the next major step in the development of the wastewater treatment infrastructure in greater Dublin, recognising its continued growth. GDD will provide capacity to treat wastewater for up to half a million people in north county Dublin and parts of Kildare and Meath. GDD is about providing long term sustainable wastewater drainage and treatment for the Greater Dublin Area (GDA).

An Bord Pleanála (ABP) granted planning permission for GDD in November 2019, but the decision was subsequently quashed in the High Court following a successful challenge to the decision. The application is now back in the planning process and in 2023 UÉ submitted refreshed environmental information to ABP. A second public consultation was held in June 2024 and UÉ is awaiting instruction from ABP to reply to the submissions.

The construction of the GDD wastewater treatment plant and associated orbital sewer, marine outfall and pumping station is estimated to take three years and will begin, at the earliest, in 2028*.

**subject to planning approval in Q2 2025 and no further appeals.*



Ballina / Lough Talt WSZ Upgrade

Approving Authority: Uisce Éireann	Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy
Sponsoring Agency: Uisce Éireann	Next Approval Gate: Approval Gate 2 – Pre-tender Approval
Construction Timeline: 2027 - 2030	Main Contractor Procurement: Quarter 4, 2025
Cost Range: €100m - €200m	Contract Awarded To: TBC
Website: Uisce Éireann	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The project will carry out upgrades to the potable water infrastructure serving north Co. Mayo and south Co. Sligo as part of the Ballina Lough Talt Water Supply Zone (WSZ) Upgrade. This will allow UÉ to continue to provide a safe and reliable potable water supply to Ballina town and the surrounding region whilst facilitating future population growth and development. The proposed upgrades will allow UÉ to provide more capacity in the region to transfer water, upgrade critical trunkmains, provide necessary treated water storage for Ballina, Tubbercurry, Ballymote and environs, and will also facilitate extension of the Ballina network to the area currently served by the Lough Talt RWSS. This project will then enable the replacement of the current unsustainable source at Lough Talt.

The scope of the project involves upgrading and expanding the Lislennan water treatment facility, providing additional treated water storage at Lislennan, replacing aging trunkmains, providing new pumping station, treated water storage at Lough Talt and associated extended network to facilitate the cessation of abstraction from Lough Talt.

Main contractor procurement documents to issue in Q4 2025, and construction commencement is anticipated to begin in 2027.



Nenagh Wastewater Treatment Plant Upgrade

Approving Authority: Uisce Éireann

Sponsoring Agency: Uisce Éireann

Construction Timeline: 2025 - 2029

Cost Range: €50m - €100m

Website: [Uisce Éireann](https://www.uisce-eireann.ie)

Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy (Procurement through the ECI Framework)

Next Approval Gate: Approval Gate 3 – Approval to Proceed

Main Contractor Procurement: Quarter 1, 2025 (ECI Framework)

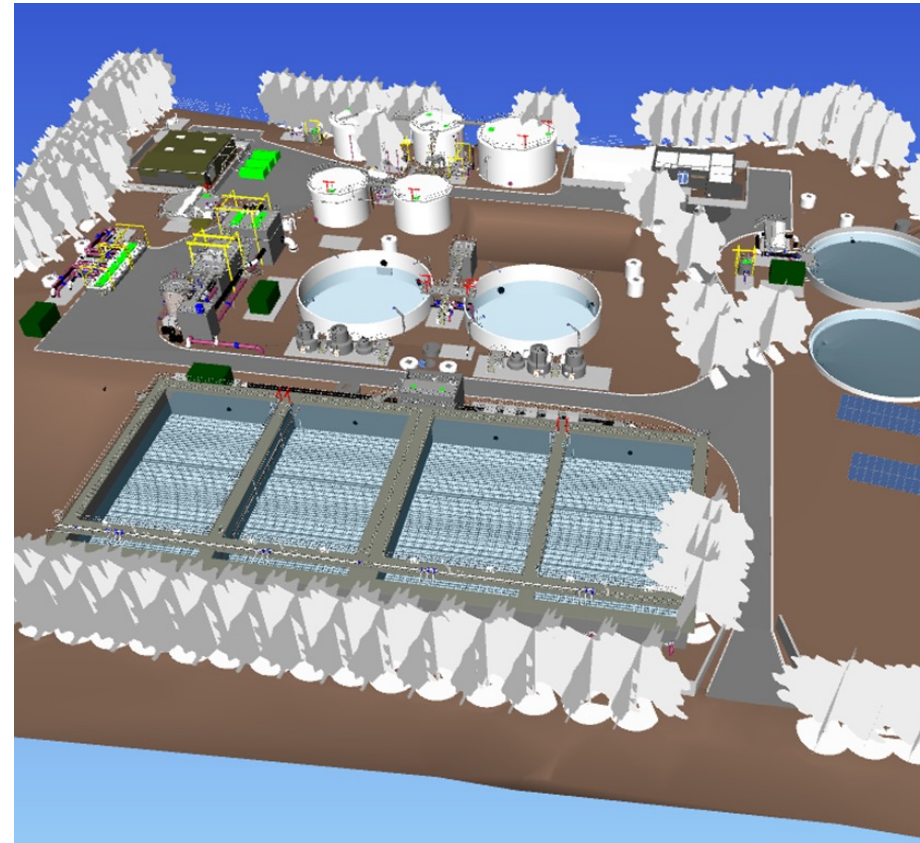
Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The current wastewater treatment plant has a design capacity PE of 12,000 and the existing WWDL allows for a population equivalent of 13,000. Uisce Éireann propose to increase the capacity of the WWTP at Nenagh for a 30-year design horizon. The upgrade works will allow the wastewater treatment plant to treat a population equivalent of 22,000 alleviating the potential hydraulic overloading, increasing the treatment capacity and inclusion of a storm management system.

When complete the project will provide an upgraded wastewater treatment process to treat flows entering the Nenagh WWTP. Main contractor procurement process to commence in Q1 2025. The main contractor will be allocated in line with the Uisce Éireann ECI framework. Construction is anticipated to commence by the end of 2025.



Bailieborough WWTP Upgrade

Approving Authority: Uisce Éireann	Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy (Procurement through the ECI Framework)
Sponsoring Agency: Uisce Éireann	Next Approval Gate: Approval Gate 3 – Approval to Proceed
Construction Timeline: 2026 - 2029	Main Contractor Procurement: Quarter 2, 2025 (ECI Framework)
Cost Range: €20m – €50m	Contract Awarded To: TBC
Website: Uisce Éireann	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

Bailieborough Wastewater Treatment Plant (WWTP) is located north of Bailieborough town county Cavan, in the townland of Beckscourt. Wastewater flows from the Bailieborough sewer network gravitate to the existing WWTP inlet works.

This project will provide the following benefits:

- Cater for an increased Population Equivalent (PE) and provide headroom to treat future predicted catchment growth.
- Provide greatly improved wastewater treatment processes.
- Alleviate current hydraulic over-loading.

Main contractor procurement documents to issue in Q2 2025 to be allocated in line with UÉ ECI framework. Construction expected to commence in 2026.



Buncrana WWTP Upgrade

Approving Authority: Uisce Éireann	Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy
Sponsoring Agency: Uisce Éireann	Next Approval Gate: Approval Gate 2 - Pre-Tender Approval
Construction Timeline: 2026 -2028	Main Contractor Procurement: Quarter 2, 2025
Cost Range: €20m – €50m	Contract Awarded To: TBC
Website: Uisce Éireann	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Buncrana Wastewater Treatment Plant (WWTP) upgrade project involves an overall upgrade of the existing Buncrana WWTP in county Donegal. The primary goals of the project are to cater for future growth within the Buncrana agglomeration and ensure compliance with the Environmental Protection Agency (EPA) Wastewater Discharge (Authorisation) Regulations, 2007 (S.I. No. 684 of 2007) and Urban Wastewater Treatment Regulations, 2001 (S.I. No. 254/2001) requiring the provision of appropriate secondary level treatment for the Buncrana agglomeration.

The proposed upgrade works at the Buncrana WWTP site is to facilitate future growth in the area through:

- Preliminary Treatment System Upgrade
- Inter-Stage Pumping Station
- Secondary Treatment tanks (Sequence Batch Reactor)
- Existing Primary Settlement Tanks conversion to Final Effluent Balancing
- Existing final effluent PS and outfall pipeline upgrades
- Flood Protection Wall
- Existing Control/Administration building Upgrades
- Power Supply Upgrade
- Odour Control and Noise Mitigation Measures
- Ancillary Works

Main Contractor Procurement will commence in Q2 2025, with construction anticipated to begin in 2026.





6 | Health

New Children's Hospital

Approving Authority: Department of Health, Government

Sponsoring Agency: HSE/ National Paediatric Hospital Development Board (NPHDB)

Construction Timeline: 2017 – 2025

Cost Range: €1 billion+

Website: [New Children's Hospital](#)

Current Stage of Project Lifecycle: Implementation

Next Approval Gate: Post Completion Review and Benefits Realisation

Main Contractor Procurement: Quarter 2, 2016

Contract Awarded To: BAM Ireland (Quarter 1, 2017)

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The NCH will be the single national tertiary/quaternary centre for highly specialised paediatric care for children from all over Ireland. The NCH project comprises the main hospital at St James's campus, and 2 Outpatient and Urgent Care Centres at Tallaght and Connolly hospitals. The 2 satellite centres are open and fully operational, delivering a new model of ambulatory care for children in the Greater Dublin Area.

Work on the St James's site continues to advance with the project at a snagging and finish phase and the building is now over 90% complete. The major focus in 2024 continues to be the internal fit-out and completion of rooms to the highest international standards, with the installation of medical equipment well advanced.

Major milestones reached in 2024 include the completion of the hospital's elevated helipad. This is the first elevated helipad in the country. It has rapid and safe access to key areas of the NCH including Critical Care, Theatre & Emergency Depts, as well as St James's University Hospital.

In addition to the parent/guardian sofa-bed in the ensuite in-patient bedrooms, a new 52-bed Family Accommodation Unit (FAU) is being constructed across the plaza from the entrance to the NCH. FAU construction began in March 2024 and is due to be completed in July 2025. The NCH will be Ireland's first digital public hospital, acting as the hub for acute paediatric care and services nationally, providing 473 beds in total – with 380 inpatient beds (inc. 60 critical care beds), 93 day-care beds, 22 theatres and procedure rooms.



Elective Hospitals – Cork, Dublin and Galway

Approving Authority: Department of Health, Government

Sponsoring Agency: Health Service Executive (HSE)

Construction Timeline: 2025 – 2027

Cost Range: €1 billion+

Website: [Elective Hospitals](#)

Current Stage of Project Lifecycle: : Strategic Assessment and Preliminary Business Case (Dublin), Pre-tender - Project Design, Planning and Procurement Strategy (Cork and Galway)

Next Approval Gate: Approval Gate 1 – Approval in Principle (Dublin), Approval Gate 2 – Pre-tender Approval (Cork and Galway)

Main Contractor Procurement: Timing to be determined following the appointment of Integrated Design Team and Project Controls Team in Q4 2024 for all sites.

Contract Awarded To: TBC

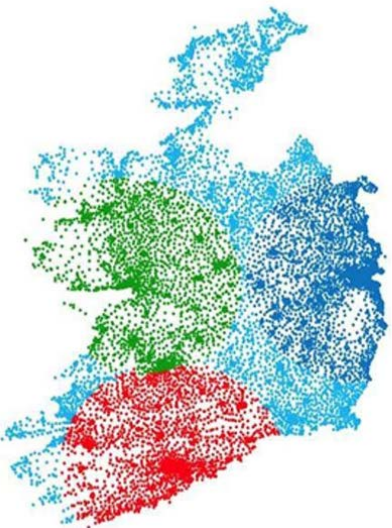
Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Sláintecare National Elective Ambulatory Care Strategy provides for the delivery of four new elective hospitals in Cork, Galway, and Dublin. This will enable the separation of scheduled and unscheduled care, with fewer cancellations and delays for elective care caused by seasonal surges, localised outbreaks, and surges in emergency attendances. Allowing the new Elective Hospitals to focus on elective-only treatment will mean better care for all patients.

The Programme Preliminary Business Case and project-level Preliminary Business Cases for Cork (St Stephen's Hospital) and Galway (Merlin Park) were given approval-in-principle at Gate 1 of the Public Spending Code in December 2022. There are two emerging preferred sites for the development of two new elective hospitals in Dublin. One at Connolly Hospital in Blanchardstown and another at the current Children's Hospital site in Crumlin.

The HSE is developing detailed project briefs including detailed design and planning approvals, a procurement strategy and final business cases for Cork and Galway for consideration by Government at Gate 2 of the Infrastructure Guidelines. An Architect-Led Integrated Design Team and a Project Controls Team for the programme will be appointed in Q4 2024.



Geographic coverage using 90km isochrone (120km travel distance) of generic sites for Elective Hospitals at:

Cork (red)

Dublin (dark blue)

Galway (green)

Additional capacity provided by the Elective Hospitals (procedures, treatments & diagnostics):

	Annual	Daily
Cork	180,000	600
Dublin	622,200	2,074
Galway	175,500	585
TOTAL	977,700	3,259

National Maternity Hospital

Approving Authority: Department of Health, Government

Sponsoring Agency: Health Service Executive (HSE)

Construction Timeline: 2025 - 2029*

Cost Range: €500m - €1bn

Website: [National Maternity Hospital](#)

Current Stage of Project Lifecycle: Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 3 – Approval to Proceed

Main Contractor Procurement: Quarter 2, 2024

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The development of a new NMH, relocated to St Vincent's University Hospital (SVUH), will be the greatest infrastructural investment by the State, to-date, in the area of women's health, providing world class facilities for women, girls, and babies for generations to come. It will provide:

- 244 beds; an increase of 80 beds on Holles Street, all to be single occupancy rooms
- 5 operating theatres (increase from the two functioning theatres at Holles Street)
- A total gross floor area of approx. 50,000m².
- Direct access from the NMH theatres & HDU to the existing SVUH theatres & ICU
- Training and education: Education Suite, which will include bookable seminar rooms on every floor, a Lecture Theatre, Library and Clinical Skills Lab.

Recognising changes in delivery of maternity, neonatal & women's health services over coming years, flexibility has been built into design and clinical operations of the new NMH. In April 2024, tenders were issued to the successful pre-qualified contractors for the main construction works. Responses are due to be returned in Q4 2024. There will then be a period required to evaluate the returned tenders. Once a successful tender is identified there will be a pre-construction services agreement period and updating of the final business case. Once complete, Government consent to proceed to sign contracts will be sought. It is expected that this process will be completed by mid-2025 in parallel with the completion of the enabling works which are currently ongoing on site. BIM is incorporated into the contract for this large hospital.

** Subject to completion of successful tender process (underway)*



St Joseph's Care Centre, Longford (CNU)

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Health Service Executive (HSE)	Next Approval Gate: Post Completion Review and Benefits Realisation
Construction Timeline: 2024 – 2027	Main Contractor Procurement: Quarter 3, 2024
Cost Range: €20m - €50m	Contract Awarded To: GEM Construction (Quarter 4, 2024)
Website: Health Service Executive	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Community Nursing Unit (CNU) programme is a comprehensive programme of capital investment in public residential care, driven by regulatory requirements. 90 CNU's will be either refurbished, replaced or constructed to ensure all facilities, providing long stay beds are registered and comply with Health Information and Quality Authority (HIQA) standards.

One of these projects is the 43-bed single-storey extension to St Joseph's Care Centre, Longford. This project is due to start construction in Q4 2024 and will bring the total number of beds at the facility to 68. The new extension is arranged around four internal courtyards, with a central 'communal street' that serves as a meeting place for residents and visitors. The facility will be divided into 'households' of single ensuite bedrooms, staff bases, back offices, clean utilities, dining areas with associated pantries, dayrooms, activities rooms, assisted bathroom and quiet room.

The new 43-bed facility includes one Palliative Care bed and is designed to achieve the standards set out in the 'Teaghlach Model of Care' and will comply with current HIQA and building regulations. It will ensure privacy, dignity and a better standard of living for all residents and a better working environment for all staff. The project also includes a new link building, maintenance compound, energy centre, new parking and landscaping.



Enhanced Community Care Hub, Knocknacarra, Galway

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy
Sponsoring Agency: Health Service Executive (HSE)	Next Approval Gate: Approval Gate 3 – Approval to Proceed
Construction Timeline: 2025 - 2026	Main Contractor Procurement: Quarter 4, 2024
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: Health Service Executive	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Enhanced Community Care (ECC) Programme aims to deliver increased levels of healthcare with service delivery reoriented towards general practice, primary care and community-based services. The focus of ECC is on an end-to-end pathway that will avoid admission to acute hospitals, where it is safe and appropriate to do so.

The ECC Hub at Knocknacarra is co-located with a Primary Care Centre in a three-storey building that was formerly occupied by the Aviva insurance company. This refurbished facility will be over 2,500m2 with the Ground Floor dedicated to ECC clinical assessment, examination and treatment, and will include, an Integrated Care Programme, diagnostic facilities, entrance/ reception/waiting areas and ancillary functions. The Second Floor will provide clinical admin support for ECC staff change/ rest areas, multidisciplinary meeting rooms and ancillary functions. The development will also modify site access roads and parking areas, will include a new mechanical plant, provision of roof mounted solar PV panels and the relocation of the main entrance.

Knocknacarra ECC hub will concentrate on meeting the needs of older people by providing specialist care for those with chronic conditions. The facility will significantly ease the current pressure on University Hospitals Galway and Merlin Park and will help to ensure patients will be seen in a timely manner and receive the best quality service.



University Hospital Waterford, New 60-Bed Acute Mental Health Unit

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Pre-tender – Project Brief, Planning and Procurement Strategy
Sponsoring Agency: Health Service Executive (HSE)	Next Approval Gate: Approval Gate 2 – Pre-tender Approval
Construction Timeline: 2027 – 2029	Main Contractor Procurement: Quarter 1, 2027
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: Health Service Executive	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Department of Psychiatry at University Hospital Waterford (UHW) is a 44-bed facility registered to provide Acute Adult Mental Health Care, Psychiatry of Later Life, Mental Health Rehabilitation, and Mental Health Care for People with Intellectual Disability, in the Waterford/Wexford area. The existing 44 bed facility is located on the lower ground floor of UHW and consists of two units: an acute unit with 14 beds (Brandon Unit) and a sub-acute unit with 30 beds (Comeragh Unit).

In 2024 the Mental Health Commission (2023) Inspection Report found the facility to be non-compliant with a number of regulations including premises.

The new 60-bed Acute Mental Health Unit will replace the existing 44 multi bed unit with single beds, and will incorporate Acute beds, Psychiatry of Old age beds, a High Observation Area, specialised treatment rooms and staff facilities. The new building will provide external landscaped gardens and outdoor spaces, which is integral to the therapeutic benefit of the service user. The new facility will be interconnected to the Emergency Department and core clinical services of University Hospital Waterford.





7 | Education

ADAPT 4 Programme INNOVATE

Approving Authority: Department of Education

Sponsoring Agency: Department of Education

Construction Timeline: 2028 – 2031

Cost Range: €1 billion+

Website: [Department of Education](#)

Current Stage of Project Lifecycle: Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 - Pre-tender Approval

Main Contractor Procurement: 2026 - 2028 (multiple tenders)

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

ADAPT 4 PROGRAMME INNOVATE is one of the largest singular delivery programmes to be undertaken by the Department of Education to date. This programme of construction is set to deliver a large portfolio of circa 34 school buildings in 5 lots.

The schools in the programme are predominately post primary, special schools and campus projects, and are located predominately in cities and commuter belt areas. All 5 lots are to be delivered concurrently, with the appointment of Multi-Disciplinary Design Teams in 2 phases. Phase 1 includes lots 1, 2 & 3 with circa 125,000m2 and includes the largest campus project exceeding 22,000m2. Phase 2 includes lots 4 & 5 with circa 75,000m2 of school buildings which will add over 200,000m2 capacity to the school estate.

This programme is developing a new approach to the procurement and delivery of the next generation of school projects. Some key initiatives of the programme include the following:

- Exemplar design responses to challenging client briefs
- Creating inclusive campus planning and design solutions
- Implementation and use of BIM and a digital common data environment (CDE)

The programme will be delivered as employer led design contracts underpinned by a strong procurement strategy targeting suitable contractors with the ability and expertise to deliver such a demanding programme. Strong emphasis will be placed on quality of construction.

Programme Innovate offers the opportunity for progressive and innovative designers and contractors to work collaboratively across a range of school projects. The Department of Education is in the process of tendering for the appointment of Integrated Project Teams for lots 1, 2 & 3 and intend to commence designs by Q1 2025. It is intended that tender for Integrated Project Teams for lots 4 & 5 will follow in Q1 2025.



Mercy Secondary School, Kilbeggan, Co. Westmeath – completed project ADAPT 1.

Devolved School Building Programme 2: Project Dargle

Approving Authority: Department of Education

Sponsoring Agency: Department of Education (Sponsoring Agency), National Development Finance Agency (Procuring Authority)

Construction Timeline: 2026 - 2028

Cost Range: €200m - €500m

Website: [Department of Education](#) and [NDFA](#)

Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 - Pre-tender Approval

Main Contractor Procurement: 2025

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Department of Education, supported by the National Development Finance Agency (NDFA), is delivering the Devolved Schools Building Programme 2. This is comprised of 35 individual school building projects and includes new builds, as well as large-scale extension and refurbishment projects, at both primary and post primary level.

Project Dargle is one of six bundles of large-scale and campus school building projects that are devolved for delivery to the NDFA with the full programme catering for over 24,000 students across 10 different counties. Project Dargle is delivering seven post primary schools across Westmeath and Wicklow. The project is currently at Stage 2 (pre-tender stage) and full grants of planning permission have been received for all seven schools. The Design Team is currently working with the NDFA to conclude the pre-tender stage after which it will be reviewed for approval by the Department of Education. The next stage is procurement of contractor(s) from an established framework followed by construction.

The full list of Project Dargle Schools is:

- Avondale Community College, Rathdrum, Co. Wicklow
- Arklow CBS, Arklow, Co. Wicklow
- Coláiste Bhríde, Carnew, Co. Wicklow
- St Kevin's, Dunlavin, Co. Wicklow
- Castlepollard Community College, Castlepollard, Co. Westmeath
- Moate Community School, Moate, Co. Westmeath
- St Joseph's Secondary School, Rochfortbridge, Co. Westmeath

These school building projects are flagship projects in their area and will provide new and modernised high-quality permanent facilities. This will transform the education infrastructure for these school communities both now and in the decades ahead.



Illustration of St. Joseph's Secondary School, Rochfortbridge, Co. Westmeath - one of seven projects being delivered under Project Dargle.

Cork University Business School (CUBS)

Approving Authority: Department of Further and Higher Education, Research, Innovation and Science

Sponsoring Agency: University College Cork

Construction Timeline: 2026 – 2028

Cost Range: €100m - €200m

Website: [University College Cork](#)

Current Stage of Project Lifecycle: Pre-tender – Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 2 – Pre-tender Approval

Main Contractor Procurement: SAQ (Quarter 2, 2023), MCP (Quarter 1, 2026)

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

University College Cork (UCC) is developing a custom-built, state of the art Business School building in Cork City Centre to enable its new, innovative Business School – Cork University Business School (CUBS) – to deliver world class business education that meets the needs of the region. This involves the construction of a circa 17,000m2 purpose-built CUBS building on a new city centre site. The proposed building will accommodate over 4,500 students and 225 staff. The project is being co-funded under the Higher Education Strategic Infrastructure Fund (HESIF). University College Cork was awarded €25 million in funding under the HESIF scheme for capital investment under Project Ireland 2040 for this project.

UCC has completed the SAQ process and has established a shortlist of seven contractors. Approval to progress the issue of the request for tenders was granted by the UCC project steering committee in Q1 2024. UCC are to seek HEA approval to proceed to tender (Approval Gate 2) once all internal approvals have been given. Main Contractor Procurement is expected in Q1 2026, and the construction period is programmed for 2026 to 2028.



University of Galway Learning Commons

Approving Authority: Department of Further and Higher Education, Research, Innovation and Science	Current Stage of Project Lifecycle: Pre-tender – Project Design, Planning and Procurement Strategy
Sponsoring Agency: University of Galway	Next Approval Gate: Approval Gate 3 – Approval to Proceed
Construction Timeline: 2025 – 2027	Main Contractor Procurement: Quarter 4, 2024
Cost Range: €50m - €100m	Contract Awarded To: TBC
Website: University of Galway Learning Commons	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

This project comprises a new build library for the University of Galway. The project will facilitate an additional 1,315 students in a c.10,000m2 new build. The project is being co-funded under the Higher Education Strategic Infrastructure Fund I.

The contractor for the enabling works for the project was appointed and the enabling works commenced on site in February 2024. The enabling works reached substantial completion in June 2024. University of Galway plan to procure the main contractor for the project using the restricted procedure, and have completed the SAQ process. University of Galway are preparing to progress the tender with the shortlisted contractors in Q4 2024. Expected completion in Q1 2027.



Dundalk Institute of Technology (DKIT) - National Centre for Craft Apprenticeship Provision

Approving Authority: Department of Further and Higher Education, Research, Innovation and Science	Current Stage of Project Lifecycle: Pre-tender – Project Design, Planning and Procurement Strategy
Sponsoring Agency: Dundalk Institute of Technology	Next Approval Gate: Approval Gate 3 – Approval to Proceed
Construction Timeline: 2025 – 2028	Main Contractor Procurement: Quarter 4, 2025
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: DKIT National Centre for Craft Apprenticeship Provision (TSSPF)	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The proposed project is to expand craft apprenticeship provision. This will involve the refurbishment of existing space, relocation of provision and the upgrading of the energy centre to accommodate apprenticeship workshops.

On 17th January 2024 the Minister announced the approval of the DkIT proposal to progress through Approval Gate 1 to the next stage which is Pre-tender - Project Design, Planning and Procurement Strategy, under the Technological Sector Strategic Projects Fund (TSSPF). DkIT is progressing with the appointment of technical advisors to assist with the development of the Definitive Project Brief. DkIT has programmed for the procurement of the Design Team to be completed in Q4 2024. The main contractor procurement process is programmed for commencement in Q4, 2025.





8

Housing

Image: van Dijk Architects

Cork City Docklands

Approving Authority: Department of Housing, Local Government and Heritage, Government	Current Stage of Project Lifecycle: Strategic Assessment & Preliminary Business Case
Sponsoring Agency: Cork City Council	Next Approval Gate: Approval Gate 1 – Approval in Principle
Construction Timeline: 2024 – 2037	Main Contractor Procurement: Quarter 4, 2023 (further multiple contracts to be tendered)
Cost Range: €500m - €1bn	Contract Awarded To: Ward and Burke Construction Ltd (Quarter 1, 2024 – Marina Park Phase 2), (further multiple contracts to be tendered)
Website: Cork City Council	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

Cork City Docklands is Ireland's largest regeneration project. Over 146ha of land will be developed over a period of 20 years. This will accommodate a population of over 20,000 residents and more than 25,000 jobs, along with a student population of c.3,000.

In November 2020, Cork City Council and the Land Development Agency established a new Delivery Office for Cork City Docklands. The Cork Docklands Delivery Office will lead the development of thousands of homes and the creation of a new urban centre for international investment into Cork City. The partnership will seek to promote a regeneration project of international scale and significance in Cork City. In March 2021, the Cork City Docklands project was awarded over €353m in funding from Government under the Urban Regeneration and Development Fund (URDF). This funding will be matched by Cork City Council yielding a total public sector investment in the Cork City Docklands of €471m to advance enabling infrastructure such as transport, drainage, flood protection, public realm & amenity.

A multi-disciplinary design team was appointed in Q4 2022 to develop the Framework Masterplan, which will articulate the transformation to be brought about by the proposed package of interventions and investments in the built and natural fabric of the Docklands. It will also enable development of a cohesive implementation strategy that sets out a clear pathway for its phased regeneration. The first URDF project to be delivered in the Cork Docklands is Marina Park Phase 2. The park has already gone through the Infrastructure Guidelines Approval Gates and is on-site. The contract was awarded on 16th January 2024 with an expected duration of 18 months. The preliminary business case for the entire Cork City Docklands proposal, inclusive of 10 further capital works projects, is expected to be submitted to the Department of Housing, Local Government and Heritage shortly. Subject to approval, it is expected that the procurement process for Horgan's Road/North Docks will commence in Q1 2026 with an expected construction start date in Q2 2026.

CORK CITY DOCKLANDS PROJECTS	CONSTRUCTION TIMELINE	
Horgan's Road/North Docks	Q2-2026	Q1-2028
Sports, Recreation and Community	Q1-2028	Q4-2032
Drainage and Flood Defence	Q2-2029	Q2-2033
Public Realm, Public Open Spaces and Art	Q2-2029	Q2-2033
Local Collector Roads	Q4-2029	Q2-2031
Centre Park Road Widening	Q4-2029	Q2-2031
Kent Station Bridge	Q3-2030	Q4-2031
Monahan's Road Widening	Q1-2033	Q3-2034
Eastern Gateway Bridge	Q2-2034	Q2-2037
Water Street Bridge	Q4-2035	Q2-2037

Accelerated Social Housing Delivery Programme

Approving Authority: Department Housing, Local Government and Heritage	Current Stage of Project Lifecycle: Various stages
Sponsoring Agency: Various Local Authorities	Next Approval Gate: Projects at various stages
Construction Timeline: 2024 – 2027	Main Contractor Procurement: Quarter 4, 2023 (Group 5 Regional Framework), further to follow
Cost Range: €500m - €1bn	Contract Awarded To: Various
Website: Department of Housing, Local Government and Heritage	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

In December 2022, funding of €94m was provided to Local Authorities (LAs) to address legacy land debts. The provision of this funding was linked to the immediate development of a housing proposal and a commitment to use Modern Methods of Construction (MMC). A total of 26 sites received funding as part of an Accelerated Delivery Programme (ADP) with additional sites since added. Governance structures have been established to provide for the management of delivery on the sites as a single cohesive ADP, including information notes for risk management and delivery of regional workshops on the use of CWMF PW-CF2 form of contract (Design & Build) to facilitate increased use of MMC. This engagement has led to increased interaction and knowledge sharing across LAs supporting the objectives of Housing for All and the Roadmap for Increased Adoption of MMC in Public Housing delivery.

In support of the ADP and the wider national uptake of Design & Build MMC, a series of regional contractor frameworks have also been established, with a lead authority and project nominated in each region, with six framework regions identified at present. In addition to the 13 LAs in the ADP, another 15 LAs will have access to a Design & Build contractor framework once established. This will further increase the uptake of LA Design & Build procurement. Based on projects in design, procured and awarded in 2024; the ADP is expected to deliver in excess of 1,500 units using MMC in 2025/2026, as well as increasing the use of MMC in future pipeline proposals.

REGIONAL CONTRACTOR FRAMEWORK (OVER €5M)	LEAD LA	INDICATIVE NO. OF UNITS*	NO. OF PROJECTS**
1. Meath, Louth, Westmeath, Cavan, Longford and Monaghan	Meath	c.350	6+
2. Sligo, Galway City, Roscommon, Mayo, Leitrim, Donegal, Galway County	Sligo	c.350	10+
3. Cork County, Kerry	Cork County	c.250	8
4. Limerick, Clare	Limerick	c.20	1+
5. Kilkenny, Waterford, Tipperary, Wexford, Wicklow, Carlow	Kilkenny	c.30	1+
6. Dún Laoghaire Rathdown, Kildare, South Dublin	Dún Laoghaire Rathdown	c.350	4+
Regional Contractor Framework (under €5M)	Westmeath	c.10	1
Standalone	Fingal	c.250	4
Standalone	Cork City	c.250	1
Total			36*

*No. of units are as committed to date (Q4 2024) and subject to change.

**Note: No. of projects in particular LAs named on framework for future projects beyond ADP.

Social Housing PPP Bundle 4

Approving Authority: Department of Housing, Local Government and Heritage, Government	Current Stage of Project Lifecycle: Various stages
Sponsoring Agency: Dublin City Council (Sponsoring Agency), National Development Finance Agency (Procuring Authority)	Next Approval Gate: Approval Gate 3 – Approval to Proceed
Construction Timeline: Q1 2026 – Q3 2027	Main Contractor Procurement: Quarter 3, 2024
Cost Range: €200m - €500m	Contract Awarded To: TBC (Currently anticipated Quarter 1, 2026)
Website: Social Housing PPP Bundle 4	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Social Housing Public Private Partnership (PPP) Programme represents an additional strand of delivery to increase the supply of social housing. The current programme has to date delivered 1,000 new homes with in the region of 3,500 units in the pipeline, which includes Bundle 3 (486 new social homes) currently at procurement stage. The Department of Housing, Local Government and Heritage is the approving authority for the programme with the National Development Finance Agency (NDFA) as financial advisor, procuring authority and project manager.

PPP Bundle 4 comprises seven sites across two local authorities (Dublin City and Kildare County Councils). Bundle 4 will deliver 685 new social houses and apartments with Dublin City Council acting as the lead local authority. The estimated capital value of the project is circa €270 million (excluding VAT). A market launch event was held on 22nd August 2024 for prospective tenderers. The submission deadline for EOIs under the Pre-Qualification Questionnaire (PQQ) was 24th September 2024. The dialogue phase will follow the PQQ.

Future bundles:

- Bundle 5 will deliver c. 1,200 units across 10 sites currently in Design Development stage.
- Bundle 6 will deliver c. 500 units across 7 sites currently in Design Development stage.
- Bundle 7 will deliver c. 650 units across 6 sites. Design Team Procurement underway.

PROJECT AND LOCAL AUTHORITY AREA	UNITS EXPECTED
Church of the Annunciation, Finglas, Dublin 11	110
Collins Avenue (Bring Centre), Dublin 9	106
Coolaghknock Glebe, Kildare Town	99
Croke Villas, Dublin 1	66
Oldtown Mill, Celbridge, Co. Kildare	60
Stanley Street (Depot) Dublin 7	167
Wellmount Road/Cardiffsbridge Road, Finglas, Dublin 11.	77
Total Units in PPP Bundle 4	685

Dundrum Central

Approving Authority: The Land Development Agency (Board), Government

Sponsoring Agency: The Land Development Agency (Development Management Executive Committee), Dún Laoghaire Rathdown County Council

Construction Timeline: 2026 – 2032

Cost Range: €200m - €500m

Website: [Dundrum Central](#)

Current Stage of Project Lifecycle: Applying for Planning Permission

Next Approval Gate: Project Design, Planning and Procurement Strategy

Main Contractor Procurement: Quarter 4, 2025

Contract Awarded To: Various

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

This proposed development aims to deliver 934 homes in total (excluding the adaptive re-use of the existing Hospital), predominately apartments. The range of homes provided will include accommodation for people at all stages of life including families and homes appropriate for older residents including two homes for Community/ Assisted Living Units.

The development will also provide extensive facilities for residents and the wider community, including a community centre with indoor sports facilities, a medical centre, retail units, a café and a childcare facility and substantial landscaped public open space. The proposed development will deliver a 100% affordable housing scheme; a minimum 20% of the units will be social homes provided in line with the Planning and Development Act 2000 (as amended) and the remainder will be delivered as affordable housing under the LDA Act 2021. Building heights have been designed to step down towards the neighbouring properties, with the tallest buildings located in the centre of the site - over 100m away from the nearest neighbouring residences.

A Strategic Housing Development (SHD) planning application was lodged in March 2022 and was granted permission by An Bord Pleanála in May 2023. However, notice was received in July 2023 that a local resident would take a Judicial Review (JR). It is anticipated the case will progress through the Courts in 2025. The LDA has concurrently advanced the new Part 10 Planning application in order to activate the site and commence construction as soon as possible. The Part 10 Planning Application was submitted to An Bord Pleanála in September 2024. A decision is anticipated in March 2025.



Bluebell Waterways, Dublin 12

Approving Authority: The Land Development Agency (Board), Government

Sponsoring Agency: The Land Development Agency (Development Management Executive Committee), Dublin City Council

Construction Timeline: 2026 – 2031

Cost Range: €50m - €100m

Website: [Bluebell Waterways](#)

Current Stage of Project Lifecycle: Applying for Planning Permission

Next Approval Gate: Project Design, Planning and Procurement Strategy

Main Contractor Procurement: Quarter 3, 2025

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Bluebell Waterways Project is a strategic 2.8 hectare site at the heart of the community in Dublin 12, which has been identified for regeneration by Dublin City Council (DCC). The LDA, in partnership with DCC, have advanced regeneration plans on this key urban site to deliver 388 social & affordable homes. 155 social homes and 233 affordable cost rental homes will be delivered. The unique site is located at the former filter bed complex next to the Grand Canal 5th Lock.

The project proposes to provide a high-quality, sustainable residential development with a mix of social and cost rental homes. It is also proposed to provide for existing and new community, cultural & arts spaces and a creche. The project is progressing along the Part 8 planning route and will be formally submitted in December 2024.

Construction is targeted to commence in 2026 and will be delivered on a phased basis. This is to accommodate the transfer of existing DCC tenants (located on the site within the Maisonettes) into the new development.

The project will be delivered via the Design & Build route and is targeted to be tendered to the market in Q3 2025.



Constitution Hill, Dublin 7

Approving Authority: Department of Housing, Local Government and Heritage

Sponsoring Agency: Dublin City Council

Construction Timeline: 2025 – 2026 (Phase 1), 2026 – 2028 (Phase 2)

Cost Range: €50m - €100m (Phases 1 and 2)

Website: [Dublin City Council](#)

Current Stage of Project Lifecycle: Project Design, Planning and Procurement Strategy (Phases 1 and 2)

Next Approval Gate: Approval Gate 3 – Approval to Proceed (Phase 1), Approval Gate 2 - Pre-tender Approval (Phase 2)

Main Contractor Procurement: : Quarter 3, 2024 (Phase 1 – 46 units), Quarter 4, 2025 (Phase 2 – 76 units)

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The regeneration of the Constitution Hill flats in Dublin 7 consists of the remodelling and retrofitting of the existing 89 units. This will include the retrofitting of 67 units and construction of 55 new builds. This is being carried out as part of Dublin City Council wider Flat Complex regeneration program. The regeneration project will be delivered in two phases:

- Phase 1 involves a new build housing block of 23 Units, the retrofit/ remodelling of the existing Block 1 to provide 23 Units, as well as provision of a Crèche/afterschool facility with total delivery of 46 Apartments. Phase 1 was granted Stage 3 pre-tender approval in June 2024 by DHLGH. This project is currently out to tender with Stage 4 submission expected in Q4 2024. Construction is expected to be complete by Q4 2026.
- Phase 2 involves the provision of 32 new build units and 44 retrofitted units with total delivery of 76 units. Phase 2 was granted Stage 2 pre-planning approval as part of the wider project in April 2023. Phase 2 is currently in design development with the tender for Phase 1 expected to influence the procurement strategy. A Stage 3 pre-tender submission is expected in Q2 2025 and the main contractor is not expected to be appointed until Q4 2025. Construction is expected to be completed in Q4 2028.



Ballymakenny, Drogheda, Co. Louth

Approving Authority: Department of Housing, Local Government and Heritage	Current Stage of Project Lifecycle: Project Design, Planning and Procurement Strategy
Sponsoring Agency: Louth County Council	Next Approval Gate: Approval Gate 3 – Approval to Proceed
Construction Timeline: 2025 – 2026	Main Contractor Procurement: Quarter 3, 2024
Cost Range: €20m - €50m	Contract Awarded To: TBC (currently anticipated Quarter 4, 2024)
Website: Louth County Council	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

This development is one of five projects in Louth County Council availing of the Accelerated Delivery Programme using Modern Methods of Construction (MMC). This specific project is located at Ballymakenny Road West and will provide 97 social housing units.

House types are based on the DHLGH’s Design Manual for Quality Housing, with some additional house types to cater for specific housing needs in the County. The Council have made a strategic decision to focus delivery towards addressing a diverse range of family housing needs, combined with single storey bungalows to address the needs of disabled people/ those with reduced mobility.

The LA has employed an external integrated design team to design the scheme up to planning and to procure a Design and Build Contractor. The Design Team will then act as Technical Advisory for the duration of the project and manage and monitor the scheme through to completion.

Louth County Council are availing of the regional Design & Build contractor framework, led by Meath County Council for the region, and are currently in the process of tendering for a contractor. It is expected this procurement process will be concluded the end of Q4, 2024 with a construction timeline from 2025 to 2026.



9 | Other

National Broadband Plan (NBP)

Approving Authority: Department of the Environment, Climate and Communications, Government	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Department of the Environment, Climate and Communications	Next Approval Gate: Post Completion Review and Benefits Realisation
Construction Timeline: 2020 - 2027	Main Contractor Procurement: Quarter 3, 2018
Cost Range: €1 billion+	Contract Awarded To: National Broadband Ireland (Quarter 4, 2019)
Website: National Broadband Ireland	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The NBP contract, signed on 19th November 2019, provides for a future proofed high-speed broadband network to be deployed by National Broadband Ireland (NBI) to people living and working in the intervention area (IA). It is expected that some 600,000 premises will be passed including new builds.

The availability of high-speed, reliable, digital connectivity will support the delivery of Ireland's economic and social ambitions and will position Ireland at the forefront of European and global digital developments. As of the end of October 2024, almost 530,000 premises were at design Complete Stage. This represents about 94% of premises in the Intervention Area. In addition, over 477,000 premises are either under construction or constructed.

As of the end of October 2024, high-speed broadband is readily available to over 300,000 premises through the National Broadband Plan, which is over half of premises (54%) in the intervention area. Over 112,800 orders for connections have been received and over 102,600 premises have been connected in line with projections and in some areas exceeding projections.



Rural Regeneration and Development Fund (RRDF)

Approving Authority: Department of Rural and Community Development	Current Stage of Project Lifecycle: Various
Sponsoring Agency: Local Authorities and other State-funded bodies	Next Approval Gate: Various
Construction Timeline: Various	Main Contractor Procurement: Various
Cost Range: €500m - €1bn	Contract Awarded To: TBC
Website: Rural Regeneration and Development Fund	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The Rural Regeneration and Development Fund (RRDF) is a commitment of €1 billion by government to be invested in rural Ireland over the period 2019 to 2027. Three example projects include:

The Creeslough Community Regeneration Project will create a new central hub for community life that will support the renewal and regeneration of the area. The project will be transformative for the community and serve as a catalyst for the regeneration of the region. The main contractor procurement documents are expected to be issued in Q2 2025 with construction anticipated to commence in Q4 2025.

The Castleblayney Market Square Regeneration Phase II involves the redevelopment of the historic Market House into a public facility providing cultural, retail and office spaces. The project also includes public realm enhancements to create a pedestrian friendly public gathering space. This project will create a people-centric town square that supports economic opportunities. The main contractor procurement documents issued in Q3 2024 with construction anticipated to commence in Q1 2025.

Edenderry Regeneration Phase 3 project will redevelop a derelict site to provide a new Community Library and Arts Base, pedestrian and cycle connections, improved public realm and parking. The project will regenerate the town, enhancing its vibrancy and enabling people to live and work in a high quality environment. The main contractor procurement documents will be issued in Q4 2024 with construction anticipated to commence in Q1 2025.

PROJECT	STAGE OF PROJECT LIFECYCLE	CONSTRUCTION TIMELINE	MAIN CONTRACTOR PROCUREMENT	COST RANGE
Creelough Community Regeneration Project	Detail Design and Tender	2025 – 2027	Quarter 2, 2025	€10m - €15m
Castleblayney Market Square Regeneration Phase II	Tender	2025 – 2026	Quarter 3, 2024	€10m - €15m
Edenderry Regeneration - Phase 3 "redevelopment of the former derelict Tesco site"	Tender	2025 – 2027	Quarter 4, 2024	€10m - €15m

National Concert Hall

Approving Authority: Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy
Sponsoring Agency: National Concert Hall	Next Approval Gate: Approval Gate 2 – Pre-tender Approval
Construction Timeline: 2026 – 2029	Main Contractor Procurement: Quarter 2, 2025
Cost Range: €100m - €200m	Contract Awarded To: TBC
Website: National Concert Hall	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The redevelopment provides for the complete refurbishment, upgrading and extension of the main auditorium, together with improved and extended backstage, office and public spaces, as well as a dedicated rehearsal hall for the National Symphony Orchestra. Following completion of External Assurance Process, the Preliminary Business Case for redevelopment of the National Concert Hall (NCH) was approved in November, 2023.

Detailed design and planning is being progressed in two phases – firstly the development of the old pathology block and subsequently the main building project.

The planning permission for the pathology block was granted in February 2024 and the next step will be the development of the tender for those works. Provided there is a successful tenderer approved and appointed, construction could commence in mid-2025.

The planning permission application for the main building was lodged in July 2024. The timeline for redevelopment of the main project is dependent on the outcome of the planning permission application, but current estimates are that construction could start in 2026 subject to a successful tender process.



National Centre for Research and Remembrance

Approving Authority: Department of Children, Equality, Disability, Integration & Youth, Government	Current Stage of Project Lifecycle: Pre-tender - Project Design, Planning and Procurement Strategy
Sponsoring Agency: Department of Children, Equality, Disability, Integration & Youth	Next Approval Gate: Approval Gate 2 – Pre-tender Approval
Construction Timeline: 2025 - 2027	Main Contractor Procurement: Quarter 2, 2025
Cost Range: €100m - €200m	Contract Awarded To: TBC
Website: Department of Children, Equality, Disability, Integration & Youth	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The project involves development and construction of a National Centre for Research and Remembrance. This Centre will stand as a site of conscience to honour equally all those who were resident in Industrial Schools, Magdalen Laundries, Mother and Baby and County Home Institutions, Reformatories, and related institutions.

The National Centre campus will also make a valuable contribution to the social and economic development of Dublin's North East Inner City, through the provision of social housing units, further and higher educational facilities, and facilities for family and parenting supports.

In July 2023 Government approved the masterplan for the National Centre campus and a preliminary business case for the main National Centre buildings (museum and archive). In March 2024 Government approved further key project documents including the preliminary business case for the full National Centre Campus to comprise, alongside the main museum and archive: social housing, configured to universal design standards and appropriate for older persons and persons with disabilities; the development of a lifelong learning hub for the provision of further and higher education and; facilities for the provision of community-based family and parenting supports.

It is expected that tender documentation for main contractor procurement will happen in Quarter 2 2025, with construction to begin later in the year.



Sport Ireland Campus Cricket Stadium and High Performance Centre

Approving Authority: Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	Current Stage of Project Lifecycle: Pre-tender – Project Design, Planning and Procurement Strategy
Sponsoring Agency: Sport Ireland	Next Approval Gate: Approval Gate 2 – Pre-tender Approval
Construction Timeline: 2025 – 2029	Main Contractor Procurement: Quarter 4, 2025
Cost Range: €100m - €200m	Contract Awarded To: TBC
Website: Sport Ireland	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

This project involves the development of a Cricket Oval and related facilities. Proposed facilities include both indoor and outdoor practice and training areas, and an arena for holding major games with associated media and spectator facilities. The facilities will be focussed on elite teams and high performance but will also be accessible for use by teams and players at a range of levels, including youth and local teams.

It is proposed to deliver the project on a phased basis, with the first phase of the project is scheduled to commence in 2025 and to be completed in 2028. This first phase includes the delivery of a main cricket oval, seating for 4000 spectators, and a high-performance centre. Under this phased delivery, Cricket Ireland can overlay with additional spectator, media and hospitality facilities bought in as required depending on the demands of individual hosted events.

The facility will play an important role in Cricket Ireland's plans to deliver on its co-hosting responsibilities with England, Wales and Scotland for the 2030 T20 World Cup. Ministerial approval to progress to the project design, planning and procurement strategy phase was granted in August 2024 (Approval Gate 1 – Approval in Principle). This will see planning and design completed by mid-2025 with the tender phase to follow.



Velodrome and National Badminton Centre

Approving Authority: Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media

Sponsoring Agency: Sport Ireland

Construction Timeline: 2025 – 2027

Cost Range: €50m - €100m

Website: [Sport Ireland](#)

Current Stage of Project Lifecycle: Project Design, Planning and Procurement Strategy

Next Approval Gate: Approval Gate 3 – Approval to Proceed

Main Contractor Procurement: Quarter 4, 2024

Contract Awarded To: TBC

Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

A 250 metre cycling track, up to 12 Badminton Courts in the in-track area, spectator seating and ancillary facilities including office space.

It will provide world-class track cycling facilities for our athletes who currently have to travel abroad for both training and competition, as well as providing the sport of badminton with integrated training, gym and medical facilities

The Preliminary Business Case received Ministerial approval in November 2021. The planning application was granted by Fingal County Council in January 2023. Ministerial approval to proceed to tender was granted in August 2024.

Sport Ireland will issue the construction tender in October 2024, with the process concluding in February/March 2025, when a winning tender will be known. Once this point is reached, Sport Ireland will then prepare a Final Business Case, including the final construction contract price, for Ministerial Approval. It is expected that construction will begin in H2 of 2025, with a likely completion date of mid-2027.



Electricity Transmission Network: Capital Project 966

Approving Authority: EirGrid/ESB	Current Stage of Project Lifecycle: Step 5: The Planning Process
Sponsoring Agency: EirGrid/ESB	Next Approval Gate: Approval Gate 2 – Pre-tender Approval
Construction Timeline: 2026 – 2028	Main Contractor Procurement: Quarter 4, 2025
Cost Range: Commercially sensitive	Contract Awarded To: TBC
Website: Capital Project 966	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

The project is for a high-capacity underground electricity connection between Dunstown substation, Kildare and Woodland substation, Meath. The project is considered essential to meet the Government of Ireland's Climate Action Plan target of 80% renewable energy generation by 2030, which includes transporting electricity from offshore renewable sources. The project follows EirGrid's six-step approach to developing the grid and has involved comprehensive engagement with stakeholders since 2018 to ensure participation in the project development process. A Strategic Infrastructure Development (SID) application was lodged with An Bord Pleanála (ABP) on 21/04/2023. Following a 7-week statutory consultation period, several observations were made. EirGrid prepared a comprehensive response to matters raised in these submissions and submitted this to ABP. Following the introduction of the Environmental Impact Assessment (EIA) Amendment Regulations in July 2023, an EIA Report was prepared and submitted to ABP on 15/05/2024. A decision is pending from ABP on the application. Ground Investigation works and landowner agreements are being progressed and will inform the procurement stage which is expected to start in 2025.

When progressing grid development projects, EirGrid follows a six-step approach, ensuring each step is clear and identifiable. At each step, a series of activities were carried out in order to inform, engage and consult with stakeholders and facilitate their participation in the project development process. After considering the feedback received through the consultation process, EirGrid confirmed their Emerging Best Performing Route Option (EBPO). The Best Performing Option (BPO) for the 400 kV underground cable has now been taken forward to the planning application process at Step 5. Further details can be found in this report.



Electricity Transmission Network: North-South Interconnector Project

Approving Authority: EirGrid/ESB and SONI/NIE	Current Stage of Project Lifecycle: Step 6: construction, energisation and benefit sharing
Sponsoring Agency: EirGrid/ESB and SONI/NIE	Next Approval Gate: N/A
Construction Timeline: 2026 - 2028	Main Contractor Procurement: Quarter 1, 2023
Cost Range: Commercially sensitive	Contract Awarded To: Framework awarded (Quarter 4, 2023)
Website: North-South Interconnector Project	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

ABOUT THE PROJECT

This project is the proposed 400 kV electricity infrastructure project to connect the grids of Ireland and Northern Ireland. The proposed line would run through counties Monaghan, Cavan and Meath in Ireland, and Tyrone in Northern Ireland. This project will traverse through the Northern & Western region and terminate in the Eastern & Midland region. The North South interconnector is a major requirement for realising our strategic goal to 'operate, develop and enhance the all-island grid and market' and is one of the major infrastructure projects outlined for delivery under the Climate Action Plan 2024.

The North South Interconnector has achieved all planning and legal consents in both jurisdictions. In Ireland, securing voluntary easements for the construction of the overhead line is continuing. Landowner engagement by ESB Networks have indicated that they will submit Compulsory Purchase Order (CPO) applications to the Commission for Regulation of Utilities (CRU) by year end. In Northern Ireland, landowner engagement has been completed on securing voluntary easements for construction, and agreements have been reached with 52% of landowners and necessary wayleaves have been secured for a further 20%. The remaining landowners are involved in a necessary wayleave process managed by the Department for Economy and this is expected to be completed by Q1 2025.

Initial construction is expected to commence in Northern Ireland in Q4 2024 and the bulk of the project will commence construction in Q1 2026. It is expected to be completed in 2028. The project has faced challenges due to the scale of landowner engagement, project complexities, the unknowns of the CPO process and its duration.







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