



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Project Ireland 2040

Prospects 2022

Ireland's Major Infrastructure
Project Pipeline

National Investment Office
Department of Public Expenditure and Reform
gov.ie/2040

July 2022



Dunkettle Interchange



Contents

Foreword	2
.....	
1. Introduction	3
.....	
2. Public Transport	9
.....	
3. Flood Relief	18
.....	
4. Roads	22
.....	
5. Irish Water	32
.....	
6. Health	42
.....	
7. Higher Education	49
.....	
8. Major Housing	55
.....	
9. Other	59
.....	



Foreword by Minister McGrath

Project Ireland 2040 is the government's long-term overarching strategy to make Ireland a better country for all. By 2040, there will be approximately one million additional people living in Ireland. This population growth requires significant investment in capital infrastructure to meet the needs of our growing population in a sustainable manner, as we transition to a low carbon and climate resilient society. The **National Planning Framework** and the **National Development Plan 2021-2030** combine to form Project Ireland 2040. The NPF sets the vision and strategy for the development of our country to 2040, and the NDP provides the enabling public investment of €165 billion to implement that strategy.

The revised National Development Plan (NDP) 2021-2030, which I announced in October 2021, will bring public investment to approximately 5 percent of GNI* which is well above the recent EU average of 3 percent of GDP. The NDP recognises the key challenges facing Ireland, such as Covid-19 recovery, housing, the UK's decision to leave the EU, and the climate emergency.

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), which is 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 Subgroup drives the delivery of the seven actions under its remit, including the Build Digital Project, Construction Technology Centre, and Modern Methods of Construction.

Prospects 2022 sets out a clear pipeline for 50 of the largest individual projects that make up Project Ireland 2040. This pipeline spans projects which are currently at planning and appraisal to projects which are completing construction this year.



Michael McGrath TD,
Minister for Public Expenditure and Reform

1

Introduction



Overview of report

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 of the largest 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 began (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 2040 included over 150 projects with a value in excess of €20 million. This pipeline of projects has continued to expand and evolve since then. There are now over 200 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 National Development Plan 2021-30 (NDP). As of Q2 2022, the Tracker focuses on over 270 projects and 140 programmes, including almost 100 projects in excess of €50 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 the Public Spending Code

Prospects 2022 is split into sections as follows: Transport, Flood Relief, Road Projects, Irish Water, Health, Higher Education, Major Housing, and Other.

The [Public Spending Code](#) (PSC) provides a framework for the appraisal, planning and delivery of capital investment projects. The PSC sets the value for money requirements and guidance for evaluating, planning and managing capital projects. The update of the PSC in 2019 combined with lessons learned from domestic projects and international best practice highlighted the need for more structured scrutiny of major public investment projects, particularly in the areas of planned delivery, costings and risk. In 2021, the Department of Public Expenditure and Reform (DPER) introduced two reforms to the PSC to facilitate this enhanced scrutiny:

- The introduction of an External Assurance Process (EAP) for projects over €100m which will provide independent project scrutiny at key decision stages.
- A new Major Projects Advisory Group (MPAG) to further strengthen project management.

These reforms, alongside ongoing engagement with the construction sector regarding capacity and innovation, 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 the Strategic Assessment, Preliminary Business Case, Final Business Case, or Implementation in the project lifecycle of the PSC. 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

Public Transport

	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	MetroLink	Final Business Case	2025 – Early 2030s	€1 billion+
2.	DART+ Fleet	Implementation	2023–2024 (initial order)	€318m
3.	DART+ West	Final Business Case	2024–2027	€500m - €1bn
4.	DART+ South West	Preliminary Business Case	Subject to conclusion of Planning/Railway Order Process	€500m - €1bn
5.	DART+ Coastal North	Preliminary Business Case	Subject to conclusion of Planning/Railway Order Process	€250m - €500m
6.	DART+ Coastal South	Preliminary Business Case	Subject to conclusion of Planning/Railway Order Process	€100m - €250m
7.	BusConnects Dublin - Core Bus Corridors	Final Business Case	2023–2029	€100m - €250m (per scheme)
8.	BusConnects Cork – Sustainable Transport Corridors	Strategic Assessment	2025–2030	€500m - €1bn

Flood Relief Projects

	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	Lower Lee (Cork City) Flood Relief Scheme	Preliminary Business Case	2024–2029	€100m - €250m
2.	King's Island Flood Relief Scheme	Final Business Case	2023–2025	€20m - €50m
3.	Arklow Flood Relief Scheme	Preliminary Business Case	2023–2025	€20m - €50m

Road Projects

	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	M/N20 Cork to Limerick	Preliminary Business Case	2027–2031	€1 billion+
2.	Galway City Ring Road	Final Business Case	2026–2029	€500m - €1bn
3.	N21/N69 Limerick to Adare to Foynes	Final Business Case	2025–2028	€250m - €500m
4.	N22 Ballyvourney to Macroom	Implementation	2019–2024	€250m - €500m
5.	N28 Cork to Ringaskiddy Road	Final Business Case	2024–2028	€250m - €500m
6.	N5 Ballaghaderreen to Scramoge	Implementation	2023–2025	€250m - €500m
7.	M8/N25 Dunkettle Interchange	Implementation	2020–2024	€100m - €250m
8.	Athy Southern Distributor Road	Implementation	2022–2024	€20m - €50m
9.	N52 Ardee bypass	Preliminary Business Case	2024–2026	€20m - €50m

Irish Water Projects

	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	Water Supply Project - Eastern and Midlands Region	Preliminary Business Case	2026–2030*	€1 billion+
2.	Greater Dublin Drainage	Preliminary Business Case	2025–2029*	€500m - €1bn
3.	Ringsend Wastewater Treatment Plant Project	Implementation	2018–2025	€500m - €1bn
4.	Arklow Sewerage Scheme Wastewater Treatment Plant	Implementation	2021–2025	€100m - €250m
5.	Athlone Sewerage Scheme	Final Business Case	2022–2025	€100m - €250m
6.	Regional Biosolids Storage Facility	Final Business Case	2024–2025	€50m - €100m
7.	Leixlip Transfer Pipeline	Implementation	2020–2022	€20m - €50m
8.	Ramelton, Milford and Rathmullan Wastewater Treatment Plant	Final Business Case	2023–2025	€20m - €50m
9.	Poolbeg West Strategic Development Zone	Preliminary Business Case	2025–2028	€20m - €50m

Health Projects

	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	New Children's Hospital	Implementation	2017–2024	€1 billion+
2.	Beaumont Hospital Radiation Oncology Unit	Preliminary Business Case	2022–2025	€50m - €100m
3.	University Hospital Limerick Ward Block (96 Bed)	Final Business Case	2022–2025	€50m - €100m
4.	University College Hospital Galway, Radiation Oncology Unit	Implementation	2020–2023	€50m - €100m
5.	Mater Misericordiae University Hospital Ward Block	Implementation	2020–2023	€50m - €100m
6.	Cavan General Hospital, Emergency Department and Ward Block	Preliminary Business Case	2023–2026	€20m - €50m

Higher Education Projects

	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	Cork University Business School (CUBS)	Final Business Case	2024–2026	€100m - €250m
2.	UCD Future Campus Phase 1	Final Business Case	2022–2024	€100m - €250m
3.	DCU Future Tech Building	Implementation	2022–2024	€50m - €100m
4.	Maynooth University Technology Society and Innovation Building	Implementation	2019–2022	€50m - €100m
5.	NUI Galway Learning Commons	Final Business Case	2023–2027	€20m - €50m

Major Housing Projects

	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	Cork City Docklands	Preliminary Business Case	2023–2031	€500m - €1bn
2.	Clonburris (Strategic Infrastructure)	Preliminary Business Case	2022–2029	€250m - €500m
3.	Shanganagh Castle	Implementation	2022–2025	€250m - €500m

Other Projects				
	Name of Project	Stage of Project Lifecycle	Construction Timeline	Cost Range
1.	Waterford City and Environs – North Quays	Final Business Case	2022–2025	€100m - €250m
2.	National Concert Hall	Preliminary Business Case	2025–2028	€50m - €100m
3.	National Museum of Ireland	Preliminary Business Case	2024–2027	€50m - €100m
4.	Abbey Theatre	Preliminary Business Case	2027–2029	€50m - €100m
5.	Garda Station, Military Road, Dublin 8	Implementation	2020–2022	€50m - €100m
6.	Electric Vehicle High Power Charging Infrastructure Development Project	Implementation	2021–2023	€20m - €50m
7.	Crawford Art Gallery	Final Business Case	2023–2025	€20m - €50m

2

Public Transport



MetroLink

Approving Authority: National Transport Authority	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Transport Infrastructure Ireland	Next Decision Gate: Decision Gate 2 – Pre-Tender Approval
Construction Timeline: 2025 – Early 2030s	Main Contractor Procurement: Quarter 2, 2024
Cost Range: €1 billion+	Contract Awarded To: TBC
Website: MetroLink	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. Over 175,000 people and 250,000 jobs will be accessible to the stations by foot alone. By interchanging with other public transport systems such as DART and Luas, MetroLink connects to more than a million people in the Dublin area, and more across Ireland.

It is currently targeted to submit a Railway Order application in Q3 2022. Work on the Procurement Strategy and project governance is continuing.



Dart+ Fleet

Approving Authority: National Transport Authority	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Iarnród Éireann	Next Stage: Review
Construction Timeline: 2023–2024 (initial order)	Main Contractor Procurement: Quarter 4, 2019
Cost: €318 million	Contract Awarded To: Alstom (Quarter 4, 2021)
Website: Dart+ Fleet	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

To support the expansion in rail services planned under the National Development Plan 2021 to 2030 and to meet the infrastructural capacity increases delivered by the Dart+ Programme, additional rolling stock is required.

The framework agreement for the Dart+ Fleet was signed in December 2021, and an initial order was placed for 6 Half Length Units (HLUs) of Electrical Multiple Unit (EMU) and 13 HLU of Battery Electrical Multiple Unit (BEMU). Dart+ Fleet will be delivered during 2024, with fleet entering service during 2025.

Iarnród Éireann, supported by the National Transport Authority (NTA) and in partnership with railcar provider Alstom, have provision to commission up to 750 electric/battery electric powered vehicles over a 10-year timescale. This order represents the purchase of the largest and most sustainable public transport fleet in Irish history.



Dart+ West

Approving Authority: National Transport Authority	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Iarnród Éireann	Next Decision Gate: Decision Gate 2 - Pre-Tender Approval
Construction Timeline: 2024–2027	Main Contractor Procurement: Quarter 3, 2023
Cost Range: €500m - €1bn	Contract Awarded To: TBC
Website: DART+ West	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 electrification of the rail line will predominantly follow the existing railway corridor. Works outside of Iarnród Éireann lands will be required at a number of locations for some of the scheme elements. Preliminary Design and preparation of the Environmental Impacts Assessment Report (EIAR) for DART+ West is continuing. The application to An Bord Pleanála for the DART+ West project will be in Q3 2022.



Spencer Dock – Front view



New Depot in Maynooth

Dart+ South West

Approving Authority: National Transport Authority

Current Stage of Project Lifecycle: Preliminary Business Case

Sponsoring Agency: Iarnród Éireann

Next Decision Gate: Decision Gate 1 – Approval in Principle (lodge railway order)

Construction Timeline: Subject to conclusion of Planning/Railway Order Process

Main Contractor Procurement: TBC

Cost Range: €500m - €1bn

Contract Awarded To: TBC

Website: [Dart+ South West](#)

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.

Preliminary Design and preparation of the Environmental Impacts Assessment Report (EIAR) for Dart+ South West is continuing. The application to An Bord Pleanála for the DART+ South West project will be in Q4 2022, subject to approval of an updated Preliminary Business Case.



Dart+ Coastal North

Approving Authority: National Transport Authority	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: Iarnród Éireann	Next Decision Gate: Decision Gate 1 – Approval in Principle (lodge railway order)
Construction Timeline: Subject to conclusion of Planning/Railway Order Process	Main Contractor Procurement: TBC
Cost Range: €250m - €500m	Contract Awarded To: TBC
Website: Dart+ Coastal North	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.

When the necessary permissions have been granted, the detailed design and procurement phases will be undertaken. Lodgement of Railway Order is planned for Q2 2023, subject to approval of an updated PBC.



Dart+ Coastal South

Approving Authority: National Transport Authority	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: Iarnród Éireann	Next Decision Gate: Decision Gate 1 – Approval in Principle (lodge railway order)
Construction Timeline: Subject to conclusion of Planning/Railway Order Process	Main Contractor Procurement: TBC
Cost Range: €100m - €250m	Contract Awarded To: TBC
Website: Dart+ Coastal South	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The DART+ Coastal Projects, as part of the DART+ Programme, will deliver an increased and improved electrified network, with additional passenger capacity and enhanced train services between Drogheda in the north to Greystones in the south (covering approx. 86km).

When the necessary permissions have been granted, the detailed design and procurement phases will be undertaken. Lodgement of Railway Order is planned for Q3 2023, subject to approval of an updated PBC.



BusConnects Dublin - Core Bus Corridors

Approving Authority: National Transport Authority	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: National Transport Authority	Next Decision Gate: Decision Gate 2 - Pre-Tender Approval
Construction Timeline: 2023–2029	Main Contractor Procurement: 2023–2027
Cost Range: €100m - €250m (per scheme)	Contract Awarded To: TBC
Website: BusConnects	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

BusConnects Dublin is a suite of transformative changes to the bus system, intended to make it more efficient, faster, reliable and easier to use. From April to August 2021, a pre-application consultation process was undertaken with An Bord Pleanála in accordance with the relevant legislation.

For the purposes of progressing the BusConnects Dublin Core Bus Corridor Infrastructure Works through the statutory planning process, the 16 Core Bus Corridors that have been the subject of non-statutory public consultation, are now being grouped into 12 individual schemes. On 8th March 2022, the Government gave its approval in principle for the BusConnects Dublin Preliminary Business Case. Each of the Core Bus Corridor Schemes is likely to have a construction cost range of between €100m and €200m, depending on the size and complexity of each scheme, excluding VAT, at 2022 values. Procurement of the first 4 Core Bus Corridor Schemes is likely to be progressed during 2023 (following statutory planning approvals, Prequalification tenders may issue in Q4 2022) with a view to award mid/late 2023, and completion in 2025; Procurement of the second 4 Core Bus Corridor Schemes is likely to be progressed during 2025 with a view to award mid/late 2025, and completion in 2027; Procurement of the third 4 Core Bus Corridor Schemes is likely to be progressed during 2027 with a view to award mid/late 2027, and completion in 2029/2030.



BusConnects Cork – Sustainable Transport Corridors

Approving Authority: National Transport Authority	Current Stage of Project Lifecycle: Strategic Assessment
Sponsoring Agency: National Transport Authority	Next Decision Gate: Decision Gate 0
Construction Timeline: 2025–2030	Main Contractor Procurement: 2025–2028
Cost Range: €500m - €1bn	Contract Awarded To: TBC
Website: BusConnects	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

BusConnects Cork is the National Transport Authority's plan to improve Bus Services throughout Cork city and suburbs. Following two public consultations on a revised network for Cork city and suburbs, the Final New Network will be published later this year.

The NTA also launched a public consultation on 10th April 2022 on the Emerging Preferred Routes for the 12 Core Bus Corridors, which are an important element of the BusConnects Cork programme.

The New Network will include benefits like; an increase of over one third in bus services in Cork; a new frequent network that paves the way for Luas; shorter waits and more direct routes and additional services at weekends.

Main contractors procurement is estimated to extend over the years 2025–2028. It should be noted that it is planned that construction for each of the Core Bus Corridors will be procured separately so the timeline of 2025–2028 reflects the planned phasing of construction of the individual corridors.



3

Flood Relief



Lower Lee (Cork City) Flood Relief Scheme

Approving Authority: Office of Public Works (OPW)	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: Office of Public Works (OPW)	Next Decision Gate: Decision Gate 2 - Pre-tender approval
Construction Timeline: 2024–2029	Main Contractor Procurement: Quarter 1, 2024
Cost Range: €100m - €250m	Contract Awarded To: TBC
Website: Lower Lee (Cork City) Flood Relief Scheme	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.

Scheme submission and Confirmation under Arterial Drainage Acts 1945/1995 is currently expected to run from Q3 of 2022 to Q2 of 2023. The scheme has an anticipated construction programme of five years from 2024–2029 subject to planning being received.



King's Island Flood Relief Scheme

Approving Authority: Office of Public Works (OPW)	Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Limerick City & County Council	Next Decision Gate: Decision Gate 2 – Pre-tender Approval
Construction Timeline: 2023–2025	Main Contractor Procurement: Quarter 4, 2022
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: King's Island Flood Relief Scheme	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

King's Island lies in the heart of Limerick City and is surrounded by the waters of the River Shannon and the Abbey River. Both rivers are tidal at this location and the island is susceptible to both coastal and fluvial flood risk. The proposed scheme as well as providing integrated flood protection measures, also includes extensive landscaping and public realm improvements.

The King's Island Flood Relief Scheme was granted planning permission by An Bord Pleanála in May 2021 and is at the Detailed Design stage. It is proposed that the construction project will be tendered in 2022 with an anticipated construction



Arklow Flood Relief Scheme

Approving Authority: Office of Public Works (OPW)	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: Wicklow County Council	Next Decision Gate: Decision Gate 2 - Pre-tender approval
Construction Timeline: 2023–2025	Main Contractor Procurement: Quarter 1, 2023
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: Arklow Flood Relief Scheme	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The proposed scheme for Arklow includes the construction of flood defences and an embankment, as well as conveyance improvements in the Avoca River; including deepening of the river channel, the introduction of new debris and gravel traps and strengthening works to the existing quay walls and Arklow Bridge. The flood scheme has been designed to withstand a 1 in 100-year flood event from the Avoca River (fluvial) as well as 1 in 200-year tidal flood event.

The scheme was submitted to An Bord Pleanála in May 2021. An oral hearing was held in January 2022. Subject to planning approval, the scheme has an anticipated construction



4

Roads



N/M20 Cork to Limerick

Approving Authority: Transport Infrastructure Ireland

Current Stage of Project Lifecycle: Preliminary Business Case

Sponsoring Agency: Limerick City & County Council

Next Decision Gate: Decision Gate 1 – Approval in Principle

Construction Timeline: 2027–2031

Main Contractor Procurement: Quarter 4, 2025

Cost Range: €1 billion+

Contract Awarded To: TBC

Website: [N/M20](#)

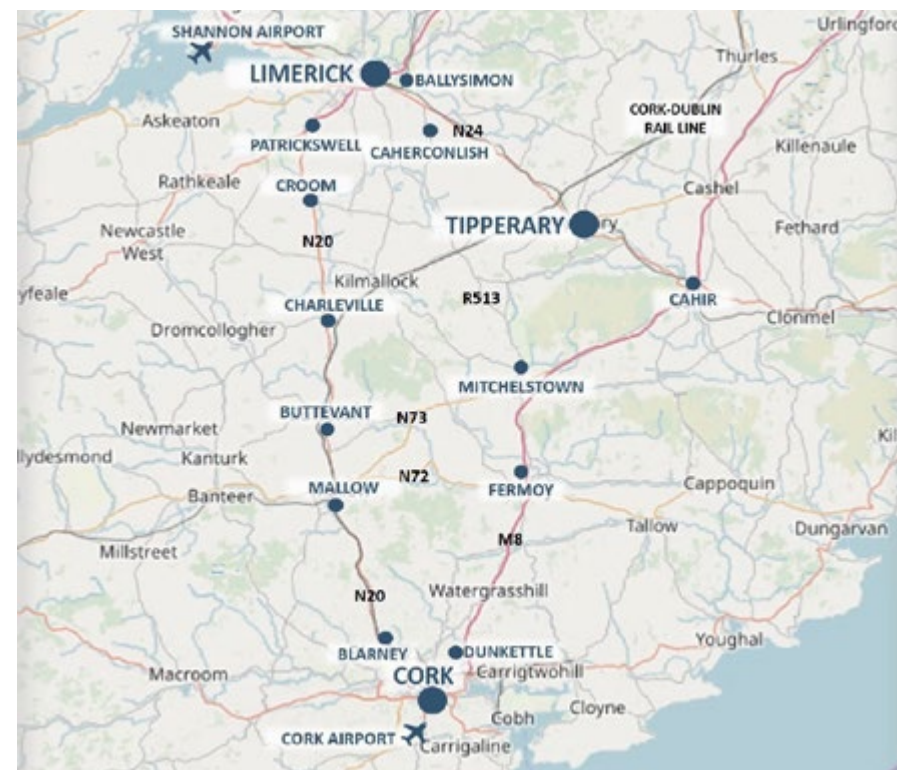
Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

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.

The Preliminary Business Case is expected to be submitted to the Department of Transport and the Department of Public Expenditure and Reform in early 2023. It is anticipated that the main contractor procurement process (i.e. tender documents issued) will occur in Q4, 2025.



Galway City Ring Road

Approving Authority: Transport Infrastructure Ireland	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Galway County Council	Next Decision Gate: Decision Gate 2 – Pre-tender Approval
Construction Timeline: 2026–2029	Main Contractor Procurement: Quarter 1, 2025
Cost Range: €500m - €1bn	Contract Awarded To: TBC
Website: N6 Galway City Ring Road	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The N6 Galway City Ring Road (GCRR) project is an integral part of the Galway Transport Strategy. The proposed road development comprises 11.8km of motorway between the existing N6 at Coolagh (northeast of the city) to the existing Ballymoneen Road (northwest of the city) and then continues as a single carriageway road for a further 5.6km as far as the R336 Coast Road, west of Bearna. The new orbital route travels around the city, it will have grade separated junctions with the other national roads serving Galway City (N63, N84 and N59) and will include a new bridge crossing of the River Corrib.

Following the approval in principle of the Scheme Business Case by Government, Galway County Council submitted the scheme to An Bord Pleanála on 26 October 2018. ABP approved the scheme with conditions and modification on 6 December 2021. Three applications for judicial review of the ABP decision have been lodged with the High Court and the hearings are expected to take place later in 2022. It is anticipated that the main contractor procurement process will occur in Q1, 2025, with construction commencing in 2026.



N21/N69 Limerick to Adare to Foynes

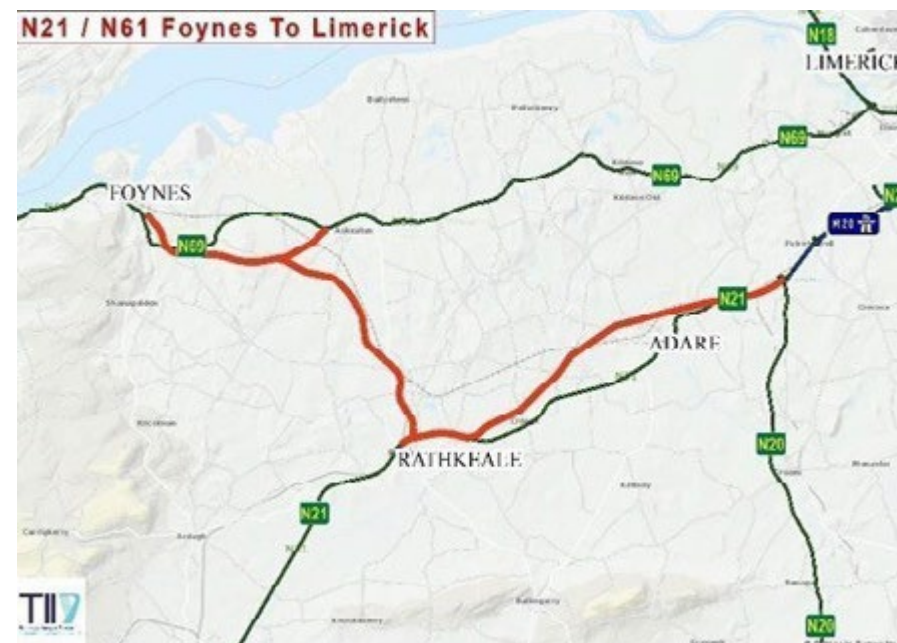
Approving Authority: Transport Infrastructure Ireland	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Limerick City & County Council	Next Decision Gate: Decision Gate 2 – Pre-tender Approval
Construction Timeline: 2025–2028	Main Contractor Procurement: Quarter 2, 2023
Cost Range: €250m - €500m	Contract Awarded To: TBC
Website: Limerick City & County Council	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.

This scheme was published in December 2019. An Bord Pleanála (ABP) requested additional information which was submitted in September 2020 and also placed on public display. ABP held the Oral Hearing for the scheme over 11 days in February 2021. A decision on planning was expected on 27th May 2022, however, this decision has been postponed with a date yet to be confirmed (as of June 2022). The main contractor procurement process (i.e. tender documents to issue) is expected to commence in Q2, 2023.

Work is progressing on the Phase 5 (Enabling and Procurement) documents to facilitate early construction of the Adare Bypass in advance of the 2027 European Ryder Cup, assuming statutory approval is achieved.



N22 Ballyvourney to Macroom

Approving Authority: Transport Infrastructure Ireland	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Cork County Council	Next Decision Gate: Review
Construction Timeline: 2019–2024	Main Contractor Procurement: Quarter 4, 2018
Cost Range: €250m - €500m	Contract Awarded To: Jons Civil Engineering/John Cradock JV Ltd. (Quarter 4, 2019)
Website: N22 Baile Bhuirne to Macroom Road	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The project consists of the construction of 22km of dual carriageway which will be primarily constructed offline of the existing N22. There will be interfaces between the new road development and the existing N22 at the eastern and western termini as well as two crossings of the existing road.

The construction contract was awarded following Government approval in October 2019. Construction activities are progressing well on site. This contract is a design and build contract. The current programme envisages that the project will be completed by mid-2024.

The project is divided into three sections for construction purposes:

- Section 1 - Bypass of Baile Bhuirne and Baile Mhic Íre; Slieveragh to Coolnacaheragh
- Section 2 - Middle section from Coolnacaheragh to Carrigaphooca
- Section 3 - Bypass of Macroom; Carrigaphooca to Coolcour



N28 Cork to Ringaskiddy Road

Approving Authority: Transport Infrastructure Ireland	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Cork County Council	Next Decision Gate: Decision Gate 2 – Pre-tender Approval
Construction Timeline: 2024–2028	Main Contractor Procurement: Quarter 1, 2023
Cost Range: €250m - €500m	Contract Awarded To: TBC
Website: Cork National Roads Office	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The M28 Cork to Ringaskiddy Project encompasses the upgrade of approximately 12.5km of the N28 National Primary Route from the N40 South Ring Road, at Bloomfield Interchange, to Ringaskiddy, Co. Cork. A motorway service area at the terminus of the scheme is also included. The project is currently at the Advanced Works Stage.

The N28 corridor itself is part of the Trans-European Transport Network, accessing the Tier 1 Port at Ringaskiddy. This requires that the Port is served by a high quality road (either a motorway or express road), designed and built for motor traffic.

A large volume of passenger and freight traffic utilises the existing N28 (a single carriageway). It is currently facing significant capacity constraints. It is expected that the main contractor procurement process will begin in Q1, 2023, with construction commencing in 2024 running to 2028.



N5 Ballaghaderreen to Scramoge

Approving Authority: Transport Infrastructure Ireland	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Roscommon County Council	Next Decision Gate: Review
Construction Timeline: 2023–2025	Main Contractor Procurement: Quarter 2, 2020 (Original Tender) Quarter 2, 2022 (Revised Tender)
Cost Range: €250m - €500m	Contract Awarded To: Roadbridge Ltd. (Quarter 2, 2021)
Website: N5 Ballaghderreen to Scramoge	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The project comprises a road development of 33.4km in length which consists of a single carriageway road that runs southeast from the tie-in point of the existing Ballaghaderreen Bypass to east of Strokestown at Scramoge. There are an additional 13km of side roads and existing road improvements, 17 at-grade T-junctions and 5 roundabouts to be provided as part of the scheme. The proposed route will bypass the towns/villages of Frenchpark, Bellanagare, Tulsk and Strokestown.

An Bord Pleanála confirmed the scheme on the 18th January 2019. The Design & Build tender competition concluded in December 2020 and the final business case was updated and submitted to DoT. Government approval to award the contract was received in June 2021. The main construction contract was awarded to Roadbridge Ltd. on 16 June 2021, however, the contractor did not mobilise on site until January 2022. Roadbridge Ltd. went into receivership on 11 March 2022. The tender process has been reopened and expressions of interest have been received. Subject to the successful outcome of this tender process, it is intended that the award of the main contract will occur in Q1, 2023.



M8/N25 Dunkettle Interchange

Approving Authority: Transport Infrastructure Ireland	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Transport Infrastructure Ireland	Next Decision Gate: Review
Construction Timeline: 2020–2024	Main Contractor Procurement: Quarter 4, 2019
Cost Range: €100m - €250m	Contract Awarded To: John Sisk & Son (Holdings) LTD (Quarter 4, 2020)
Website: Dunkettle Interchange	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

Transport Infrastructure Ireland (TII) has developed proposals to improve the Dunkettle Interchange which is located approximately 6km to the east of Cork City, just north of the Jack Lynch Tunnel. The Interchange is strategically important as it is the intersection of a number of key national routes including the M8/N8 road from Dublin to Cork, the N25 Road from Waterford to Cork, and the N40 South Ring Road.

The project involves the upgrading of the Dunkettle Interchange to a fully free flow junction (except for the M8 to N8 South West movement). A new dumbbell interchange will be provided to the east of the main interchange for Little Island. Improvements will also be made to the Silversprings junction on the N8 into the City.

The construction contract commenced re-tender in 2019 following non agreement to proceed to stage 2 under the exiting contract. Advance and enabling works are nearing completion. The Government approved the award of the tender and the Business Case on the 13th October 2020. The maximum period allowed for construction of the main works contract is 42 months (3.5 years) from October 2020.



Athy Southern Distributor Road

Approving Authority: Department of Transport

Current Stage of Project Lifecycle: Implementation

Sponsoring Agency: Kildare County Council

Next Decision Gate: Review

Construction Timeline: 2022–2024

Main Contractor Procurement: Quarter 1, 2021

Cost Range: €20m - €50m

Contract Awarded To: BAM Civil Limited (Quarter 4 , 2021)

Website: [Kildare County Council](https://www.kildarecoco.ie)

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

About the project

The project involves the construction of 3.4km of a new Distributor/Arterial Street type single carriageway road, over 7km of segregated cycle tracks and footpaths, 6 at grade junctions, connection to the Barrow Blueway. The scheme includes new structures crossing the Dublin to Waterford railway line, the River Barrow and the refurbishment of the existing railway bridge crossing of the River Barrow for use by pedestrians and cyclists.

The primary function of the scheme is to divert through traffic away from Athy's town centre and to improve the public realm, while also contributing to an efficient transport network in the town.

Following the conclusion of the tender process for the main construction contract for the scheme, the contract was awarded in late 2021 and the construction programme is underway. Kildare County Council is responsible for the implementation of the scheme and the estimated project completion date is 2024.



N52 Ardee Bypass

Approving Authority: Transport Infrastructure Ireland

Current Stage of Project Lifecycle: Preliminary Business Case

Sponsoring Agency: Louth County Council

Next Decision Gate: Decision Gate 1 – Approval in Principle

Construction Timeline: 2024–2026

Main Contractor Procurement: Quarter 3, 2023

Cost Range: €20m - €50m

Contract Awarded To: TBC

Website: [Louth County Council](https://www.louthcouncil.ie)

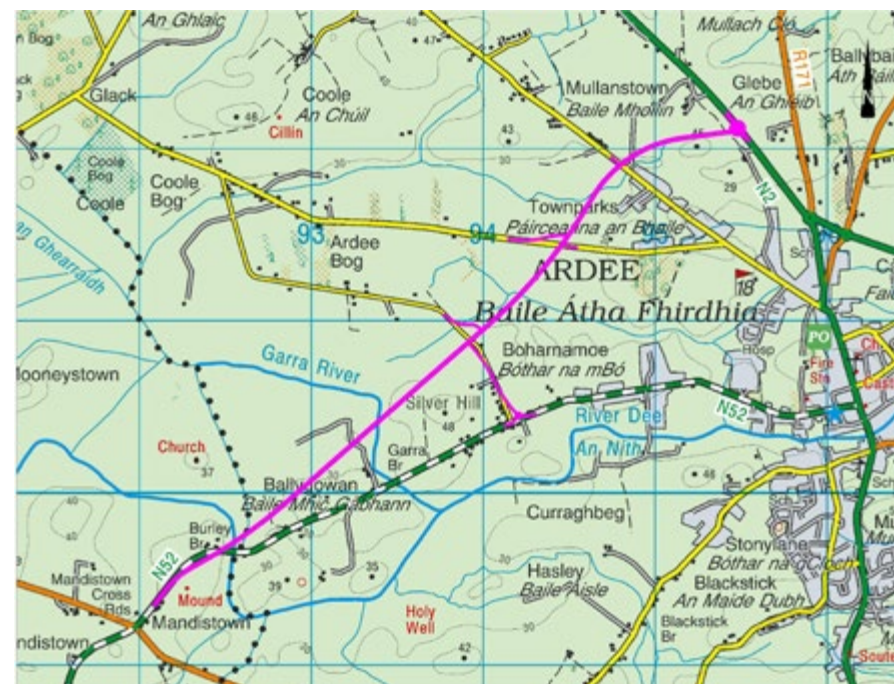
Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The proposed scheme will be a new Single Carriageway running mainly to the north of Ardee and comprise six road junctions, including a proposed roundabout on the N2, and two river bridge structures. The scheme will also include Active Travel elements including connectivity to existing walking and cycling facilities in Ardee.

A review of this scheme is in progress, which includes a review of connectivity of routes and the geometry of the junctions. Part 8 Planning Application for the revised design of the scheme is currently underway. The Environmental Impact Assessment Screening and Appropriate Assessment Screening reports have been submitted to An Bord Pleanála and the findings have been accepted.

An application for leave for Judicial Review of the findings of the Screening Reports has been lodged and a hearing was held in April 2022 at the High Court. An Bord Pleanála is currently considering its position in regard to the Judicial Review. The programme for delivery of the scheme may be significantly impacted by the Judicial Review process should it proceed. Construction is expected to commence in 2024.



5

Irish
Water



Water Supply Project – Eastern and Midlands Region

Approving Authority: Irish Water, Government

Current Stage of Project Lifecycle: Preliminary Business Case

Sponsoring Agency: Irish Water

Next Decision Gate: Decision Gate 1 – Approval in Principle

Construction Timeline: 2026–2030*

Main Contractor Procurement: Quarter 4, 2024

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. Despite Irish Water's ambitious leakage reduction targets, 40% more treated water is required to provide a sustainable and resilient water supply to support housing and commercial growth in the region.

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.

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. Irish Water intend to seek Government approval for the Preliminary Business Case following the completion of the CRU external assurance process in late 2023/early 2024 (subject to change).

*subject to timing and completion of statutory consenting processes.



Greater Dublin Drainage

Approving Authority: Irish Water, Government	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: Irish Water	Next Decision Gate: Decision Gate 2 – Pre tender Approval
Construction Timeline: 2025–2029*	Main Contractor Procurement: Quarter 4, 2023
Cost Range: €500m - €1bn	Contract Awarded To: TBC
Website: Greater Dublin Drainage	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.

Greater Dublin Drainage is about providing long term sustainable wastewater drainage and treatment for the Greater Dublin Area (GDA). An Bord Pleanála granted planning permission for GDD in November 2019. In April 2021, the High Court sent the planning application back to An Bord Pleanála for a fresh decision and Irish Water is currently awaiting the outcome of that process.

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 2025/2026.

*subject to planning approval H1 2022 and no further appeals.



Ringsend Wastewater Treatment Plant Project

Approving Authority: Irish Water, Government	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Irish Water	Next Decision Gate: Procurements ongoing until at least 2024 across multiple programmes of work
Construction Timeline: 2018–2025	Main Contractor Procurement: Commenced in 2016, with procurement ongoing until at least 2024 across multiple programmes of work
Cost Range: €500m - €1bn	Contract Awarded To: Various contractors - procured competitively for multiple programmes of work
Website: Ringsend Wastewater Treatment Plant	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The Ringsend Wastewater Treatment Plant provides over 40% of Ireland's wastewater treatment capacity. The plant is currently overloaded and unable to comply with the standards of the EU Urban Wastewater Treatment Directive (UWWTD). In addition, further capacity is required to support development in the Greater Dublin Region. It is essential that existing plant remains in full operation throughout the delivery of the project.

The project will deliver, on a phased basis, the capacity to treat the wastewater for a population equivalent of 2.4 million while achieving the standards of the UWWTD, bringing benefits to Dublin city and surrounding areas in terms of health, environmental protection and improved water quality.

An interim stage in the project is to provide infrastructure to achieve compliance with the UWWTD for a population equivalent of 2.1 million by the end of 2023. Irish Water reached an important milestone in this project with the commencement of operations of the new 400,000 PE capacity upgrade facility in November 2021. This facility is enabling current treatment levels to be maintained as works proceed on the remainder of the upgrade.



Arklow Sewerage Scheme Wastewater Treatment Plant

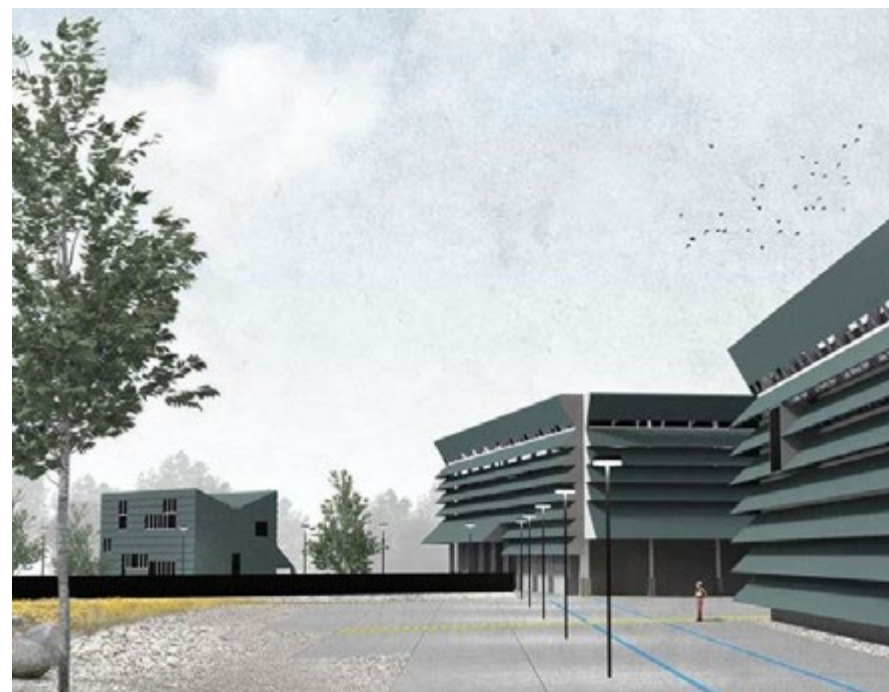
Approving Authority: Irish Water, Government	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Irish Water	Next Decision Gate: Review
Construction Timeline: 2021–2025	Main Contractor Procurement: Quarter 3, 2019
Cost Range: €100m - €250m	Contract Awarded To: Ward & Burke (Quarter 3, 2021)
Website: Arklow Sewerage Scheme Wastewater Treatment Plant	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The Arklow Sewerage Scheme project provides for the development of a new Waste Water Treatment Plant and associated network to stop the discharge of untreated wastewater to the Avoca River. On 27th July 2021, Government approval for the construction of a new Waste Water Treatment Plant in Arklow, Co. Wicklow was provided.

Irish Water intends to develop the Arklow Wastewater Treatment Plant Project which includes:

- A new, state of the art, wastewater treatment plant that has been designed to provide an ultimate treatment capacity for a PE (population equivalent) of up to 36,000 at the Old Wallboard Factory, North Quay, Ferrybank
- Sewer pipelines (along the North and South Quays) to bring the untreated wastewater to the WwTP
- A marine outfall pipe to safely discharge the treated wastewater to the Irish Sea



Athlone Sewerage Scheme

Approving Authority: Irish Water, Government	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Irish Water	Next Decision Gate: Decision Gate 3 – Approval to Proceed
Construction Timeline: 2022–2025	Main Contractor Procurement: Quarter 1, 2021
Cost Range: €100m - €250m	Contract Awarded To: TBC
Website: Athlone Main Drainage Scheme	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

Irish Water, working in partnership with Westmeath County Council, is progressing the Athlone Main Drainage Sewer Network Upgrade project. Irish Water has secured the necessary lands and wayleaves required for this significant project.

There are currently eighteen Storm Water Overflows within the Athlone Town main drainage system. There is frequent out of sewer flooding in Athlone Town due to insufficient capacity within the collection system. Additionally, the collection system is undersized to accommodate future population growth.

When completed, this project will reduce the risk of sewer flooding in Athlone and address non-compliant sewer overflows into the River Shannon. It will also improve the capacity of the sewer network allowing for current and future population growth. Subject to statutory approvals and successful planning applications, the current programme is for the construction contract to commence in 2022. The current programme anticipates main contractor appointment in Q3 2022 with construction due to commence thereafter.



Regional Biosolids Storage Facility

Approving Authority: Irish Water	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Irish Water	Next Decision Gate: Decision Gate 3 – Approval to Proceed
Construction Timeline: 2024–2025	Main Contractor Procurement: Quarter 3, 2022
Cost Range: €50m - €100m	Contract Awarded To: TBC
Website: Regional Biosolids Storage Facility	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The Regional Biosolids Storage Facility will serve the biosolids storage needs for greater Dublin, a need identified in the National Wastewater Sludge Management Plan, published by Irish Water in 2016. It will support the upgrade of the Ringsend Wastewater Treatment Plant and the development of the Greater Dublin Drainage project.

Biosolids are a treated by-product of the wastewater treatment process. The production of biosolids results in a low odour product that is not harmful to human health.

The Regional Biosolids Storage Facility will comprise of two storage buildings, like modern industrial warehouses, and an administration building within a landscaped site.

The procurement process is currently underway and tender documents are being prepared for issue in Q3, 2022.

Construction is currently scheduled to commence on the facility at Newtown near Kilshane Cross, Dublin 11 in early 2024 and will take approximately two years to complete.



Leixlip Transfer Pipeline

Approving Authority: Irish Water	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Irish Water	Next Decision Gate: Review
Construction Timeline: 2020–2022	Main Contractor Procurement: Quarter 2, 2018
Cost Range: €20m - €50m	Contract Awarded To: BAM (Quarter 1, 2020)
Website: Leixlip Transfer Pipeline	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The Leixlip Transfer Pipeline project includes the construction of a new rising main and gravity sewer, and upgrade to the wastewater network in Leixlip to cater for additional demand. The total investment amounts to approximately €35 million.

Irish Water has identified that an upgrade to the existing wastewater network is required in the Greater Dublin Area to facilitate existing and future development in the area and to ensure a resilient wastewater network. Construction will be completed by end 2022.

The project involves:

- Construction of approximately 4.85km sewer to the Leixlip Wastewater Treatment Plant.
- Construction of a pumping station within the site boundary of the existing Leixlip Wastewater Treatment Plant.
- Construction of approximately 8km of underground mains from the wastewater treatment plant to a sewer on the Damastown Road, near Blanchardstown, Co. Dublin.
- The reinstatement of construction areas to match the original condition and associated site works.



Ramelton, Milford and Rathmullan Wastewater Treatment Plant

Approving Authority: Irish Water	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Irish Water	Next Decision Gate: Decision Gate 3 – Approval to Proceed
Construction Timeline: 2023–2025	Main Contractor Procurement: Quarter 3, 2021
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: Ramelton, Milford and Rathmullan Sewerage Scheme	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

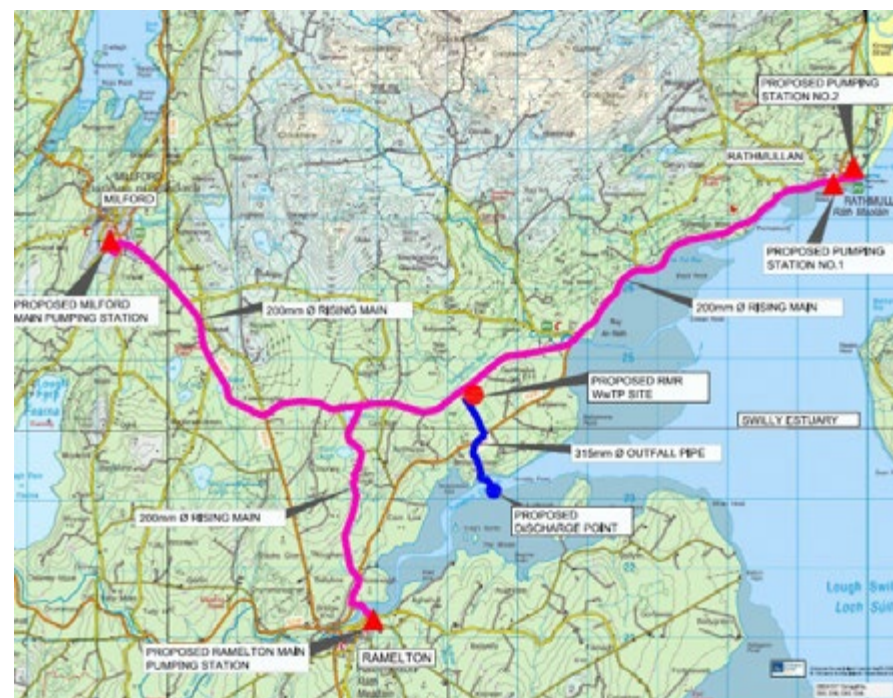
About the project

Rathmullan, Milford and Ramelton are towns in north County Donegal. The three towns are listed on the EPA Urban Wastewater Treatment in 2020 as follows:

- Milford – Appendix D: Pressures on surface water quality
- Ramelton– Appendix B: Areas discharging untreated sewage
- Rathmullan – Appendix B: Areas discharging untreated sewage

The proposed project is to construct a new green field 5,500 p.e. Secondary Wastewater Treatment Plant with main pump stations in each of the three towns to deliver untreated wastewater to the new WWTP via new rising mains. A new outfall into Lough Swilly will also be constructed.

The investment is required to provide new infrastructure to ensure wastewaters from the three agglomerations are collected and treated in compliance with the Urban Wastewater Treatment Directive. It is anticipated that the main contractor will be appointed in Q3 2022. Project Completion is projected to be in Q2 2025.



Poolbeg West Strategic Development Zone

Approving Authority: Irish Water	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: Irish Water	Next Decision Gate: Decision Gate 1 – Approval in Principle
Construction Timeline: 2025–2028	Main Contractor Procurement: Quarter 1, 2024
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: Poolbeg West Strategic Development Zone	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

Poolbeg West was designated as a Strategic Development Zone (SDZ) on 17th May 2016. Poolbeg West comprises some 34 Ha of the 520 Ha Dublin Docklands area and will cater for an estimated population of approximately 14,000.

An initial concept design for required water and wastewater infrastructure was completed by Irish Water in 2019.

The current scope of the water and wastewater network upgrades is as follows:

- A new strategic below ground wastewater pumping station, storage tank, twin rising mains, and gravity foul sewers.
- Sections of new 450mm ID trunk watermains to serve the SDZ.



6

Health



New Children's Hospital

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: HSE / National Paediatric Hospital Development Board (NPHDB)	Next Decision Gate: Review
Construction Timeline: 2017–2024	Main Contractor Procurement: Quarter 2, 2016
Cost Range: €1 billion+	Contract Awarded To: BAM Ireland (Quarter 1, 2017)
Website: New Children's Hospital	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The new Children's Hospital (NCH) project comprises the main hospital on a shared campus at St James's, and two Outpatient and Urgent Care Centres on the campuses of Tallaght and Connolly hospitals. The Outpatient and Urgent Care Centre at Connolly opened in July 2019, with the second Centre at Tallaght opening in November 2021. Together, these two Centres are designed to provide a new model of ambulatory care for children in the Greater Dublin Area, alongside the main new hospital at the St James's campus where all in-patient care will be provided and complex care for the sickest children will be consolidated in one research-active healthcare setting.

Work on the St James's site is ongoing with major milestones reached in 2021, including the completion of the concrete frame. When completed, the main hospital is expected to provide 380 inpatient beds (including 60 critical care beds), 93 day-care beds and 18 operating theatres. The Outpatient and Urgent Care Centres provide urgent care facilities, including short stay observation spaces, outpatient consulting and diagnostic spaces and specialist therapy and assessment spaces.



Beaumont Hospital Radiation Oncology Unit

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: HSE	Next Decision Gate: Decision Gate 1, Approval in Principle
Construction Timeline: 2022–2025	Main Contractor Procurement: Quarter 4, 2022
Cost Range: €50m - €100m	Contract Awarded To: TBC
Website: Beaumont Hospital	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The National Cancer Strategy 2017-2026 and the National Programme for Radiation Oncology (NPOR) provide the strategic direction for the provision of radiation oncology services in Ireland. Demand for cancer services is projected to grow by 10%-12% in 2022, with patient numbers expected to increase from around 5,000 currently, to around 5,650 in 2030. St. Luke's Radiation Oncology Network (SLRON) provides the largest radiation oncology service in Ireland across three centres, at St. Luke's Hospital, Rathgar and on the campuses of St. James's Hospital and Beaumont Hospital. SLRON is also one of the largest radiation oncology centres in Europe, providing a modern sophisticated cancer service for its patients.

Together the Network has a combined capacity of 14 Linacs (Linear Accelerators) but it is projected that between 17 and 19 will be required by 2030 dependent on patient numbers. It is planned that the St Luke's Radiation Oncology facility at Beaumont will provide six bunkers and four additional Linacs, of which two are suitable for Total Body Irradiation. MRI facilities and Brachytherapy treatment facilities are also part of the project. Planning has been granted and it is expected that the new facility will be fully operational by 2025.



University Hospital Limerick Ward Block (96 Bed)

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: HSE	Next Decision Gate: Decision Gate 3 – Approval to Proceed
Construction Timeline: 2022–2025	Main Contractor Procurement: Quarter 3, 2021
Cost Range: €50m - €100m	Contract Awarded To: TBC
Website: Health Service	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The University of Limerick Hospitals Group continues to deal with record volumes of patients attending University Hospital Limerick (UHL) Emergency Department (ED). There were over 76,000 attendances at the ED in Limerick in 2021, up 16% compared to 2020. There has been, and continues to be, substantial investment in UHL to address capacity issues. As part of the solution, this project consists of a 4-storey, 96 single bed acute inpatient ward block extension, located over the Emergency Department and Renal Dialysis Units at UHL. The project has full planning permission, fire certification, is fully designed and has been tendered in line with public procurement requirements.

The evaluation of tenders received has now been completed and the award of a works contract was approved by the HSE Board at the end of March 2022. It is anticipated the award of contract will be finalised during Q2 2022. The anticipated duration of this project is estimated at 24 months from commencement to completion of construction. A further 8 to 10 weeks will be required to equip and commission the new block, before handing it over for use to the hospital. It is envisaged that when the new 96-bed block opens, approximately half the beds will be used to replace older bed stock on the UHL site. This stems from a long-identified need to move away from nightingale wards to single en-suite rooms in hospitals due to cross-infection issues. This will ensure better health outcomes for the population of Ireland and alleviate pressure at UHL.



University College Hospital Galway, Radiation Oncology Unit

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: HSE	Next Decision Gate: Review
Construction Timeline: 2020–2023	Main Contractor Procurement: Quarter 3, 2019
Cost Range: €50m - €100m	Contract Awarded To: John Paul Construction (Quarter 1, 2020)
Website: University College Hospital Galway	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

As part of the HSE's National Plan for Radiation Oncology, this project involves the construction of a new state-of-the-art radiation oncology centre in the grounds of University Hospital Galway. The development will consist of a three storey Radiation Oncology Centre, to include out-patient suites, and a single storey pedestrian ground floor level link to the existing ward block to the east, and the existing paediatric unit to the west.

The 8,000sqm facility will provide increased capacity with four new linear accelerators (Linacs), to replace the existing 3 Linac units, and the capacity to increase to six. In addition the building provides a specialist superficial treatment unit, HDR brachytherapy unit and a planning system. Specialist scanning equipment is also provided including two Radiotherapy CT scanners and a Radiotherapy MRI scanner. Building works commenced on the new Radiation Oncology Unit in September 2020 and are scheduled for completion in Q3 2022. Installation of the specialist equipment will commence on handover and the unit is expected to be operational in early 2023.



Mater Misericordiae University Hospital Ward Block

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: HSE	Next Decision Gate: Review
Construction Timeline: 2020–2023	Main Contractor Procurement: Quarter 3, 2020
Cost Range: €50m - €100m	Contract Awarded To: John Sisk & Son (Quarter 4, 2020)
Website: The Mater Hospital	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The impact of COVID was unprecedented, unforeseeable and had a significant adverse impact on patients' access to care. Such delays impacted on patient outcomes, care and mortality. Mater Misericordiae University Hospital (MH) provides advanced respiratory support and Extracorporeal Membrane Oxygenation (ECMO), treatments used in the care of COVID ICU patients. Ordinarily, MH's ICU operates at c.95% occupancy. The additional requirement for ICU beds was unsustainable.

In response to the COVID pandemic, MH entered into a contract for the rapid construction of a unit with intensive care facilities. This project involves the construction of a 112 bed Ward Block consisting of 94 single isolation rooms, each capable of ventilation and high-flow oxygen delivery, 2 highly Infectious Disease Containment Suites (Ebola, SARS, etc) with the remaining 16 beds designed as full Intensive Care Beds

The ward block is currently at construction and will involve a phased handover. Phase 1 of the facility - 48 general beds and 8 critical care beds - is expected to be completed in Q2 2022 and to become operational in 2023.



Cavan General Hospital, Emergency Department and Ward Block

Approving Authority: Department of Health	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: HSE	Next Decision Gate: Decision Gate 1 – Approval in Principle
Construction Timeline: 2023–2026	Main Contractor Procurement: Quarter 4, 2022
Cost Range: €20m - €50m	Contract Awarded To: TBC
Website: Cavan General Hospital	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

Cavan General Hospital Emergency Department and Ward Block received planning permission from Cavan County Council in May 2022. This project remains at an early stage and will require several approvals to progress in line with the Public Spending Code. Procurement is anticipated to commence in late 2022/early 2023.

The new 5,236 square metre, three story extension will comprise of the relocation of the existing Emergency Department (ED) (2 Resus, 10 Majors, 6 Minors, 3 Paeds and 3 Isolation rooms) at the Lower Ground Floor level; an Endoscopy Unit and link corridor at Ground Floor Level; an Inpatient Bed Ward at First Floor Level (16-bed inpatient ward with ensuite and 2 isolation rooms); and a Plant Room at Roof Level.

The site works will include provision of a carpark adjacent to the extension comprising of 44 car spaces, 5 motorbike spaces and bicycle bay and a carpark comprising of 150 parking spaces on the internal access road to the east of the extension.

Completion of the ED will deliver expanded capacity and improve both paediatric and adult resuscitation facilities, and should yield significant improvement in Patient Experience Times. The new Endoscopy Unit will expand capacity and enable matching of demand, and ongoing adherence to maximum wait time of less than 13 weeks.



7

Higher Education



Cork University Business School (CUBS)

Approving Authority: Department of Further and Higher Education, Research, Innovation and Science	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: University College Cork	Next Decision Gate: Decision Gate 2 – Pre-tender Approval
Construction Timeline: 2024–2026	Main Contractor Procurement: Quarter 2, 2024
Cost Range: €100m - €250m	Contract Awarded To: TBC
Website: University College Cork	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

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. University College Cork was awarded €25 million in funding under the Higher Education Strategic Infrastructure Fund (HESIF) scheme for capital investment under Project Ireland 2040.

A Design Team has been appointed and design work is ongoing. The site masterplan / concept design will be completed in June 2022. It is anticipated that the main contractor procurement process will conclude in Quarter 4, 2024. The indicative construction timeline will run from 2024 to 2026.



UCD Future Campus Phase 1

Approving Authority: Department of Further and Higher Education, Research, Innovation and Science	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: University College Dublin	Next Decision Gate: Decision Gate 3 – Approval to Proceed
Construction Timeline: 2022–2024	Main Contractor Procurement: Quarter 4, 2021
Cost Range: €100m - €250m	Contract Awarded To: TBC
Website: University College Dublin	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

This project will include a new Centre for Future Learning and a Centre for Creativity as Phase 1 of a planned transformative process for the Belfield campus. The project will facilitate enrolment growth in UCD of 3,300 additional students. The project is being co-funded under the Higher Education Strategic Infrastructure Fund.

The Future Campus Phase 1 will be the first part of the Stephen Holl Architects (SHA) designed campus masterplan to be implemented. The Phase 1 project comprises three key integrated elements:

- The Centre for Creativity
- The Centre for Future Learning
- Landscaping

Landscaping and site clearance works are currently in progress and due to be completed in August 2022, in anticipation of the commencement of the main works contracts.



DCU Future Tech Building

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

Current Stage of Project Lifecycle: Implementation

Sponsoring Agency: Dublin City University

Next Decision Gate: Review

Construction Timeline: 2022–2024

Main Contractor Procurement: Quarter 2, 2021

Cost Range: €50m - €100m

Contract Awarded To: Walls Construction/McKeon Group (Joint Venture) (Quarter 1, 2022)

Website: [Dublin City University](https://www.dcu.ie)

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

About the project

The Future Tech building is a 9,500m² facility that will further advance DCU's international reputation for excellence in science, computing and engineering disciplines. It will have the capacity to accommodate over 3,000 additional STEM students on the university's Glasnevin campus. It will also house DCU's entire School of Health & Human Performance. The building is located by the main entrance on Collins Avenue.

The constructions works will be delivered in two phases; Enabling works and Main Works. This required completion of two separate tender competitions to select contractors separately in order to increase efficiencies throughout the delivery programme. The initial phase of enabling works were completed during February and March 2022 which involved completing the electrical and mechanical infrastructure connections to the Future Tech site.

The tender process for the main contractor started in June 2021 and was concluded in October 2021 following receipt of the reserve specialists tenders and inclusion in the main contractor tender process. It is planned that the main contractor will be on site by June 2022 with works due to be completed by early 2024.



Maynooth University Technology Society and Innovation Building

Approving Authority: Department of Further and Higher Education, Research, Innovation and Science	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: Maynooth University	Next Decision Gate: Review
Construction Timeline: 2019–2022	Main Contractor Procurement: Quarter 1, 2019
Cost Range: €50m - €100m	Contract Awarded To: JJ Rhatigan & Company (Quarter 3, 2019)
Website: Maynooth University	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The project will enable an increase of 3,370 students in areas such as business, law, design, biochemical sciences and environmental and climate sciences. The project is being co-funded under the Higher Education Strategic Infrastructure Fund. In addition to enhancing the capacity to support undergraduate teaching, graduate education, research and global engagement activities, development of the Technology Society and Innovation Project (Arts and Science Cluster) will position skills development and lifelong learning at the heart of the Maynooth University campus experience.

Maynooth University started construction work on this new academic building in 2019. The project delivery was adversely affected by Covid-19 and is expected to be substantially complete in June 2022, occupied over the summer and be available for teaching in Semester 1 academic year 22/23. This project forms part of a wider plan to modernise and expand the Arts and Science buildings on the Maynooth University campus. The development is designed to deliver core teaching and learning infrastructure to accommodate curricular flexibility and innovation, growing student numbers, and to support the research base required to face fundamental societal challenges.



NUI Galway Learning Commons

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

Current Stage of Project Lifecycle: Final Business Case

Sponsoring Agency: NUI Galway

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

Construction Timeline: 2023–2027

Main Contractor Procurement: Quarter 2, 2023

Cost Range: €20m - €50m

Contract Awarded To: TBC

Website: [NUI Galway](https://www.nui-galway.ie)

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

About the project

NUI Galway, in supporting and responding to the sector's goals and objectives, is developing a transformational project at its western regional campus in Galway city, dedicated to the future of teaching and learning in the form of its Learning Commons. The Learning Commons aims to promote and support evolving approaches to teaching, learning and delivering on the expectations of students and academic staff for high-technology, flexible and interactive teaching and learning spaces. The Learning Commons will deliver ubiquitous technology, facilities for group work, learning laboratories, a diversity of spaces to meet preferred approaches to learning, high levels of comfort, and easily accessible expert support.

The Project is at Stage 1 under the Capital Works Management Framework with a detailed schedule of areas prepared and Statutory Approvals underway. The project is being co-funded under the Higher Education Strategic Infrastructure Fund with €15 million in funding. Main contractor procurement is anticipated to commence in Quarter 2, 2023.



8

Major Housing



Image courtesy of ABK

Cork City Docklands

Approving Authority: Department Housing, Local Government and Heritage, Government	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: Cork City Council	Next Decision Gate: Decision Gate 1 – Approval in Principle
Construction Timeline: 2023–2031	Main Contractor Procurement: Quarter 1, 2023
Cost Range: €500m - €1bn	Contract Awarded To: TBC
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.

Procurement of the Masterplan design is ongoing and a multi-disciplinary design team will be engaged by Q3 2022. The Masterplan 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.



Clonburris (Strategic Infrastructure)

Approving Authority: Department Housing, Local Government and Heritage, Government	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: South Dublin County Council	Next Decision Gate: Decision Gate 1 – Approval in Principle
Construction Timeline: 2022–2029	Main Contractor Procurement: Quarter 3, 2022
Cost Range: €250m - €500m	Contract Awarded To: TBC
Website: Clonburris	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

Clonburris is a Strategic Development Zone (SDZ) on one of the most strategically important land banks in the State situated in the area of South Dublin County Council. Clonburris has a Planning Scheme that supports the delivery of between circa 7,700 and 11,000 new homes over the next ten to fifteen years. South Dublin County Council (SDCC) proposes to deliver approximately 8,700 dwellings over the next ten years on the Clonburris site, which necessitate capital investment in the social, environmental and physical infrastructure to facilitate this development. SDCC lands specifically have the potential to deliver up to c. 2,600 units.

In March 2021, DHLGH announced that Clonburris would receive €176.6 million from the Urban Regeneration and Development Fund (URDF) for supplementary strategic infrastructure for the Strategic Development Zone (SDZ). The Abnormal Strategic Infrastructure works will be staged and issued as separate infrastructure packages from a procurement perspective: There are currently 10 stages (although this will be kept under review) with the first tender documents expected to issue in Q3 2022 and construction to commence in Q1 2023.



Shanganagh Castle

Approving Authority: Department Housing, Local Government and Heritage, Government

Current Stage of Project Lifecycle: Implementation

Sponsoring Agency: Land Development Agency, Dún Laoghaire Rathdown County Council

Next Decision Gate: Review

Construction Timeline: 2022–2025

Main Contractor Procurement: Quarter 3, 2021

Cost Range: €250m - €500m

Contract Awarded To: Walls Construction (Quarter 2, 2022)

Website: [Shanganagh Castle](#)

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

About the project

Shanganagh was the first project to be backed by the Land Development Agency (LDA), which was established by the Government to unlock State land for new homes and improve the supply of new homes throughout Ireland. In July 2020, planning permission was granted to Dún Laoghaire-Rathdown County Council for the proposed construction of 597 residential units at Shanganagh Castle.

The LDA will deliver 597 homes in partnership with Dún Laoghaire Rathdown County Council. The tenure split will be as follows: 200 social units, 306 cost rental units, and 91 units for affordable purchase. All units will be delivered to passive house standard which will reduce their carbon footprint and also result in lower energy consumption by households.

The Main Contract was awarded in June 2022, with construction to commence in September 2022. It is anticipated that the project will be completed in Q4 2025.



Image courtesy of ABK

9

Other



Waterford City and Environs – North Quays

Approving Authority: Department Housing, Local Government and Heritage Government	Current Stage of Project Lifecycle: Final Business Case
Sponsoring Agency: Waterford City and County Council	Next Decision Gate: Decision Gate 3 – Approval to Proceed
Construction Timeline: 2022–2025	Main Contractor Procurement: Quarter 1, 2022
Cost Range: €100m - €250m	Contract Awarded To: TBC
Website: Waterford North Quays	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

The North Quays in Waterford was designated a Strategic Development Zone (SDZ) by Government in 2016, recognising the social and economic importance of the site to the State. In November 2020, it was announced that the Waterford North Quays project received approval for €80.6m under the Urban Regeneration and Development Fund (URDF). When combined with the €30m committed by the NTA, a total of €110.6m will go towards the project.

In November 2021 Waterford City and County Council announced that the main construction contract for the Waterford North Quays Infrastructure had progressed to final procurement stage. All shortlisted / qualified applicants were invited to proceed to stage 2 works tender, with tenders to be returned in Q2 2022. The contract award is expected to occur in Q4 2022. Construction is planned to commence in Q4 2022 with completion expected in late 2025.

The contracts programme consists of: Demolition, site clearance and utility diversion; A new pumping station at Ferrybank; Enabling works for the South Plaza, Rock stabilisation; Main contract for the Sustainable Transport Bridge, Access Infrastructure and the Transport hub; And finally the Western Flood Defence.



National Concert Hall

Approving Authority: Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	Current Stage of Project Lifecycle: Preliminary Business Case
Sponsoring Agency: National Concert Hall	Next Decision Gate: Decision Gate 1 – Approval in Principle
Construction Timeline: 2025–2028	Main Contractor Procurement: Quarter 4, 2024
Cost Range: €50m - €100m	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 project will provide a new development plan for the Earlsfort Terrace complex including, the re-organisation of public facilities, a newly-designed and enlarged main foyer, with new access to historic marbled stairs, relocation of the catering and dining facilities, new guest facilities, reception and booking offices, new lift access and upgraded mechanical and electrical services, the refurbishment and restoration of the historic and currently idle 1865 block adjacent to the main auditorium for musicians’ facilities, storage and side-stage areas, extension of the John Field Room and the provision of additional performance spaces.

The current status of this project will see it move to planning in 2024, with construction expected to commence in 2025.



National Museum of Ireland

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

Current Stage of Project Lifecycle: Preliminary Business Case

Sponsoring Agency: National Museum of Ireland

Next Decision Gate: Decision Gate 1 – Preliminary Business Case Approval

Construction Timeline: 2024–2027

Main Contractor Procurement: Quarter 3, 2023

Cost Range: €50m - €100m

Contract Awarded To: TBC

Website: [National Museum of Ireland](https://www.nmi.ie)

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

About the project

Under this project, a separate masterplan will be developed for each National Museum of Ireland site. Phase 1 will see the upgrading and redevelopment of the Natural History Museum with priority actions in relation to accessibility, health and safety. The project scope extends to the physical refurbishment of the entire NMI – NH building, including its full Ground and 1st floors, and 2nd and 3rd floor balconies, to its original staircase and landings, as well as to spaces within its small rear annex office building which adjoins the rear of the Leinster House complex.

The scope includes fabric works, new mechanical, lift and electrical installations, remedial works to the floor slab, and some internal reconfigurations. Also included is a modest extension to enable installation of a new lift and stair core, a new fire suppression system, new exhibition and feature lighting along with provisions for decanting the specimens and artefacts, for conservation works to cabinets, for their future re-installment. In later phases of the NMI development project, works will take place to the NMI - Archaeology site on Kildare Street.

The Preliminary Business Case and submission to the Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media in respect of Decision Gate 1 for the Natural History Element of this project is underway. The main contractor procurement process is anticipated to commence in Q3, 2023.



Abbey Theatre

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

Current Stage of Project Lifecycle: Preliminary Business Case

Sponsoring Agency: Abbey Theatre

Next Decision Gate: Decision Gate 1 – Approval in Principle

Construction Timeline: 2027–2029

Main Contractor Procurement: Quarter 3, 2026

Cost Range: €50m - €100m

Contract Awarded To: TBC

Website: [Abbey Theatre](https://www.abbeytheatre.ie)

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

About the project

The project involves the development of a new theatre, addressing longstanding shortcomings of the current building and creating a 21st century building to house Ireland's National Theatre. The building in which the National Theatre is housed is over 50 years old and is widely recognised as deficient in the facilities it provides for artists, audiences and staff and in terms of its energy efficiency. The redevelopment will honour the theatre's history and legacy, whilst matching the national theatres of other European Capital Cities.

The current status of this project will see it move to planning in 2025, with construction expected to commence in 2027.



Garda Station, Military Road, Dublin 8

Approving Authority: Department of Justice	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: An Garda Síochána, Office of Public Works	Next Decision Gate: Review
Construction Timeline: 2020–2022	Main Contractor Procurement: Quarter 2, 2019
Cost Range: €50m - €100m	Contract Awarded To: John Paul Construction (Quarter 1, 2020)
Website: An Garda Síochána	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

This project involves the construction of a new Garda Security and Crime Operations Centre on Military Road, Kilmainham, Dublin 8, which will provide accommodation for An Garda Síochána staff that will be vacating Harcourt Square. Harcourt Square have been occupied by AGS almost exclusively since built in the 1970s. The lease expiry and vacant possession is required by the landlord on 31st December 2022.

In anticipation of the need to vacate Harcourt Square, this new development consists of a six and four-storey purpose designed office building over a double basement, and ancillary accommodation on a site of circa 0.86 ha. The contract was awarded to John Paul Construction in February 2020. Works are proceeding in accordance with the contract with completion date end September 2022. The contract programme is 137 weeks, which includes the extension of time granted for the site closure due to the Covid-19 public health measures announced by the Government.



Electric Vehicle High Power Charging Infrastructure Development

Approving Authority: Department of Environment, Climate and Communications	Current Stage of Project Lifecycle: Implementation
Sponsoring Agency: ESB	Next Decision Gate: Review
Construction Timeline: 2021–2023	Main Contractor Procurement: Quarter 3, 2019
Cost Range: €20m - €50m	Contract Awarded To: GMC (Quarter 1, 2020)
Website: ESB	Forthcoming market opportunities will be posted in EU Official journal and etenders.ie

About the project

ESB ecars operates and maintains over 1,350 public charge points across the island of Ireland. There are three types of chargers on the ESB public charging network, AC (22kW), DC (Fast 50&100kW) and High Powered Charging (150+kW).

ESB ecars is currently undertaking a €20m programme to expand and enhance the charging network across Ireland. This project has received €10m in funding from the Irish Government's Climate Action Fund, to help meet the expected growth of EVs in the coming years.

Part of the upgrade will see the development of 52 High Power Charging (HPC) hubs (150+kW) on motorway and national road sites. 16 of these hubs have been constructed to-date. Assessment for all new sites is based on current charge point usage, traffic volume, accessibility, amenities and grid capacity. These HPC hubs can charge between three and eight EVs simultaneously and provide 100 km of electric driving range in as little as six minutes. There will be further investment in line with the ESB's Net Zero 2040 Strategy (aligned to Climate Action Plan). Under the NDP, the Government has allocated €100m in the period to 2025 to support investment in EV charging infrastructure.



Crawford Art Gallery

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

Current Stage of Project Lifecycle: Final Business Case

Sponsoring Agency: Crawford Art Gallery

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

Construction Timeline: 2023–2025

Main Contractor Procurement: Quarter 4, 2022

Cost Range: €20m - €50m

Contract Awarded To: TBC

Website: [Crawford Art Gallery](#)

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

About the project

This project is made up of a phased development plan - the first phase involves completion of essential works, refurbishment of the existing building and developing further office and gallery space, including the construction of a new block for education, conservation and storage purposes.

The planning and design phase of the Final Business Case commenced in Quarter 1, 2021. The current status of this project will see it move to planning in 2022. The indicative timeline for main contractor procurement is Quarter 4, 2022, with construction expected to commence in 2023.





gov.ie/2040



Rialtas na hÉireann
Government of Ireland

Prepared by the Department of Public Expenditure and Reform