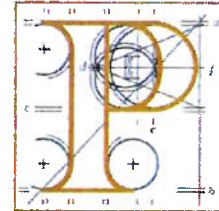


Our Case Number: ABP-319866-24



**An
Bord
Pleanála**

Malahide Community Forum
40 St Margaret's Road
Malahide
K36HC94

Date: 09 August 2024

Re: Proposed development known as North Irish Sea Array ("NISA") Offshore Wind Farm
Located off the coast of Counties Dublin, Meath and Louth (www.northirishsearraysid.ie)

Dear Sir / Madam,

An Bord Pleanála has received your recent submission and fee in relation to the above-mentioned proposed development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of Fingal, Dublin City, Meath and Louth County Councils and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to marine infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned officer of the Board or email marine@pleanala.ie quoting the above mentioned An Bord Pleanála reference number in any correspondence with the Board.

Yours faithfully,

Ellen Moss
Executive Officer
Direct Line: 01-8737285

OA03

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Malahide Community Forum (MCF)

40 St Margaret's Road, Malahide, Co Dublin. K36HC94

The collective voice of Malahide Residents' Associations

e: secretary.malahideforum@gmail.com

w: www.malahideforum.ie

fb: www.facebook.com/malahidecommunityforum

06/08/2024

Re: Planning Application by North Irish Sea Array Windfarm Ltd (NISA)

ABP Case Ref OA29N.319866

A Chara

Malahide Community Forum submits the attached observations in relation to this proposed development.

In view of the significance of the issues raised MCF requests that An Bórd Pleanála holds an oral hearing in relation to this development.

The ABP fee of €50 will be paid by direct debit.

Jonathan Law

Honorary Secretary

Malahide Community Forum

AN BORD PLEANÁLA	
LDG-	<u>073787-24</u>
ABP-	
07 AUG 2024	
Fee: € <u>50.00</u>	Type: <u>Card</u>
Time: <u>14.39</u>	By: <u>hand</u>

Executive Committee Members: David Greene (Chairperson), Simon Carbery (Hon. Treasurer), Jonathan Law (Hon. Secretary)

Malahide Community Forum (MCF)

40 St Margaret's Road, Malahide, Co Dublin. K36HC94

The collective voice of Malahide Residents' Associations

e: secretary.malahideforum@gmail.com

w: www.malahideforum.ie

fb: www.facebook.com/malahidecommunityforum

Re: Planning Application by North Irish Sea Array Windfarm Ltd (NISA)

ABP Case Ref OA29N.319866

A Chara,

Malahide Community Forum (MCF) is the umbrella organisation for all of the Malahide area's Residents Associations and therefore represents a large majority of the residents of Malahide. MCF makes the following observations in relation to this application.

1. Introduction

MCF supports the Government's ambition to very substantially increase renewable energy development and in particular offshore windfarm development. It also recognises that there are limited areas off the Irish Coast where wind turbines, fixed to the seabed i.e. standard proven technology, can be deployed. But it also believes that windfarms will most readily be delivered, and face the least public resistance, if developers adopt solutions which minimise the potential adverse impact of the development works on the community.

In particular MCF considers that a far less disruptive, more environmentally sustainable and significantly less costly solution to the proposed onshore 220kV cable routing, to Belcamp 220kV substation, can be achieved in the area between the Estuary Rd, along the Broadmeadow Estuary and Belcamp 220kV substation. The rationale for this opinion is detailed in the following and its associated appendices.

The applicant proposes that the cable for this section be routed along the public roads, as detailed in the application and in line with the requirements set down in EirGrid's Functional Specification for 220kV and 400kV Underground Cables, OFS-CAB-101-R2, dated 21/12/2022. The relevant section is, Section 4.3, Route Selection for Underground Cables, contained in Appendix 1 of this submission.

There are in fact no compelling technical reasons why high voltage (HV) cables should be routed along public roads as will be made clear in the following.

In Britain the routing of such cables along public roads is clearly not permitted where alternative cross country routes are possible, as is evident from the onshore route maps, contained in Appendix 2, and submitted by RWE, the developer of the Awel y Môr offshore windfarm, in Wales and by National Grid, for its Viking Link, the HVDC Interconnector with Denmark.

In Ireland the routing of HV cables along public roads is covered by the Cooperation Agreement on Electricity Infrastructure Development agreed between EirGrid and various

Executive Committee Members: David Greene (Chairperson), Simon Carbery (Hon. Treasurer), Jonathan Law (Hon. Secretary)

Government Departments and State Agencies and the City and County Management Association, Aug 2023, contained in Appendix 3. One of the Key Principals agreed was that

EirGrid will fully assess route options, including alternatives to public road where appropriate, in order to optimise the schemes.

Nor does EirGrid conform to their requirement that 220kV and 400kV cables be routed along public roads. In their application, currently with An Bord Pleanála (ABP), for planning approval for the installation of a 400kV cable connection from Woodland 400kV substation to Belcamp substation, referred to as the East Meath-North Dublin connection, Case Reference, ABP-319422.

Their application states that

The Proposed Development consists of the following principal elements:

A. Installation of an underground cable circuit, approximately 37.5km in length, connecting Woodland Substation (400kV) in the townland of Woodland in County Meath, and Belcamp Substation (220kV) in the townlands of Clonshagh and Belcamp in Fingal.

The development of the underground cable circuit will include the following:

- o Construction of a trench of approximately 1.5m in width and approximately 1.3m in depth in the public road (approximately 26km) and approximately 1.8m in depth in private lands (approximately 11.5km) in which the underground cable circuit is laid in flat formation, with associated above ground route marker posts. Route marker posts will be located at field boundaries where the proposed underground cable circuit is laid in private land, at regular intervals in road verges when the proposed underground cable circuit is in-road, in road verges where the proposed underground cable circuit crosses any roads, and at Horizontal Directional Drilling (HDD) crossing locations;

2. MCF's Proposed Alternative Alignment

MCF considers that a perfectly feasible cross country route alignment can be developed from Malahide Rugby Club grounds, on Estuary Rd Malahide to Stockhole Lane, Cloghran, where EirGrid's proposed East Meath-North Dublin 400kV cable crosses under the M1.

From there both the proposed NISA and EirGrid cables could be routed along the off-road alignment, proposed in EirGrid's application, to Belcamp 220kV substation i.e. from chainage 34450 to 37550, a distance of 3.1km. The potential for this section of the EirGrid alignment to be used as a shared cable corridor was referenced in the documentation submitted by EirGrid with their application.

Eirgrid's access requirements, during the operational phase, are modest and are given in its application to ABP and are as follows.

6.8 Operational Phase

All areas where vegetation removal and topsoil stripping has occurred along the trenches and for the TCCs, HDD Compounds, temporary access tracks and Passing Bays will be reinstated following installation of the proposed cable route. Image 6.12 shows an example of a reinstated road after Joint Bay construction.

During the Operational Phase, the proposed cable route will require routine maintenance activities along its route. Access to link boxes and communications chambers will be required on an annual basis for inspection and any necessary maintenance. The permanent access tracks will be used to reach off-road sections of the cable for maintenance access. Access to these locations will be coordinated with relevant landowners to minimise disruption. Prior to the works commencing, consultation will be undertaken with the local authorities to determine traffic management requirements.

A permanent easement of 5m will generally be required above the proposed cable trench. A wider easement will be required on certain land holdings for proposed permanent access tracks and Joint Bays, HDD splayed sections and other features. Specifically, a wider permanent easement will be required at the following off-road sections:

Appendix 4 contains Google Satellite maps showing MCF's suggested alignment, it also contains folio mapping, with the route sections through different landholdings outlined in colour and it includes a schedule of landowners along the proposed route to Stockhole Lane. Landowners controlling over 90% of the proposed alternative alignment have been consulted on MCF's proposal. It also contains the route maps submitted by EirGrid for the off-road cable route between chainage 34450 and 37550.

3. Adverse and Unnecessary Impacts on Mobility of the NISA Proposed Route

The following table summarises the full and partial road closures proposed by the applicant for roads serving the Malahide area.

Route Section	Road	Closure Type	Approx. Duration of Closure (Pre-mitigation)
10	10.1 Estuary Road	Full (Temporary duration)	5-6 weeks
	10.2 Estuary Road	Full (Temporary duration)	11-12 weeks
11	Estuary Road	Partial (Temporary duration)	5 weeks (this overall duration will be made up of sequential ~200m partial closures along full section)
12	R106 Swords Road	Full (Temporary duration)	6-7 weeks
13	R107 Malahide Road	Full (Temporary duration)	10-11 weeks
14A	R107 Malahide Road	Full (Temporary duration)	1-2 weeks
14B	1. Chapel Road	Full (Temporary duration)	6-7 weeks
	2. R124 Drumnigh Road	Full (Temporary duration)	7-8 weeks
	3. Balgriffin Park	Full (Temporary duration)	1-2 weeks
15	R139	Partial (Temporary duration)	16 weeks

Given the density of local underground services required to service residential areas and the uncertain quality of the data available on the location of these services, particularly in residential areas developed decades ago, the road closure timeframes suggested by the applicant must at best be regarded as speculative and are most likely to be considerably exceeded.

Appendix 24.1 of NISA submission gives mapping showing the proposed full and partial road closures necessary to facilitate 220kV cable laying along public roads, as proposed by the applicant, together with the bus route diversions required. The mapping shows proposed strategic and local diversion routes but the Appendix does not include any assessment of capacity constraints on the proposed diversion routes or of their ability to accommodate the

volume of traffic that would result when the principal roads in the area are closed. Nor does it include an assessment of the practicality of providing bus services to large areas, when bus routes are diverted. These issues are considered in the following and the relevant Images are reproduced in Appendix 5.

The applicant proposes that the considerable volume of traffic between Malahide and Swords, currently using the Swords Rd. could be diverted onto Yellow Walls Rd, when the Swords Rd. is closed, Image 1.6. This is utterly unrealistic as Yellow Walls Rd. is already totally substandard, particularly on the section around Barrack Bridge. Improving the alignment and safety on this road section has been on Fingal County Council's agenda for decades.

The applicant proposes that the considerable volume of traffic between Malahide and Dublin City, currently using the Malahide Rd. including a substantial volume of commercial vehicles, could be diverted onto the R124, when the Malahide Rd. is closed between Chapel Rd. and the Swords Rd. Image 1.7. This road, despite its designation as a regional road, is substantially substandard, particularly on the section between Blackwood Lane and Chapel Rd. where it passes under the railway, and has a height restriction of 3.15m, thus precluding its use by many commercial vehicles. The same constraints on the R124 apply if Chapel Rd. is closed as this road is propose as the diversion route, Image 1.9

In addition the R124 serves three major schools viz. St Andrews primary school, Oliver Plunkett's primary school and Malahide Community School, Pobal Scoil Íosa. Together these have a student population of c. 2750 and teacher numbers of over 250. As a result the R124 is already subject to severe traffic congestion at school opening and closing times. Thus this proposed diversion route is also totally unrealistic.

The applicant proposes that traffic using the R124, to access Portmarnock, including significant volumes of commercial traffic could be diverted onto the R123, when the R124 is closed between the R123 and Station Rd, Image 1.10. This again ignores the fact that the R123 has a height restriction of 3.45m as it passes under the railway.

The applicant proposes that the 42 and 42n bus services between Malahide and Dublin City, which are now routed along Yellow Walls Rd., Estuary Rd, and the Swords Rd. could be diverted onto the R106, when the Swords Rd is closed, Image 2.2. This is clearly feasible but it would leave large areas of Malahide, west of the R106 without a bus service to the city for the duration of the closure as it is totally unrealistic to route a bus service along the previous route to Estuary Rd., then reverse and travel back to the R106, before travelling to the city, as suggested by the applicant.

The bus diversion route proposed in Images, 2.3, 2.4 and 2.5 are equally impractical and unrealistic.

4. Environmental Benefits and Cost Saving Potential from Adopting Proposed Cross Country Alignment

The on-road route length from Malahide Rugby Club at Estuary Rd. to Belcamp 220kV substation is 9.8km. The route length of the cross country alignment proposed by MCF is 8.25km i.e.1.55km shorter. Therefore adopting the cross country alignment would result in a saving of 4.65km of 220kV cable and a similar length of 200-250mm cable ducting. Cable of the required specification weighs approx. 35 kg/m, thus the weight of cable saved would be approx. 160t. The raw material and cost savings can be gauged from the illustrations in Appendix 6.

In addition the excavation of 9.8km of on-road trench would require the removal from site of approx. 15,000m³ of material, resulting in the correct disposal of 30,000t of mixed material in a C&D landfill site. This would involve approx. 2000 HGV movements. In addition a similar quantity of lean mix concrete and pavement materials would be required to backfill the trench and reinstate the road surface, with a corresponding number of HGV movements..

In contrast the cross country route would involve the excavation of approx. 17,000m³ of material with the topsoil and subsoil stored separately on site, for subsequent reinstatement, in line with standard gas transmission line construction practice.

Eliminating the proposed on road cable section would also result in significant CO₂ and NO_x emission savings, from both the direct savings on HGV movements, but far more importantly from the additional emissions that would be generated from vehicles having to use longer diversionary routes, in the case of full road closures, and in vehicle emissions while queueing, in the case of partial road closures.

There would also be significant cost savings on traffic management and safety provision, if on road cable laying is minimised.

5. Conclusion

In view of the above arguments MCF requests that if ABP grants Planning Approval for this application it include a condition that *All components of the proposed development between Malahide Rugby Club, Estuary Rd. Malahide and Belcamp 220kV substation shall not be developed in accordance with the submitted application drawings and details.*

Given the

- long lead time for the development of the offshore windfarm
- the obvious availability of an alternative cross country cable route
- the fact that the cross country cable can be installed in a fraction of the time of the on-road alternative

This condition should not delay the project completion date

Gerry Duggan: Chair Planning Committee, Malahide Community Forum

Appendix 1



OFS-CAB-101-R2

220 kV and 400 kV Underground Cable Functional Specification

Revision History						
Revision	Date	Description	Originator	Reviewer	Checker	Approver
R0	14-6-2022	First Issue	Daniele Giustini	James Staunton	Neil Cowap Leon Notkevich	Aidan Corcoran, Richard Blanchfield
R1	17/10/2022	Issued for use after industry feedback	Daniele Giustini	James Staunton	Neil Cowap Leon Notkevich	Louise O'Flanagan
R2	21/12/2022	Issued for use after industry feedback	Daniele Giustini	James Staunton	Neil Cowap Leon Notkevich	Louise O'Flanagan

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Item	Description	Clearance (mm)
4	Minimum clearances to High Pressure / explosive 3 rd party services	600 ²
5	Shallow crossing minimum vertical cover to HV power ducts	450 ³
6	Minimum horizontal spacing between any duct not in trefoil formation in the duct bank	75

Prior written agreement is required from the relevant road authorities for any proposal that includes shallow crossings. The [Purple Book](#) specifies a minimum vertical depth of 600 mm in lightly trafficked road carriageways and 750mm for heavy trafficked roads.

The Customer shall also note that where the minimum standard “vertical cover” requirements cannot be achieved e.g. bridge crossings, then an alternate route shall be taken, or Horizontal Directional Drilling shall be investigated as an option.

4.3 ROUTE SELECTION FOR UNDERGROUND CABLES

Underground cables shall, as a standard, be routed within the reserve of public roads. If it is absolutely necessary and no other reasonably practical options exists, the Customer may propose routing cables on private land, the design have to be submitted to EirGrid for review.

Where a Customer proposes to route a high voltage cable through private land that is owned by a third party then, in such circumstances, the Customer will be required to undertake a detailed feasibility study that describes all of the options considered and explains to EirGrid why the routing of the cable off public road cannot be avoided and how maintenance on EirGrid’s asset can be achieved.

EirGrid shall be consulted at the earliest opportunity and prior to the submission of any planning application. EirGrid acceptance for such deviation will be via derogation process (refer to OFS-GEN-024).

The routing of HV cables through third party lands shall only be considered if all other options have been exhausted (to the satisfaction of EirGrid functional requirements).

A cable in 3rd party lands is considered a non-standard design, refer to drawing OFD-SSS-531

The Customer will be required to obtain all of the necessary easements / agreements with private landowners for cable routes traversing third party lands.

All such rights must be acquired by way of Deed. Where a final route has not yet been established, draft agreements must be provided. Alternatively the Customer may opt to serve section 53 wayleave notices, instead of acquiring deeds by agreement with third parties once they have obtained CRU consent. In this instance the Customer shall transfer all rights acquired under these notices to EirGrid.

Minimum wayleave width for 220kV cables single circuit is 4m (centred on centre phase),

² Unless additional clearance is specified and agreed by 3rd party service asset owner.

³ Reduced cover of 450mm may be considered where highly congested areas, bridge crossings are met or the alternative solution is a very deep crossing where ratings may not be achieved. This is subject to prior written agreement with EirGrid.

Appendix 2



Awel y Môr Offshore Wind Farm

Category 6: Environmental Statement

Volume 3, Chapter 1: Onshore Project Description

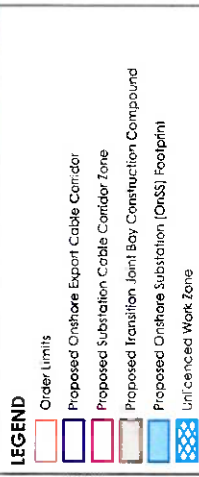
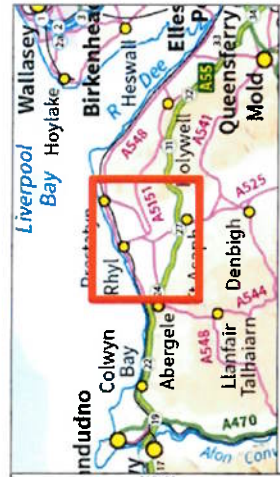
Date: April 2022

Revision: B

Application Reference: 6.3.1

Pursuant to: APFP Regulation 5(2)(a)





Drawn by: JRS
 Checked by: JRS
 Date: 12/02/2022
 Scale: 1:50,000
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 Projection: British National Grid

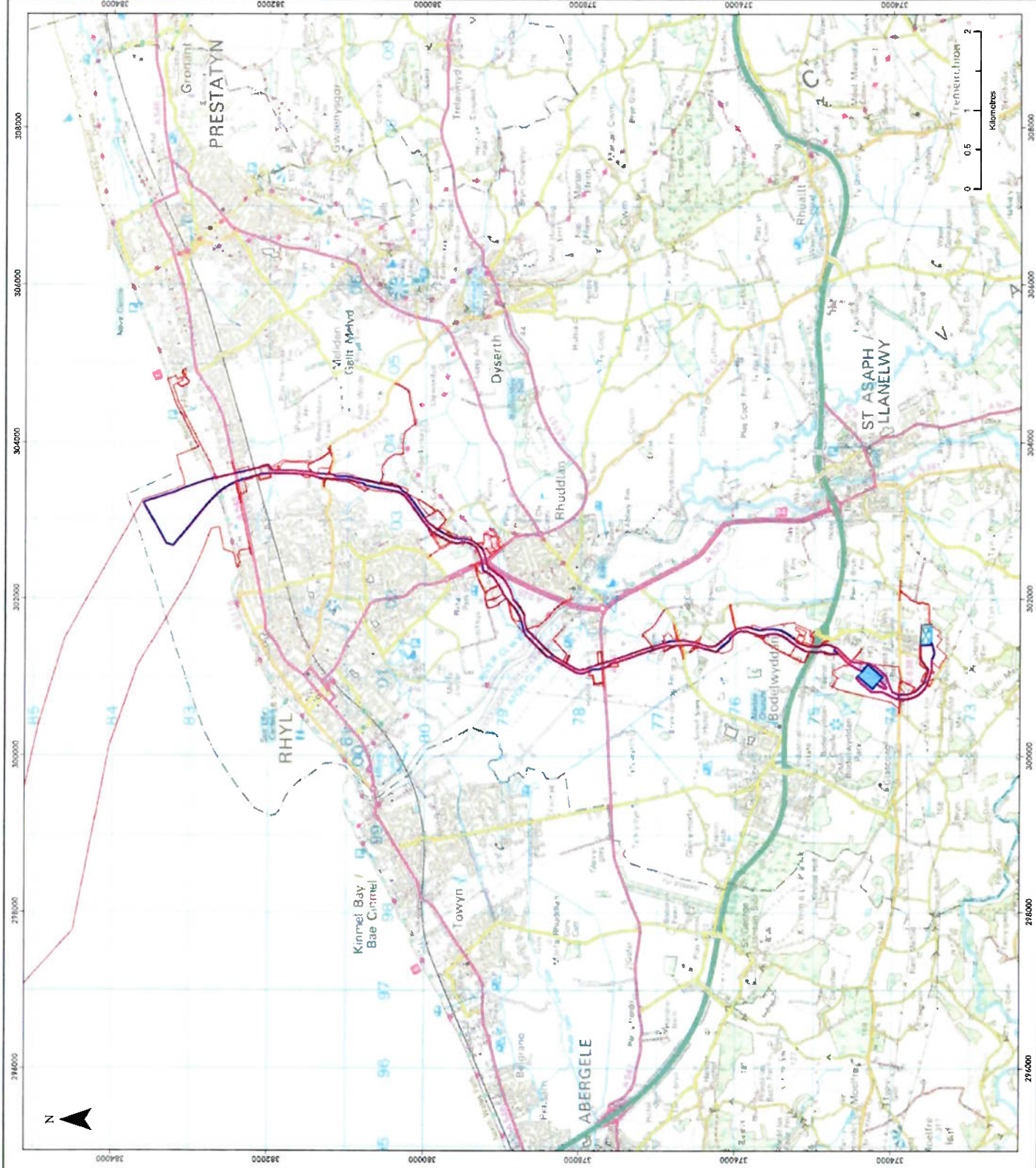
PROJECT TITLE
 AWEL Y MŌR OFFSHORE WINDFARM

FIGURE TITLE
 ONSHORE
 INFRASTRUCTURE (OVERVIEW)

VER	DATE	REMARKS	Drawn	Checked
1	12/02/2022	ES Issue	JRS	JRS

FIGURE NUMBER
 FIGURE 1

AWEL Y MŌR



VikingLink

nationalgrid

UK Onshore Scheme Preferred Route Corridor Report

VKL-08-39-G500-005

December 2016



Co-financed by the European Union
Connecting Europe Facility

- Converter Station Site Location
- Landfall Site Location
- Purple Route Corridor

REV.	DATE	DESCRIPTION
1	09/12/16	ORIGINAL ISSUE

FIGURE NO.

VL_161209_RR_2.1

FIGURE TITLE

FIGURE 2.1

PURPLE ROUTE

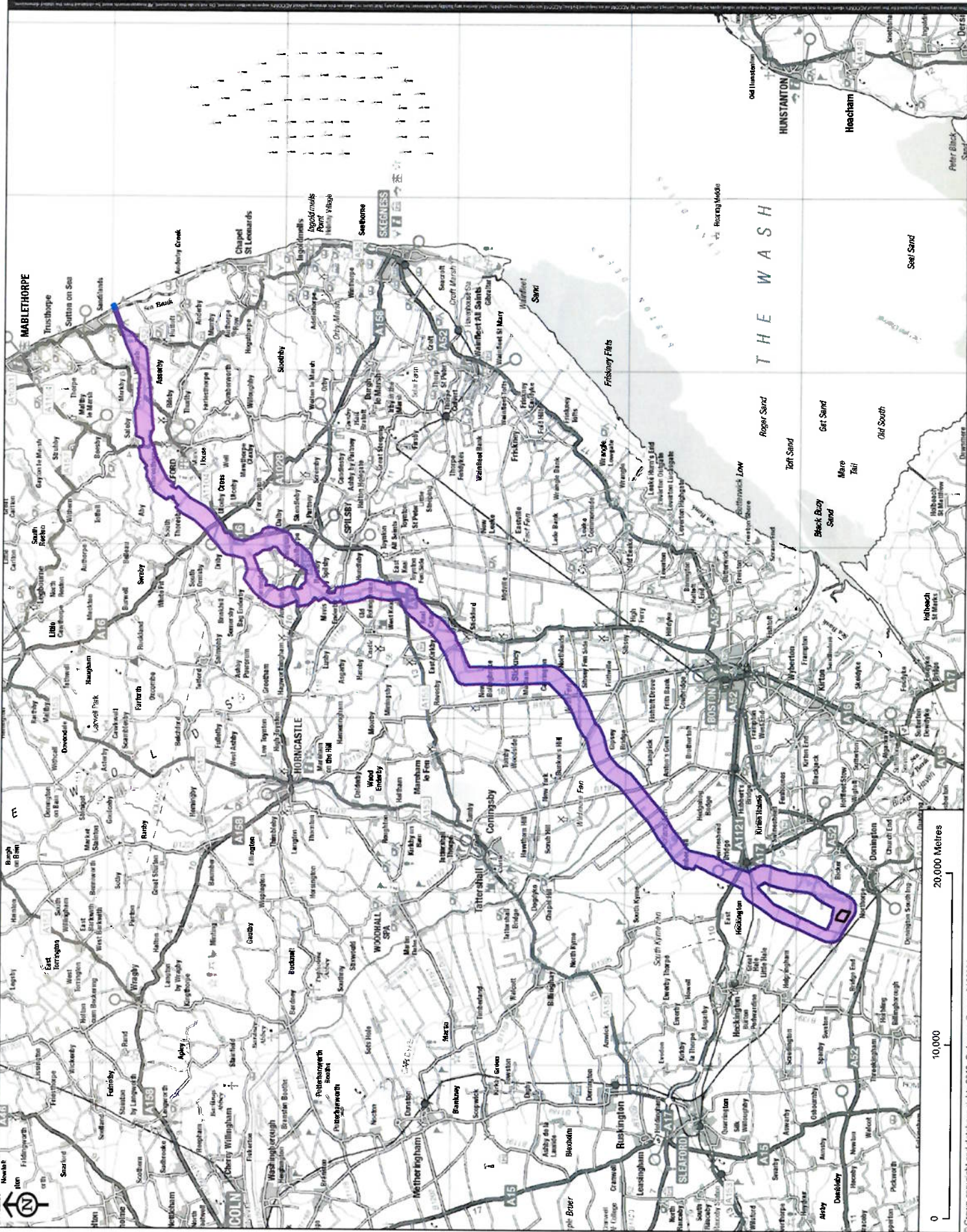
CORRIDOR

SHEET NUMBER

1 of 1

NOTES

Date: 09/12/16
Scale at A3: 1:200,000



- Converter Station Site
- Location
- Landfill Site Location
- Orange Route Corridor

REV.	DATE	DESCRIPTION
1	08/12/16	ORIGINAL ISSUE

FIGURE NO.

VL_161209_RR_2.2

FIGURE TITLE

FIGURE 2.2

ORANGE ROUTE

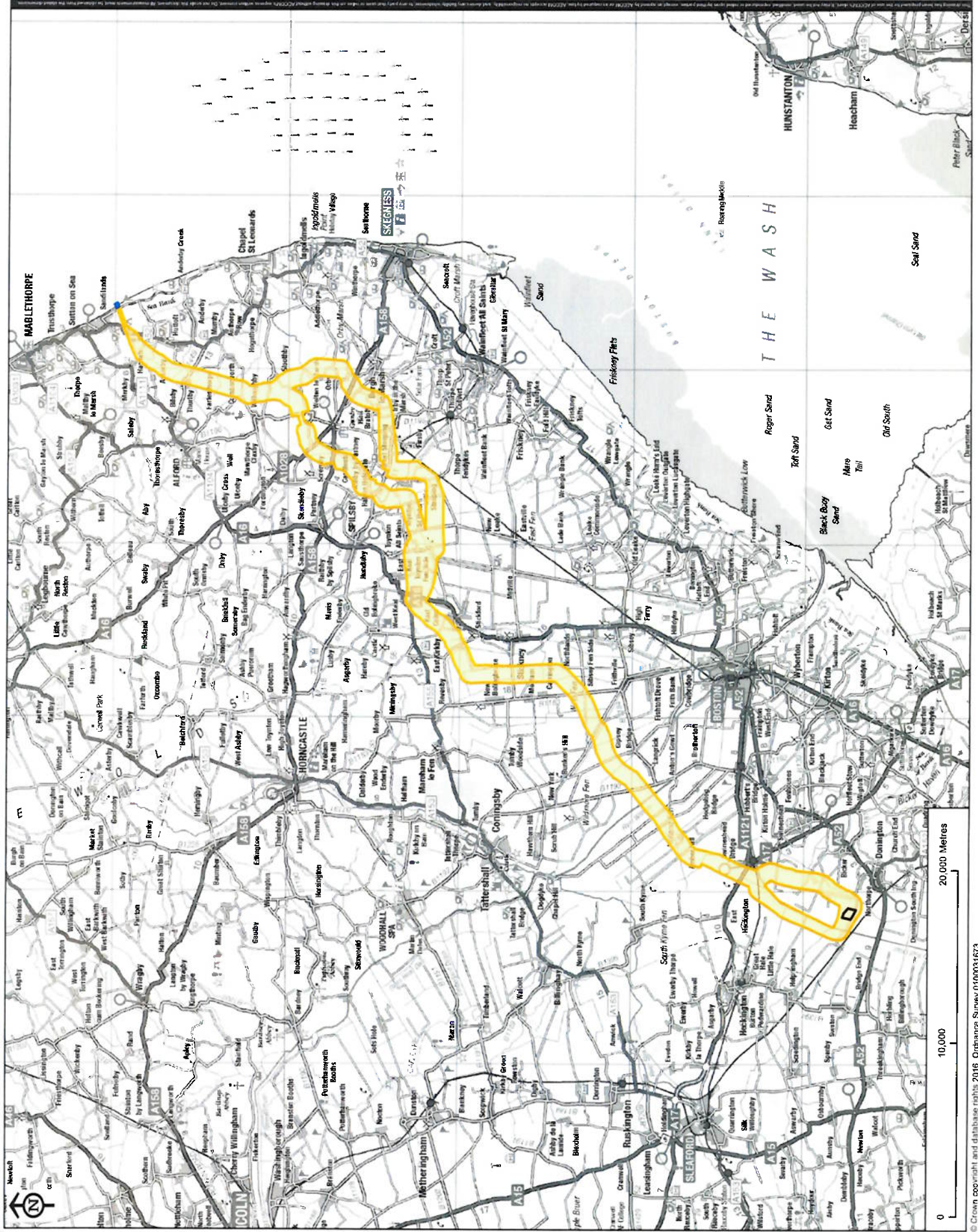
CORRIDOR

SHEET NUMBER

1 of 1

NOTES

Date: 09/12/16
Scale at A3: 1:200,000



Appendix 3

Electricity Infrastructure Development

Cooperation Agreement

August 2023

DRAFT - CONFIDENTIAL & COMMERCIALY SENSITIVE



An Coimisiún
um Rialait Fónais
Commission for
Regulation of Utilities



NETWORKS



Cumann Lucht Bainistíochta Contae agus Cathrach
County and City Management Association



An Roinn Iompair
Department of Transport



An Roinn Comhshaoil,
Aeráide agus Cumarsáide
Department of the Environment,
Climate and Communications

HV Interface Forum

HV Forum Purpose and Membership

As part of the Climate Action Plan, the electricity sector faces an immense challenge. Electricity will play an important role in the decarbonisation of other sectors through electrification, including transport, heating, and industry. Transformational measures and actions are required to increase the deployment of renewable energy generation, strengthen the grid, and meet the demand for flexibility in response to the challenge. The Climate Action Plan 2023 commits us to delivering on our climate commitments by 2030 and acknowledges the role that road infrastructure must play in delivering on these commitments.

To support development of high voltage electricity networks, an 'HV Interface Forum' ('the Forum') was initiated between key Partners within the electricity and road sectors to bring together stakeholders in open dialogue to establish the ways of working that will deliver on CAP23. This recognises the unique challenges presented by accommodation of Transmission HV Underground Cables ("HV UGC") in roads. The Forum is supported by the Partners of this Cooperation Agreement.

Key Partners to this agreement are:

- EirGrid (as Transmission System Operator);
- Commission for Regulation of Utilities (CRU);
- ESB Networks(as Transmission Asset Owner);
- CCMA - on behalf of local roads authorities ;
- Department of Transport - Regional and Local Roads;
- Transport Infrastructure Ireland (TII as National Roads Authority);
- Department of the Environment, Climate & Communications (DECC);
- Department of Transport - National Roads.

Key Principles

The following principles form the basis of ongoing collaboration and agreement for the development and operation of electricity transmission infrastructure projects:

1. All parties acknowledge that underground routing along public roads infrastructure, where practical, is a key enabler of the EirGrid's Shaping Our Electricity Future.
2. All stakeholders are committed to working constructively towards accommodating the electricity transmission infrastructure, provided that significant roads impacts are objectively identified and addressed.
3. Early engagement has been identified as a key requirement whereby roads issues and impacts are identified and addressed from the outset of each project.
4. EirGrid will fully assess route options, including alternatives to public road where appropriate, in order to optimise the schemes. Under the Forum, a joint working framework will define protocols for engagement between electricity and roads sectors through the project lifecycle.
5. Protocols will be developed in line with best practise so that electrical and road infrastructure can be effectively operated, maintained and repaired to deliver the separate mandates of electricity and roads authorities.
6. The Forum acknowledges the need for cost of participation by roads authorities in project delivery to be covered in project budgets.

7. Electricity transmission infrastructure systems in public roads create the potential for future cost liabilities.
8. The Forum will seek to address protocols for addressing liabilities arising from operation of transmission Infrastructure.

Reporting and Project Management

It is expected that the Forum will meet periodically until the associated 'Working Groups' have delivered key outputs and outcomes. Whilst other mechanisms of engagement exist between the Stakeholders through Industry and cross-sector fora, it is agreed that the Forum should continue to provide oversight of the development of associated documents arising from this Agreement. Composition and frequency of the Forum will be reviewed and updated by agreement.

Reporting to the Forum will be in the form of regular updates from the working groups on progress against the plan for delivering outputs and outcomes. The working groups are to be managed by EirGrid with support from relevant sector stakeholders as identified by the Forum.

Agreement

The following signatories agree to engage on the development of electrical infrastructure projects according to the principles set out in this Agreement:



Signature
Position



Signature
Position



Signature
Position



Signature
Position



An Roinn Iompair
Department of Transport

DocuSigned by:
Janet DOOLEY
534163044A9E466

Signature
Assistant Secretary General



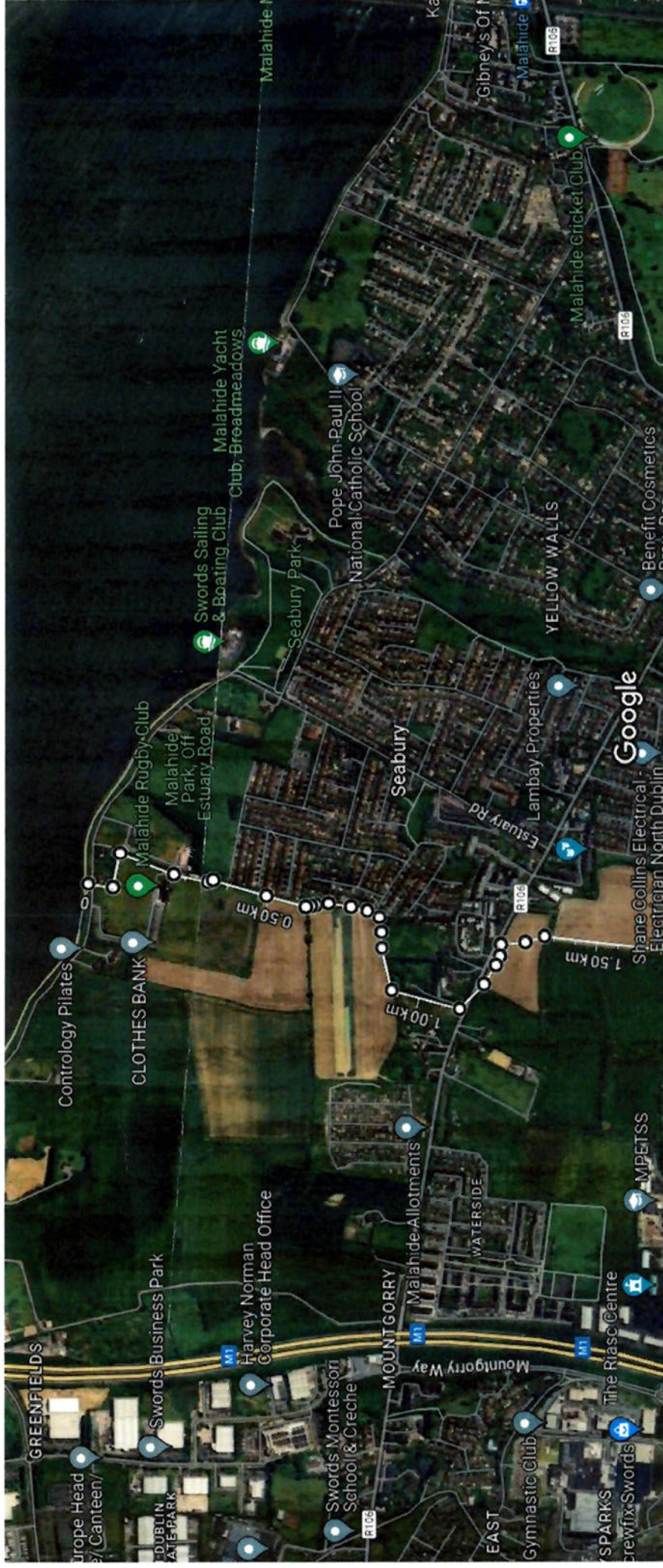
Signature
Position: CEO



An Roinn Comhshaoil,
Aeráide agus Cumarsáide
Department of the Environment,
Climate and Communications

Signature *Mark Collins*
Position: Assistant Secretary,
Renewable Energy

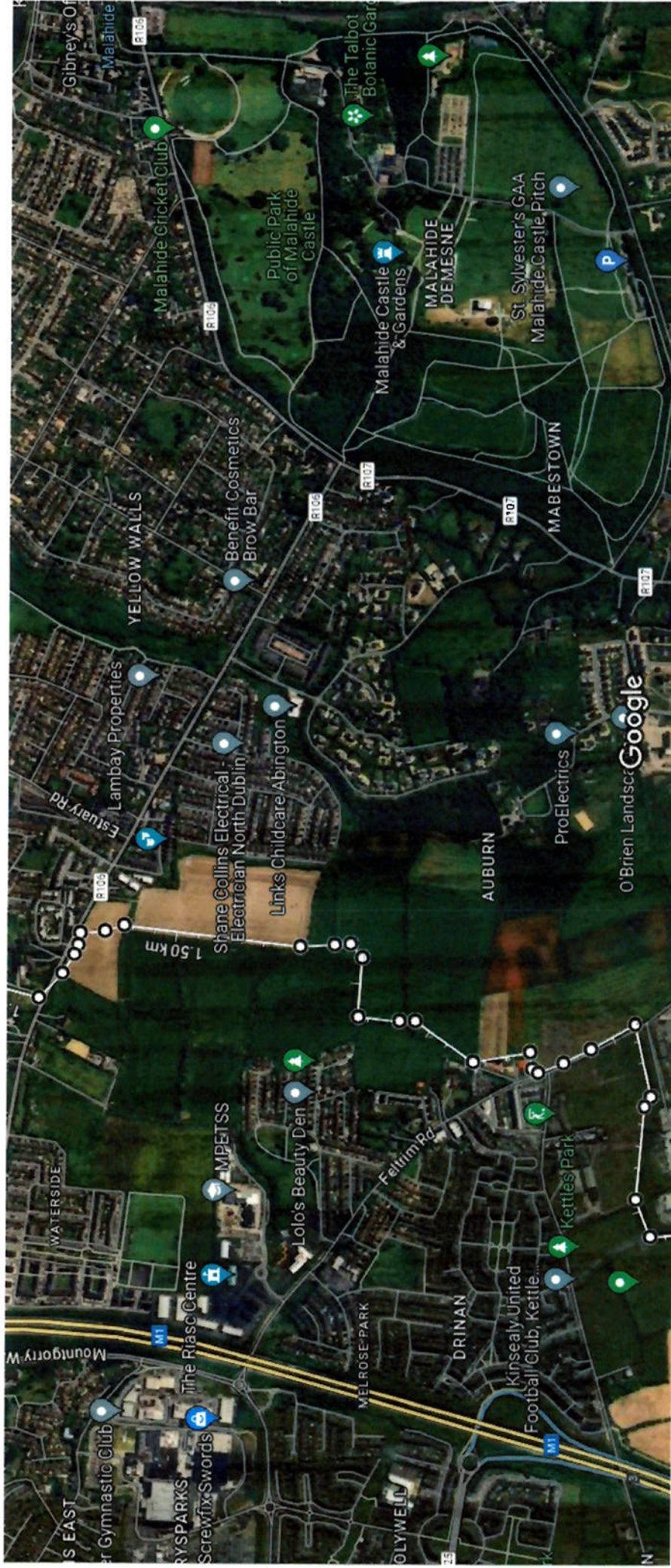
Appendix 4



Imagery ©2024 Airbus, CNES / Airbus, Maxar Technologies, Map data ©2024 Google 200 m

Measure distance

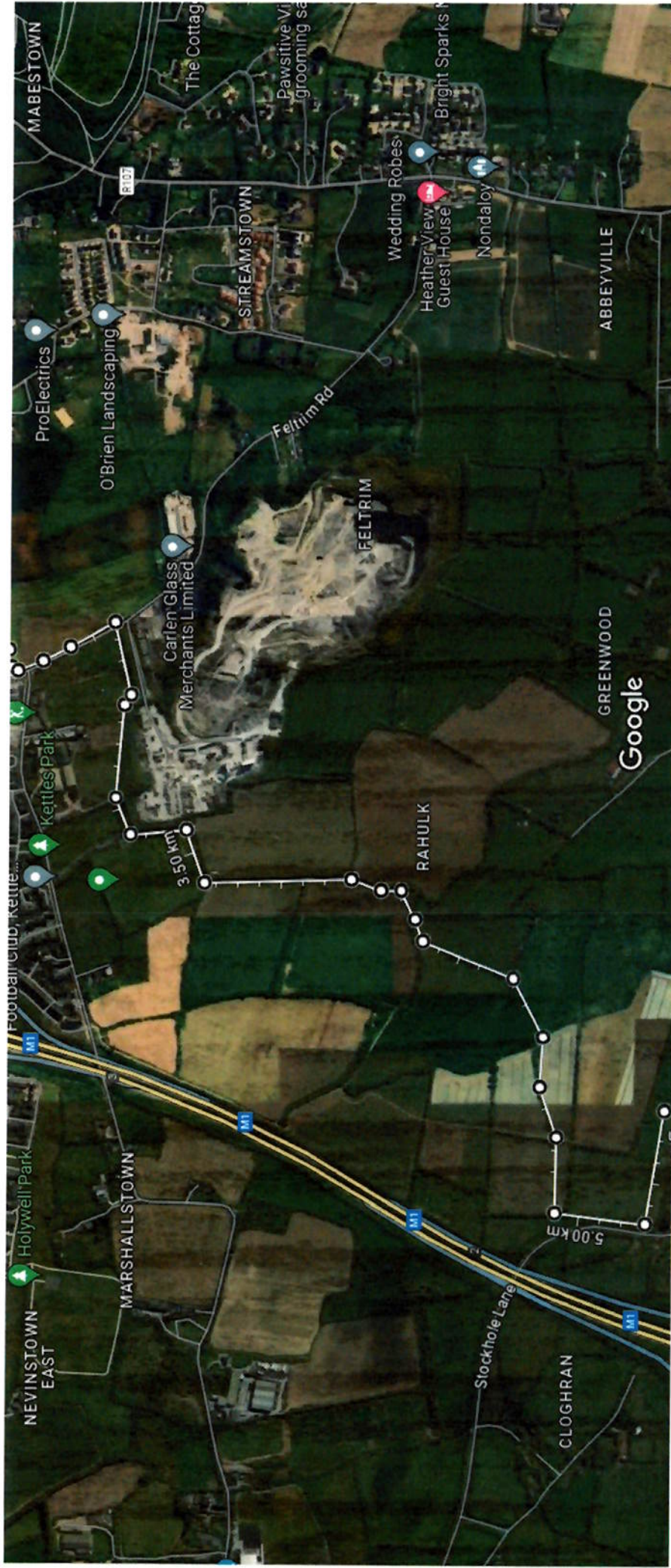
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Imagery ©2024 Airbus, CNES / Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2024 Google 200 m

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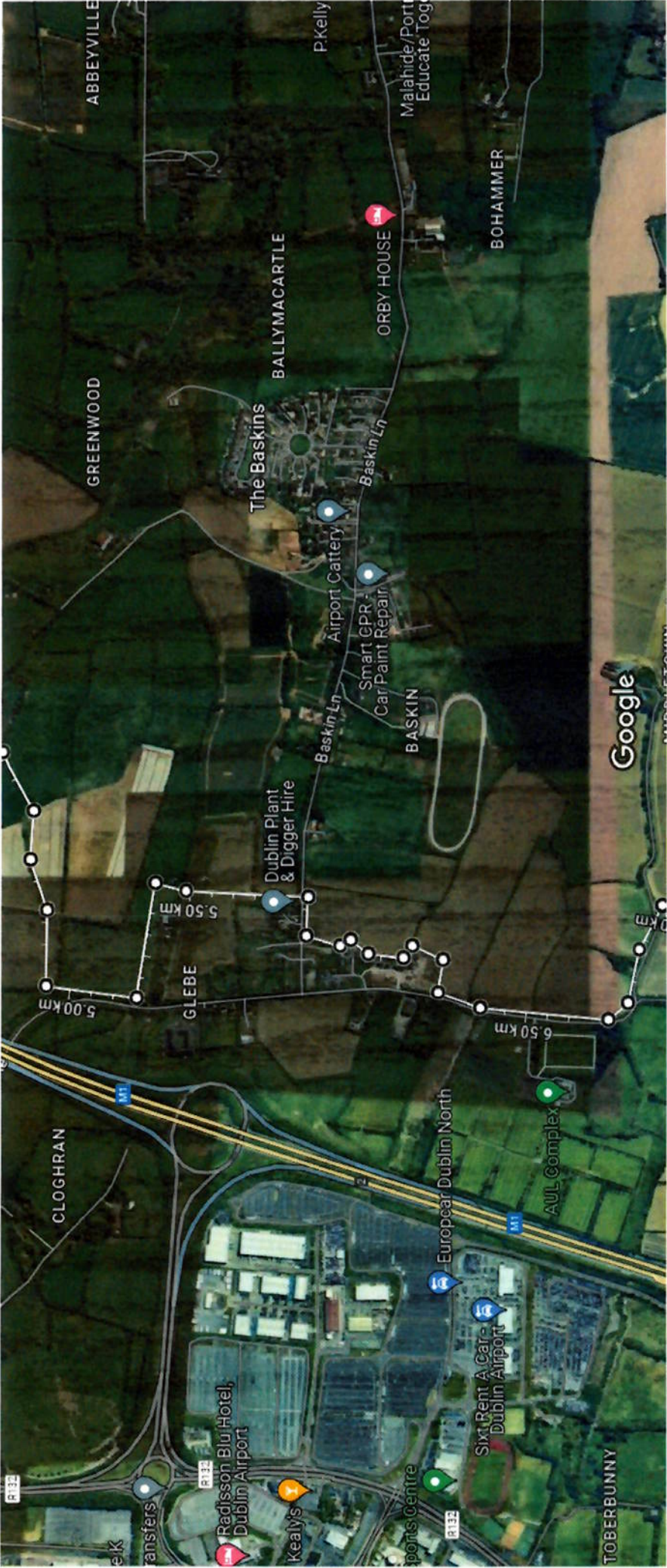
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Imagery ©2024 Airbus, CNES / Airbus, Maxar Technologies, Map data ©2024 Google 200 m

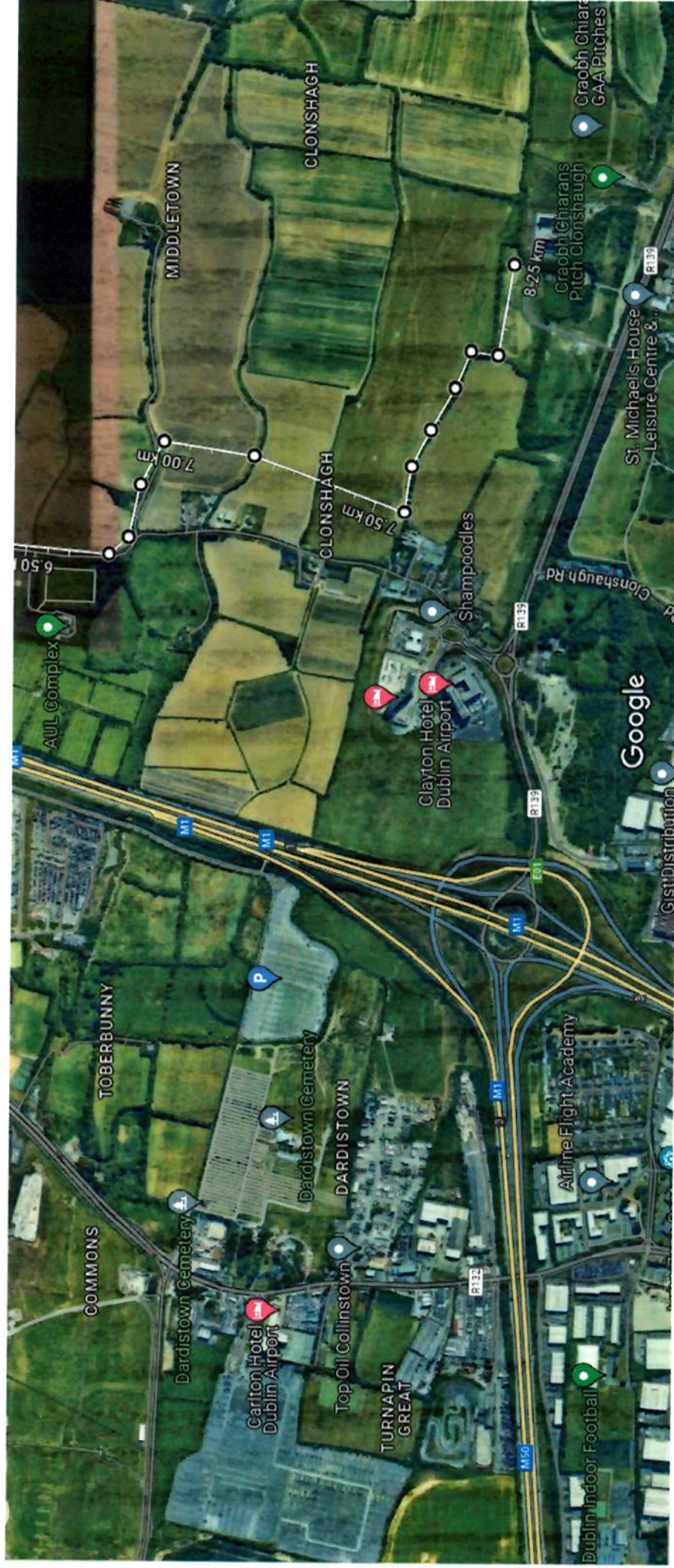
Measure distance

Total distance: 8.25 km (5.13 mi)



Measure distance

Total distance: 8.25 km (5.13 mi)



Imagery ©2024 Airbus, CNES / Airbus, Maxar Technologies, Map data ©2024 Google 200 m

Measure distance

Total distance: 8.25 km (5.13 mi)

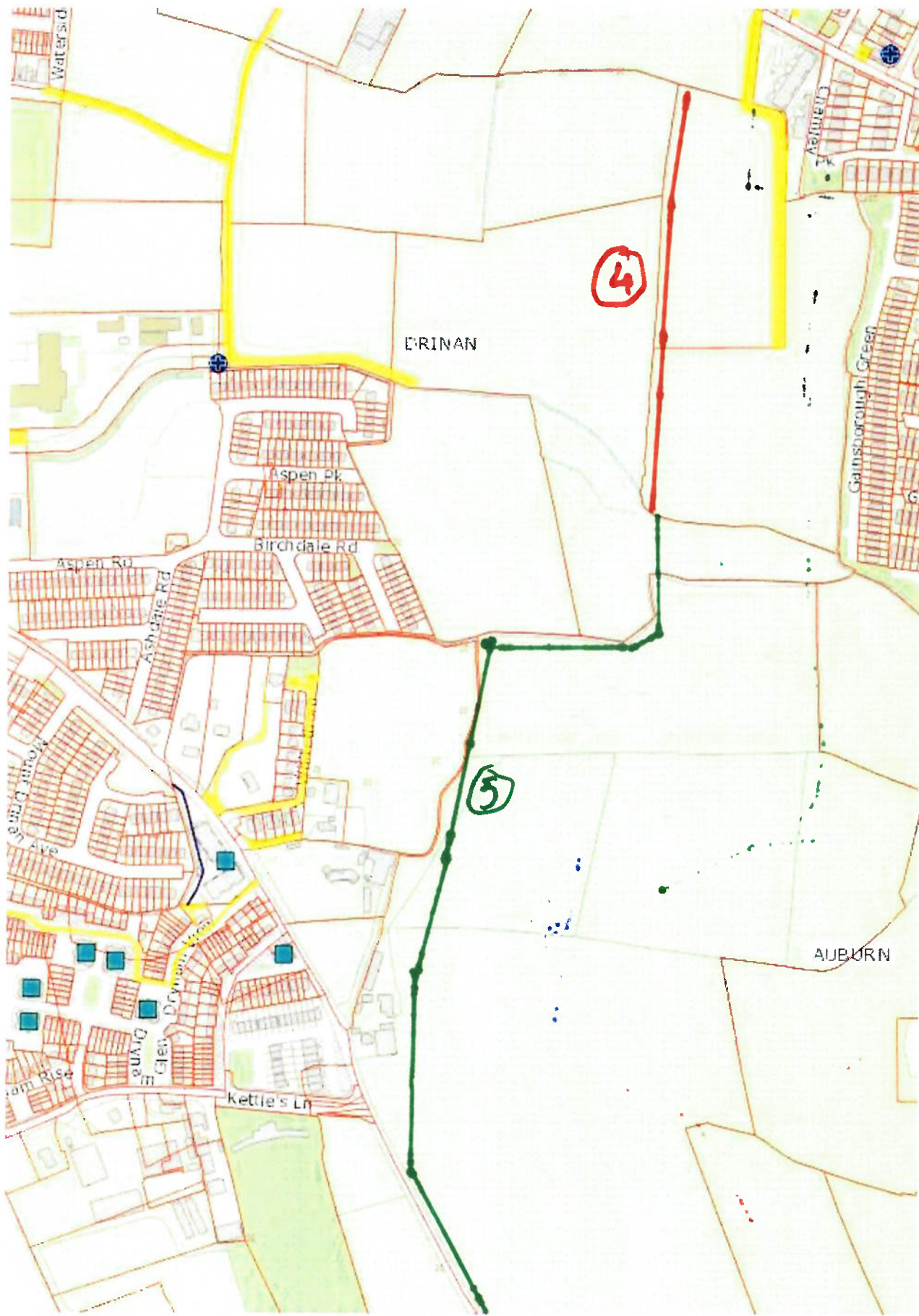
Schedule of Landowners

1. The Trustee's Malahide Rugby Club
Estuary Rd. Malahide, Co Dublin
2. Niamh McKeon
142 Howth Rd. Clontarf D3
Brian McKeon
163 Howth Rd. Clontarf D3
John McKeon
Waters Edge
12A Greenfield Rd. Sutton D13
3. Padraig Butterly
Whitehedge, Swords Rd. Malahide, Co Dublin
4. Epilepsy Care Foundation
Mountgorry, Swords Rd. Co Dublin
5. Paul Barnwall
Thorvilla House Kilbarrack D3
6. William Snow
Snowdaunt, Kettles Lane, Swords, Co Dublin
7. Eamonn Freaney
The Mall, Malahide, Co Dublin

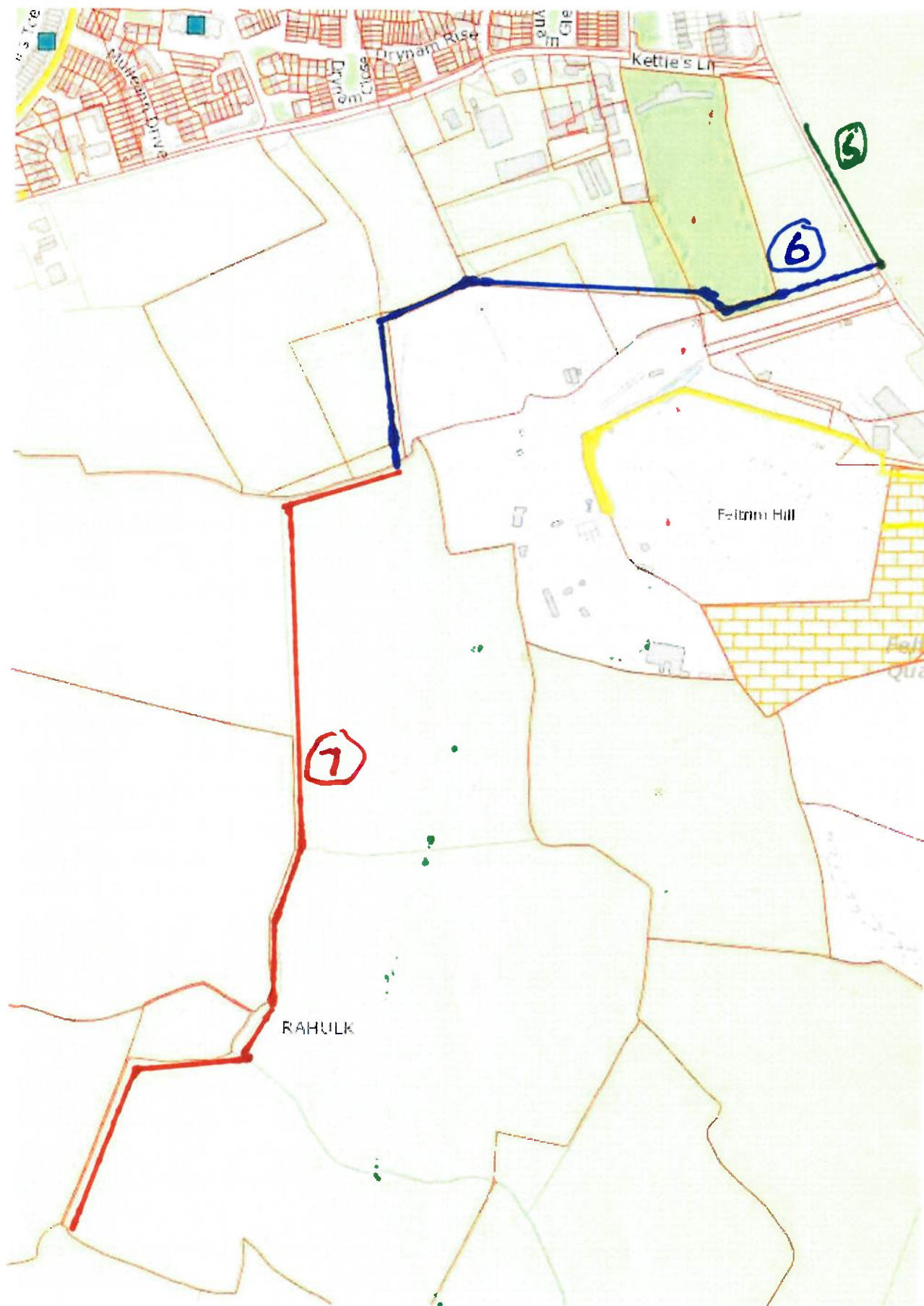


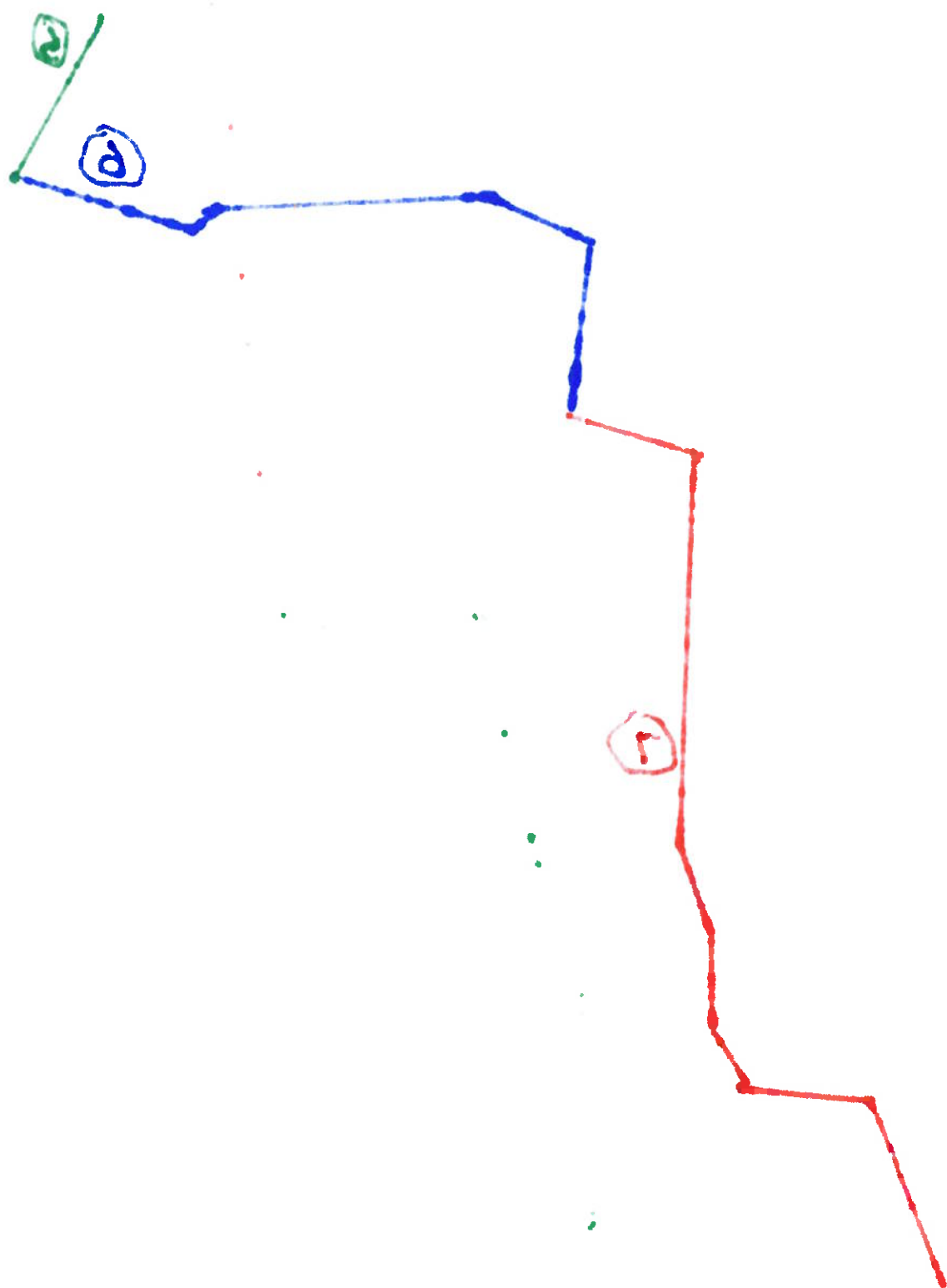
HDD = HORIZONTAL DIRECTIONAL DRILLING.









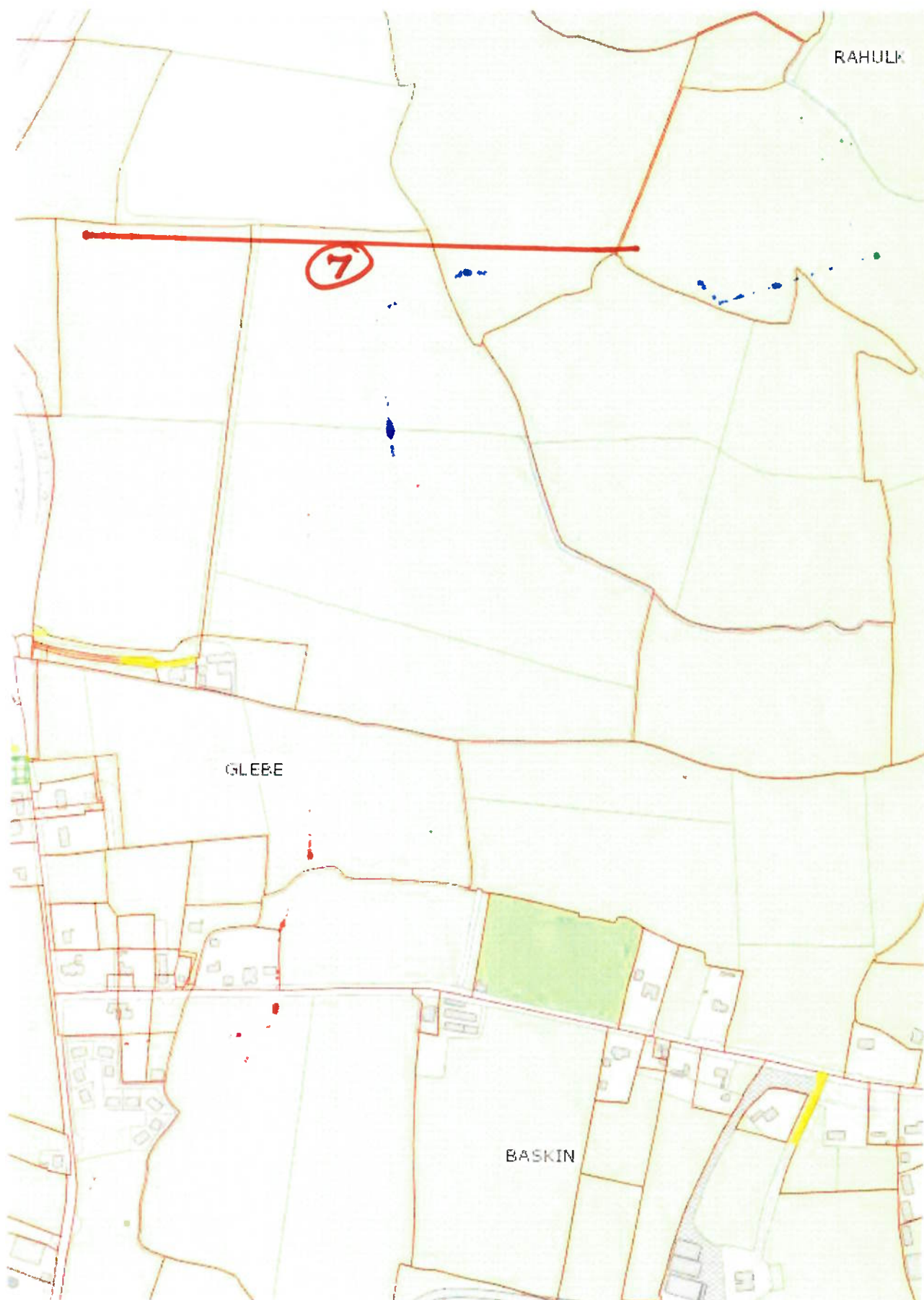


RAHULK

7

GLEBE

BASKIN



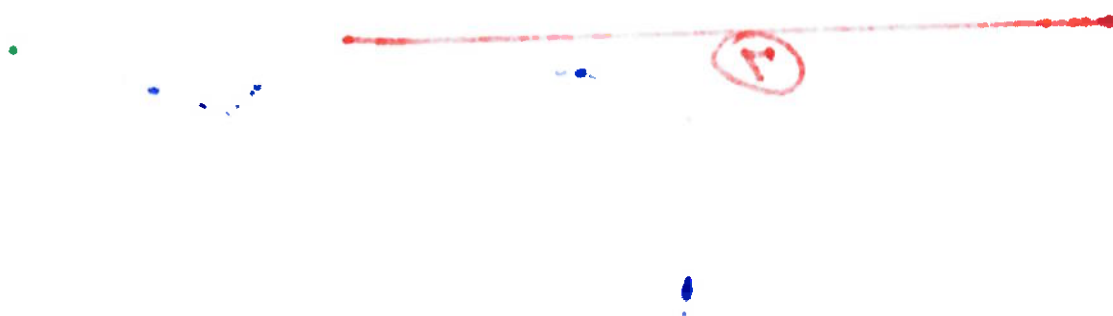




Figure 4.1

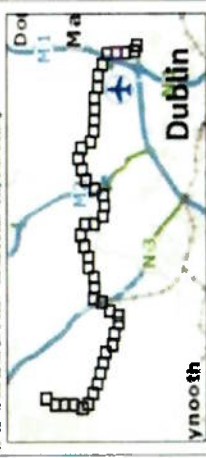
Legend

- Planning Application Boundary
- Underground Cable Route/New Equipment
- Chamerge
- Underground Joint Bay (including link box and telecommunications chambers) - Refer to standard detail 32108AAJ-JAC-ZZ-XX-DR-C-0007 for details of Permanent Joint Bay Hard Standing area
- Temporary Joint Bay Construction Platform
- Joint Bay Access Track Route

32108AAJ-JAC-ZZ-XX-DR-C-0007 for details of Permanent Joint Bay Hard Standing area

Relevant Details

- 32108AAJ-JAC-ZZ-XX-DR-C-0001: Standard Detail: Joint Bay and Planning Bay Arrangements
- 32108AAJ-JAC-ZZ-XX-DR-C-0002: Standard Detail: 400V Cable and Proposed Details
- 32108AAJ-JAC-ZZ-XX-DR-C-0003: Standard Detail: Typical Patrol Creek Section in Highways & Off-road Sections
- 32108AAJ-JAC-ZZ-XX-DR-C-0004: Standard Detail: Chambers, JCB and Temporary
- 32108AAJ-JAC-ZZ-XX-DR-C-0005: Standard Detail: Permanent Trench Proposed Details
- 32108AAJ-JAC-ZZ-XX-DR-C-0006: Standard Detail: Temporary Construction Details in Trenches
- 32108AAJ-JAC-ZZ-XX-DR-C-0007: Standard Detail: 400V Cable and Bay Hardstanding in
- 32108AAJ-JAC-ZZ-XX-DR-C-0008: Standard Detail: Drainage
- 32108AAJ-JAC-ZZ-XX-DR-C-0009: Standard Detail: Deep Drain Crossing



Rev	Date	Purpose of revision	Drawn	Checked	Rev'd	App'd
1	Mar 2024	Final	SMO	SB	SB	CS
2	Apr 2024	Final	SMO	SB	SB	CS

Jacobs



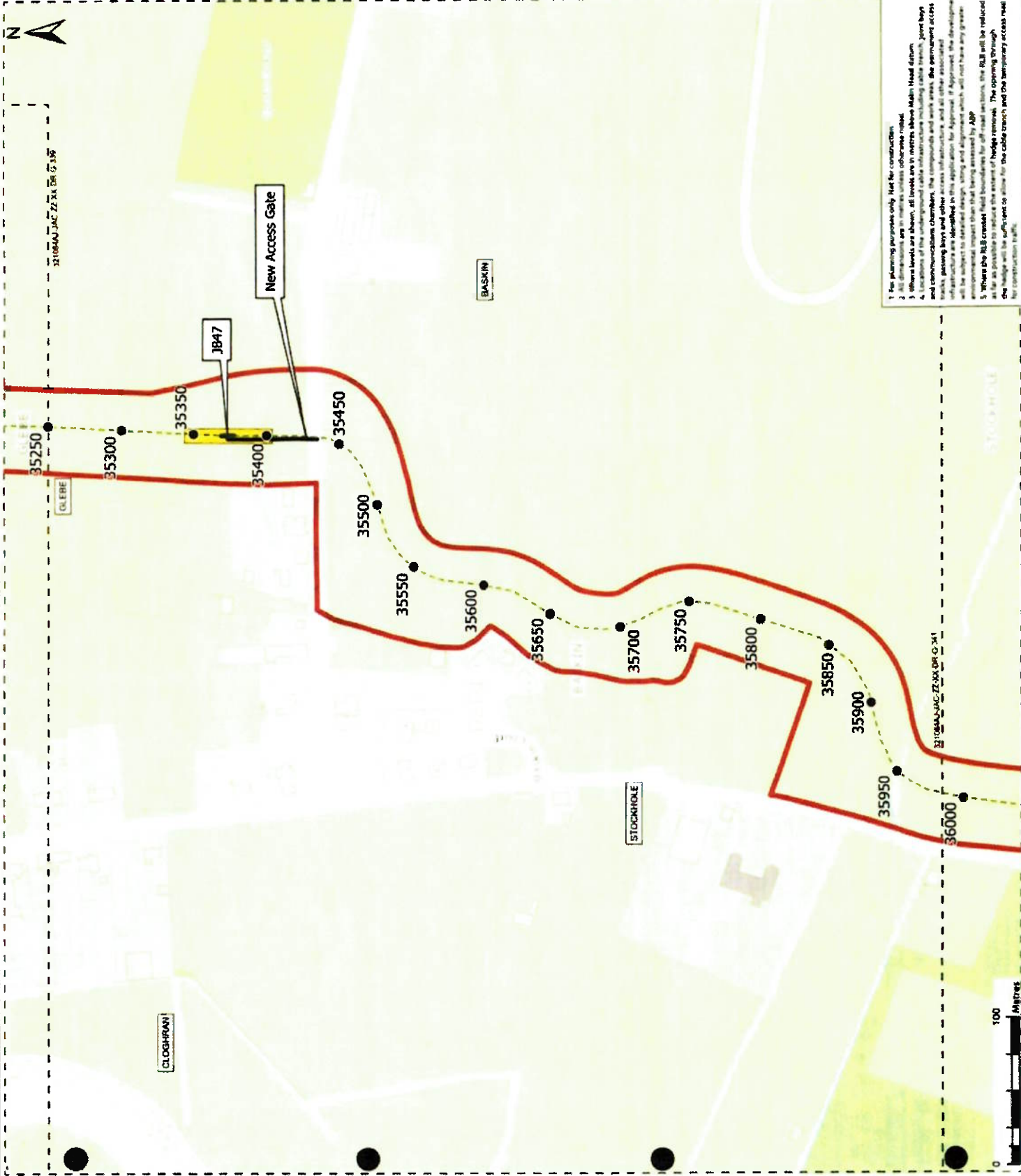
East Meath - North Dublin Grid Upgrade

Figure 4.1 Proposed Development Overview
(Sheet 45 of 48)

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32108AAJ-JAC-ZZ-XX-DR-G-340

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1. See planning permission only. Not for construction.
2. All dimensions are in metres unless otherwise stated.
3. All levels are shown. All levels are in metres above Mean High Water datum.
4. Locations of the underground cable infrastructure including cable trench, joint box, and telecommunications chambers, the compounds and work areas, the permanent access tracks, passing bays and other access infrastructure, and all other associated infrastructure are identified in this application for approval. If approved, the development will be subject to detailed design, siting and alignment which will not have any greater environmental impact than that being assessed by ADP.
5. Where the NLE creates field boundaries or off-road sections, the NLE will be reduced as far as possible to reduce the risk of a hedge removal. The opening through the hedge will be sufficient to allow for the cable trench and the temporary access road for construction traffic.

Figure 4.1

- Legend**
- Planning Application Boundary
 - Underground Cable Route/New Equipment
 - Change
 - Underground Joint Bay (including link box and telecommunications chambers) - Refer to standard detail 32108AAJ-JAC-ZZ-XX-DR-C-0007 for details of Permanent Joint Bay Hard Standing area
 - Temporary Joint Bay Construction Platform
 - Joint Bay Access Track Route

32108AAJ-JAC-ZZ-XX-DR-C-0007 - Standard Detail: Joint Bay and Passing Bay Arrangements

32108AAJ-JAC-ZZ-XX-DR-C-0007 - Standard Detail: Joint Bay and Passing Bay Arrangements

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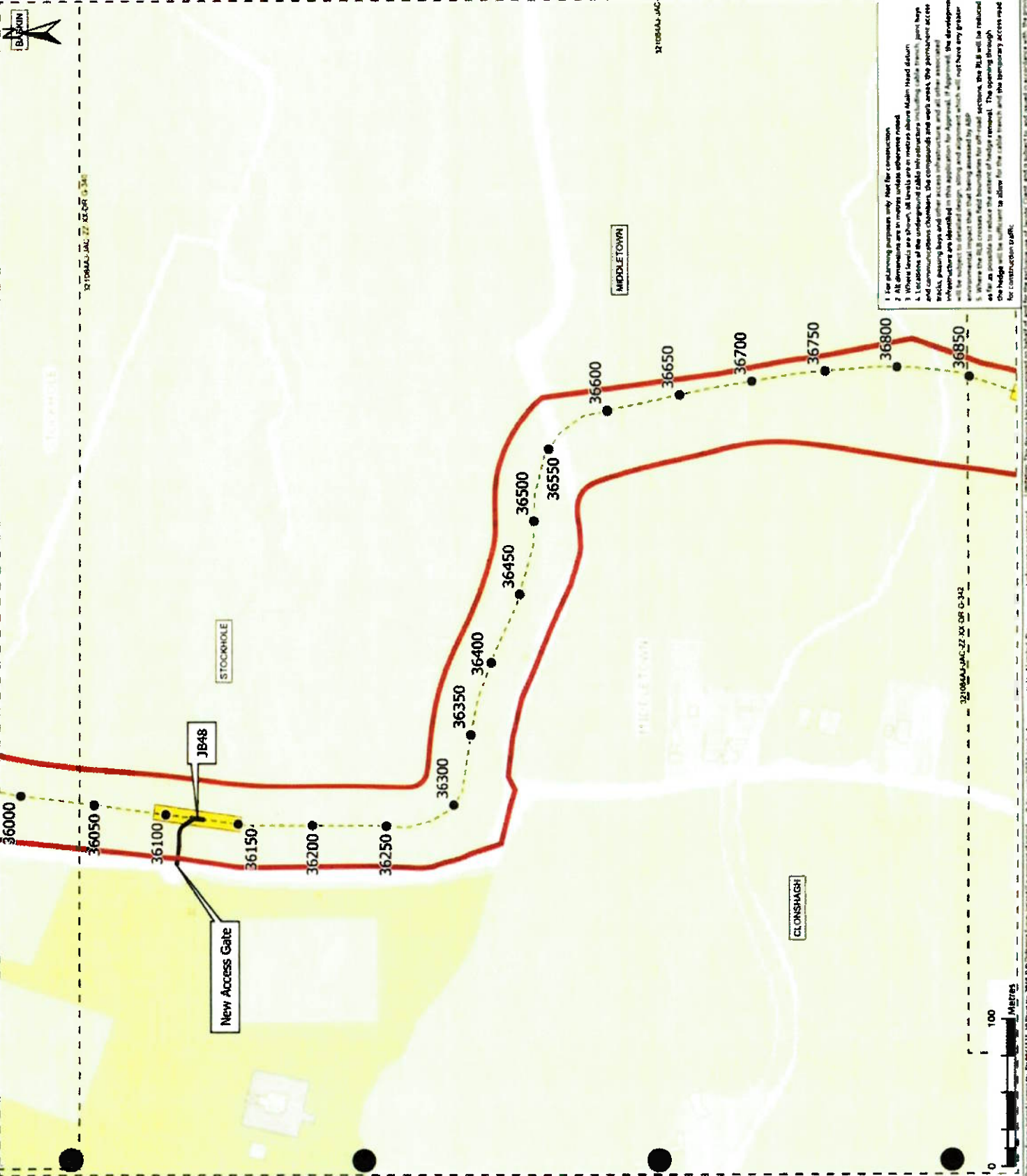
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- 1 For planning purposes only. Not for construction.
- 2 All dimensions are in metres unless otherwise noted.
- 3 Where levels are shown, all levels are in metres above Mean Head datum.
- 4 Locations of the underground cable infrastructure including cable trench, joint bays and telecommunications chambers, the compounds and work areas, the permanent access tracks, passing bays and other access infrastructure, and all other associated infrastructure are identified in this application for approval. If approved, the development will be subject to detailed design, siting and argument which will not have any greater environmental impact than that being assessed by ADP.
- 5 Where the RLB crosses field boundaries for off-road sections, the RLB will be reduced as far as possible to reduce the extent of hedge removal. The opening through the hedge will be sufficient to allow for the cable trench and the temporary access road for construction traffic.

32108AAJ-JAC-ZZ-XX-DR-C-0007 - Standard Detail: Joint Bay and Passing Bay Arrangements

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32108AAJ-JAC-ZZ-XX-DR-C-0007

32108AAJ-JAC

32108AAJ-JAC-ZZ-XX-DR-C-0007

100 Metres

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32108AAJ-JAC-ZZ-XX-DR-C-0007

32108AAJ-JAC

32108AAJ-JAC-ZZ-XX-DR-C-0007

100 Metres

32108AAJ-JAC-ZZ-XX-DR-C-0007

32108AAJ-JAC-ZZ-XX-DR-C-0007

32108AAJ-JAC

32108AAJ-JAC-ZZ-XX-DR-C-0007

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100 Metres

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32108AAJ-JAC

32108AA

Figure 4.1

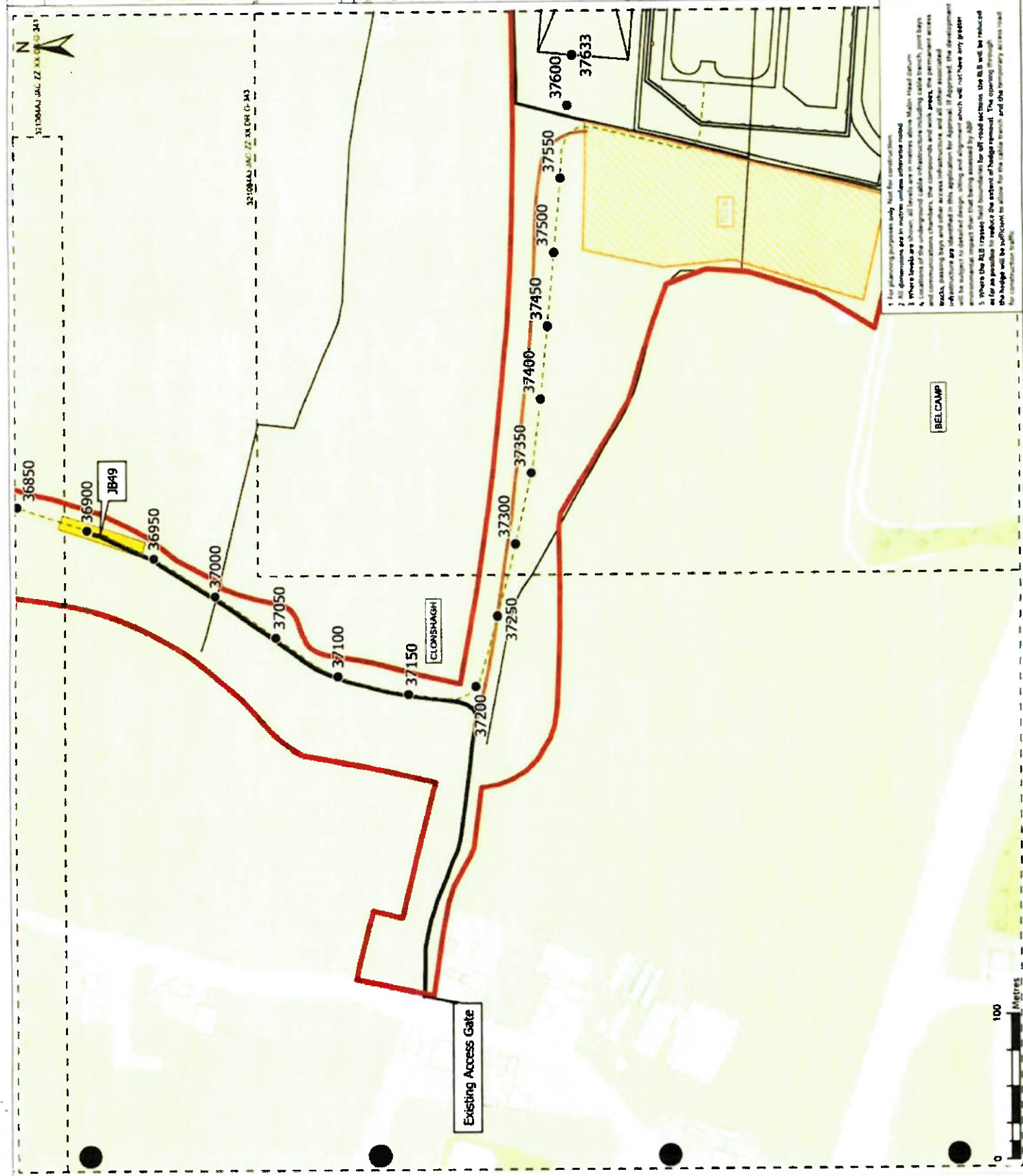
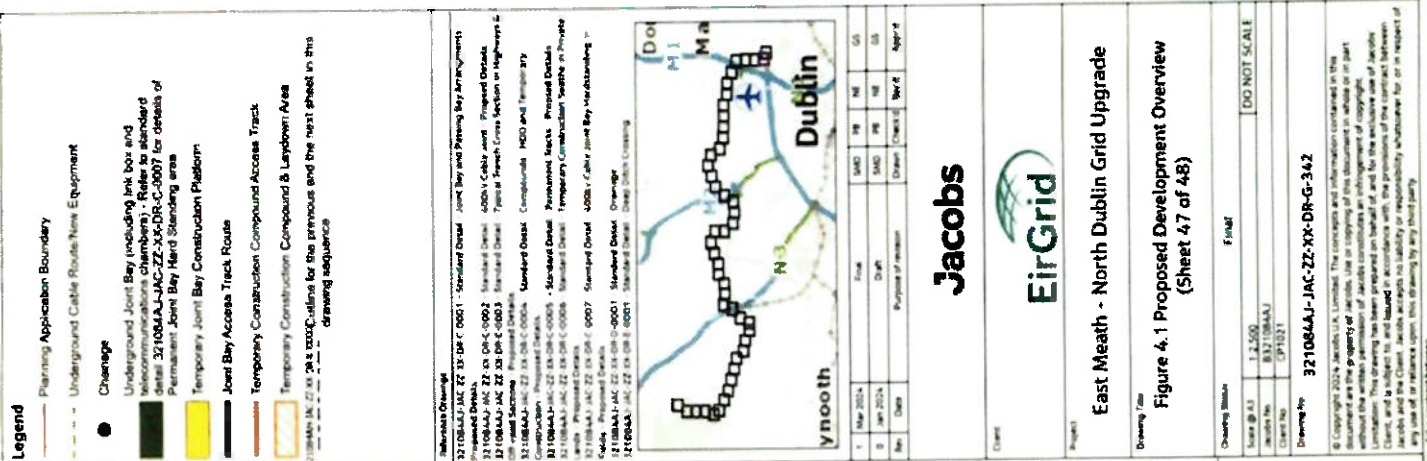
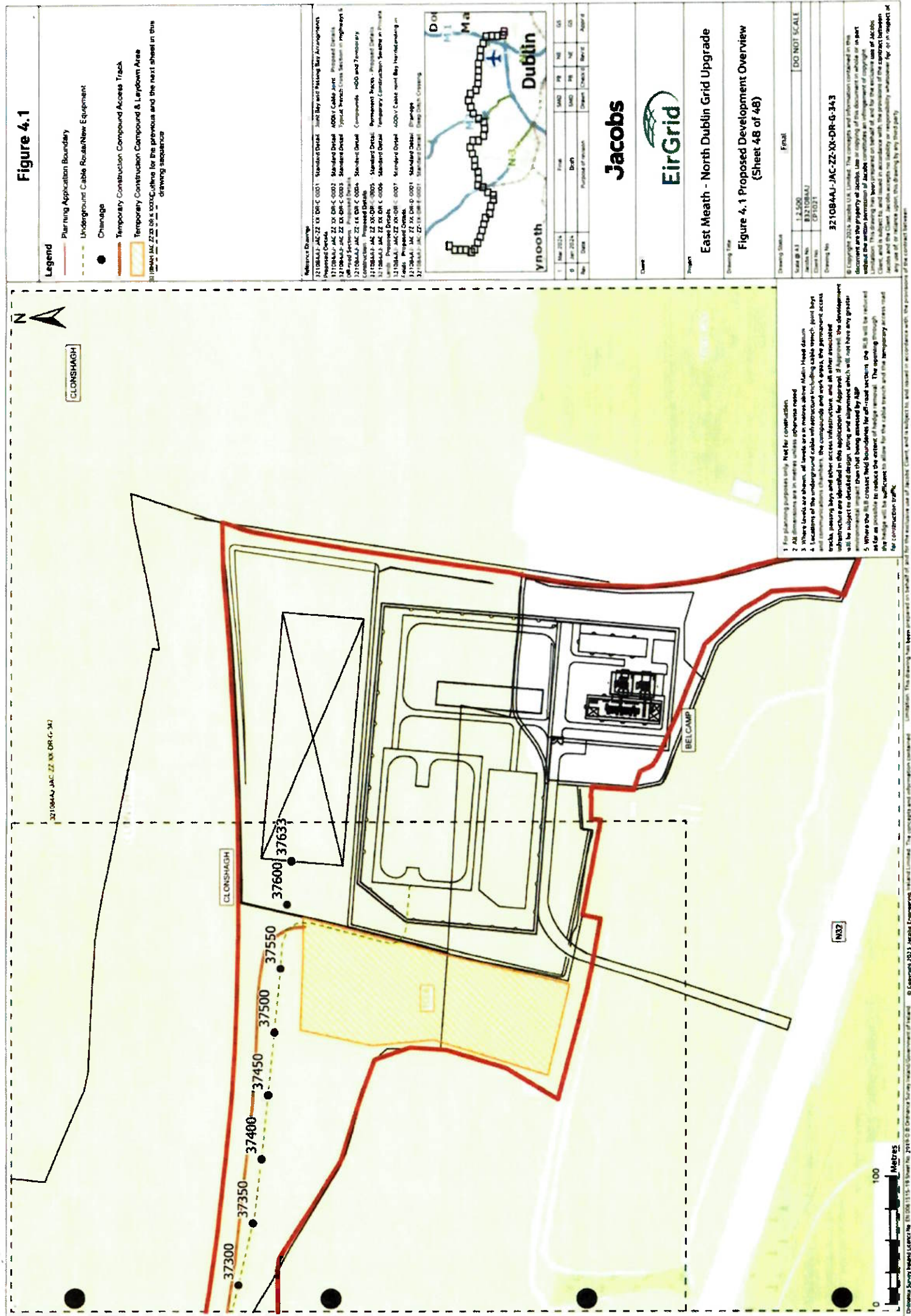


Figure 4.1



Appendix 5

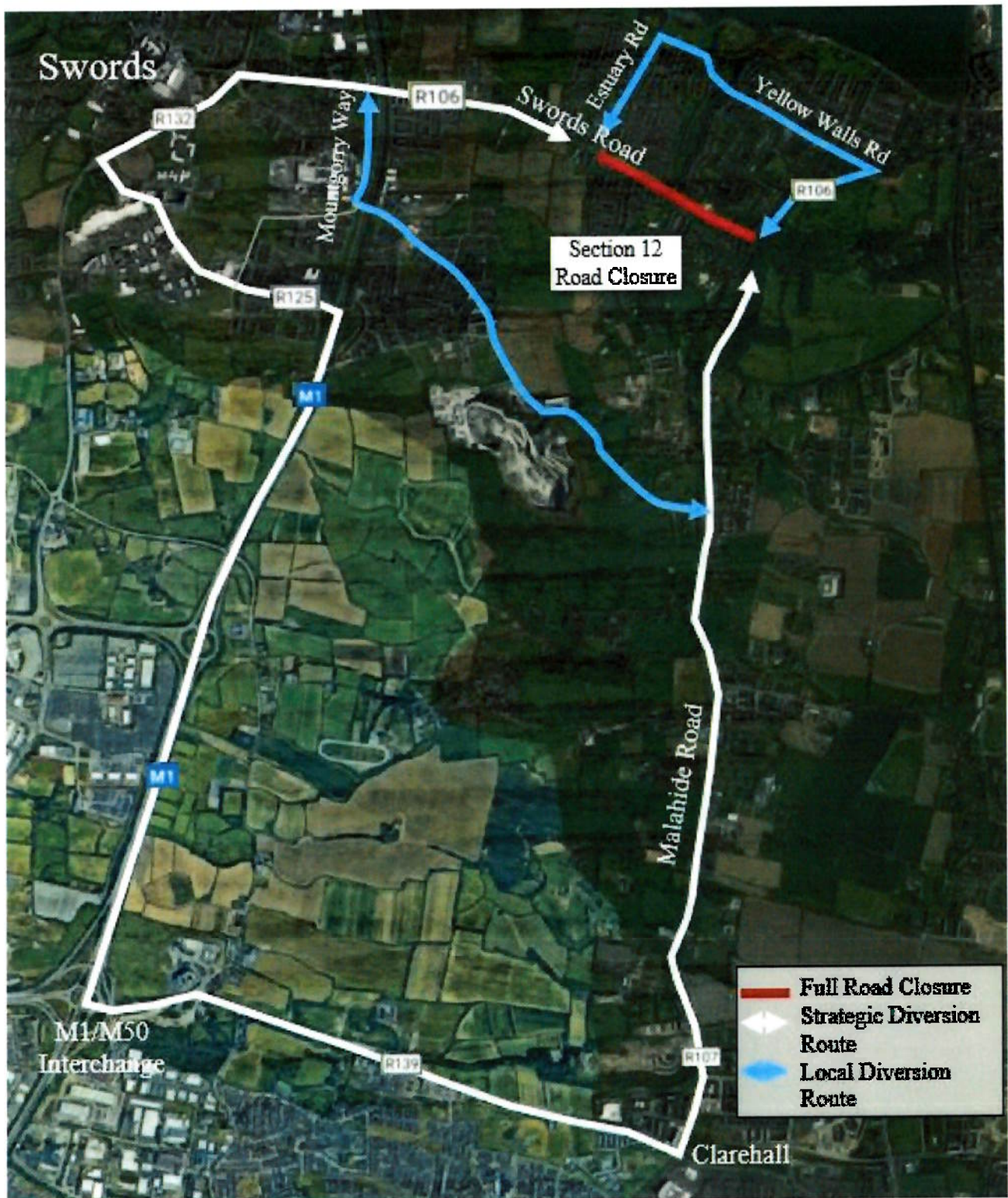


Image 1.6: Section 12 Full Road Closure Diversion Route

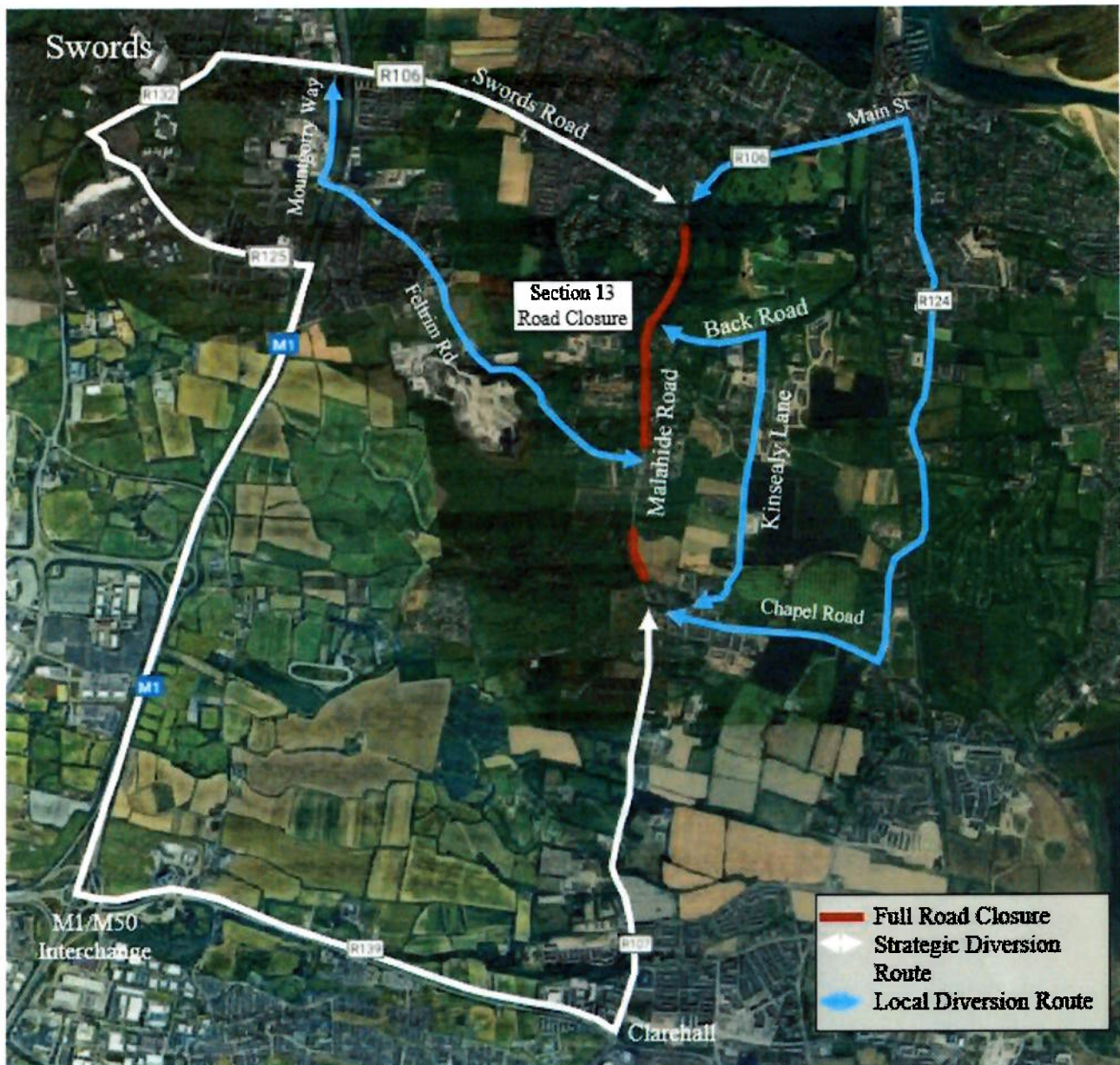


Image 1.7: Section 13 Full Road Closure Diversion Route

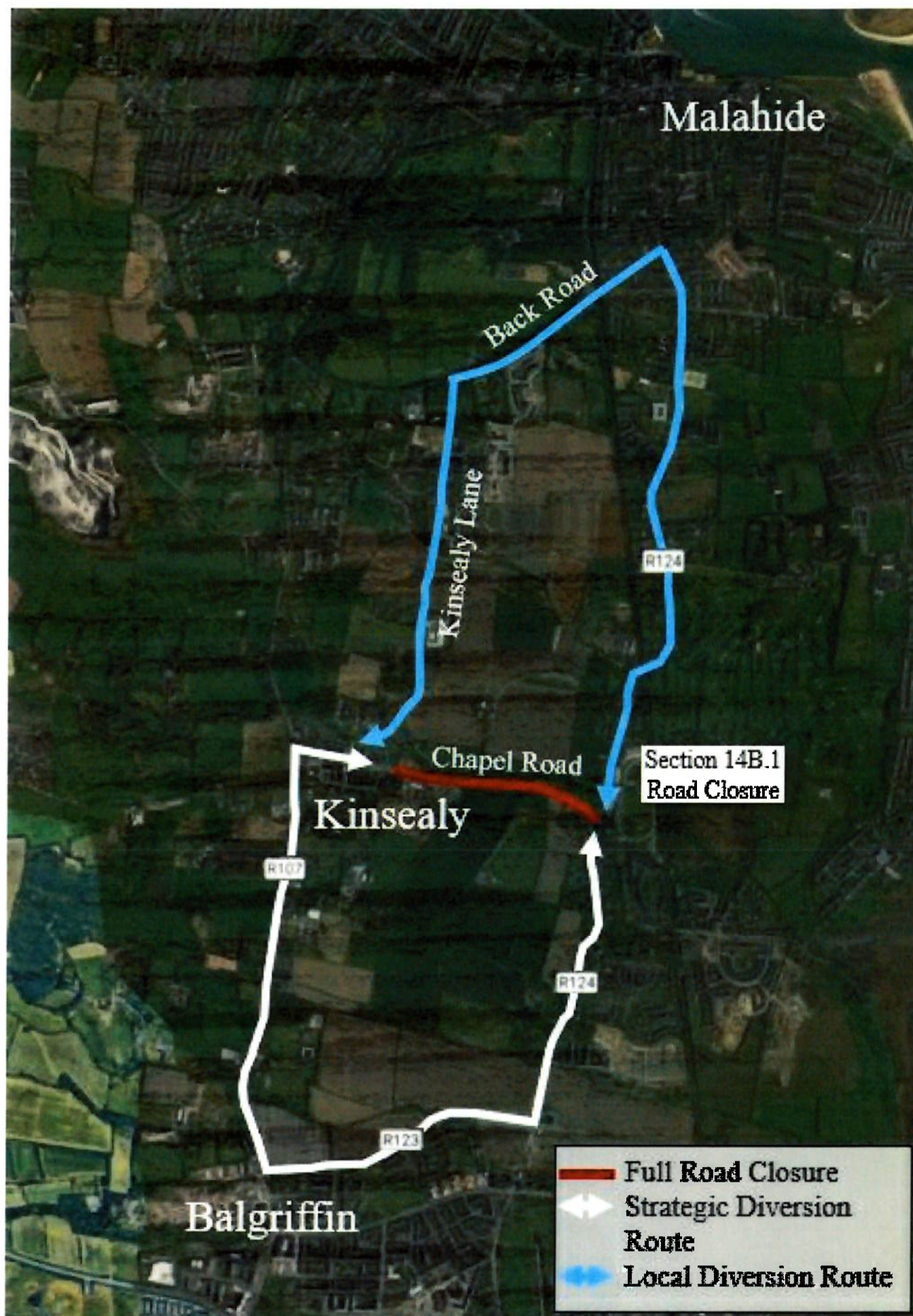


Image 1.9: Section 14B.1 Full Road Closure Diversion Route

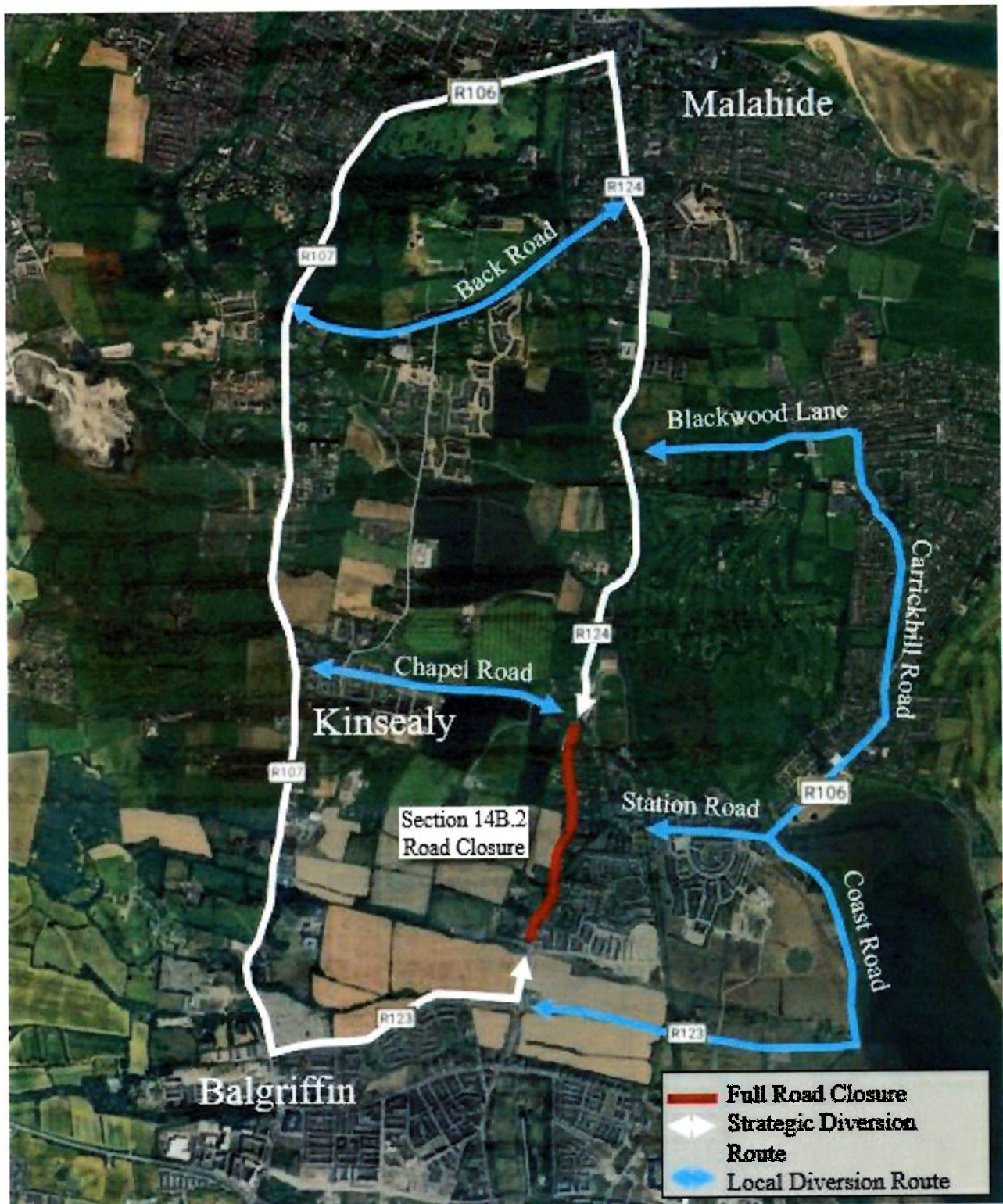


Image 1.10: Section 14B.2 Full Road Closure Diversion Route

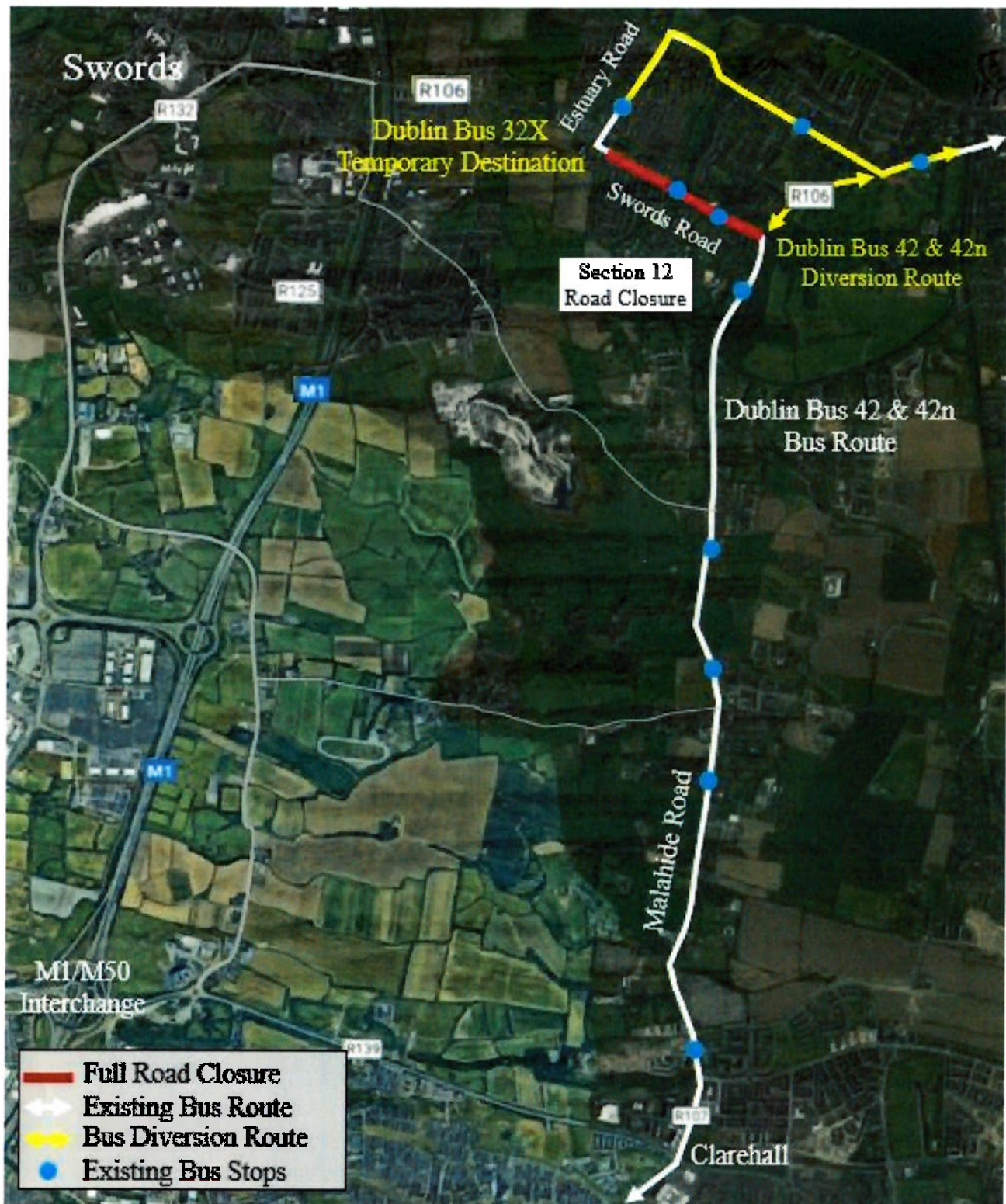


Image 2.2: Section 12 Full Road Closure Bus Diversion Route

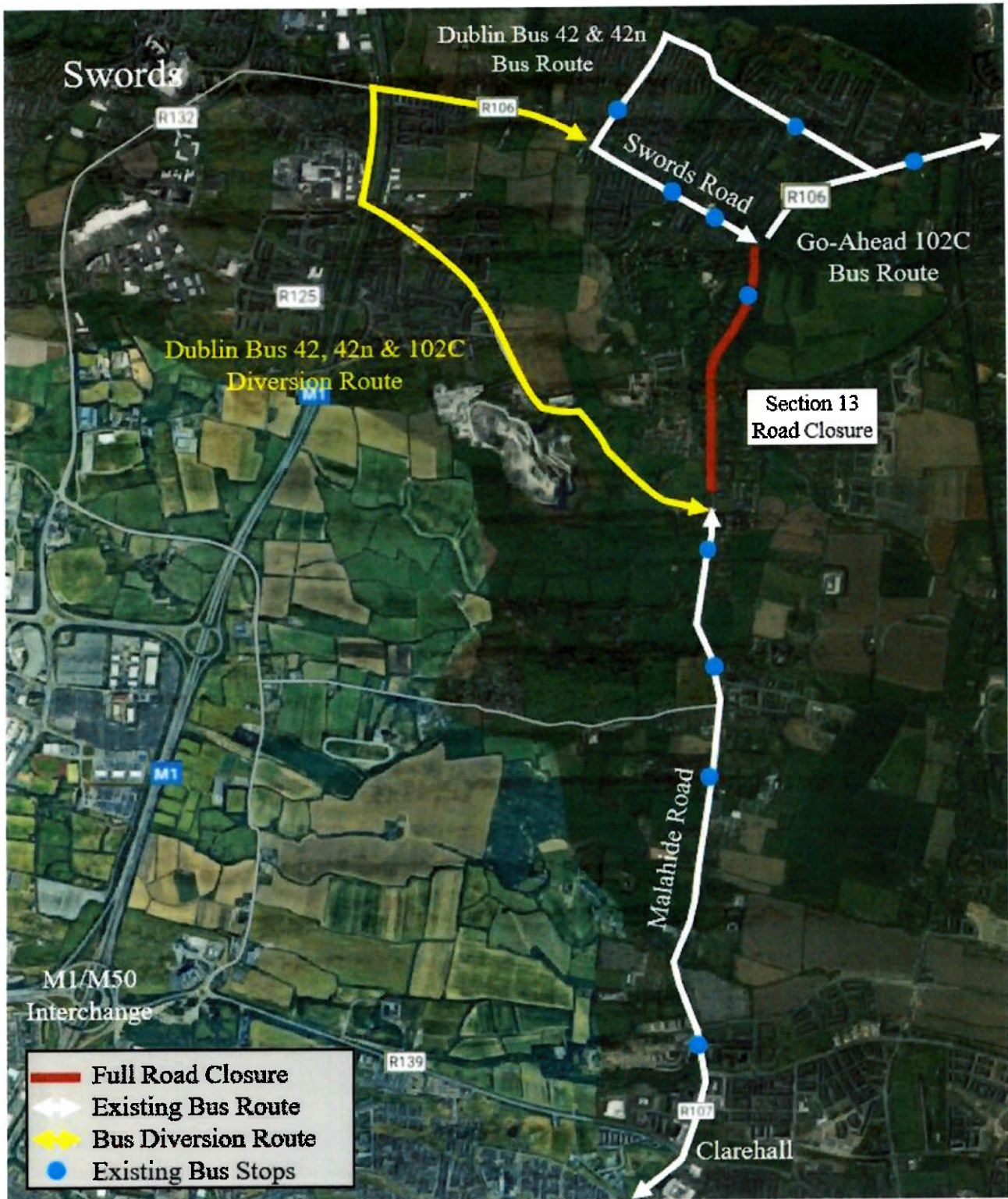


Image 2.3: Section 13 (north) Full Road Closure Bus Diversion Route

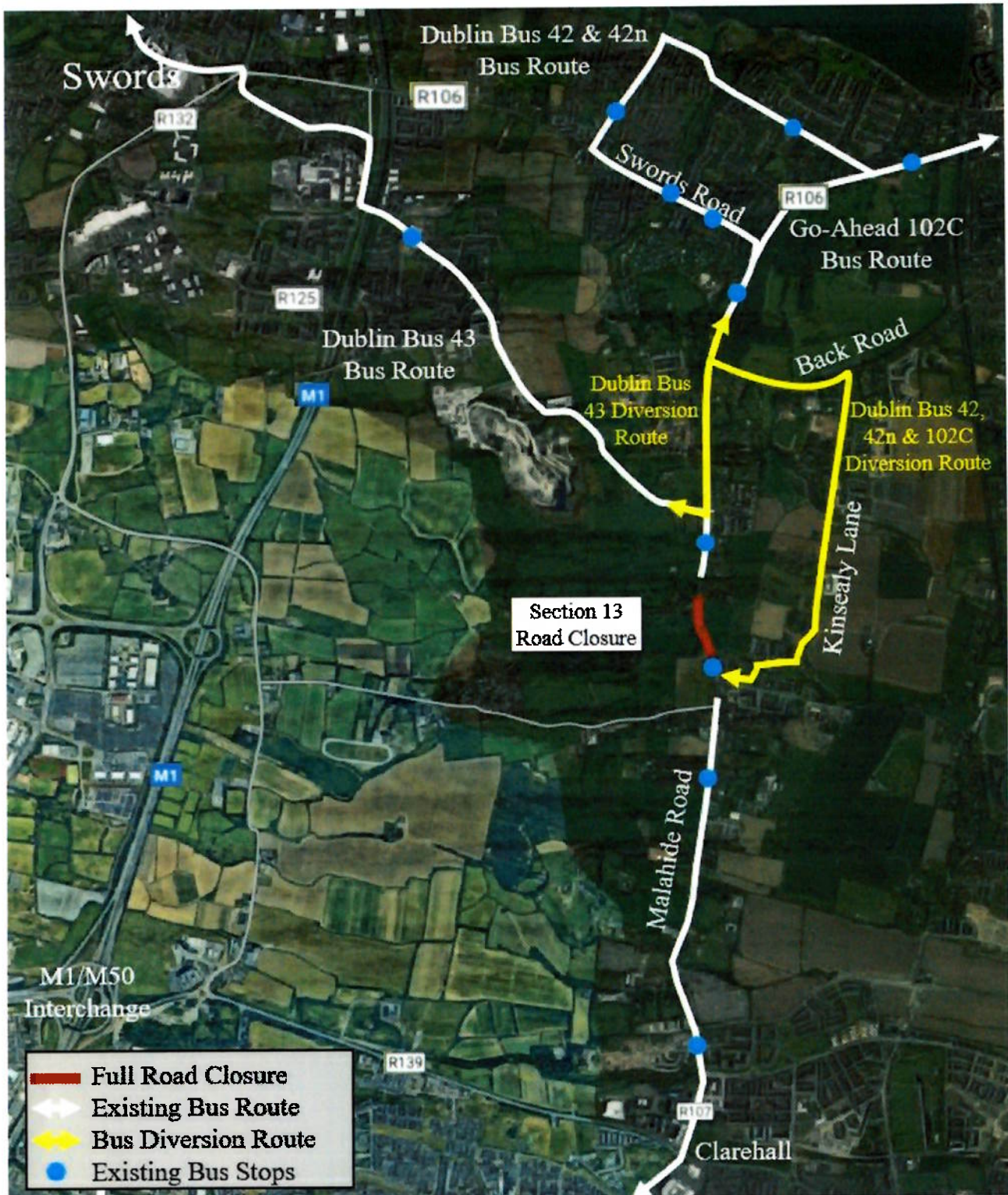


Image 2.4: Section 134 (south) Full Road Closure Bus Diversion Route

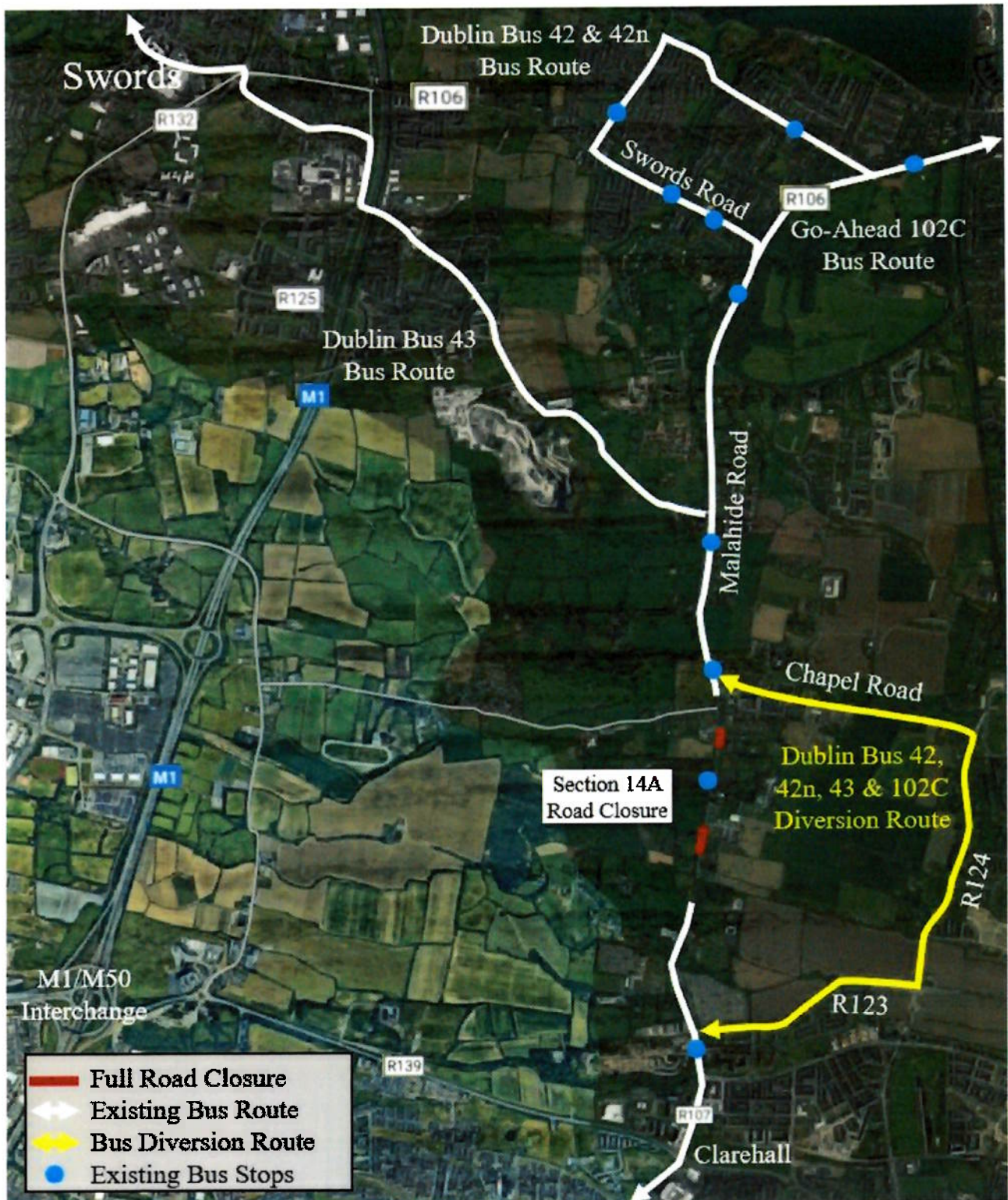


Image 2.5: Section 14A Full Road Closure Bus Diversion Route

Appendix 6

TYPICAL CONSTRUCTION FOR EHV CABLES



CORRUGATED ALUMINIUM SHEATHED CABLE



LEAD SHEATHED CABLE

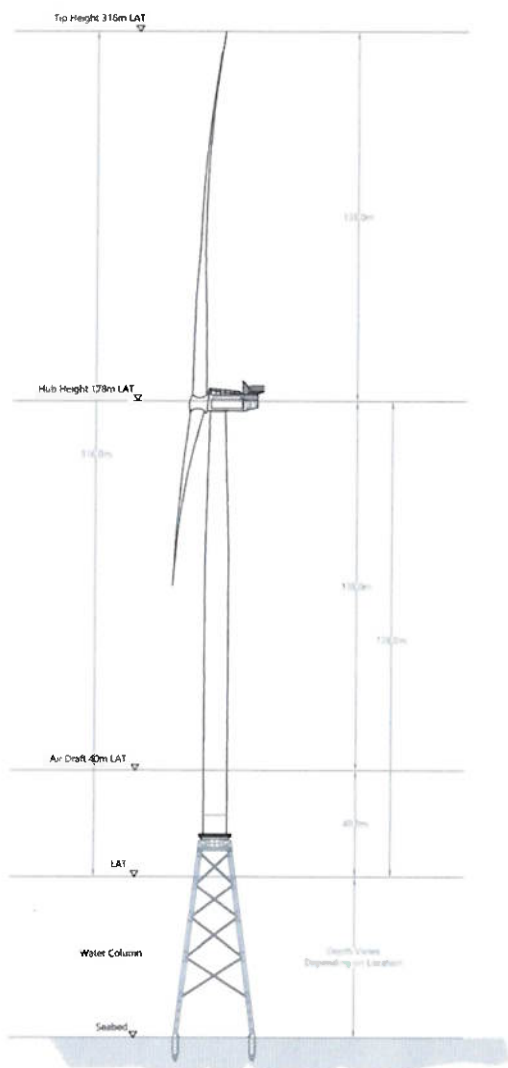


LEAD SHEATHED COPPER WIRE SCREENED CABLE

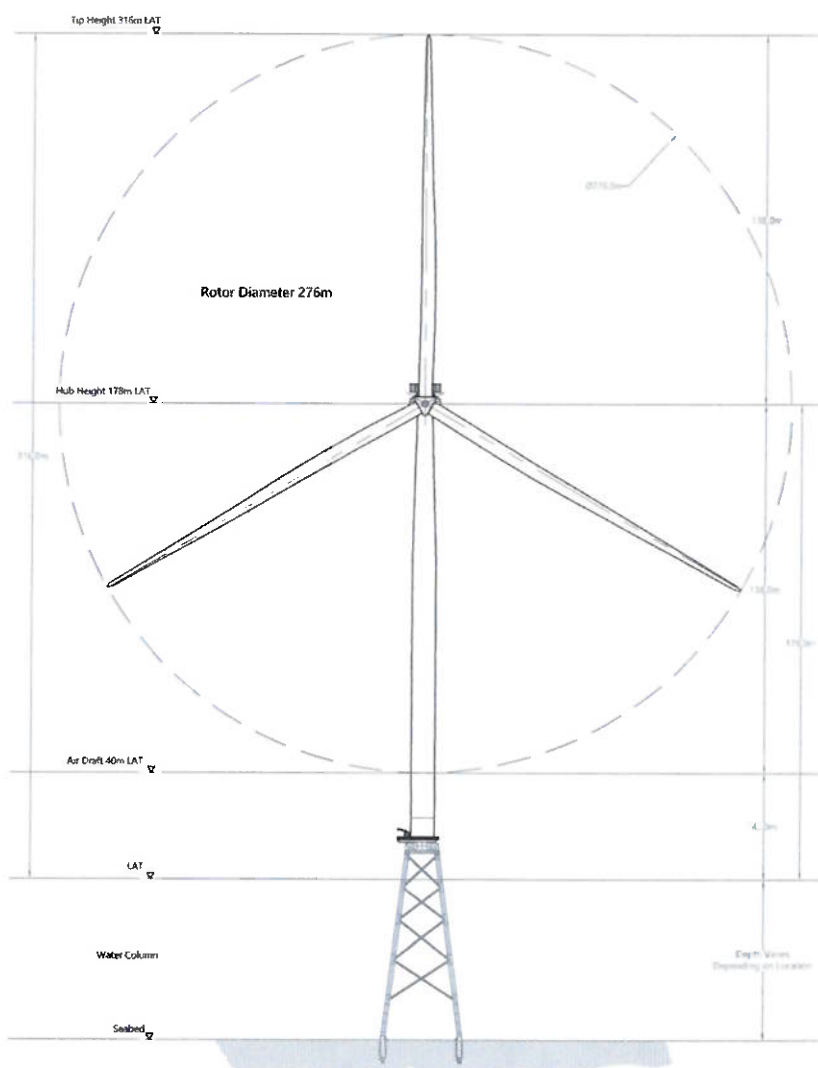


COPPER WIRE SCREENED POLY-AL TAPE CABLE

*CONDUCTOR SHALL BE MILLIKEN (SEGMENTAL) FOR CROSS SECTION ABOVE 1000 SQ.MM.



Proposed Side Elevation

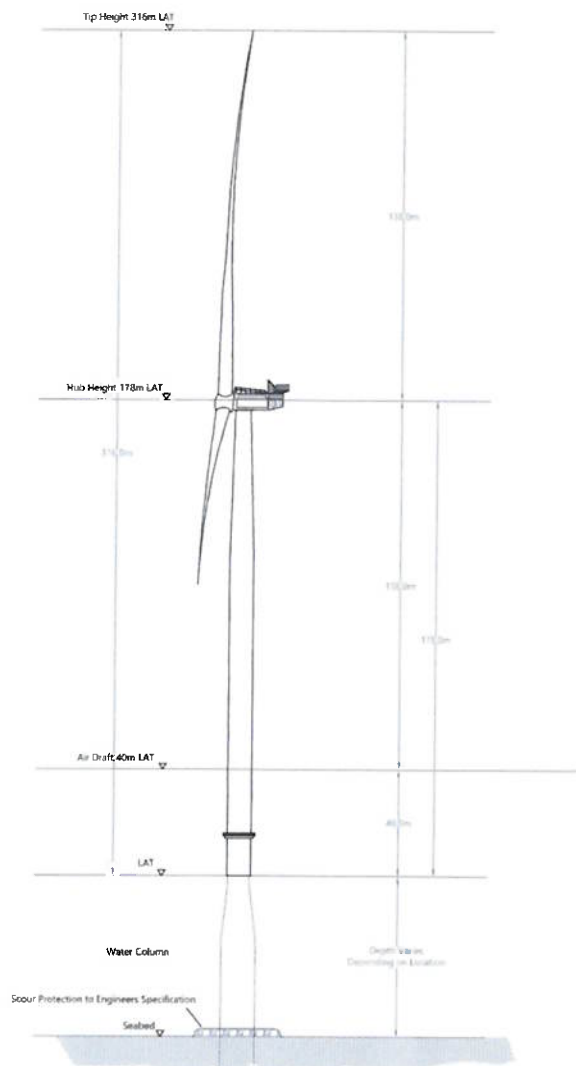


Proposed Front Elevation

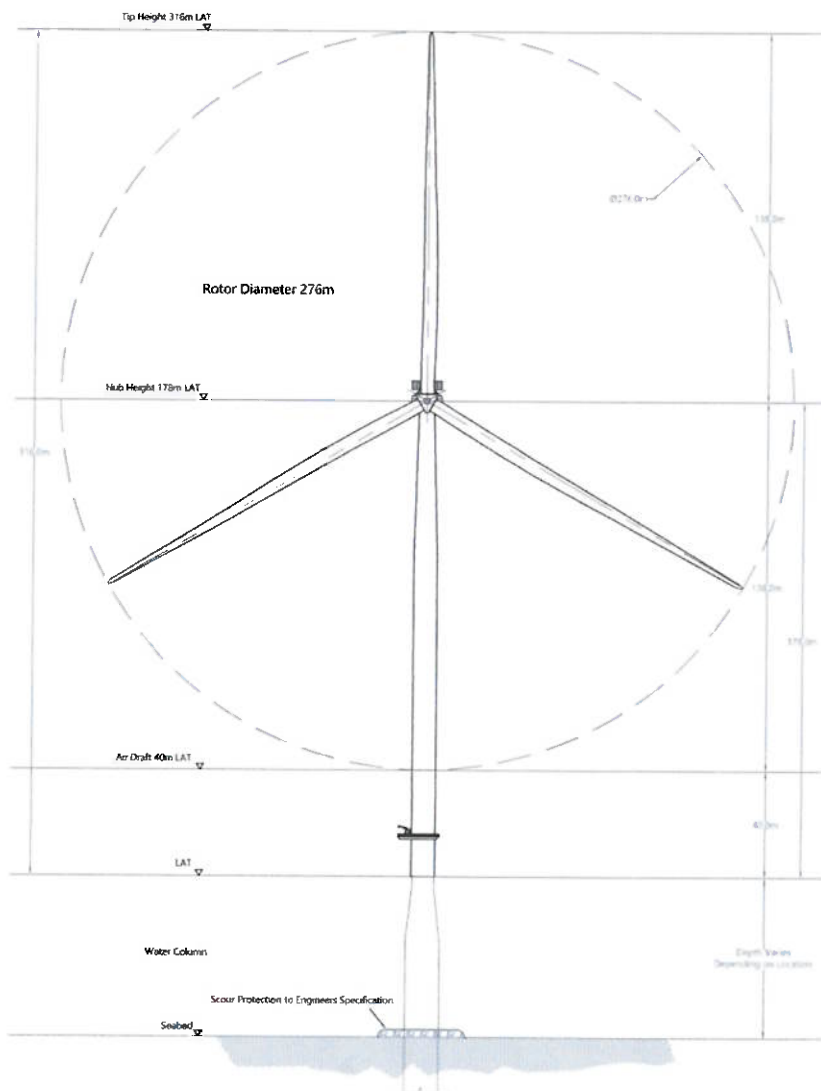
Note:
The proposed design illustrated in the drawing includes flexibility as secured through the design flexibility opinion issued to the Developer by An Bord Pleanála under section 287B of the Planning Acts

These plans are not provided by the manufacturer and are not to be relied upon for construction purposes

SITE: NISA					Building 3400 Avenue 3000 Cork Airport Business Park, Cork T12 AE76		NISA North Irish Sea Array		STATUS: PLANNING			
TITLE: Proposed Project Option 2 WTG and Jacket Foundation									REV	DESCRIPTION	BY	DATE
SCALE: AT A1: 1:1000					DATE: 12/04/2024	DRAWN: JDUN	CHECKED: JDUB	Approved: MJ	A	Issue for Approval	JD	8/3/24
									B	Issue for Review	JD	19/3/24
									C	Planning Issue	JD	12/4/24
									D			
					Drawing No: 281240-NISA-OFS-CA-DR-PL-2003							



Proposed Side Elevation



Proposed Front Elevation

Note:

The proposed design illustrated in the drawing includes flexibility as secured through the design flexibility opinion issued to the Developer by An Bord Pleanála under section 287B of the Planning Acts

These plans are not provided by the manufacturer and are not to be relied upon for construction purposes

SITE:

NISA

TITLE:

Proposed Project Option 2
WTG and Monopile Foundation

SCALE AT A1:
1:1000

DATE:
12/04/2024

DRAWN:
JDUN

CHECKED:
JDUB

Approved:
MJ

Building 3400
Avenue 3000
Cork Airport Business Park,
Cork
T12 AE76

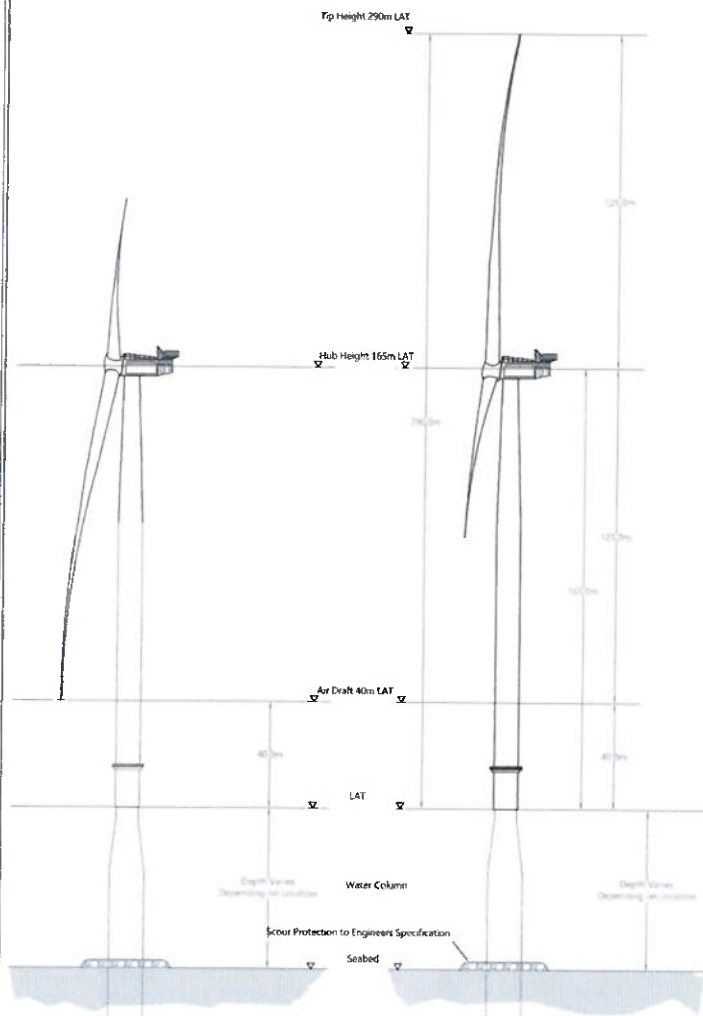
NISA

North Irish Sea Array

STATUS: PLANNING

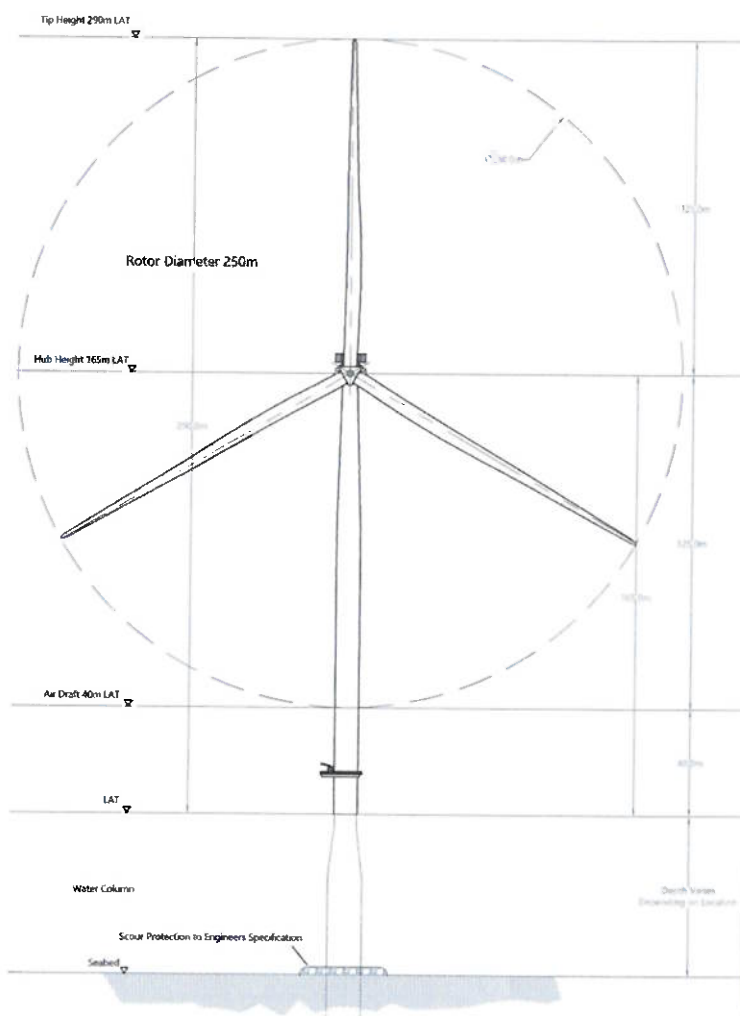
REV	DESCRIPTION	BY	DATE
A	Issue for Approval	JD	8/3/24
B	Issue for Review	JD	19/3/24
C	Planning Issue	JD	12/4/24
D			

Drawing No: 281240-NISA-OFS-OA-DR-PL-2002



Proposed Side Elevation
(Blade at Air Draft)

Proposed Side Elevation
(Blade at Tip Height)



Proposed Front Elevation

Note:
The proposed design illustrated in the drawing includes flexibility as secured through the design flexibility opinion issued to the Developer by An Bord Pleanála under section 287B of the Planning Acts

These plans are not provided by the manufacturer and are not to be relied upon for construction purposes

SITE:

NISA

TITLE:

Proposed Project Option 1
WTG and Monopile Foundation

SCALE AT A1:
1:1000

DATE:
12/04/2024

DRAWN:
JDUN

CHECKED:
JDUB

Approved:
M.J

Building 3400
Avenue 3000
Cork Airport Business Park,
Cork
T12 AE76

NISA

North Irish Sea Array

STATUS: PLANNING

REV	DESCRIPTION	BY	DATE
A	Issue for Approval	JD	8/3/24
B	Issue for Review	JD	19/3/24
C	Planning Issue	JD	12/4/24
D			

Drawing No: 281240-NISA-OFS-OA-DR-PL-2001