
Dublin City Council Observations in relation to the proposed development of a of a Strategic Infrastructure Development (SID) (Electricity Transmission Development - Site on the R139 Belmayne, Clonsaugh, D17

From Fiona Brady <fiona.brady@dublincity.ie>
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To whom it may concern,

Please see attached Dublin City Council Observations in relation to the proposed development of a of a Strategic Infrastructure Development (SID) (Electricity Transmission Development) in accordance with Section 182A of the Planning and Development Act 2000, as amended, on a c.2.27 ha site on the R139, Belmayne, Clonsaugh, Dublin 17

Please acknowledge receipt of this submission at your earliest convenience.

Regards
Fiona Brady

Fiona Brady

Oifigeach Foirne

An Roinn Pleanála, Maoine & Forbartha Eacnamaíochta

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**Comhairle Cathrach
Bhaile Átha Cliath**
Dublin City Council

To: An Coimisiún Pleanála



Dublin City Council Observations in relation to the proposed development of a of a Strategic Infrastructure Development (SID) (Electricity Transmission Development) in accordance with Section 182A of the Planning and Development Act 2000, as amended, on a c.2.27 ha site on the R139, Belmayne, Clonsaugh, Dublin 17.

ACP-324276-26

INTRODUCTION

A direct planning application has been lodged by the Electricity Supply Board (ESB) with An Coimisiún Pleanála for approval in respect of a Strategic Infrastructure Development (SID) (Electricity Transmission Development) in accordance with Section 182A of the Planning and Development Act 2000, as amended, on a c.2.27 ha site on the R139, Belmayne, Clonsaugh, Dublin 17.

An Coimisiún Pleanála, as the consenting authority, will decide to grant or refuse this application.

PROCEDURE:

The application has been lodged with An Coimisiún Pleanála (ACP) under Section 182A of the Planning and Development Act 2000, as amended. The proposed development has been determined by ACP to be Strategic Infrastructure Development (SID) following the conclusion of a pre-application consultation process between ACP and The Electricity Supply Board (ESB) in accordance with Section 182E of the Planning and Development Act 2000 (as amended). The application was lodged with An Coimisiún Pleanála on 7th June 2024.

An online pre-planning consultation meeting with DCC was held on 15th January 2026 in accordance with Section 247 of the Planning and Development Act 2000, (as amended) [hereafter referred to as the 'PDA 2000']. The purpose of this consultation was to allow the planning authority to consider the proposed development in principle and to provide ESB with guidance on relevant policies and objectives to be considered in the design of the project.

PROPOSED DEVELOPMENT

The Proposed Development comprises of:

The construction of a 110 kV / 38 MV electrical substation and will include the following elements:

1. Construction of 1 no. substation compound (c. 5,650 sqm) securely enclosed with 2.6 m high palisade fencing and gates, containing:

i. 1 no. 110 kV Gas Insulated Switchgear (GIS) building (c. 707 sqm; c. 12 m in height).

ii. 1 no. 38 kV Gas Insulated Switchgear (GIS) building (c. 232 sqm; c. 7 m in height).

iii. 2 no. Bunded 110 kV/38 kV Transformers (c. 5 m in height) with associated electrical equipment.

iv. 2 no. Bunded 38 kV/MV Transformers (c. 5 m in height) with associated electrical equipment.

v. 2 no. fire walls (c. 5.5 m in height by c. 5 m length) separating the 110 kV/38 kV Transformers and 38 kV/MV Transformers.

vi. 3 no. bunded Arc Suppression Coils (c. 4 m in height) with associated electrical equipment.

vii. 2 no. Neutral Earth Resistor (c. 2 m in height) and Neutral Earth Switch (c. 3.9 m in height).

viii. Perimeter RC wall with Stone Facing on West, North and South Elevations (2.6 m high).

2. Removal and reinstatement of 2 No. Gate Piers at existing entrance and provision of vehicular gate (c. 5 m wide x c. 2.6 m in height) and all associated works at the existing entrance on the R139.

3. All associated site development works including internal access roads, lighting poles (c. 5.75 m in height), 3 no. lightning monopoles (c. 15 m in height), 1 no. emergency stand-by diesel generator, telecommunications, landscaping, site services including drainage, trenching and ducting and all other ancillary works.

The objective of the proposed development is set out by the applicant (ESB) in the Planning and Environmental Report submitted as part of the suite of documentation as follows:

The objective of this project is to add capacity and improve distribution security of supply for the North Dublin area. This will be achieved by taking power from the existing Belcamp 220 kV substation, located approximately 1 km northwest of the proposed development and transforming the voltage down to 38 kV for connection to the distribution network. This will relieve existing transformer capacity at the Grange 38 kV substation, located to the North of Dublin City.

According to details submitted “The Grange 38 kV/MV substation is overloaded. There is currently no available capacity to accommodate additional demand arising from new housing developments or associated commercial and retail projects in the area that will require connection over the next few years.

The development is justified as necessary to ensure the secure and effective supply of electricity to the North Dublin area. National policy outlines the need to invest in the distribution grid to support growing populations. The electrification of new sectors will also drive the increased demand for electricity”

Site Description:

The application site for the development is c.2.27ha and is located on the R139, Belmayne, Clonsaugh, Dublin 17. The site is currently accessible from the R139 road. The Proposed

Development has limited public transportation links with the nearest bus stop being located on Malahide Road approximately 550m away and the nearest DART and intercity train station located 2.8km away at Clongriffin Station.

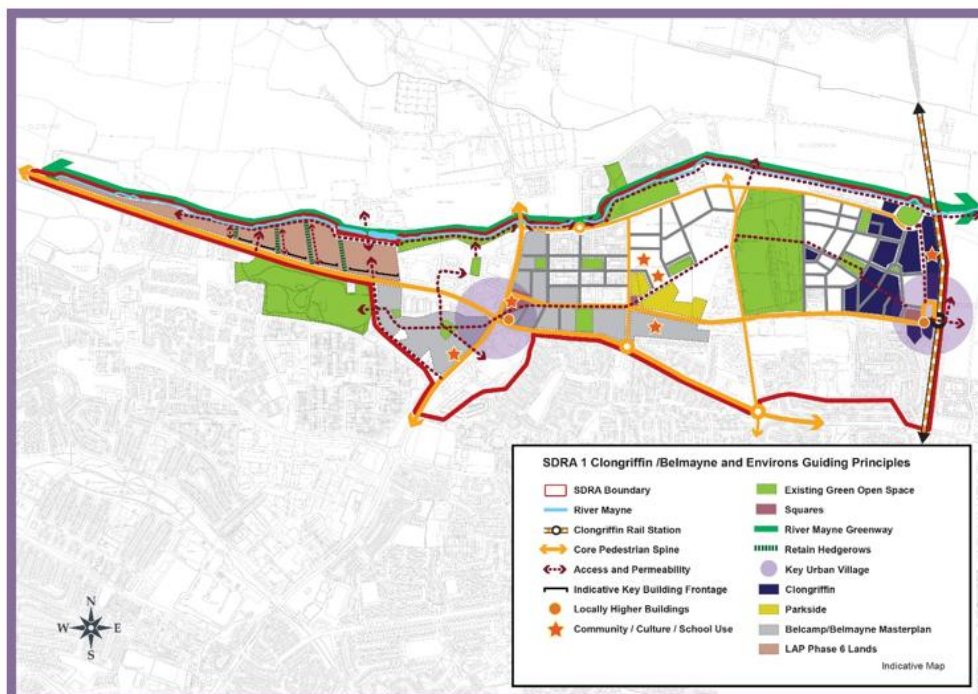
The proposed development is connected to M50 and M1 motorways via the regional road R139 to the west. The southern boundary of the site is adjacent to the R139, with direct access from this road to the site. To the east lies the Northern Cross Business Park, with the closest premises being the Bewley's production facility. The northern boundary is adjacent to the Mayne River, with a separation zone between the proposed site boundary and the river. To the west, the adjoining lands consist of grassland with a paved private roadway.

The site is located c. 1 km southeast of the Belcamp 220 kV substation and the applicant states that it is to loop the proposed development into this substation. This connection does not form part of the proposed SID planning application.

The site lies within the boundary of SDRA 1 – Clongriffin / Belmayne and Environs (Figure 13-4 of the 2022 – 2028 Dublin City Development Plan refers. The proposed development is located within the western portion of 'SDRA 1 Clongriffin/Belmayne and Environs' within lands indicated as 'LAP Phase 6 Lands'. It should be noted that the LAP has expired and therefore has no status in planning decisions. The guiding principles set out in the development plan – particularly SDRA 1 Clongriffin / Belmayne – set out the requirements for development on these lands.

The 'access and permeability' requirement set out in the figure runs outside of the site to the

Figure 13-4: SDRA 1 Clongriffin/Belmayne and Environs



As set out in the report from Parks, Biodiversity and Landscape Services (attached with this submission), the site is within existing green-field location adjacent the R139 and the Mayne River corridor in Belmayne which is of ecological importance. It should be noted that the application site is not a recorded ex-situ bird feeding site. No priority habitat or species are recorded within DCC records on site, however the treeline immediately adjacent and the watercourse are considered important habitat for wildlife including bats, birds and mammals. The lands to the west of the site are under planning for large scale residential development and the riverside will form part of the recreational and biodiversity framework for this new urban area – see planning history below.

In terms of archaeological potential the report received from the Archaeology Divisions notes that the subject site is located in an archaeologically sensitive landscape. The River Mayne flows along the northern red line boundary of the site. There is high potential for prehistoric/medieval activity in the vicinity of rivers given the liminal nature of water boundaries. Monuments such as burnt mounds or fulachta fiadh and burial mounds are typically found in such environments.

The landscape to the north of the site contains numerous archaeological monuments and potential monuments such as ring-ditches, ditched enclosures and ringforts, which are all common prehistoric/early medieval monuments. It is acknowledged that many of these monuments have been heavily disturbed by intensive tilling activities over the last few centuries. The site is primarily greenfield in nature, with two gate piers at the southwest corner, which marks the historic entrance to Belcamp House just to the north of the site.

The proposed development is outside the Zone of Archaeological Constraint for the Recorded Monument (RMP) DU018-020 (Historic City), which is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994.

As advised are pre planning the eastern boundary of the site is formed by townland boundary between Balgriffin and Belcamp, which is also the parish boundary between Santry and Balgriffin. These boundaries are important landscape features and can often present as ditches and banked hedgerows. The field boundary does not appear to have changed since the publishing of the historic Ordnance Survey 1836 six-inch map. The gate pillars are part of the curtilage of Belcamp house and are marked on the Ordnance Survey 1836 six-inch map. A gate lodge to the west of the gates is also visible on the same map.

ZONING:

Land Use Zoning Objectives

The Proposed Development is located on lands zoned 'Zone Z14 Strategic Development and Regeneration Areas with the accompanying objective *"to seek the social, economic and physical development and/or regeneration of an area with mixed-use, of which residential would be the predominant use"*.

Under this zoning objective, a 'public service installation' is a permissible use. This use is defined in *Appendix 15 – Land Use Definitions* of the CDP as follows:

"A building, or part thereof, a roadway or land used for the provision of public services including those provided by statutory undertakers. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants."

RELEVANT PLANNING HISTORY RELATING TO THE SUBJECT SITE AND SURROUNDING AREA

Surrounding: Applications to the north (Fingal County Council) include the following

LRD0068/S3E: Application for 1,350 residential units

ABP316297-23: Application for 32 residential units

ABP312848-22: Application for 77 units

ABP248052: Application for 263 units

RELEVANT NATIONAL, REGIONAL AND LOCAL POLICIES

National Policy:

Ireland's National Energy and Climate Plan 2021-2030

Ireland's National Energy and Climate Plan 2021-2030⁵ (NECP) was prepared to incorporate all planned policies and measures that were identified up to the end of 2019, which collectively deliver a 30% reduction by 2030 (from 2005 levels) of non-emissions trading system (ETS) greenhouse gas emissions.

With regard for electricity infrastructure, the NECP commits to achieving the following goals by 2030:

- "Reduce CO₂ eq. emissions from the sector by 50–55% relative to 2030 Pre-NDP projections;
- Deliver an early and complete phase-out of coal- and peat-fired electricity generation;
- Increase electricity generated from renewable sources to 70%, indicatively comprised of:
 - at least 3.5 GW of offshore renewable energy
 - up to 1.5 GW of grid-scale solar energy
 - up to 8.2 GW total of increased onshore wind capacity
 - Meet 15% of electricity demand by renewable sources contracted under Corporate PPAs".

Government Policy Statement on Security of Electricity Supply

The Government Policy Statement on Security of Electricity Supply⁶ was published in 2021 and sets out a number of updates to national policy in the context of the Programme for Government commitments relevant to the electricity sector, planning authorities and developers. The policy statement notes that:

"Ensuring security of electricity supply continues to be a national priority as the electricity system decarbonises towards net zero emissions;

- There is a need for very significant investment in additional flexible conventional electricity generation, electricity grid infrastructure, interconnection and storage in order to ensure security of electricity supply;
- In advance of the development of new conventional electricity generation capacity, there is a need to retain existing conventional electricity generation capacity in order to ensure security of electricity supply".

Project Ireland 2040: National Planning Framework (NPF)

Project Ireland 2040 is the government's long-term overarching development strategy for the state. The National Development Plan 2021-2030¹⁰ (NDP), which was updated on the 22nd of July 2025¹¹ and the National Planning Framework¹² (NPF) combine to form Project Ireland 2040. The NPF sets the vision and strategy for the development of Ireland until 2040 and the NDP provides the enabling investment to implement that strategy.

The NPF includes several National Strategic Outcomes (NSOs) to guide development, with NSO 8 noting that "new energy systems and transmission grids will be necessary for a more distributed, more renewables focused energy generation system".

The NDP aims to deliver up to 80% of Ireland's electricity from a mix of onshore and offshore renewable sources by 2030. Achieving this ambitious target will necessitate a coordinated investment program in several key areas, including "an expanded and strengthened electricity transmission and distribution network."

As a part of the Powering Up Dublin project, the Proposed Development will contribute to strengthening key electricity infrastructure and enabling the city's grid to use and transmit the electricity generated from offshore wind energy to the heart of the city. *This is a critical step to help Ireland transition to a low-carbon electricity future.*

Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019 – 2031

The *Eastern and Midland Regional Assembly's Regional Spatial and Economic Strategy, 2019- 2031*¹⁴ (the RSES) outlines the spatial and economic policies and targets for the region. The RSES, prepared in accordance with the NPF, sets the context for each local authority within the Eastern and Midland Region to develop county and city development plans in a manner that will ensure that national, regional and local plans align. Regional Policy Objectives (RPOs) provide a framework for city and county development plans and align with international, EU and national policy.

Section 7.9 of the RSES relates to climate change and stresses the need to ensure that future development in the region will be transitioned to a low carbon usage. The following RPOs are of particular relevance to the Proposed Development:

RPO 10.20 - Energy Infrastructure: *"Support and facilitate the development of enhanced electricity and gas supplies, and associated networks, to serve the existing and future needs of the Region and facilitate new transmission infrastructure projects that might be brought forward in the lifetime of this Strategy. This Includes the delivery of the necessary integration of transmission network requirements to facilitate linkages of renewable energy proposals to the electricity and gas transmission grid in a sustainable and timely manner subject to appropriate environmental assessment and the planning process."*

RPO 10.22 - Energy Infrastructure: *"Support the reinforcement and strengthening of the electricity transmission and distribution network to facilitate planned growth and transmission/ distribution of a renewable energy focused generation across the major demand centres to support an island population of 8 million people."*

RPO 10.23 - Energy Infrastructure: *"Support EirGrid's Implementation Plan 2017 – 2022 and Transmission Development Plan (TDP) 2016 and any subsequent plans prepared during the lifetime of the RSES that facilitate the timely delivery of major investment projects subject to appropriate environmental assessment and the outcome of the planning process, in particular:*

- *Support reinforcement of the Greater Dublin Area between Dunstown and Woodland 400 kV substations to increase the capacity of the often congested and highly loaded Dublin transmission network to enable the transmission system to safely accommodate more diverse power flows and also facilitate future load growth in the area*

- *Support the installation of additional transformer capacity and increased circuit capacity to meet Dublin demand growth to strengthen the network for all electricity users and improve the security and quality of supply...*

RPO 10.24 - Energy Infrastructure: *“Support the sustainable development of Ireland’s offshore renewable energy resources in accordance with the Department of Communications, Energy and Natural Resources ‘Offshore Renewable Energy Development Plan’ and any successor thereof including any associated domestic and international grid connection enhancements.”*

Having regard for the above, it is highlighted that the Proposed Development forms part of the wider Powering Up Dublin Project, which is fully in accordance with, and supported by, the RSES’s climate change and energy infrastructure RPOs. The Proposed Development will significantly improve electricity infrastructure and security of supply in Dublin, thereby supporting demand growth and facilitating greater amounts of renewable energy onto the network.

And also the following

National Development Plan, 2021-2030

Climate Action Plans 2024 and 2025

Climate Action and Low Carbon Development Act 2015, as amended by the Climate Action and Low Carbon Development Act (Amendment), 2021

**Long Term Strategy on Greenhouse Gas Emissions Reductions 2024
National Adaptation Framework**

Electricity and Gas Networks Climate Change Adaption Plan 2019

Energy Security in Ireland to 2030 – Energy Security Package (November 2023)

National Energy Security Framework (April 2022).

Policy Statement on Security of Electricity Supply (November 2021).

Ireland’s Grid Development Strategy 2017: Your Grid, Your Tomorrow.

Ireland’s Transition to a low carbon Energy Future 2015-2030.

National Mitigation Plan, 2017.

National Energy and Climate Action Plan (2021 – 2023_

National Adaption Framework, 2018.

National Biodiversity Action Plan 2023-2030

Dublin Metropolitan Area Strategic Plan (the MASP) (prepared as part of the RSES)

The legislation and policy documents essentially promote, and set targets for, transition to a low carbon and climate resilient society and support the development of associated infrastructure, including the development of the electricity transmission system, to support this transition (e.g., to accommodate more diverse flows), subject to environmental safeguards.

Regional Policy:

Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019-2031

The *Eastern and Midland Regional Assembly's Regional Spatial and Economic Strategy, 2019- 2031*¹⁴ (the RSES) outlines the spatial and economic policies and targets for the region. The RSES, prepared in accordance with the NPF, sets the context for each local authority within the Eastern and Midland Region to develop county and city development plans in a manner that will ensure that national, regional and local plans align. Regional Policy Objectives (RPOs) provide a framework for city and county development plans and align with international, EU and national policy.

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- Support reinforcement of the Greater Dublin Area between Dunstown and Woodland 400 kV substations to increase the capacity of the often congested and highly loaded Dublin transmission network to enable the transmission system to safely accommodate more diverse power flows and also facilitate future load growth in the area*
- Support the installation of additional transformer capacity and increased circuit capacity to meet Dublin demand growth to strengthen the network for all electricity users and improve the security and quality of supply..."*

RPO 10.24 - Energy Infrastructure: *"Support the sustainable development of Ireland's offshore renewable energy resources in accordance with the Department of Communications, Energy and Natural Resources 'Offshore Renewable Energy Development Plan' and any successor thereof including any associated domestic and international grid connection enhancements."*

Local Policy

Dublin City Development Plan 2022-2028

The *Dublin City Development Plan 2022-2028*¹⁵ (the CDP) serves as the key planning policy document for the Dublin City Council (DCC) administrative area and includes policy objectives and development standards for all development types. The aim of the CDP is to improve the quality of life for its citizens and ensure that Dublin City is an attractive place to live, work and visit. The following sections considers relevant policies and guidelines from the CDP as relevant to the Proposed Development.

6.1.5.1.1 Energy Infrastructure and Climate Action

Chapter 9 of the CDP relates to 'Sustainable Environmental Infrastructure and Flood Risk' and notes the following as a strategic issue: *"facilitating the provision of critical energy utilities and the transition to alternative, renewable, decarbonised and decentralised energy sources"*. Relevant objectives regarding energy infrastructure are noted below:

SI49 - Support for Energy Utilities: *"To support the development of enhanced electricity gas supplies, and associated transmission and distribution networks, to serve the existing and future needs of the City, and to facilitate new transmission infrastructure projects and technologies including those to facilitate linkages of renewable energy proposals to the electricity and gas transmission grid that might be brought forward in the lifetime of this Plan. In this respect, the City Council will have regard to the 'Guiding Principles' for facilitating the provision of energy networks set out by the Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (2019-2031)."*

SI51 - Renewable Energy Use and Generation: *"To promote renewable energy generation, use and storage at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050."*

BHA26.4 Archaeological Heritage

Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.

BHA6 Buildings on Historic Maps

That there will be a presumption against the demolition or substantial loss of any building or other structure which appears on historic maps up to and including the Ordnance Survey of Dublin City, 1847. A conservation report shall be submitted with the application and there will be a presumption against the demolition or substantial loss of the building or structure, unless demonstrated in the submitted conservation report that it has little or no special interest or merit having regard to the provisions of the Architectural Heritage Protection Guidelines for Planning Authorities (2011).

Section 15.15.1.11 of the Dublin City Council Development Plan 2022-28:

Buildings on the first edition OS that are not protected structures shall be recorded as part of the archaeological assessment that accompanies the planning application. Appropriate specifications for the recording of historic buildings will be determined in consultation with the City Archaeologist. Records of historic buildings will inform decisions relating to the approval or implementation of a scheme of development as part of the planning process or to document buildings, or parts of buildings, which will be lost because of demolition or alteration.

Land Use Zoning Objectives

The Proposed Development is located on lands zoned 'Zone Z14 Strategic Development and Regeneration Areas with the accompanying objective *"to seek the social, economic and physical development and/or regeneration of an area with mixed-use, of which residential would be the predominant use"*.

Under this zoning objective, a 'public service installation' is a permissible use. This use is defined in *Appendix 15 – Land Use Definitions* of the CDP as follows:

"A building, or part thereof, a roadway or land used for the provision of public services including those provided by statutory undertakers. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants."

Strategic Development Regeneration Area

Chapter 13 of the CDP identifies 17 no. Strategic Development Regeneration Areas (SDRAs) and sets out the overarching framework and guiding principles for the future development of each these areas. The CDP notes that these SDRAs are capable of delivering significant quantities of homes and employment for the city and key supporting infrastructure.

It should be noted that Belmayne and Belcamp Masterplan was prepared in 2020 as a non-statutory masterplan for the relevant lands. The DCC Development Plan 2022-2028 SDRA incorporates the masterplan giving it a statutory footing. The site falls outside the boundary of the 2020 masterplan – see figures below extracted from the masterplan.



Figure 5 Extract from 2020 Masterplan; Figure A1.2 – Context Plan



13.2.1 Overarching Principles and Vision

In addition to the site specific guiding principles, all proposals within SDRAs will be governed by a series of overarching principles set out below. It should also be noted that all development proposals must have regard to the development management standards – both qualitative and quantitative, set out in Chapter 15.

Objective SDRAO1

It is an objective of Dublin City Council to support the ongoing redevelopment and regeneration of the SDRA's in accordance with the guiding principles and associated map; the qualitative and quantitative development management standards set out in Chapter 15; and in line with the following overarching principles:

Architectural Design and Urban Design: All development within the SDRAs must be of the highest architectural quality and adhere to the key architectural and urban design principles set out in Chapter 15 in order to create long term, viable and sustainable communities aligned with the principles of the 15- minute city.

Access and Permeability: Development proposals should ensure adequate permeability and connectivity to surrounding neighbourhoods and public transport infrastructure through the provision of high quality, accessible public realm and high-quality walking and cycling infrastructure. Access and layout should accord with the principles of DMURS.

Urban Greening and Biodiversity: Development proposals within the SDRAs must ensure the integration of greening and biodiversity measures including high quality public open space as well as micro greening measures including green walls, green roofs, parklets etc. In general, unless otherwise specified under a separate LAP/SDZ Planning Scheme/other statutory plan policy/objective or site-specific guiding principle, a minimum of 10% public open space should be provided as part of all development proposals in SDRAs. A financial contribution in lieu of same will only be considered in exceptional circumstances.

Surface Water Management: All development proposals should provide for sustainable surface water management including climate change provisions and the installation of sustainable drainage systems (SuDS) in order to reduce surface water runoff and potential flooding. This should be considered in conjunction with open space design and green infrastructure, biodiversity initiatives and nature based solutions. See Appendix 11, 12 and 13 for further detail.

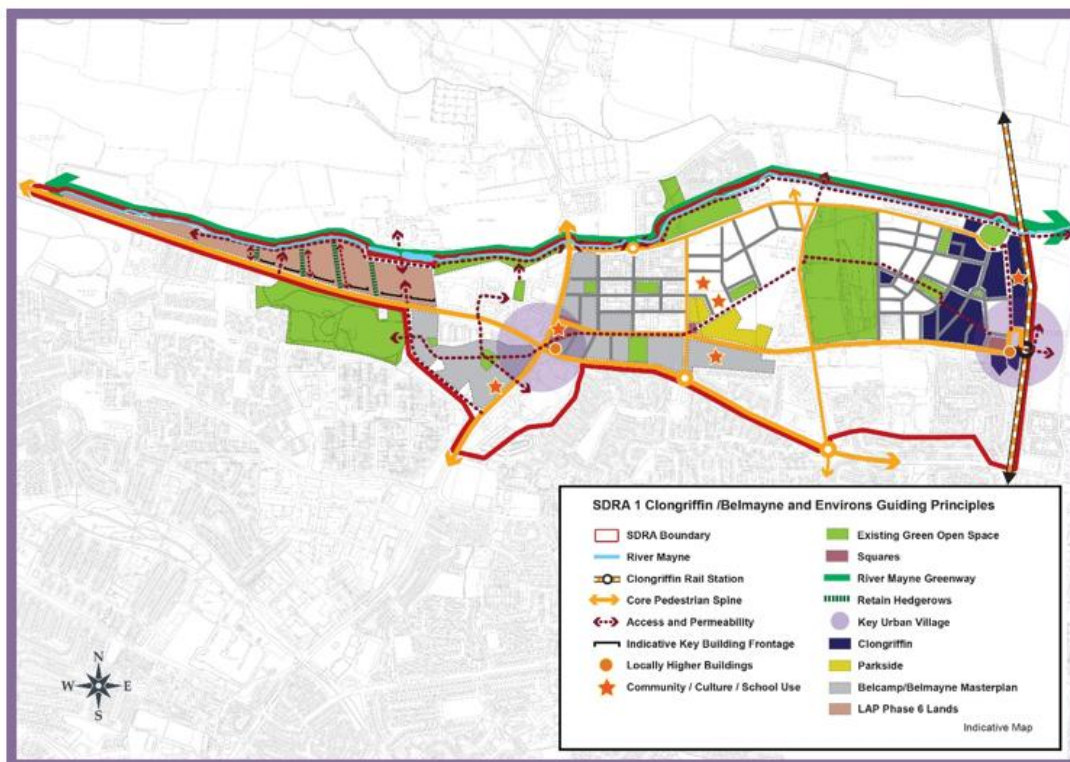
Flood Risk: All development proposals within the SDRAs will have regard to restrictions / measures to mitigate identified flood risk outlined in the Strategic Flood Risk Assessment (SFRA) and in particular, Appendices A, B and C including climate change provisions in the SFRA.

River Restoration: Opportunities for enhanced river corridors are applicable to the following Strategic Development and Regeneration Areas (SDRAs) in order to harness significant opportunities for river restoration where feasible: **SDRA 1 Clongriffin/Belmayne and Environs**; SDRA 3 Finglas Village Environs and Jamestown Lands; SDRA 4 Park West/Cherry Orchard; SDRA 5 Naas Road; SDRA 6 Docklands; SDRA 7 Heuston and Environs; SDRA 9 Emmet Road; SDRA 10 North East Inner City and SDRA 16 Oscar Traynor Road. See Chapter 9, Policy SI12 for further detail.

Climate Change: Proposed developments within the SDRAs shall be required to apply innovative approaches to energy efficiency, energy conservation and the use of renewable energy in order to contribute to achieving zero carbon developments.

The Proposed Development is located within the western portion of 'SDRA 1 Clongriffin/Belmayne and Environs' within lands indicated as 'LAP Phase 6 Lands'. However, it should be noted that the LAP has expired and no longer retains any status.

Figure 13-4: SDRA 1 Clongriffin/Belmayne and Environs



For each SDRA, a series of additional, area-specific guiding principles are set out and indicated on an accompanying plan. Of particular relevance to the Proposed Development are the following objectives that relate specifically to SDRA 1:

Urban Structure

- To ensure that the future development on the Phase 6 LAP lands to the east, north of the R139, are considered in the context of the wider development of the Belcamp lands in Fingal County Council. Development shall provide connectivity, including pedestrian and cycle links. Development proposals will be required to facilitate the provision of the River Mayne Greenway, providing links to the east, and associated riparian strip / linear park. Existing hedgerows on the subject lands shall be retained and incorporated into the design and layout of future developments and be situated within the public realm.
- Provision of the River Mayne Greenway and Linear Park in order to link the SDRA lands to the existing/proposed coastal greenway, part of the strategic East Coast Trail, proving a key amenity corridor, facilitating walking and cycling, while protecting and enhancing the biodiversity value of this corridor.

Design

- Architectural treatment shall be of the highest quality and allow for a range of building types and designs, creating a visually coherent urban form.

Green Infrastructure

- The Belmayne-Belcamp Green link and River Mayne Greenway / linear park will provide key strategic green links connecting the SDRA to surrounding areas, enhancing the biodiversity value of existing green infrastructure, while integrating SUDS features.
- Existing hedgerows on the Phase 6 LAP lands form important biodiversity corridors and shall be retained and incorporated into the public realm of any future development proposals.
- Tree planting, landscaping and SuDS features will be integrated into the urban structure and movement framework for the SDRA lands. Key green links shall provide additional landscaping in order to accentuate their strategic importance as amenity, sustainable movement and biodiversity corridors.

Chapter 15 of the CDP: Architectural and Urban Design Parameters

sets out development standards and criteria to be considered in the development management process so that development proposals can be assessed both in terms of how they contribute to the achievement of the core strategy and related policies and objectives. Section 15.4.2 of the CDP has regard for architectural and urban design and notes that:

“Imaginative, innovative and contemporary architecture is encouraged in all development proposals, provided that it respects Dublin’s heritage and local distinctiveness and enriches the city environment. Through its design, use of materials and finishes, development will make a positive contribution to the townscape and urban realm, and to its environmental performance.

Through the use of high quality materials and finishes and the appropriate building form, the architectural quality of development should positively contribute to the urban design and streetscape, enhancing the overall quality of the urban environment. In particular, development should respond creatively to and respect and enhance its context”.

The CDP notes that underutilised lands and brownfield sites should be developed with consideration for the following inter alia:

- *“To encourage innovative, high quality urban design and architectural detail in all new development proposals.*
- *To analyse and review the surrounding built environment to ensure the new development is consistent with the character of the area.*
- *To contribute to the streetscape creating active and vibrant public realm.*
- *To provide for appropriate materials and finishes in the context of the surrounding buildings.*
- *To carefully integrate appropriate landscape planting and trees and retain and ecological features on the site”.*

Section 15.5.7 of the CDP relates to materials and finishes and notes that developments the following are required of all new developments:

- *“To ensure materials and finishes complement the existing pallet of materials in the surrounding area.*
- *Promote durability to ensure a good visual appearance over time.*

The design and layout of buildings, together with the robustness of materials used in their construction, should be such as to discourage graffiti, vandalism and other forms of anti-social activity.

- *To support the use of structural materials that have low to zero embodied energy and CO2 emissions as well as the use of sustainably sourced building materials and the reuse of demolition and excavated materials.”*

Section 15.6.13 of the CDP relates to boundary treatment and notes that:

- *“Walls, fences, metal railings and gates used to define spaces and their usage all impact on the visual character and the quality of a development. These should be selected so as to be an integrated part of overall design”.*

Dublin City Council Climate Action Plan 2024-2029 Climate Neutral Dublin 2030 sets out the actions that Dublin City Council is taking to prepare our city and the people living here for the known impacts of climate change, including flooding, sea level rise, extreme weather events and drought. This Plan includes a number of actions to building a resilient city including R3 – Climate Resilient Critical Infrastructure, which seeks to ensure that utilities etc are maintained and upgraded, in partnership with various bodies including ESB and EirGrid.

DEPARTMENTAL REPORTS:

Parks, Biodiversity and Landscape Services: Report dated 17.06.2026. Conditions recommended.

Transport Planning Division: Report dated 25.06.2026. Conditions recommended.

Archaeology: Report received dated 16.06.2026. Conditions recommended

Drainage: Report received (undated) recommending conditions

Conservation: Email dated 14th May 2026, stating “There will be no need for conservation to prepare a report for this application”.

Air Quality Monitoring & Noise Control Unit. Report received dated 18.06.2026 recommending conditions

Planning Property & Economic Development Department: Report dated 19th June re Section 48 Development Contribution (detailed calculations attached in Appendix)

EUROPEAN DESIGNATIONS, NATIONAL HERITAGE AREAS, WHICH MAY BE AFFECTED BY THE PROPOSED DEVELOPMENT (WHETHER IN OR PROXIMATE TO SAME) AND ASSESSEMENT OF LANDSCAPE STATUS AND VISUAL IMPACT, AS APPROPRIATE

Parks, Biodiversity and Landscape Services Division have provided comments on the proposal concluding with no objections to the proposal and recommend conditions.

No priority habitat or species are recorded within DCC records on site, however the treeline immediately adjacent and the watercourse are considered important habitat for wildlife including bats, birds and mammals.

The division notes that an appropriate assessment screening is included which, in summary, concludes that the proposals are not likely to significantly affect any European sites and further notes that the site area is not a recorded ex-situ bird feeding site.

The screening report states that a site compound will be established in site to the north and there is concern on proximity to the River Mayne. It is advised that all site compound areas are only permitted to the south of the subject site and no works activity takes place within 20m of the river. If this is not possible an NIS is advised to be submitted due to the potential of hydrological connectivity.

It is considered that the layout plan generally conserves existing hedgerow belts along the R139 road corridor and along the eastern boundary with Bewleys House. There will be some localised impacts for services and boundary construction, however overall there is a significant increase in tree and hedgerow planting within the scheme, which is welcomed. A tree protection plan and Tree/Hedgerow Bond is advised to be conditioned by ACP in any planning permission.

The development is suitably setback from the river corridor thus allowing for full conservation of riverside vegetation and a future public pedestrian/cycleway route. The proposed stone-faced boundary wall along the northern boundary is expected to be of good visual quality. It is anticipated that the 110kvGIS building will be visually prominent and an appropriate façade colour selection should be undertaken. The applicants are advised to refer to Environmental Colour Assessment, LI Technical Information Note 04/2018.

It is considered that the proposed landscape scheme is well-developed and introduces native planting along the northern and western boundaries as well as a pollinator orientated meadow for the lands around the central substation compound. This, in time, will improve the overall visual screening and enhance the biodiversity of the project. The landscape scheme should be completed within 6 months of the substation completion and a condition in this regard is recommended.

In terms of biodiversity no priority habitat or species are recorded within DCC records on site, however the treeline immediately adjacent and the watercourse are considered important habitat for wildlife including bats, birds and mammals.

It is recommended that all site lighting, for both construction and subsequent operational phase, is minimal, timed and directional, to preserve dark skies and in compliance with Bat Conservation Ireland guidelines.

A biodiversity enhancement and management plan is also submitted, which is integrated with the landscape scheme and is expected to strongly improve the biodiversity value of this site. An Alien Invasive Species report will be required due to invasives noted in area inclusive of biosecurity measures.

ENVIRONMENTAL CARRYING CAPACITY OF THE SUBJECT SITE AND SURROUNDING AREA, AND THE LIKELY SIGNIFICANT IMPACT ARISING FROM THE PROPOSED DEVELOPMENT, IF CARRIED OUT

A report has been received from the Air Quality Monitoring & Noise Control Unit recommending that if permission is granted, that the following conditions are attached:

Construction Phase

1. The Construction Management Plan shall be submitted for approval prior to the commencement of any site works and shall include reference to the requirements of the DCC Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition and the best practice measures in 7.1 of the Alive Environmental Ltd acoustic report submitted with the application.

2. Site development and works shall be carried out between the hours of 0700 to 1800 Mondays to Fridays inclusive, and between 0800 to 1400 hours on Saturdays only. Permission to work outside of these hours shall be subject to the approval of Dublin City Council.
3. All site works shall follow best practice in relation to air emissions. Appropriate mitigation measures and dust suppression shall be employed to prevent nuisance to those occupying neighbouring properties.

Operational Phase

4. Noise emissions from the site shall not exceed the LA90 by 3dB(A) when measured as an LAeq (5min at night, 15 min in day). There shall be no tonal emissions for the site.

Appropriate Assessment

The Planning Authority notes that a Natura Impact Statement (NIS) has been submitted as part of the application. While it is noted that the assessment of same is a matter for An Coimisiún Pleanála to consider, as the competent authority for this application the following comments are provided by the planning authority, as contained in the report from Parks, Landscape and Biodiversity Services:

An appropriate assessment screening is included which, in summary, concludes that the proposals are not likely to significantly affect any European sites. Park Services note that the site area is not a recorded ex-situ bird feeding site. The screening report states that a site compound will be established in site to the north and there is concern on proximity to the River Mayne. It is advised that all site compound areas are only permitted to the south of the subject site and no works activity takes place within 20m of the river. If this is not possible an NIS is advised to be submitted due to the potential of hydrological connectivity.

Environmental Impact Assessment

The Planning Authority notes that an Environmental Impact Assessment Report has been submitted as part of the application. This is a matter for An Bord Pleanála to assess, as the competent authority for this application.

PROTECTED STRUCTURES, ARCHITECTURAL CONSERVATION AREAS AND ARCHAEOLOGY

Conservation:

The site is not located within an Architectural Conservation Area (ACA); a residential conservation area (Z2 zoning); nor does it contain any protected structures.

The Conservation Division, by email 14th May 2026 to this Case Officer, state “There will be no need for conservation to prepare a report for this application”.

Archaeology

The comments received from Archaeology highlight the location of the subject site in “an archaeologically sensitive landscape. The River Mayne flows along the northern red line boundary of the site. There is high potential for prehistoric/medieval activity in the vicinity of rivers given the liminal nature of water boundaries. Monuments such as burnt mounds or fulachta fiadh and burial mounds are typically found in such environments. The landscape to the north of the site contains numerous archaeological monuments and potential monuments

such as ring-ditches, ditched enclosures and ringforts, which are all common prehistoric/early medieval monuments. It is acknowledged that many of these monuments have been heavily disturbed by intensive tilling activities over the last few centuries. The site is primarily greenfield in nature, with two gate piers at the southwest corner, which marks the historic entrance to Belcamp House just to the north of the site”.

The Archaeology Section acknowledges the previous survey and testing of the subject site; however, it notes that the testing was limited in scope within the red line boundary of the site and further, geophysical surveys can be unreliable, especially in areas of disturbed soil. Notwithstanding the recommendation for archaeological monitoring contained in the submitted archaeological report, the section recommends that a more extensive testing programme would be beneficial, given the size and location of the subject site.

The Archaeology Section recommends conditions be attached accordingly in the event of a grant of permission.

AVAILABILITY AND CAPACITY OF PUBLIC SURFACE WATER DRAINAGE FACILITIES AND HISTORY OF FLOODING RELEVANT TO THE SITE

A report has been received from the Drainage Division. Conditions recommended and report attached in Appendix.

CARRYING CAPACITY AND SAFETY OF ROAD NETWORK SERVING THE DEVELOPMENT

A report has been received from the Transport Planning Division dated 25.06.2026 noting, inter alia, that the proposed development is connected to M50 and M1 motorways via the regional road R139 to the west. The southern boundary of the site is adjacent to the R139, with direct access from this road to the site. To the east lies the Northern Cross Business Park, with the closest premises being the Bewley's production facility. The northern boundary is adjacent to the Mayne River, with a separation zone between the proposed site boundary and the river. To the west, the adjoining lands consist of grassland with a paved private roadway.

In terms of site access and layout, the proposed development seeks to provide access to the site via modifications to the entrance and the creation of an access road. On site the entrance is via a setback splay from the existing footpath and grass verge. The proposed road entrance and sightlines drawing (PE492-D327-006-003-000) provides for an entrance with a 6.0m radii corner at each side with proposed tactile paving with dropped kerbs. The setback from the road edge to the entrance gate is denoted at 13.9m with the proposed vehicular entrance width at 5.0m. This entrance is to comprise a 2.6m high palisade gate. The proposal will require site clearance elements comprising the removal of footpath and verge removal to allow for the entrance bell mouth. To the west of the entrance is a signalised pedestrian crossing. Section 3.5.1 of the submitted Planning and Environmental Report notes that the facilities will be unmanned at the operational phase of the development. Potential trips will relate to occasional maintenance vehicles travelling to the substation at an average rate of 2 – 4 vehicles arriving on site per month. It is considered that the proposed development at operational phase will give rise to low levels of traffic generated from the site.

Page 19 of the Urban Design Strategy within LRD0068/S3E (located within the jurisdiction of Fingal County Council to the north) indicates a new Link Road, cycle track and pedestrian footpath within the jurisdiction of Dublin City Council along the western boundary of this SID

application. Page 54 and page 55 of the submitted Planning and Environmental Report is noted however it is considered reasonable to attach a condition to agree details of integration between landowner proposals and application site.

While proposals from the adjoining land owner as part of a planning application within the DCC lands have not been forthcoming at the time of this assessment, it is recommended that a suitable condition is attached to ensure integration and the delivery of high quality multi-modal transport link road as part of the wider residential lands within the jurisdiction of Fingal County Council and Dublin City Council.

Having regard to the existing entrance serving the site, operational traffic movements and proposed modifications to the footpath and verge elements, it is recommended that the proposed entrance and modifications to the public road be agreed with Dublin City Council (Transportation and Public Realm Department) prior to commencement of development.

Car & Bicycle Parking

The site is located within Zone 3 of the Dublin City Development Plan 2022-2028 Map J. This use does not align typically with the land use categories as set out in Table 2.0 of Appendix 5 which refers to car parking standards but may be considered similar to a manufacturing/warehousing use which allows for a maximum of 1 long-term space per 200 sq.m and no short-term spaces. The subject site is 2.27 ha in area.

The applicant has noted that during the operational phase of the development traffic is to be limited to occasional visits with an average of two to four vehicles per month. This represents a minor change from existing traffic levels. The applicant notes that vehicles access the site will be accommodated within designated parking areas inside the substation premises, with no parking permitted on the R139. There appears to be no designated car parking bays within the site layout plans submitted. It is recommended that car parking be limited to 4 no. bays which are clearly demarcated on site layout drawings in the interest of clarity.

Construction Management Plan

An Outline Construction Management Plan has been submitted, given the location and size of the site it is considered that an updated CMP should be conditioned for the duration of construction works. The provision of onsite cycle parking in order to facilitate travel by sustainable modes should be considered. The scheduling of traffic should be reviewed as part of a final CMP to ensure that traffic during peak hours are limited and impact on adjacent properties is limited.

RECOMMENDATIONS OF ALL RELEVANT DEPARTMENTS

FULL REPORTS ATTACHED

THE PLANNING AUTHORITY'S OVERALL CONSIDERED VIEW ON THE PROPOSAL

It is considered that, subject to compliance with the conditions set out below, the proposed development is in accordance with European, national, and regional energy policies and with the provisions of the Dublin City Development Plan 2022-2028, would not seriously injure the visual or residential or general amenities of the area or otherwise of property in the vicinity or have an of unacceptable impact on the character of the landscape or on cultural or

archaeological heritage, would not have a significant adverse impact on ecology, would be acceptable in terms of traffic impacts and safety and would make a positive contribution to improving security of energy supply requirements in Dublin City. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

PLANNING AUTHORITY VIEW IN RELATION TO THE DECISION TO BE MADE BY THE COMMISSION PLANNING AUTHORITY VIEW ON CONDITIONS, INCLUDING COMMUNITY GAIN CONDITIONS, WHICH MAY BE APPROPRIATE

It is the Planning Authority's View and An Coimisiún Pleanála **Grant Permission** subject to the following conditions

RECOMMENDED CONDITIONS

The Planning Authority recommends that certain conditions be attached should An Coimisiún Pleanála be minded to grant permission for this development

1. The following Parks, Landscape and Biodiversity Services requirements of the planning authority shall be complied with:

(i) Prior to the commencement of development a Landscape Architect shall be appointed by the applicant to oversee the implementation of the landscape scheme. The landscape scheme shall be completed within 6 months of the completion of the internal substation compound. Any vegetation which dies or is removed within 3 years of planting shall be replaced in the first planting season thereafter. A landscape completion report will be required to be submitted on completion of the scheme. The landscape scheme shall have regard to the Guidelines for Open Space Development and Taking in Charge and Landscape Completion Report Guide, copies of which are available from the Parks and Landscape Services Division.

(ii) All trees and hedgerows shown to be retained on the site and adjacent to the site, shall be adequately protected during the period of construction as per BS 5837, such measures to include a protection fence beyond the branch spread, with no construction work or storage carried out within the protective barrier. A tree and hedgerow protection plan shall be submitted to the planning authority prior to commencement of the development for written agreement. The tree protection measures shall have regard to the Guidelines for Open Space Development and Taking in Charge, copies of which are available from the Parks and Landscape Services Division.

(iii) All proposals for biodiversity enhancement within the submitted Biodiversity Enhancement and Management Plan shall be fully implemented except where otherwise required by conditions attached to this permission or unless otherwise agreed with the planning authority

(iv) There shall be provision made for bat boxes and bird nest boxes within the landscape scheme, details to be agreed in writing prior to the commencement of development

(v) All vegetation removal shall take place outside of the bird nesting season (March 1st to August 31st inclusive) unless otherwise agreed with the planning authority

(vi) The CEMP shall include all biodiversity mitigation and biosecurity measures

(vii) All construction and operational lighting shall not impact on the River Mayne corridor and shall be in accordance with Bat Conservation Ireland's guidelines. The lighting scheme,

following review by the project ecologist, shall be submitted to the planning authority for written agreement prior to the commencement of construction.

(viii) The river corridor lands will be protected from impacts as a result of the development works, except for permitted landscape works in accordance with the agreed landscape scheme. Prior to construction a temporary protection fence with appropriate signage will be erected along the public open space boundary and storage of materials, vehicular access, disposal or dumping of materials/waste/spoil, liquid run-off, soil excavation and vegetation clearance will be prohibited within the protected area. Prior to development the details and alignment of the protection fence will be submitted to the Planning Authority for written agreement.

(ix) Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company or such other security as may be accepted by the planning authority to secure the protection of existing trees and hedgerows to be retained on or adjacent the site and to make good any damage caused by construction, coupled with an agreement empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any trees adjacent or on the site or the replacement of any such trees which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development with others of similar size and species, or to apply to new tree planting in the local area. The amount of the security shall be determined by the Helliwell or Cavat method by the applicants/developer's arboriculturist. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of an agreement, shall be referred to An Comisiuin Pleanála for determination.

Reason: In the interests of protection of biodiversity in amenity, ecology and sustainable development and to secure the retention of existing trees and hedgerows on the site

2. The following transportation planning requirements of the planning authority shall be complied with:

(i) Prior to commencement of the proposed landscaping and boundary works along the western boundary, the applicant shall submit to the Planning Authority for written agreement details of the integration between the application site and adjoining landowner as part of the wider development lands.

(ii) Prior to the commencement of the development, all changes to the existing or proposed sections of public road shall be submitted to and agreed in writing with the planning authority. The applicant shall contact the Transportation & Public Realm Department of Dublin City Council to ascertain their requirements regarding all changes to the public road. The applicant shall conduct appropriate Road Safety Audits (in accordance with TII Standard GE-STY-01024) for the construction and operational stages of the development. The Road Safety Audits at each stage shall be completed by an independent approved and certified auditor for the development. Any audit recommendations shall be implemented, and designs shall be updated to include any recommendations. Materials in public areas shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council. All works shall be completed prior the start of operation of the proposed development and shall be carried out at the expense of the applicant.

(iii) Prior to commencement of development, and on appointment of a contractor, an updated Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including traffic management, hours of working, noise and dust management measures and off-site disposal of demolition

waste. The Construction Traffic Management Plan shall seek to minimise impact on the public road and potential conflict with pedestrians, cyclists and public transport.

(iv) Car parking spaces shall be clearly demarcated on a site layout plan and there shall be a maximum of 4 no. spaces.

(v) All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

Reason: In the interest of orderly development, pedestrian and traffic safety and the delivery of SDRA No.1 of the Dublin City Development Plan 2022 – 2028.

3. The following archaeological requirements of the planning authority shall be complied with:

(i) The applicant shall retain a licensed archaeologist to carry out the following archaeological requirements:

(a) The site should be subject to a targeted archaeological assessment by way of test excavation, as outlined in Section 3.6 of the Framework and Principles for the Protection of the Archaeological Heritage (DAHGI, 1999). A survey/drawing of the extant gate piers proposed for reuse to be included in the archaeological assessment.

(b) The archaeologist should forward their Method Statement for review in advance of commencement to the Archaeology Section.

(c) A report on the results of the test excavation and an impact statement should be submitted to inform the archaeological site strategy which may include preservation in situ by way of avoidance or redesign, and/or archaeological excavation.

(d) The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service), shall determine the further archaeological resolution of the site to be agreed in writing. The developer shall comply in full, with any further archaeological requirement, including archaeological monitoring, excavation and/or the preservation in situ of archaeological remains, which may negate the facilitation of all, or part of any basement.

(e) Should archaeological excavation occur the following shall be submitted to the Planning Authority:

i. An updated method statement for excavation in advance to the Planning Authority for written agreement.

ii. A bi-weekly report on the archaeological excavation during the excavation and post excavation period.

ii. A preliminary report on the archaeological excavation not later than four weeks after the completion of the excavation.

iv. A final report on the archaeological excavations not later than twelve months after the completion of the excavation.

Reason: In the interest of preserving or preserving by record archaeological material likely to be damaged or destroyed during development.

4. The following air quality and noise control requirements of the planning authority shall be complied with:

(i) A The Construction Management Plan shall be submitted for agreement prior to the commencement of any site works and shall include reference to the requirements of the DCC Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition and the best practice measures in 7.1 of the Alive Environmental Ltd acoustic report submitted with the application.

(ii) Site development and works shall be carried out between the hours of 0700 to 1800 Mondays to Fridays inclusive, and between 0800 to 1400 hours on Saturdays only. Permission to work outside of these hours shall be subject to written agreement of the planning authority

(iii) All site works shall follow best practice in relation to air emissions. Appropriate mitigation measures and dust suppression shall be employed to prevent nuisance to those occupying neighbouring properties

(iv) During the operation phase noise emissions from the site shall not exceed the LA90 by 3dB(A) when measured as an LAeq (5min at night, 15 min in day) unless otherwise agreed in writing with the planning authority. There shall be no tonal emissions for the site.

Reason: In the interests of environmental health and amenity

5. The following drainage requirements of the planning authority shall be complied with:

(i) The relevant provisions of the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. shall be complied with

(ii) The development shall be drained on a completely separate foul and surface water system with surface water discharging to the public surface water sewer network.

(iii) A connection from this development to the public surface water network will only be granted when the developer has obtained the written agreement of Dublin City Council. All expense associated with carrying out the connection work is the responsibility of the developer. Any unauthorised connections shall be removed at the developer's expense. Permission of DCC Roads Maintenance Services must also be obtained for any work in the public roadway.

(iv) All surface water discharge from this development must be attenuated greenfield runoff rate, in accordance with the requirements of the DCC's Sustainable Drainage Design and Evaluation Guide 2021

(v) The development shall incorporate Sustainable Drainage Systems (SuDS) in the management of surface water. Full details of the surface water management proposals shall be submitted for agreement prior to commencement of the development

(vi) The outfall surface water manhole and the outfall pipe from this development must be constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The outfall manhole shall be located within the final site boundary

(vii) All private drainage infrastructure such as, downpipes, gullies, manholes, armstrong junctions, etc. shall be located within the final site boundary.

Reason: To ensure the protection of public drainage infrastructure, and the satisfactory management of surface water runoff and flood risk as a result of the development.

6.. Prior to commencement of development, final details of the materials, colours and textures of all the external finishes to the proposed substation buildings and all boundary treatments, shall be submitted to, and agreed in writing with, the planning authority. A panel of the proposed finishes shall be placed on site to enable the planning authority to adjudicate on the proposals. Any proposed render finish shall be self-finish in a suitable colour and shall not require painting. Construction materials and detailing shall adhere to the principles of sustainability and energy efficiency, and high maintenance detailing shall be avoided.

Reason: In the interest of visual amenity and to ensure an appropriate high standard of development

7. C823 Section 48 Development Contribution

A development contribution in the sum of €165,1236.78 shall be paid to the Planning Authority as a contribution towards expenditure that was and/ or is proposed to be incurred by the Planning Authority in respect of public infrastructure and facilities benefitting development in the administrative area of the Authority in accordance with Dublin City Council's Section 48 Development Contribution Scheme. The contribution is payable on commencement of development. If prior to commencement of development an indexation increase is applied to the current Development Contribution Scheme or if a new Section 48 Development Contribution Scheme is made by the City Council, the amount of the contribution payable will be adjusted accordingly.

Phased payment of the contribution will be considered only with the agreement of Dublin City Council Planning Department. Applicants are advised that any phasing agreement must be finalised and signed prior to the commencement of development.

Reason: It is considered reasonable that the payment of a development contribution should be made in respect of the public infrastructure and facilities benefitting development in the administrative area of the Local Authority.



Siobhán O'Connor
Senior Executive Planner
02.07.2026



Billy Joe Padden
Senior Planner
02/07/26

Appendix Departmental Reports

Planning Property & Economic Development Department

Block 4, Floor 3, Civic Offices, Wood Quay, Dublin 8

Tel. 01-2225233

The Secretary

An Coimisiún Pleanála

64 Marlborough Street

Rotunda

Dublin 1.

19th June 2026

App no. PARTX/0031

ACP Ref: ACP-324276-26

Location: R139 Belmayne, Clonshaugh, Dublin 17

Proposal: The proposed development will consist of the construction of a 110 kV/ 38 MV electrical substation and will include the following elements:

1. construction of 1 no. substation compound (c. 5,650 sqm) securely enclosed with 2.6m high palisade fencing and gates, containing:

- i. 1no. 110 kV Gas Insulated Switchgear (GIS) building (c. 707 sqm; c. 12m in height).
- ii. 1no. 38 kV Gas Insulated Switchgear (GIS) building (c. 232sqm; c. 7 m in height).
- iii. 2no. Bunded 110kV/38kV Transformers (c. 5m in height) with associated electrical equipment.
- iv. 2 no. Bunded 38 kV/MV Transformers (c. 5m in height) with associated electrical equipment.
- v. 2no. fire walls (c.55m in height by c. 5m length) separating the 110kV/38 kV Transformers and 35kV/MV Transformers.
- vi. 3 no. bunded Arc Suppression Coils (c. 4m in height) with associated electrical equipment.
- vii. 2no. Neutral Earth Resistor (C. 2m in height) and Neutral Earth Switch (c. 3.9m in height).
- viii. Perimeter RC wall with Stone Facing on West, North and South Elevations (2.6m high).

2. Removal and reinstatement of 2 no. Gate Piers at existing entrance and provision of vehicular gate (c. 5m wide x 2.6m in height) and all associated works at the existing entrance on the R139.

3. All associated site development works including internal access roads, lighting poles (c. 575m in height), 3 no. lightning monopoles (c. 15m in height), 1 no. emergency stand-by diesel generator, telecommunications, landscaping, site services including drainage, trenching and ducting and all other ancillary works.

To Whom it may Concern,

I refer to your correspondence regarding application **ACP-324276-26 – (PARTX/0031)**.

Section 48 Development Contribution Scheme 2023-2026

Under the scheme, Dublin City Council will, when granting a planning permission under Section 34 of the Act, include conditions for requiring the payment of a contribution (the amount of which is indicated in respect of public infrastructure and facilities benefitting development in the city and that is provided, or that is intended will be provided, by or on behalf of Dublin City Council.

The Planning Department would request that if permission were granted, that the following Condition(s) be applied.

- A Condition requiring the payment of a **Section 48 Development Contribution**

C823 Section 48 Development Contribution

A development contribution in the sum of €165,1236.78 shall be paid to the Planning Authority as a contribution towards expenditure that was and/ or is proposed to be incurred by the Planning Authority in respect of public infrastructure and facilities benefitting development in the administrative area of the Authority in accordance with Dublin City Council's Section 48 Development Contribution Scheme. The contribution is payable on commencement of development. If prior to commencement of development an indexation increase is applied to the current Development Contribution Scheme or if a new Section 48 Development Contribution Scheme is made by the City Council, the amount of the contribution payable will be adjusted accordingly.

Phased payment of the contribution will be considered only with the agreement of Dublin City Council Planning Department. Applicants are advised that any phasing agreement must be finalised and signed prior to the commencement of development.

Reason: It is considered reasonable that the payment of a development contribution should be made in respect of the public infrastructure and facilities benefitting development in the administrative area of the Local Authority.

Yours sincerely,

Tony Leach

Senior Staff Officer

Planning Application: PARTX/0031 Belmayne - ESB Substation

Comments by Parks, Biodiversity & Landscape Services 17/6/26

1. Development proposals: Construction of ESB substation within an existing green-field location adjacent the R139 and the Mayne River corridor in Belmayne which is of ecological importance. The lands to the west of the site are under planning for large scale residential development and the riverside will form part of the recreational & biodiversity framework for this new urban area.



Proposed Landscape Plan

2. Arboriculture: The layout plan generally conserves existing hedgerow belts along the R139 road corridor and along the eastern boundary with Bewleys House. There will be some localised impacts for services and boundary construction, however overall there is a significant increase in tree and hedgerow planting within the scheme, which is welcomed. A tree protection plan and Tree/Hedgerow Bond is advised to be conditioned by ACP in any planning permission.

3. River Mayne : The development is suitably setback from the river corridor thus allowing for full conservation of riverside vegetation and a future public pedestrian/cycleway route. The proposed stone-faced boundary wall along the northern boundary is expected to be of good visual quality.

4. Visual impact/Building colour: It is expected that the proposed 110kvGIS building will be visually prominent and an appropriate façade colour selection should be undertaken. The applicants may refer to : Environmental Colour Assessment, LI Technical Information Note 04/2018.

5. Landscape Scheme: The proposed landscape scheme is well-developed and introduces native planting along the northern and western boundaries as well as a pollinator orientated meadow for the lands around the central substation compound. This, in time, will improve the overall visual screening and enhance the biodiversity of the project. The landscape scheme should be completed within 6 months of the substation completion.

6. Biodiversity: No priority habitat or species are recorded within DCC records on site, however the treeline immediately adjacent and the watercourse are considered important habitat for wildlife including bats, birds and mammals.

An appropriate assessment screening is included which, in summary, concludes that the proposals are not likely to significantly affect any European sites. Park Services note that the site area is not a recorded ex-situ bird feeding site. The screening report states that a site compound will be established in site to the north and there is concern on proximity to the River Mayne. It is advised

that all site compound areas are only permitted to the south of the subject site and no works activity takes place within 20m of the river. If this is not possible an NIS is advised to be submitted due to the potential of hydrological connectivity.

It is advised that all site lighting, for both construction and subsequent operational phase, is minimal, timed and directional, to preserve dark skies and in compliance with Bat Conservation Ireland guidelines.

A biodiversity enhancement and management plan is also submitted, which is integrated with the landscape scheme and is expected to strongly improve the biodiversity value of this site.

An Alien Invasive Species report will be required due to invasives noted in area inclusive of biosecurity measures.

7.Conclusions/Recommendations

Park Services have no objections to the application, subject to the inclusion of appropriate conditions as drafted below.

8.Draft Conditions

The following draft conditions are recommended to ACP

Landscape scheme

Prior to the commencement of development a Landscape Architect shall be appointed by the applicant to oversee the implementation of the landscape scheme. The landscape scheme shall be completed within 6 months of the completion of the internal substation compound. Any vegetation which dies or is removed within 3 years of planting shall be replaced in the first planting season thereafter. A landscape completion report will be required to be submitted on completion of the scheme. The landscape scheme shall have regard to the Guidelines for Open Space Development and Taking in Charge and Landscape Completion Report Guide, copies of which are available from the Parks and Landscape Services Division.

Reason: in the interests of amenity, ecology and sustainable development

Tree Protection

All trees and hedgerows shown to be retained on the site and adjacent to the site, shall be adequately protected during the period of construction as per BS 5837, such measures to include a protection fence beyond the branch spread, with no construction work or storage carried out within the protective barrier. A tree and hedgerow protection plan shall be submitted to the planning authority prior to commencement of the development.(The tree protection measures shall have regard to the Guidelines for Open Space Development and Taking in Charge, copies of which are available from the Parks and Landscape Services Division).

Reason: in the interests of amenity, ecology and sustainable development

Biodiversity Conservation & Enhancement

(a) The proposals for biodiversity enhancement within the submitted Biodiversity Enhancement and Management Plan shall be fully implemented.

- (b) The provision of bat boxes and bird nest boxes shall be made within the landscape scheme.
- (c) All vegetation removal shall take place outside of the bird nesting season (March 1st to August 31st inclusive).
- (d) The CEMP shall include all biodiversity mitigation and biosecurity measures
- (e) All construction and operational lighting shall not impact on the River Mayne corridor and shall be in accordance with Bat Conservation Ireland's guidelines. The lighting scheme, following review by the project ecologist, shall be submitted to the planning authority for approval prior to the commencement of construction.

Reason: in the interests of protection of biodiversity.

Protection of River Corridor Area

The river corridor lands will be protected from impacts as a result of the development works, except for permitted landscape works in accordance with the agreed landscape scheme. Prior to construction a temporary protection fence with appropriate signage will be erected along the public open space boundary and storage of materials, vehicular access, disposal or dumping of materials/waste/spoil, liquid run-off, soil excavation and vegetation clearance will be prohibited within the protected area. Prior to development the details and alignment of the protection fence will be submitted to the Planning Authority for written approval.

Reason: in the interests of amenity, ecology and sustainable development

Tree & Hedgerow Bond

Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit , a bond of an insurance company or such other security as may be accepted by the planning authority to secure the protection of existing trees and hedgerows to be retained on or adjacent the site and to make good any damage caused by construction, coupled with an agreement empowering the planning authority to apply such security , or part thereof, to the satisfactory protection of any trees adjacent or on the site or the replacement of any such trees which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development with others of similar size and species, or to apply to new tree planting in the local area. The amount of the security shall be determined by the Helliwell or Cavat method by the applicants/developer's arboriculturist. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of an agreement, shall be referred to An Comisiuin Pleanála for determination.

Reason: To secure the retention of existing trees and hedgerows to be retained on the site.

End.



**Comhairle Cathrach
Bhaile Átha Cliath**
Dublin City Council

Archaeology, Conservation & Heritage,
Planning, Property & Economic Development Department,
Block 3, Floor 3, Civic Offices, Wood Quay, Dublin 8.

Seandálaíocht, Caomhantas & Oidhreacht
Roinn Pleanála, Maoine & Forbartha Eacnamaíochta
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8.

Archaeology Section Report Part X Notification

To: Billy Joe Padden, Senior Planner
Ref: PARTX/0031
Location: Belmayne, Clonsaugh, Dublin 17
Proposal: Proposed development of a 110kV/38kV MV substation and associated works
in Belmayne, Clonsaugh, Dublin 17. (www.belmayne110kvsubstation.ie).
Applicant: The Electricity Supply Board (ESB)
Date: 16 June 2026

Commentary

Introduction

The Archaeology Section of Dublin City Council attended a pre-planning meeting on the 15 January 2025. Outline documents were provided before the meeting for review but no documents relating to archaeology were submitted at this stage. The applicant noted that they were engaging with archaeological services for the upcoming project. This section recommended that an archaeological assessment informed by testing would be beneficial given the size and the location of the site.

Statutory Protection:

National Monuments Act

The proposed development is outside the Zone of Archaeological Constraint for the Recorded Monument (RMP) DU018-020 (Historic City), which is subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994.

It is the policy of the Dublin City Development Plan 2022-28 (Section 11.5.5) that

BHA26.4 Archaeological Heritage

Development proposals within the Record of Monuments and Places (RMP) as established under Section 12 of the National Monuments (Amendment) Act 1994, notification of sites over 0.5 hectares size with potential underwater impacts and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.

It is also the policy of the Dublin City Development Plan 2022-28. (Section 11.5.1; BHA6):

BHA6 Buildings on Historic Maps

That there will be a presumption against the demolition or substantial loss of any building or other structure which appears on historic maps up to and including the Ordnance Survey of Dublin City, 1847. A conservation report shall be submitted with the application and there will be a presumption against the demolition or substantial loss of the building or structure, unless demonstrated in the submitted conservation report this it has little or no special interest or merit having regard to the provisions of the Architectural Heritage Protection Guidelines for Planning Authorities (2011).

Section 15.15.1.11 of the Dublin City Council Development Plan 2022-28:

Buildings on the first edition OS that are not protected structures shall be recorded as part of the archaeological assessment that accompanies the planning application. Appropriate specifications for the recording of historic buildings will be determined in consultation with the City Archaeologist. Records of historic buildings will inform decisions relating to the approval or implementation of a scheme of development as part of the planning process or to document buildings, or parts of buildings, which will be lost because of demolition or alteration.

Archaeological Potential

The subject site is located in an archaeologically sensitive landscape. The River Mayne flows along the northern red line boundary of the site. There is high potential for prehistoric/medieval activity in the vicinity of rivers given the liminal nature of water boundaries. Monuments such as burnt mounds or fulachta fiadh and burial mounds are typically found in such environments.

The landscape to the north of the site contains numerous archaeological monuments and potential monuments such as ring-ditches, ditched enclosures and ringforts, which are all common prehistoric/early medieval monuments. It is acknowledged that many of these monuments have been heavily disturbed by intensive tilling activities over the last few centuries. The site is primarily greenfield in nature, with two gate piers at the southwest corner, which marks the historic entrance to Belcamp House just to the north of the site.

Pre-Planning Meeting January 2026

The Archaeology Section provided the following comments at the pre-planning meeting:

- The site is outside the RMP Zone of Archaeological Constraint for the Historic City. Site is over 0.5 ha (c.2.07ha)
- Site is located on the banks of the River Mayne – important areas for prehistoric, medieval activity. Surrounding archaeological monuments include ringforts, ring-barrows/ring-ditches etc.
- The eastern boundary of the site is formed by townland boundary between Balgriffin and Belcamp, which is also the parish boundary between Santry and Balgriffin. These boundaries are important landscape features and can often present as ditches and banked hedgerows. The field boundary does not appear to have changed since the publishing of the historic Ordnance Survey 1836 six-inch map.
- The gate pillars are part of the curtilage of Belcamp house and are marked on the Ordnance Survey 1836 six-inch map. A gate lodge to the west of the gates is also visible on the same map. It is not clear if the site boundary extends over the gate lodge location, but if excavation works are undertaken in this area, it is likely that the potential remains of the lodge will be impacted.
- This section recommends a targeted archaeological assessment with testing which will inform a detailed impact assessment of the development on the archaeological resource of the site. This should include a site specific archaeological and historic study of the surrounding landscape, including townland boundaries and other archaeological monuments. The gate piers should be assessed and surveyed as part of the archaeological assessment.

The applicant noted the archaeological requirements and engaged an archaeological consultant to produce a relevant chapter in the forthcoming EIAR. They have also already noted the extant gate piers, which are in poor condition. They stated that the intention is move the pillars 1m each way to allow access for ESB vehicles. This will be addressed in the Cultural Heritage chapter of the EIAR.

Planning Documents

The Archaeology Section has reviewed *Appendix E – Cultural Heritage Assessment Report* by Martin Byrne, of Byrne Mullins & Associates, dated March 2026. This is a desktop only assessment.

Section 5.4 (pg. 16) notes the results of a geophysical survey carried out by Earthsound in 2021 over a series of 15 fields, including the subject site (Field N) and the field to the immediate west (Field M). There were a series of pits in the southern half of the subject site, along with furrows, linear and curving ditch features and ferrous material. The dates of these features are unknown, unless archaeologically investigated. Field M to the west contained similar features, which increases the archaeological potential of this area.

Testing was carried out under licence by Archer Heritage Planning (Licence Number 21E0787) in 2021 which focuses on the geophysical anomalies. The full testing results are not included in the report, and the testing was extremely limited given the size of the field. Three trenches were excavated to a depth of 0.4m and reported nothing of archaeological potential (pg. 17).

Section 8.2.1 (pg. 28) notes the existing hedgerow along the eastern boundary, forming the division between the civil parishes of Coolock and Balgriffin, will be protected and retained. The report does not cover the gate pillars or the potential for the gate lodge remains discussed at the January meeting.

Section 9.2 recommends that archaeological monitoring be carried out as archaeological mitigation

Conclusion

This section acknowledges the previous survey and testing of the subject site; however, it must be noted that the testing was limited in scope within the red line boundary of the site. Further, geophysical surveys can be unreliable, especially in areas of disturbed soil. Notwithstanding the recommendation for archaeological monitoring contained in the submitted archaeological report, this office recommends a that a more extensive testing programme would be beneficial, given the size and location of the subject site.

Recommendation

It is the recommendation of Dublin City Council Archaeology Section that developer shall retain a licensed archaeologist to carry out the following archaeological requirements:

- a) The site should be subject to a targeted archaeological assessment by way of test excavation, as outlined in Section 3.6 of the Framework and Principles for the Protection of the Archaeological Heritage (DAHGI, 1999). A survey/drawing of the extant gate piers proposed for reuse to be included in the archaeological assessment.
- b) The archaeologist should forward their Method Statement for review in advance of commencement to the Archaeology Section.
- c) A report on the results of the test excavation and an impact statement should be submitted to inform the archaeological site strategy which may include preservation in situ by way of avoidance or redesign, and/or archaeological excavation.
- d) The Planning Authority (in consultation with the City Archaeologist and the National Monuments Service), shall determine the further archaeological resolution of the site to be agreed in writing. The developer shall comply in full, with any further archaeological requirement, including archaeological monitoring, excavation and/or the preservation in situ of archaeological remains, which may negate the facilitation of all, or part of any basement.
- e) Should archaeological excavation occur the following shall be submitted to the Planning Authority:
 - i. An updated method statement for excavation in advance to the Planning Authority for written agreement.
 - ii. A bi-weekly report on the archaeological excavation during the excavation and post excavation period.
 - ii. A preliminary report on the archaeological excavation not later than four weeks after the completion of the excavation.
 - iv. A final report on the archaeological excavations not later than twelve months after the completion of the excavation.

Reason

In the interest of preserving or preserving by record archaeological material likely to be damaged or destroyed during development.

Signed



Louise Callan MA MIAI
Executive Archaeologist

Ruth Johnson PhD FSA MIAI
City Archaeologist (Senior)

Planning Ref: PartX-0031 Belmayne ESB Substation

Drainage Planning, Policy and Development Management Division

Report to Dublin Planning Officer

The Drainage Planning, Policy and Development Management Division has no objection to this development, subject to the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

The development is to be drained on a completely separate foul and surface water system with surface water discharging to the public surface water sewer network.

A connection from this development to the public surface water network will only be granted when the developer has obtained the written permission of Dublin City Council. All expense associated with carrying out the connection work is the responsibility of the developer. Any unauthorised connections shall be removed at the developer's expense. Permission of DCC Roads Maintenance Services must also be obtained for any work in the public roadway.

All surface water discharge from this development must be attenuated greenfield runoff rate, in accordance with the requirements of the DCC's Sustainable Drainage Design and Evaluation Guide 2021.

The development shall incorporate Sustainable Drainage Systems (SuDS) in the management of surface water. Full details of the surface water management proposals shall be submitted for approval prior to commencement of the development.

The outfall surface water manhole and the outfall pipe from this development must be constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0. The outfall manhole shall be located within the final site boundary.

All private drainage infrastructure such as, downpipes, gullies, manholes, armstrong junctions, etc. shall be located within the final site boundary.

Reason: To ensure the protection of public drainage infrastructure, and the satisfactory management of surface water runoff and flood risk as a result of the development.

For Executive Manager (Engineering)

Date

Air Quality Monitoring & Noise Control Unit
Block 3, Floor 1,

Civic Offices
Dublin 8



MEMO

To: Observations
Planning Department
Block 4, Floor 3

From: Louise McIntyre
A/Principal Environmental Health Officer
Date: 18/06/2026

Planning Ref:PARTX/0031

Location: Belmayne - ESB Substation

This Unit has the following comments to make with respect to this application.
If permission is granted, it is recommended the following conditions are attached.

Construction Phase

1. The Construction Management Plan shall be submitted for approval prior to the commencement of any site works and shall include reference to the requirements of the DCC Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition and the best practice measures in 7.1 of the Alive Environmental Ltd acoustic report submitted with the application.
2. Site development and works shall be carried out between the hours of 0700 to 1800 Mondays to Fridays inclusive, and between 0800 to 1400 hours on Saturdays only. Permission to work outside of these hours shall be subject to the approval of Dublin City Council.
3. All site works shall follow best practice in relation to air emissions. Appropriate mitigation measures and dust suppression shall be employed to prevent nuisance to those occupying neighbouring properties.

Operational Phase

4. Noise emissions from the site shall not exceed the LA90 by 3dB(A) when measured as an LAeq (5min at night, 15 min in day). There shall be no tonal emissions for the site.

Yours Sincerely,

Lerine M'Ghypo

TRANSPORTATION & PUBLIC REALM DEPARTMENT
TRANSPORTATION PLANNING DIVISION

25th June 2026

ACP CASE REFERENCE:	VA29N.324276
LOCATION:	R139 Belmayne, Clonsaugh, Dublin 17
PROPOSED:	110kV/38kV MV substation and associated works
APPLICANT:	ESB

TRANSPORTATION PLANNING DIVISION REPORT

Introduction

This report sets out Transportation Planning Divisions comments on the application made to An Coimisiún Pleanála by ESB for a new 110kV/38kV MV substation and associated works.

Proposed Development

The proposed development will consist of the construction of a 110 kV / 38 MV electrical substation and will include the following elements:

1. Construction of 1 no. substation compound (c. 5,650 sqm) securely enclosed with 2.6 m high palisade fencing and gates, containing:
 - i. 1 no. 110 kV Gas Insulated Switchgear (GIS) building (c. 707 sqm; c. 12 m in height).
 - ii. 1 no. 38 kV Gas Insulated Switchgear (GIS) building (c. 232 sqm; c. 7 m in height).
 - iii. 2 no. Bunded 110 kV/38 kV Transformers (c. 5 m in height) with associated electrical equipment.
 - iv. 2 no. Bunded 38 kV/MV Transformers (c. 5 m in height) with associated electrical equipment.
 - v. 2 no. fire walls (c. 5.5 m in height by c. 5 m length) separating the 110 kV/38 kV Transformers and 38 kV/MV Transformers.
 - vi. 3 no. bunded Arc Suppression Coils (c. 4 m in height) with associated electrical equipment.
 - vii. 2 no. Neutral Earth Resistor (c. 2 m in height) and Neutral Earth Switch (c. 3.9 m in height).
 - viii. Perimeter RC wall with Stone Facing on West, North and South Elevations (2.6 m high).
2. Removal and reinstatement of 2 No. Gate Piers at existing entrance and provision of vehicular gate (c. 5 m wide x c. 2.6 m in height) and all associated works at the existing entrance on the R139.

3. All associated site development works including internal access roads, lighting poles (c. 5.75 m in height), 3 no. lightning monopoles (c. 15 m in height), 1 no. emergency stand by diesel generator, telecommunications, landscaping, site services including drainage, trenching and ducting and all other ancillary works.

The proposed substation will form part of the ESB 110 kV Distribution System and will be operated by ESB Networks DAC in its capacity as the Distribution System Operator (DSO).

Site Planning History

TA06F.313494 Permission sought for 10-year permission for the construction of 2,527 no. residential units (473 no. houses, 2054 no. apartments), creche and associated site works. Application withdrawn.

3162/04: Permission granted for an illuminated advertising sign 7m high.

Adjacent Sites

Fingal County Council

LRD0068/S3E: Live LRD on side for 1350 residential units in Fingal County Council lands.

Comments From Other Divisions

Comments have been received from the Transport Advisory Group (TAG) outlining the following:

- *The proposed vehicular entrance /exit to/ from the substation is located too close to a pedestrian crossing.*
- *There is no 'Stop' sign and associated stop line and continuous centre line shown on the drawings for vehicles exiting.*
- *If exiting vehicle is turning right out onto Belmayne Road, it will have to cross a bus lane plus a lane of traffic to join the westbound carriageway.*
- *Due to Belmayne Road (R139) having a speed limit of 60kph, and TAG are aware that motorists travel in excess of the speed limit on this road, and taking the other comments into consideration, a safety audit is required to ascertain if a vehicular entrance at this location is safe.*

TPD Comments

TPD is generally supportive of the Project, further detail is required on several aspects in relation to changes to the public road from the project which can be addressed by way of condition.

Site Location

The site is currently accessible from the R139 road. The Proposed Development has limited public transportation links with the nearest bus stop being located on Malahide Road approximately 550m away and the nearest DART and intercity train station located 2.8km away at Clongriffin Station. The proposed development is connected to M50 and M1 motorways via the regional road R139 to the west. The southern boundary of the site is adjacent to the R139, with direct access from this road to the site. To the east lies the Northern Cross Business Park, with the closest premises being the Bewley's production facility. The northern boundary is adjacent to the Mayne River, with a separation zone between the proposed site boundary and the river. To the west, the adjoining lands consist of grassland with a paved private roadway.

Site Access & Layout

The proposed development seeks to provide access to the site via modifications to the entrance and the creation of an access road. On site the entrance is via a setback splay from the existing footpath and grass verge. The proposed road entrance and sightlines drawing (PE492-D327-006-003-000) provides for an entrance with a 6.0m radii corner at each side with proposed tactile paving with dropped kerbs. The setback from the road edge to the entrance gate is denoted at 13.9m with the proposed vehicular entrance width at 5.0m. This entrance is to comprise a 2.6m high palisade gate. The proposal will require site clearance elements comprising the removal of footpath and verge removal to allow for the entrance bell mouth. To the west of the entrance is a signalised pedestrian crossing. Section 3.5.1 of the submitted Planning and Environmental Report notes that the facilities will be unmanned at the operational phase of the development. Potential trips will relate to occasional maintenance vehicles travelling to the substation at an average rate of 2 – 4 vehicles arriving on site per month. It is considered that the proposed development at operational phase will give rise to low levels of traffic generated from the site.

Page 19 of the Urban Design Strategy within LRD0068/S3E indicates a new Link Road, cycle track and pedestrian footpath within the jurisdiction of Dublin City Council along the western boundary of this SID application. Page 54 and page 55 of the submitted Planning and Environmental Report is noted however it is considered reasonable to attach a condition to agree details of integration between landowner proposals and application site.

While proposals from the adjoining land owner as part of a planning application within the DCC lands have not been forthcoming at the time of this assessment, this Division would recommend that a suitable condition is attached to ensure integration and the delivery of high quality multi-modal transport link road as part of the wider residential lands within the jurisdiction of Fingal County Council and Dublin City Council.

Public Roadway

The comment from the TAG is included within this report. Having regard to the existing entrance serving the site, operational traffic movements and proposed modifications to the footpath and verge elements, the proposed entrance and modifications to the public road shall be agreed with Dublin City Council Transportation and Public Realm Department prior to commencement of development.

Car & Bicycle Parking

The site is located within Zone 3 of the Dublin City Development Plan 2022-2028 Map J. This use does not align typically with the land use categories as set out in Table 2.0 of Appendix 5 which refers to car parking standards but may be considered similar to a manufacturing/warehousing use which allows for a maximum of 1 long-term space per 200 sq.m and no short-term spaces. The subject site is 2.27 ha in area.

The applicant has noted that during the operational phase of the development traffic is to be limited to occasional visits with an average of two to four vehicles per month. This represents a minor change from existing traffic levels. The applicant notes that vehicles access the site will be accommodated within designated parking areas inside the substation premises, with no parking permitted on the R139. There appears to be no designated car parking bays within the site layout plans submitted. This division recommends that car parking be limited to 4 no. bays which are clearly demarcated on site layout drawings in the interest of clarity.

Construction Management Plan

An Outline Construction Management Plan has been submitted, given the location and size of the site an updated CMP should be conditioned for the duration of construction works. The provision of onsite cycle parking in order to facilitate travel by sustainable modes should be considered. The scheduling of traffic should be reviewed as part of a final CMP to ensure that traffic during peak hours are limited and impact on adjacent properties is limited.

Recommendations

Grant, subject to Conditions:

1. The developer shall comply with the following requirements of the Transportation Planning Division:
 - a) Prior to commencement of the proposed landscaping and boundary works along the western boundary, the applicant shall submit to the Planning Authority for written agreement details of the integration between the application site and adjoining landowner as part of the wider development lands.
 - b) Prior to the commencement of the development, all changes to the existing or proposed sections of public road shall be submitted to and agreed in writing with the planning authority. The applicant shall contact the Transportation & Public Realm Department of Dublin City Council to ascertain their requirements regarding all changes to the public road. The applicant shall conduct appropriate Road Safety Audits (in accordance with TII Standard GE-STY-01024) for the construction and operational stages of the development. The Road Safety Audits at each stage shall be completed by an independent approved and certified auditor for the development. Any audit recommendations shall be implemented, and designs shall be updated to include any recommendations. Materials in public areas shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council. All works shall be completed prior the start of operation of the proposed development and shall be carried out at the expense of the applicant.

- c) Prior to commencement of development, and on appointment of a contractor, an updated Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including traffic management, hours of working, noise and dust management measures and off-site disposal of demolition waste. The Construction Traffic Management Plan shall seek to minimise impact on the public road and potential conflict with pedestrians, cyclists and public transport.
- d) Car parking spaces shall be clearly demarcated on a site layout plan and there shall be a maximum of 4 no. spaces.
- e) All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.

Reason: In the interest of orderly development, pedestrian and traffic safety and the delivery of SDRA No.1 of the Dublin City Development Plan 2022 – 2028.

Seán Callaghan, Executive Engineer

John Carty, Acting Senior Executive Planner
On Behalf of Edel Kelly, Senior Transportation Officer