East Meath – North Dublin Grid Upgrade

Planning Report

EirGrid
CP1021

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Contents

Appendices

Acronyms and Abbreviations

Acronyms and abbreviations	
AA	Appropriate Assessment
ABP	An Bord Pleanála
AIS	Air Insulated Switchgear
BPO	Best Performing Option
CAP	Climate Action Plan
CCAP	Climate Change Action Plan
CCMA	City and County Managers Association
CEMP	Construction Environmental Management Plan
CRU	Commission for Regulation of Utilities
DAA	Dublin Airport Authority
DCENR	Department of Communications, Energy and Natural Resources
DECC	Department of Energy Climate & Communications
DOT	Department of Transport
EBPO	Emerging Best Performing Option
EGD	European Green Deal
EIAR	Environmental Impact Assessment Report
EMF	Electromagnetic Fields
EMRA	Eastern and Midland Regionals Assembly
ESB	Electricity Supply Board
ESBNL	Electricity Supply Board Networks Limited
EU	European Union
EWIC	East West Interconnector
FCAP	Fingal Climate Action Plan
FCC	Fingal County Council
GDD	Greater Dublin Drainage
GDPR	General Data Protection Regulation
GIS	Gas Insulated Switchgear

Acronyms and abbreviations	
GNI	Gas Networks Ireland
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicles
HVAC	High Voltage Alternating Current
HV	High Voltage
HVDC	High Voltage Direct Current
IAA	Irish Aviation Authority
ICNIRP	International Council on Non-Ionising Radiation Protection
IDA	Irish Development Authority
IFI	Inland Fisheries Ireland
MCA	Multiple Criteria Analysis
MCC	Meath County Council
MCDP	Meath County Development Plan
NDP	National Development Plan
NECP	NECP
NIS	Natura Impact Statement
NMS	National Monument Service
NPF	National Planning Framework
NSO	National Strategic Outcomes
OHL	Overhead Lines
OPW	Office of Public Works
OREDP	Offshore Renewable Energy Development Plan
RED	Renewable Energy Directive
RES	Renewable Energy Sources
RMO	Roads Management Office
RPO	Regional Policy Objective
RSES	Regional Spatial Economic Strategy
SID	Strategic Infrastructure Development

Acronyms and abbreviations	
SONI	System Operator of Northern Ireland
TAO	Transmission Asset Owner
TCC	Temporary Construction Compound
TDP	Transmission Development Plan
TII	Transport Infrastructure Ireland
TSO	Transmission System Operator
TSSPS	Transmission System Security Planning Standards
UGC	Underground Cable
UNECE	United Nations Economic Commission for Europe
UNFCCC	United Nations Framework Convention on Climate Change

1. Introduction

1.1 Report Context

This report has been prepared to accompany an application for statutory approval, made by EirGrid plc (EirGrid) under Section 182A of the Planning and Development Act 2000 (as amended), to An Bord Pleanála (ABP), in respect of the planned East Meath – North Dublin Grid Upgrade project consisting of approximately 37.5 kilometres (km) of new 400 kilovolt (kV) underground cable circuit between the existing Woodland Substation in the townland of Woodland in County Meath, and the existing Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal, County Dublin (hereby referred to as the 'Proposed Development'). The Proposed Development will also involve works in the substations to facilitate the connection of the underground cable circuit to the electrical grid.

Approximately 20.5km of the proposed underground cable circuit is located in County Meath and approximately 17km of the proposed underground cable circuit is located in Fingal.

The Proposed Development will be located within the following townlands in County Meath:

Barstown, Woodland, Gaulstown, Culcommon, Cullendragh, Creemore, Portan, Lynaghstown, Blackhall Big, Staffordstown Little, Harlockstown, Waynestown, Vesingstown, Baytownpark, Sarney, Cushinstown, Colliersland North, Dunboyne, Bennetstown, Pace, Woodpark, Piercetown, Ballymagillin, Whitesland, Normansgrove, Stokestown, Kinoristown, Rowan, Nuttstown, Ballintry, Belgree, Priest Town, Ballymacarney and Court.

The Proposed Development will be located within the following townlands in Fingal:

Court, Gallanstown, Yellow Walls, Hollywood, Irishtown, Spricklestown, Killamonan, Cherryhound, Ward Upper, Ward Lower, Newpark, Shallon, Corrstown, Common, Skephubble, Ballystrahan, Kilreesk, Kingstown, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Glebe, Baskin, Stockhole, Middletown, Clonshagh and Belcamp.

The Proposed Development will consist of the following principal elements, as set out in the Public Notices:

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

- Construction of a trench of approximately 1.5m in width and approximately 1.3m in depth in the public road (approximately 26km) and approximately 1.8m in depth in private lands (approximately 11.5km) in which the underground cable circuit is laid in flat formation, with associated above ground route marker posts. Route marker posts will be located at field boundaries where the proposed underground cable circuit is laid in private land, at regular intervals in road verges when the proposed underground cable circuit is in-road, in road verges where the proposed underground cable circuit crosses any roads, and at Horizontal Directional Drilling (HDD) crossing locations;
- Construction of 49 Joint Bays (on average every 750m), primarily in the public roads, each approximately 10m in length, 2.5m in width and 2.5m in depth, with adjacent communication chambers and link boxes, along the full alignment of the underground cable circuit. Where the Joint Bays are located off-road, permanent hardstanding areas will be created around the Joint Bays;
- The laying of communication links and fibre optic cables between both substations, running in the same trench as the underground cable circuit;

- The provision of seven Temporary Construction Compounds located along the route and adjacent to substations – sizes for each of the seven Temporary Construction Compounds ranging from approximately 0.8ha to 1.6ha;
- The provision of a Temporary HDD Compound at both the reception and launch locations for three HDD motorway crossings, (i.e., six temporary HDD Compounds in total), and associated laydown area for each HDD crossing (i.e., three laydown areas in total) - sizes for each of the six HDD compounds (plus laydown area where applicable) ranging from approximately 0.15ha to 0.45ha;
- The provision of temporary Passing Bays during construction at certain Joint Bay locations, each approximately 95m in length and 5.5m in width;
- The laying of unbound temporary access tracks, 5m wide in private lands (approximately 12km in total length);
- The laying of 12 unbound, permanent access tracks, 4m wide in private land (approximately 4km in total length);
- All associated water, rail, road, and utility underground crossings using either trenchless drilling or open cut techniques as appropriate for the particular crossing; and
- All associated and ancillary above and below-ground site development works, including works comprising or relating to permanent and temporary construction and reinstatement, roadworks, utility diversions and site and vegetation clearance.

B. Upgrades to the existing 400kV Woodland Substation in the townland of Woodland in County Meath. This will include:

- Installation of a 400kV feeder bay and associated electrical shunt reactor (approximately 8m in height);
- Installation of insulators, instrument transformers, overhead conductors, disconnectors, circuit breakers, surge arrestors (up to 12.6m in height) in order to connect the bay to the busbar;
- Installation of two gantries, 25m in height, with one 3m tall lightning rod on top of each gantry; and
- All ancillary site development works including site preparation works, underground cabling, drainage and earthgrid, as required to facilitate the Proposed Development.

C. Upgrades to the existing 220kV Belcamp Substation in the townlands of Clonshagh and Belcamp in Fingal. This will include:

- Construction of a new steel framed and clad building (73m long, 17.8m wide by 16m high) to house a new 400kV Gas Insulated Switchgear (GIS) Hall, plus eight lightning rods on the roof of the GIS Hall (each 3m in height);
- Installation of 400kV switchgear to facilitate the connection of the new underground cable circuit to the existing substation;
- Installation of associated electrical shunt reactor (approximately 8m in height) with insulators, instrument transformers, overhead conductors, disconnectors, circuit breakers, surge arrestors (up to 12.8m in height) in order to connect the reactor to the cable circuit;
- Installation of two lightning masts (each 15m in height);
- Installation of a new 400/220kV transformer adjacent to the new GIS Hall and connections to the existing 220kV substation via cable circuit;
- Internal access road; and
- All ancillary site development works including site preparation works, site clearance and levelling, drainage, access tracks, and use of existing access points off Stockhole Lane and the R139.

A more detailed description of the Proposed Development is provided in Chapter 4 (Project Description) of the Environmental Impact Assessment Report (EIAR).

The Proposed Development has been determined by ABP to be Strategic Infrastructure Development (SID) following the conclusion of a pre-application consultation process between ABP and EirGrid, in accordance with Section 182E of the Planning and Development Act 2000 (as amended). This is confirmed in written correspondence from ABP contained at Appendix A of this report. Furthermore, as outlined in Section 1.2 below, the Proposed Development is being progressed by EirGrid as the Transmission System Operator (TSO) in order to strengthen the electricity transmission network in Counties Meath, Fingal and Dublin, to provide capacity to connect new demands for electricity to support economic growth in the area and to assist in meeting the Government target that up to 80% of Ireland's electricity will be generated from renewable sources by 2030.

The application to ABP is made up of a suite of documentation which form the Statutory Particulars, Planning Drawings, and Planning and Environmental Supporting Documents as set out in Table 1-1 and is available at: http://www.eirgrideastmeathnorthdublin.ie.

Table 1-1 Structure of SID Application Documentation

Item Number	Documentation Type	Document Name
1	Statutory Particulars	Cover Letter
2		SID Application Form
3		Letters of Consent
4		Site Notice
5		Newspaper Notices
6		Schedule of Prescribed Bodies and Notification Schedule
7		Schedule of Drawings
8	Planning Drawings	As set out in the Schedule of Drawings
9	Planning and Environmental Documents	Planning Report (this document)
		Environmental Impact Assessment Screening Report
		Environmental Impact Assessment Report (EIAR)
		Construction Environmental Management Plan (CEMP)
		Appropriate Assessment Screening Report
		Natura Impact Statement (NIS)

1.2 The Applicant

EirGrid, as the state-owned independent electricity TSO, is the Applicant for the Proposed Development.

With the enactment and coming into force of the Electricity Regulation Act, 1999 ('the 1999 Act'), the liberalisation of the electricity sector commenced. This liberalisation has been driven in large part by European directives – in particular, Directives 96/92/EC2, 2003/54/EC3, and 2009/72/EC. The 1999 Act established the Commission of Electricity Regulation (now the Commission for Regulation of Utilities (CRU)) as the independent regulator of the electricity industry in Ireland.

The liberalisation of the electricity industry has involved the separating or unbundling of various functions which were once concentrated in the Electricity Supply Board (ESB). The function of TSO has been conveyed to EirGrid plc (EirGrid), whilst the function of Distribution System Operator has been conveyed to ESB Networks Limited (ESBNL). The Transmission System Owner (or the Transmission Asset Owner / TAO) is the ESB.

On 29 June 2006, the CRU issued a TSO Licence to EirGrid pursuant to Section 14(1)(e) of the 1999 Act, as inserted by Regulation 32 of the European Communities S.I. No. 445/2000 (Internal Market in Electricity) Regulations, 2000 ('the 2000 Regulations'). Thus, from 1 July 2006, EirGrid has assumed the role of TSO. Regulation 8(1)(a) of S.I. No. 445/2000 provides that EirGrid, as TSO, has the exclusive function:

"To operate and ensure the maintenance of and, if necessary, develop a safe, secure, reliable, economical, and efficient electricity transmission system, and to explore and develop opportunities for interconnection of its system with other systems, in all cases with a view to ensuring that all reasonable demands for electricity are met having due regard for the environment."

EirGrid, as TSO is responsible for a safe, secure, and reliable supply of electricity now and in the future. It develops, manages and operates Ireland's high voltage electricity grid (also called the "Transmission System"). This brings power from where it is generated to where it is needed throughout Ireland. The grid powers the distribution network owned by the Transmission System Owner, ESB. This supplies the electricity used every day in homes, businesses, schools, hospitals, and farms. EirGrid also uses the grid to supply power directly to industry and businesses that use large amounts of electricity.

The Electricity Supply Board (ESB) is the licensed Transmission System Owner for Ireland pursuant to Section 14 of the Electricity Regulation Act 1999 (as amended). The role of the ESB is to ensure that the transmission system is constructed in accordance with the requirements set down by EirGrid. The proposed transmission infrastructure will be constructed by the ESB pursuant to its statutory powers. EirGrid, the applicant, does not have a beneficial interest in any lands.

EirGrid also owns SONI Limited (SONI), the System Operator of Northern Ireland. The Single Electricity Market Operator (SEMO) is the market operator of the all-island wholesale electricity trading system. SEMO is a joint venture between EirGrid and SONI.

It is in this capacity as exclusive developer of the Irish transmission grid, and as the 'undertaker' referred to in Section 182A of the Planning and Development Act 2000 (as amended) that EirGrid is proposing to develop the Proposed Development.

1.3 Purpose and Structure of this Report

The purpose of this planning report is to present the planning issues associated with the Proposed Development. This is intended to assist ABP in determining whether the Proposed Development is in accordance with the principles of proper planning and sustainable development, and accordingly whether statutory Approval should be granted for the Proposed Development.

The structure of the planning report is as follows:

- Section 1 – Introduction
- Section 2 – Consultation
- Section 3 – The Proposed Development
- Section 4 – Relevant Planning History
- Section 5 – Planning and Sectoral Policy Context
- Section 6 – Planning Appraisal
- Section 7 – Conclusions

- Appendix A: SID Pre-Application Determination
- Appendix B: Planning History
- Appendix C: EU, National and Regional Policy

- Appendix D: Detailed Planning Policy Appraisal
- Appendix E: References

1.4 Strategic Need for the Project

The Proposed Development is required to strengthen the electricity network in the east of Meath and the north of Dublin to improve the transfer of power across the existing transmission network to:

- Address the increased electricity demand in east Meath and north Dublin due to economic development and population growth;
- Reduce the use of and reliance on fossil fuels for electricity generation;
- Facilitate further development of renewable energy generation, onshore and offshore; and
- Assist in achieving climate action targets of having up to 80% of electricity coming from renewable sources by 2030.

Further consideration of the strategic need for the Project is set out in Section 6.2.

1.5 Legislative Context

1.5.1 Planning and Development Act 2000 (as amended)

The Planning and Development Act 2000 (as amended) (the Act) forms the basis for the Irish planning system setting out the detail of regional spatial and economic strategies, development plans and local area plans, as well as the basic framework of the development management and consent system. Section 3(1) of the Act states that: "*Development in this Act means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in use of any structures or other land*".

The Act has been amended at various times by various statutory instruments made pursuant to the Act and amending acts, including by the Planning and Development (Strategic Infrastructure) Act 2006 (the 2006 Act), which streamlined the planning process for major infrastructure projects. Section 182A of the Act was inserted by Section 4 of the 2006 Act and states that where a person (the "undertaker") intends to carry out "*development comprising or for the purposes of electricity transmission*", an application for approval of the development under section 182B shall be made to ABP.

Under Section 182A (9) 'transmission' in relation to electricity shall be construed in accordance with section 2(1) of the Electricity Regulation Act 1999, which states as follows: "*transmission", in relation to electricity, means the transport of electricity by means of a transmission system, that is to say, a system which consists, wholly or mainly, of high voltage lines and electric plant and which is used for conveying electricity from a generating station to a substation, from one generating station to another, from one substation to another or to or from any interconnector or to final customers but shall not include any such lines which* the [Electricity Supply Board] *may, from time to time, with the approval of the Commission, specify as being part of the distribution system but shall include any interconnector owned by the* [Electricity Supply Board]*".*

Section 182A(9) of the Act states that the term 'transmission' shall be construed in accordance with section 2(1) of the Electricity Regulation Act 1999, and for the purposes of section 182A, shall also be construed as meaning "*the transport of electricity by means of – (a) a high voltage line where the voltage would be 110 kilovolts or more, or (b) an interconnector, whether ownership of the interconnector will be vested in the undertaker or not*".

With regard to the above, the Proposed Development comprises development for the purposes of electricity transmission as defined in Section 182A (9) of the Act. The Proposed Development will, subject to approval being granted, form part of the transmission network.

1.5.2 Planning and Development Regulations 2001 – 2023

Article 6 of the Planning and Development Regulations 2001-2023 (hereafter referred to as the Regulations) states that, subject to the provisions, of the classes of development set out in Column 1 of Part 1

of Schedule 2 of the Regulations shall be exempted development provided that such development complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1. In this regard, Class 26 of Part 1 of Schedule 2 ordinarily provides for the following works to constitute exempted development: "*The carrying out by an undertaker authorised to provide an electricity service of development consisting of the laying underground of mains, pipes, cables or other apparatus for the purposes of the undertaking*".

This might be considered to apply to the Proposed Development. However, Article 9(1) of the Regulations places a number of restrictions on the generality of the provisions of Article 6, including that: "*Development to which article 6 relates shall not be exempted development for the purposes of the Act (a) If the carrying out of such development would – (viiB) comprise development in relation to which a planning authority or An Bord Pleanála is the competent authority in relation to appropriate assessment and the development would require an appropriate assessment because it would be likely to have a significant effect on the integrity of a European site*".

As separately contained in this application for approval, the Appropriate Assessment Screening of the Proposed Development indicates the need to proceed to a Stage 2 Appropriate Assessment and for a Natura Impact Statement to be prepared. As such, the Proposed Development does not constitute exempted development and an application for statutory approval for the works is therefore required to be lodged with ABP.

1.5.3 Strategic Infrastructure Development Determination

Strategic Infrastructure Development (SID) pre-application meetings were held with ABP on 8th September and 28th November 2023 where the Proposed Development was presented, and advice from ABP was received. This is set out in the various records of the pre-application meetings available at www.pleanala.ie. (Pre-Application Consultation Reference: ABP-317599-23).

In concluding the process, ABP determined that the Proposed Development comprises SID within the meaning of Section 182A of the Act and that the application for approval for the Proposed Development must therefore be made directly to ABP. As noted above, this is confirmed in the letter (dated 16th January 2024) from ABP included within Appendix A of this report.

1.5.4 Environmental Impact Assessment

Annex I to Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) requires as mandatory the preparation of an Environmental Impact Assessment (EIA) for all projects listed within Annex I. Projects listed in Annex II are not automatically subjected to an EIA but Member States can decide to subject them to EIA on a case-by-case basis or according to thresholds / criteria for example, size, location, and potential impacts on the environment. The EIA Directive was transposed into Irish law through the Act and the Regulations.

Under Section 182A(2) of the Act, an application under Section 182A which belongs to a class of development identified for the purposes of Section 176 of the Act must be accompanied by an EIAR. For the purposes of Section 176 of the Act, the relevant classes of development that require EIA are set out in Schedule 5 of the Regulations. Under Section 172(1)(a)(ii)(I) of the Act, an EIA must be carried out by ABP in respect of an application for approval for the of the Proposed Development where the Proposed Development would be of a class specified in Part 2 of Schedule 5 of the Regulations, and such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part. Classes within Schedule 5, Parts 1 and 2, that are most relevant to the Proposed Development were considered and a determination made against each one.

No classes of development as outlined in Schedule 5, Part 1 of the Regulations were considered applicable or fitting of the Proposed Development.

The relevant class of development in Schedule 5, Part 2, paragraph 1 of the Regulations is presented below:

> *'(a) Projects for the restructuring of rural land holdings, undertaken as part of a wider proposed development, and not as an agricultural activity that must comply with the European Communities (Environmental Impact Assessment) (Agriculture) Regulations 2011, where the length of field*

boundary to be removed is above 4 kilometres, or where re-contouring is above 5 hectares, or where the area of lands to be restructured by removal of field boundaries is above 50 hectares'.

The Proposed Development is for the purposes of grid infrastructure, and to comply with EirGrid's statutory mandate to ensure a secure and reliable electricity transmission network.

The proposed grid infrastructure development includes the provision of temporary passing bays to facilitate on-road joint bay construction, and at locations, off-road alignment of the proposed underground cable and associated infrastructure. These will involve temporary and permanent removal of 4kms or more of existing field boundary.

Having regard to the absence of Guidelines on how this legislation should be interpreted, and given the fact that the Proposed Development – along its cumulative length (although of very localised extent at any particular location) - will in total be an exceedance of the 4km length of field boundary to be removed; from a legally cautious perspective, an EIAR has been prepared to accompany this application for the Proposed Development.

1.5.5 Appropriate Assessment

Habitats and species of European importance are provided legal protection under the EU Habitats Directive 92/43/EEC (the Habitats Directive) and the EU Birds Directive 2009/147/EC (the Birds Directive). The Directives protect habitats and species of community interest through the establishment and conservation of an EU-wide network of sites known as the Natura 2000 network (hereafter referred to as European sites). European sites comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

Both the Habitats and Bird Directives have been transposed into Irish law by the Planning and Development Act 2000 (as amended) and the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477/2011). Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect European sites.

Article 6(3) establishes the requirement for Appropriate Assessment (AA):
"*Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to Appropriate Assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public*."

Article 6(4) states:
"*If, in spite of a negative assessment of the implications for the [Natura 2000] site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, Member States shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted*."

The AA Screening Report, which accompanies this application, presented objective scientific information to determine on the basis of a preliminary assessment, whether the Proposed Development, alone and in-combination with other plans or projects, could have significant effects on a European site in view of the site's conservation objectives. Following an assessment of the relevant objective scientific information, applying the precautionary principle and objective criteria, the professional opinion of the authors of the AA Screening Report concluded that it was not possible to exclude that the Proposed Development, alone and in-combination with other plans or projects, will have a significant effect on the 14 European sites, in view of the sites' conservation objectives.

Therefore, the Proposed Development was progressed to Stage 2 Appropriate Assessment which comprised a detailed examination of effects on the integrity of these European sites. These effects were presented in the Natura Impact Statement which accompanies this application.

2. Consultation

2.1 Public, Stakeholder and Landowner Engagement in Context

Throughout the project development process for the Proposed Development, EirGrid has consulted with National, regional and local stakeholders, communities, landowners, and members of the public concerned, all in accordance with legislative and formal guidelines requirements for best practice, including:

- The Aarhus Convention;
- The Environmental Impact Assessment (EIA) Directive; and
- Irish legislation.

2.1.1 The Aarhus Convention[1]

The Aarhus Convention is an international treaty which both the EU and Ireland signed up to in 1998. More specifically, the United Nations Economic Commission for Europe (UNECE) Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters was adopted on 25th June 1998 at the Fourth Ministerial Conference as part of the "Environment for Europe" process.

The EU ratified the Aarhus Convention in February 2005. Ireland ratified the Convention in June 2012. Prior to ratification, Ireland had fully implemented the provisions of the Aarhus Convention and the related EU Directives, Directive 2003/4/EC on Public Access to Environmental Information and Directive 2003/35/EC on Public Participation. The Aarhus Convention lays down a set of basic rules to promote citizens' involvement in environmental matters and improve enforcement of environmental law. The Aarhus Convention comprises three pillars:

- Access to environmental information,
- Participation in the environmental decision-making process, and
- Access to justice in environmental matters.

The United Nations Economic Commission for Europe (UNECE) document, *The Aarhus Convention: An Implementation Guide* (Second Edition, 2014) represents best practice in respect of how to consult with members of the public on major projects. This document was central to the consultation process developed by EirGrid in 2017 and was complied with for the purpose of the Proposed Development (please refer to EirGrid's Six-Step Grid Development Process below).

2.1.2 The EIA Directive

The EIA Directive has been amended to reflect the Aarhus Convention public participation requirements.

The aim of Articles 6(2) and 6(3) of the EIA Directive is to ensure that the public will be informed of matters early in the environmental decision-making procedure, and that the relevant information and documents are made available to the public concerned. This includes making information available electronically as well as by public notices or by other appropriate means.

The substantive provisions ensure that the public concerned will be given *"early and effective opportunities to participate"* in environmental decision-making procedures for approval for projects and, for that purpose, the public concerned is entitled to express comments and opinions when all options are open to the competent authority before the decision on the request for statutory approval is taken.

[1] 2 The Aarhus Convention was adopted in Aarhus, Denmark on 25 June 1998. It entered into force on 30 October 2001. The European Union became a signatory and a Party to the Convention in 1998 and since 2005 it has applied to all EU Institutions. By April 2013 there were 45 countries Parties to the Convention, plus the European Union.

2.1.3 National Law and Best Practice

As a Strategic Infrastructure Development (SID), prospective applicants must enter the pre-application consultation with ABP in relation to a Proposed Development, as stipulated under Section 182E of the Act. In this process, ABP can advise the prospective applicants, and gather information and clarifications as the development matures.

EirGrid had two such pre-application consultation meetings with the Strategic Infrastructure division of ABP.

The requirements of the Public Participation Directive (2003/35/EC) post lodgement are also approvals reflected in Irish Law by, inter alia, section 182A(4) of the Act, as inserted, and Article 212 of the Regulations. These provisions require a notice of the nature and location of the Proposed Development to be published and prescribe the contents of such notice, which include an invitation for submissions and observations to be made to ABP relating to:

- The implications of the Proposed Development for proper planning and sustainable development in the area or areas concerned; and,
- The likely effects on the environment or adverse effects on the integrity of a European site, as the case may be, of the Proposed Development.

This is provided for in the application particulars and the SID application process.

2.2 EirGrid's Six-Step Grid Development Process

EirGrid's approach to consultation and public participation is driven by its commitment to its Six-step Framework for Grid Development which ensures that project development occurs in a consistent and structured manner, with adequate and appropriate opportunities for public and stakeholder participation in project decision-making.

The Proposed Development has been in development for approximately six years and has followed this stepped process which is summarised in Figure 2-1.

Figure 2-1 - EirGrid's Six Steps Framework for Grid Development

2.2.1 Public Engagement

A brief summary of public engagement carried out to date is provided below in the context of EirGrid's Six Step Framework for Grid Development. The nature means and outcomes of all EirGrid's engagement activities during the project development process are set out in the Step 1 to Step 5 Summary Engagement Report in Volume 5.

- **Step 1 (2017): The objective of Step 1 is for the project need to be confirmed and explained to representatives and interest groups.**

  In this step, EirGrid identified the need for the East Meath – North Dublin Grid Upgrade which was presented in a Needs Report published in November 2017.

During this step, EirGrid held discussions with the Commission for Regulation of Utilities (CRU), Local Authorities, elected representatives and the EirGrid National Advisory Committee.

- **Step 2 (2018-2020): The objective in Step 2 is to look at the range of technical options that can meet the grid reinforcement need or needs, confirmed in Step 1, and to narrow this down to a short-list of options to bring forward for further investigation and evaluation in Step 3.**

  During the early stages of this step (Step 2A), EirGrid compiled a shortlist of best performing technical reinforcement options for the East Meath – North Dublin Grid Upgrade which included a mix of overhead line (OHL) and underground cable (UGC) and upvoltage technologies. These were published in the Options Report Part A (September 2019) and Options Report Part B (January 2021).

  As part of this work, EirGrid met with strategic stakeholders to build an understanding of the spatial and economic planning that was underway at local and regional levels and to identify the potential needs of large energy users in the future.

  Subsequently (in Step 2B), a broad study area was defined and investigated for the possible installation of any of the technical reinforcement options. The options were then assessed having regard to Multi-Criteria Analysis (MCA).

  During this stage engagement took place to communicate the findings to date with the public, local communities, and their elected representatives, and to receive feedback on chosen technologies and the refined short-list. All stakeholders were invited to provide feedback in relation to the assessment carried out to date and the solutions to be brought forward for further consideration in Step 3.

- **Step 3 (2021-2022): The objective of Step 3 is to consider the technology options in more detail, and to look at the broad study areas where possible routes or sites may be located.**

  During this step, EirGrid re-confirmed the need for the project and investigated and consulted on the shortlisted technology options to strengthen the electricity network between Woodland and Belcamp. In April 2022, EirGrid identified the 400kV underground cable option as the best performing option to progress this project.

  During this step, the range of people and organisations consulted was broadened and EirGrid engaged in several communication and engagement activities to raise awareness of the project, including media campaigns, public webinars, open days, and door-to-door contact in the vicinity of the two substations (Woodland and Belcamp).

  A community forum for the project was also set up by EirGrid during this step. The purpose of community forums is to bring together people and organisations from across grid infrastructure project areas so that stakeholder and community views can be discussed, understood, and properly considered prior to and during project delivery. Refer to Section 6.7.7 for further details.

- **Step 4 (2022-2023): The objective of Step 4 is to assess exactly where is the most appropriate place to build a project. At this step EirGrid works closely with local people, including landowners, who will be directly affected by the project.**

  Step 4 (Step 4A) began with a refinement of the study area which allowed EirGrid to identify a long list of possible route options between the Woodland and Belcamp substations, taking into account the mapped constraints. These route options were then assessed against EirGrid's routing principles. This assessment allowed EirGrid to develop a short-list of four end-to-end route options, each of which scored highly against the routing principles.

  These 4 routes were then brought to the public for feedback. A range of communication and engagement activities took place to reach the public with information about the project and about the ways to submit consultation responses and provide project feedback. Strategic stakeholder engagement also occurred with the likes of Meath and Fingal County Council, TII, Uisce Éireann etc (see Section 2.3 below).

  In March 2023, EirGrid announced Option A (Red) to be the Emerging Best Performing Option (EBPO) for the route of the underground cable. This was accompanied by a 6-week public and stakeholder engagement period between March and May 2023. The purpose of this engagement

was to inform stakeholders and local communities of the EPBO route and to provide opportunities for feedback.

Step 4B involved refining the chosen route having regard to feedback captured across engagement activities during the public consultation and EBPO periods combined with technical assessment, design surveys and environmental considerations. The Best Performing Option (BPO) was identified in September 2023.

During Steps 1 - 4 of EirGrid's Six Step Framework for Grid Development, the Prescribed Bodies identified below were regularly informed of public consultation opportunities relating to the project. As EirGrid progressed through Step 4, and were looking ahead to **Step 5**, a more focused pre-application consultation was taken on the Proposed Development which was to be the subject of the application for approval to ABP (refer to Section 2.3 below).

Table 2-1 Key Stakeholders and Prescribed Bodies

Key Stakeholders / Prescribed Bodies – Kept Up-to-Date During the Project Development Process	
▪ Bord Gáis ▪ Bus Éireann ▪ Commission for Railway Regulation ▪ Dublin Bus ▪ Environmental Protection Agency ▪ Health and Safety Authority	▪ Health Service Executive ▪ National Transport Authority ▪ Office of Public Works ▪ Teagasc ▪ The Heritage Council ▪ Waterways Ireland ▪ Dublin Airport Authority ▪ Irish Aviation Authority

2.2.2 Landowner Engagement

Consultation and engagement with landowners who may be directly impacted by the Proposed Development has been a critical aspect to the project development process. At EirGrid, this role is carried out by Agricultural Liaison Officers (ALOs). ALOs are responsible for:

- Providing landowners with a comprehensive knowledge of a project in a timely manner;
- Giving landowners an opportunity to influence decisions being made by EirGrid in regard to the project development; and,
- Discussing the siting of new lines and cables, land access, and also providing information on community funds and proximity payments.

Direct landowner engagement began with a particular focus around the substations and off-road corridors along with all the locations where a potential off-road requirement was required for reason of river / stream crossings, culvert crossings, major utility crossings, and for locations where for various reasons an on-road route was undesirable such as tight corners, etc.

Direct interactions with impacted landowners were essential in involving landowners in the assessment processes required to subsequently confirm the cable route. As the design of the Proposed Development progressed landowner engagement was focussed on meeting all the landowners whose lands had been identified as suitable for a passing bay and identifying suitable sites for construction compounds.

The face to face engagement between the experienced ALOs and landowners ensured a general understanding by landowners of the project, the infrastructure to be developed, and potential or likely impact on landholdings and agricultural activities. This included both direct impact on landholdings and also in terms of moving livestock, etc. This engagement facilitated general access to lands as required for environmental and technical survey, although some landowners exercised their right to refuse access for survey.

2.3 Pre-Application Consultation

2.3.1 Consultation with ABP

Pre-application meetings were held with ABP on 8th September 2023 and 28th November 2023 where the Proposed Development was presented, and advice from ABP was received. This is set out in the various records of pre-application meetings available at www.pleanala.ie. (Pre-Application Consultation Reference: ABP-317599-23).

Table 2-2 – Summary of ABP Comments and Observations in Pre-Application Meetings

Comment from ABP	Where response is within the Planning Report	Where the response is within the EIAR
Consideration of recent case law where extensive hedgerow removal materially contravened the objectives of the relevant County Development Plan.	This is considered in the policy appraisal tables in Appendix D.	The removal of hedgerows as part of the Proposed Development has been assessed and is reported in Chapter 4 (Biodiversity) in Volume 2 of the EIAR. Figure 10.12 in Volume 4 shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. Mitigation measures as well as compensatory planting are proposed.
Consideration of potential 'project-splitting' regarding other EirGrid Projects.	Details of other significant EirGrid projects are described in Section 4.1.2 of this Planning Report.	The potential impacts of the Proposed Development are reported in the EIAR. The cumulative impact of the Proposed Development alongside other EirGrid projects is set out in Chapter 20 (Cumulative Impacts and Environmental Interactions).
Surface Water and Flooding Risks should be considered in the application.	This is considered in the policy appraisal table in Appendix D.	The potential impacts of the Proposed Development on the surface water environment are reported in Chapter 12 (Hydrology). A summary of flood risk is provided in Chapter 12 and a Flood Risk Assessment has been prepared and is included as Appendix A12.1 in Volume 3 of the EIAR. A Surface Water Management Plan is included as Appendix D of the Construction Environmental Management Plan.
The receiving environment is subject to a considerable number of projects that the Proposed Development could interact with.	Other key developments that are taking place in the study area are set out in Section 4.1 of the Planning Report.	The EIAR has considered the cumulative effect of the Proposed Development alongside other EIA developments in the area and these are reported in Chapter 20 (Cumulative Impacts and Environmental Interactions).
There is the potential to impact on the M1, M2 and M3, motorways, strategic roads and railways that the Proposed Development has to cross.	The Proposed Development has been designed in a matter that will not impact on the traffic flows of the M1, M2 or M3 motorways, strategic roads and railways. Where appropriate Horizontal Directional Drilling techniques will be used to install the underground cable circuit.	Details of how the Proposed Development will be constructed is set out in Chapter 4 (Proposed Development Description), including a section on Horizontal Directional Drilling. The potential impacts of the Proposed Development on traffic and transport are reported in Chapter 14 (Traffic and Transport). A Construction Traffic Management Plan is included

Comment from ABP	Where response is within the Planning Report	Where the response is within the EIAR
		as Appendix B of the Construction Environmental Management Plan.
A method statement for the construction of any potential water crossings should be provided.	This is set out in the policy appraisal table in Appendix D	Details of the proposed Water Framework Directive designated water body crossings, and any unnamed non-designated water body crossings are provided in Chapter 12 (Hydrology). Details on the construction methodology for the Proposed Development is set out in Chapter 4 (Proposed Development Description). Method statements have not yet been produced, as will be developed during detailed design. Chapter 12 (Hydrology) includes a mitigation measure that all method statements will be agreed with Inland Fisheries Ireland for all water body crossings, prior to works commencing at each crossing.
Details of the joint bays and passing bays should be included with the application. Construction compounds, buffer zones at watercourses etc should be shown on the drawings.	Details of these are included within the scheme description and shown on Drawings Numbers: Joint bays and passing bays: 321084AJ-JAC-ZZ-XX-DR-C-0001 ; and 321084AJ-JAC-ZZ-XX-DR-C-0002 Site Location Maps: 21084AJ-JAC-ZZ-XX-DR-Z-2101 ; to 21084AJ-JAC-ZZ-XX-DR-Z-2147 Standard design drawings are provided to complement scheme specific drawings.	Details of the joint bays, passing bays and construction compounds are included in Chapter 4 (Proposed Development Description). The locations of these are shown on the Site Location Map and Figure 4.1 (Proposed Development Overview) in Volume 4 of the EIAR. Silt traps for watercourses are shown on Figure 10.11. Drawings showing buffer zones at watercourses have not been prepared as part of the planning application pack. Prior to the Construction Phase, buffer areas will be set up at each watercourse crossing as appropriate, in accordance with the requirements of the CEMP.
Potential impacts of construction work should be addressed regarding noise, residents and nearby amenities.	These are addressed in the Policy Appraisal tables in Appendix D.	These impacts are considered in the following chapters in Volume 2: Chapter 5 (Population); Chapter 6 (Human Health); Chapter 7 (Air Quality); Chapter 9 (Noise and Vibration); Chapter 14 (Traffic and Transport); Chapter 18 (Landscape and Visual); and Chapter 20 (Cumulative Impacts and Environmental Interactions).
Show the interaction between the Proposed Development and the Kildare-Meath Grid Upgrade, particularly in regard to Woodland Substation.	Details of the various planning applications at Woodland are set out in Section 4.1.2.1 of this Planning Report.	The EIAR has considered the cumulative effect of the Proposed Development alongside other EIA developments in the area, including the Kildare-Meath Grid Upgrade, and these are reported in Chapter 20 (Cumulative Impacts and Environmental Interactions).
Potential impacts on archaeology during construction, particularly	These are addressed in the Policy Appraisal tables in Appendix D.	The potential impacts of the Proposed Development on archaeology are

Comment from ABP	Where response is within the Planning Report	Where the response is within the EIAR
undisturbed off-road areas should be considered.		reported in Chapter 13 (Archaeology, Architectural Heritage, and Cultural Heritage).
Potential impacts on culture and heritage-related issues (particularly in relation to hedgerows defining townland boundaries and historic masonry bridges should be taken into consideration.	These are addressed in the Policy Appraisal tables in Appendix D	The potential impacts of the Proposed Development on archaeology, architectural heritage and cultural heritage are reported in Chapter 13 (Archaeology, Architectural Heritage, and Cultural Heritage). Information is provided regarding townland boundaries and historic masonry bridges.
ABP advised that proposed phasing and programme to be set out in the application	Section 3.2 of this report sets out the overarching phasing of the Proposed Development. Further information is provided in the EIAR.	Details of the proposed phases of the Proposed Development and an Indicative Preliminary Construction Programme are included in Chapter 4 (Proposed Development Description).
Consultation should take place with Inland Fisheries Ireland in relation to the methodology for watercourse crossings before submitting an application	Consultation with Inland Fisheries is set out in Section of 2.3.3 of this Planning Report.	A summary of the consultation with Inland Fisheries Ireland is set out in Chapter 1 (Introduction and the Environmental Impact Assessment Process). This consultation informed the development of the relevant impact assessment chapters in Volume 2, for example inclusion of a mitigation measure that all method statements will be agreed with Inland Fisheries Ireland for all water body crossings, prior to works commencing at each crossing.
ABP noted that there are a number of data centres in the Meath/ West Dublin area and advised that telecom providers should be consulted in regard to data cable routing in the area.	EirGrid has undertaken extensive consultation and this is set out in Section 2.3 of this report. No specific consultation was undertaken with telecom providers as EirGrid considered there to have been adequate survey work undertaken along the proposed route of the underground cables to ensure that there would be not conflict in this regard. EirGrid has surveyed the entire length of the route and where roads are congested with existing services alternative routes have been selected.	The potential impacts of the Proposed Development on existing built services and major infrastructure including telecommunications infrastructure are reported in Chapter 17 (Material Assets).
Construction traffic concerns regarding access to Belcamp from the R139.	Confirmation that construction access will be from Stockhole Lane.	Temporary construction access from Stockhole Lane is shown on the Site Location Map and Figure 4.1 (Proposed Development Overview) in Volume 4. A Construction Traffic Management Plan is included as Appendix B of the Construction Environmental Management Plan.
Need for an assessment of construction traffic safety.	Traffic management is a key element of the Proposed Development and the	An assessment of construction traffic safety is reported in Chapter 14

Comment from ABP	Where response is within the Planning Report	Where the response is within the EIAR
	key measures included are set out in section 6.7.6 of this report.	(Traffic and Transport). The cumulative impacts of construction traffic from other nearby proposed developments are considered in Chapter 20 (Cumulative Impacts and Environmental Interactions). A Construction Traffic Management Plan is included as Appendix B of the Construction Environmental Management Plan.
Impact assessment to include noise, biodiversity, species management, landscape and visual assessment and cumulative assessment.	These are addressed in the Policy Appraisal tables in Appendix D.	These impacts are considered in the following chapters in Volume 2: Chapter 9 (Noise and Vibration); Chapter 10 (Biodiversity); Chapter 18 (Landscape and Visual); and Chapter 20 (Cumulative Impacts and Environmental Interactions). An Invasives Species Management Plan is included as Appendix E of the Construction Environmental Management Plan.
Marker Posts are not considered by ABP to be exempted development and they would need to be included in the description of development.	These are addressed in Section 6.7.2 of this planning report.	Details of marker posts are included in Chapter 4 (Proposed Development Description).
The EIAR should state clearly which effects are considered 'significant'. A table of all significant effects, associated mitigation and residual effects would be useful.	Not applicable to the Planning Report.	The potential impacts of the Proposed Development are reported in the EIAR. Individual chapters report where these are considered significant. Chapter 21 (Summary of Mitigation and Monitoring Measures) details the proposed mitigation (and monitoring) measures and Chapter 22 (Summary of Significant Residual Impacts) details potential significant residual impacts remaining after mitigation.
M1 Motorway to Belcamp Substation Transmission Cable Corridor	During pre-application consultation EirGrid discussed the principle of a wider corridor between the M1 Motorway and Belcamp substation and whether it could be included within this application for Approval. However, this option was not progressed at this stage and is therefore not included within the description of the Proposed Development and is not considered within this report.	Chapter 3 (Consideration of Reasonable Alternatives) advises that the potential for the M1 Motorway to Belcamp Substation off-road section to become a wider 'transmission cable corridor' has been discussed with affected landowners on the approach to Belcamp Substation, and continues to be investigated and assessed for potential development under future EirGrid projects. This approach is in collaboration with other strategic infrastructure providers and in response to stakeholders who have requested a joined-up approach to minimise the impact on communities in the future.

Following the pre-application consultation meetings, ABP determined that the Proposed Development is Strategic Infrastructure Development (SID) within the meaning of Section 182A of the Planning and

Development Act, 2000, as amended, and that any application for approval for the Proposed Development must therefore be made directly to ABP under Section 182A (1) of the Act. As noted above, this is confirmed in the letter (dated 16th January 2024) from ABP included within Appendix A of this report.

2.3.2 Consultation with Local Authorities

Meetings were held with officials from Fingal County Council and Meath County Council. These meetings addressed detailed matters relating to the design and routing of the cables within the public road system during the route selection stages, in addition to matters relating to the efficacy of an application for approval to ABP. The dates of the meetings and the details of the discussions held are summarised in Table 2-3. Further details in relation to consultation on the EIA process (including discussion points) are contained in of Volume 1 of the EIAR.

Table 2-3 Pre-application meetings with Local Authorities

Local Authority	Date	Departments Consulted	Details of Consultation
Fingal County Council	10-01-2023 29-03-2023 20-06-2023 20-07-2023 26-10-2023 16-11-2023	Planning Department Roads Department	Traffic disruptions, road network, protection of hedgerows and engagement with other stakeholders. Policy and application requirements (including EIAR).
Meath County Council	10-11-2022 30-03-2023 19-07-2023 26-10-2023 15-11-2023	Planning Department Roads Department	Traffic disruptions, road network, flood plains, adjacent planning applications, removal of hedgerows, M3 Junction and engagement with other stakeholders. Policy and application requirements (including EIAR).

2.3.3 Other Consultations

During the project development process, based on previous experience of SID applications, EirGrid held a series of meetings with organisations that were likely to be listed as Prescribed Bodies by ABP at the close of Pre-Application consultation and with Statutory Stakeholders (based on those identified by ABP for similar cable projects including CP966). These related to inter alia the route selection process, managing interactions with existing and proposed utilities and environmental matters to be addressed within the application documentation, including EIAR. Details of this consultation is set out in Table 2-4. Further details in relation to consultation on the EIA process (including discussion points) are contained in of Volume 1 of the EIAR (Section 1.6.2).

Table 2-4 Consultation with Other Prescribed Bodies

Stakeholder	Date	Details of Consultation
Dublin Airport Authority (DAA)	24-03-2023	Coordination with ESB MetroLink project. Preferred route and DAA requirements.
ESB Networks	20-09-2022 17-01-2023	The preferred route, scope of ground investigations, the impact to roads, off road sections and other stakeholder feedback/investigations.

Stakeholder	Date	Details of Consultation
	15-05-2023	
Gas Networks Ireland (GNI)	27-04-2023	Discussion of the crossing of Gas Networks assets.
Irish Aviation Authority (IAA)	25-04-2023	Discussion on the protection of IAA assets.
Iarnród Éireann	21-03-2023	Consideration of future rail requirements.
Uisce Éireann (UÉ)	24-11-2022 23-02-2023 24-08-2023	Consideration of UÉ assets. Potential for joint working to avoid disruption along the R154.
Transport Infrastructure Ireland (TII)	25-10-2022 31-03-2023	Crossing of M1, M2 and M3., the impacts to roads and TII assets, traffic disruption and TII requirements.
National Parks and Wildlife Services	09-01-2024	Discussion on 'habitat restoration' and the use of commercial seeds, sourcing seeds and mitigation measures, dealing with badger setts, Tolka River and the matching of species to re-construction works.
National Monument Service (NMS)	13-12-2023	Discussion on the inclusion of mitigation measures, potential archaeological remains on/near watercourses, code of best practice, pre-consent non-invasive archaeological investigations and the recently passed Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023
Inland Fisheries Ireland (IFI)	09-01-2024	Discussion on habitats located downstream, seasonal restrictions, Tolka River, open cut trenching and IFI presence during construction.

In addition, the following Prescribed Bodies were contacted in 2023 to request informal feedback in relation to scoping of topics which are contained in Volume 1 of the EIAR (Section 1.6.2).

Table 2-5 Prescribed Bodies and Informal Scoping Engagement

Prescribed Bodies and Informal Scoping Engagement	
▪ An Chomhairle Ealaion; ▪ An Taisce; ▪ Bus Éireann; ▪ Commission for Railway Regulation; ▪ Commission for Regulation of Utilities; ▪ Department of Environment, Climate and Communications; ▪ Department of Housing, Local Government and Heritage; ▪ Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media; ▪ Dublin Airport Authority; ▪ Dublin Bus; ▪ Dublin City Council; ▪ EMRA;	▪ Environmental Protection Agency; ▪ ESB Networks; ▪ Failte Ireland; ▪ Gas Networks Ireland; ▪ Health and Safety Authority; ▪ Iarnrod Éireann; ▪ Inland Fisheries Ireland; ▪ Irish Aviation Authority / Air Navigation Ireland; ▪ National Parks and Wildlife Service; ▪ National Transport Authority; ▪ Office of Public Works; ▪ Transport Infrastructure Ireland; ▪ Uisce Éireann; and ▪ Waterways Ireland;

2.3.3.1 HV Interface Forum

A High Voltage (HV) Interface Forum was established in early 2023 to assist in coordinating the Electricity & Roads sectors to give effect to the Government's Climate Action Plan 2023 whereby underground routing

along roads / public rights of way is identified as a key enabler of the required development and extension of the high voltage electricity grid. This measure is considered necessary if the ambitious programme of infrastructure required to deliver the 2030 renewable energy targets are to be met. The key stakeholders of the Forum are as follows:

- Electricity: EirGrid, ESB Networks, Department of Energy Climate & Communications (DECC)
- Roads: Department of Transport (DOT), Transport Infrastructure Ireland (TII), City and County Managers Association (CCMA) & Roads Management Office (RMO)
- Economic Regulator: Commission for the Regulation of Utilities (CRU).

It is recognised that accommodating high voltage underground cable networks in public roads, originally supported in the CAP 2023 and reiterated in CAP 2024 , requires careful design, proactive collaboration between relevant parties, and adherence to agreed principles and protocols. The objective of the Forum is to establish the necessary effective collaboration and operating protocols so that there is a clear understanding of the needs of all Statutory undertakers, and that all issues arising both in principle and for a particular project are effectively identified and addressed. Five working groups and Terms of Reference have been established.

Working Group 2 looks at Transitional Projects i.e., those HV transmission projects primarily being routed along the public road which are being progressed ahead of any detailed protocols and standards outcomes from the wider work of the HV Forum. The Proposed Development is agreed by the HV Interface Forum as comprising one of these Transitional Projects. Several of the key stakeholders in the Forum who are also Prescribed Bodies for the purpose of the Regulations of relevance to the Proposed Development, have been involved in the wider activities of the HV Interface Forum to date. Of specific note in this latter regard, in February 2024, EirGrid hosted a HV Interface Forum Workshop to present the Proposed Development - attendees included Meath County Council, Fingal County Council, TII, and Dublin Airport Authority (DAA).

3. The Proposed Development

3.1 Overview of the Proposed Development

The Proposed Development is set out in detail in Chapter 4 (Project Description) of the Environmental Impact Assessment Report (EIAR) and shown in the planning drawings submitted with this application. The limits of the East-Meath North Dublin upgrade project were defined at Step 2 as being an area within the Woodland and Belcamp substation boundaries including the 400kV connection works. This was subsequently reduced to the Proposed Development Boundary.

The Proposed Development is a 400 kV underground cable (one circuit constructed along one route, approximately 37.5km) between Woodland 400 kV substation and Belcamp 220/110 kV substation. The Proposed Development will also include a new bay within both the Woodland and Belcamp substations to facilitate the 400kV connection works. An overview of the route is shown in Figure 3-1. A new 400kV GIS hall and associated transformers will also be required at Belcamp to facilitate the connection.

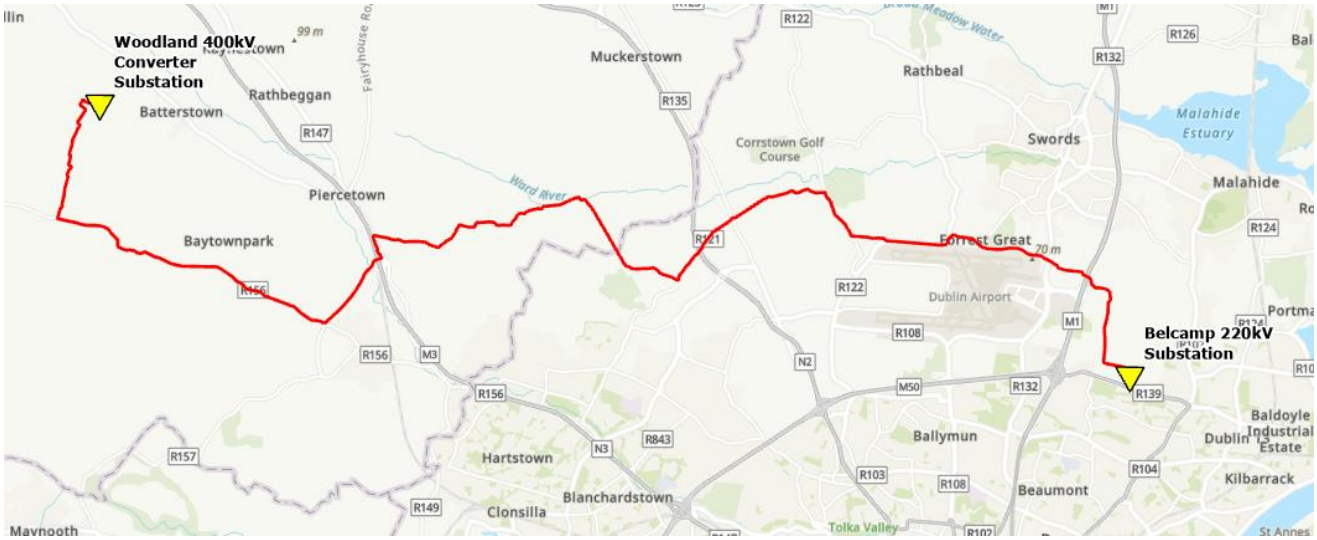

Figure 3-1: Overview Route of Proposed Development

The section of the cable route from Woodland substation across fields to the public road is routed along a corridor shared with the proposed UGC for CP966 Kildare - Meath Grid Upgrade, which is subject to a separate application for approval (ABP Ref. 316372).

The single circuit comprises three cables in a flat formation, buried in a trench of approximately 1.5m width and 1.3m depth. Joint bays and associated passing bays (where necessary) will be required approximately every 500 to 800m along the length of the route.

The Proposed Development comprises the following key elements:

- Cable Route;
- Works at Woodland substation; and
- Works at Belcamp substation.

Details of these project elements are set out below and in the planning drawings which accompany the application.

Cable Route

There are three key elements of the underground cable:

- **Cable Trench** - an approximately 1.5m in width, 1.3m in depth in the public road and 1.8m in depth in private lands in which the underground cable is laid;
- **Joint Bay** - the cable will be delivered in lengths and will need to be connected (jointed) together. This will happen at the Joint Bays which are underground chambers located at various

points on the route. Joint Bays are used as locations to pull the cables into the pre-installed ducts and to connect ('joint') together the individual cables and create a single, overall continuous circuit; and

- **Passing Bay** – a temporary traffic lane to allow traffic flow around Joint Bays while construction works are ongoing.

Cable Trench

The width and depth of the cable trench can vary for crossing of watercourses or utilities and for other technical reasons. The cable can be installed in three main ways, these are:

- **Open-cut trenching** – an excavated area dug through fields where the cable is constructed. Where is it done through watercourses, the water flow is temporarily diverted with pipes around the area of work and the watercourse is then reinstated; and
- **Horizontal Directional Drilling (HDD**) – one of a number of trenchless techniques. A drilling rig launches a bore underground and it is guided in the desired direction. The cable is then laid in the drilled hole. There is no above ground works except for the start and end points of the hole.
- **Bespoke cable bridges.**

The Proposed Development will be installed using open-cut trenching for the majority of the route, this includes the crossing of minor watercourses and other constraints; however, at significant constraints such as railways and motorways trenchless installation methods will be used in the form of HDD.

Joint Bays

The cable will be delivered to site in individual lengths on cable drums and will then be connected together within 49 newly constructed Joint Bays. On this basis it will be necessary to construct jointing bays (underground chambers) along the cable route and are used to join together ('joint') consecutive lengths of cable and to facilitate the cable pulling. Typically, jointing bay spacing for this type of cable circuit is approximately 750m. Figure 3-2 shows a typical joint bay under construction.

Figure 3-2: Typical joint bay

Passing Bay

To facilitate traffic management at 14 locations where jointing bays are to be installed within the road, the use of temporary passing bays is proposed. These are strips of land at the edge of a public road on one side of a jointing bay (approximately 100m in length), that are temporarily cleared and laid with a temporary road surface in order to facilitate vehicle movements around the jointing bay, thereby avoiding or minimising the need for road closures. An example of a temporary passing bay in shown in Figure 3-3:

Figure 3-3: Typical Temporary Passing Bay

The construction of these Passing Bays will entail removing the top layer of ground to the side of the carriageway (including removal of hedges and other vegetation if present) and temporarily storing it locally to the site for reinstatement following the works. New hedges would be planted as part of re-instatement works.

Smaller buried chambers ('manholes') will be installed alongside various Joint Bay locations. There are two types:

- C2 chambers, which are used to join the fibre optic communication cables pulled into the pre-installed communications ducts; and
- Link box chambers, which are used to accommodate the link box (a device which earths the outer sheaths of the power cables).

3.1.1 Works at the Substations

At the existing substations, Woodland and Belcamp, the connection of the Proposed Development onto the grid network will require new equipment and apparatus within and/or adjacent to the existing substation These works are outlined below.

Both Woodland and Belcamp substations are important hubs in the electricity network in Ireland. In recent years there have been various packages of works undertaken at both Woodland and Belcamp substations. There is also permitted development at both substations, that are independent, but in some case relevant to the Proposed Development. These permitted developments are set out in more detail in Section 4.1.2.

3.1.1.1 Woodland

The Proposed Development at Woodland Substation will consist of:

- Installation of a 400kV feeder bay and associated electrical shunt reactor (approximately 8m in height);
- Installation of insulators, instrument transformers, overhead conductors, disconnectors, circuit breakers, surge arrestors (up to 12.6 m in height) in order to connect the bay to the busbar;
- Installation of two gantries, 25m in height, with one 3m tall lightning rod on top of each gantry; and
- All ancillary site development works including site preparation works, underground cabling, drainage and earthgrid, as required to facilitate the Proposed Development.

The Proposed Development will be located within the extension to the hardstand compound permitted under Planning Reg. Ref. 22/1550 and has been designed to tie-in to the existing infrastructure and the extension of services permitted under Planning Reg. Ref. 22/1550. Refer to Section 4.1.2.1 for further details.

The temporary construction compound (TCC0) will be located to the north and east of the substation compound and will be access from Redbog Road.

3.1.1.2 Belcamp

The Proposed Development, at Belcamp Substation, will consist of:

- Construction of a new Gas Insulated Switchgear (GIS) steel framed and clad building (73m long, 17.8m wide by 16m high) to house new 400kV GIS Hall, plus eight lightning rods on the roof of the GIS Hall (each 3m in height);
- Installation of 400kV switchgear to facilitate the connection of the new cable to the existing substation;
- Installation of associated electrical shunt reactor (approximately 8m in height) with insulators, instrument transformers, overhead conductors, disconnectors, circuit breakers, surge arrestors (up to 12.8m in height) in order to connect the reactor to the cable;
- Installation of two lightning masts (each 15m in height);
- Installation of a new 400/220kV transformer adjacent to the new GIS Hall and connections to the existing 220kV substation via cable; and
- All ancillary site development works including site preparation works, site clearance and levelling, vegetation clearance, reinstatement, and access tracks.

The feasibility of the 400kV UGC forming part of a wider 'transmission cable corridor' on the approach to Belcamp is being considered in terms of future development requirements.

The Proposed Development will generally be located within the extension to the hardstand compound permitted under Planning Reg. Ref. F23A / 0040. Refer to Section 4.1.2.2 for further details.

The proposed 400kV GIS Hall is a rectangular two-storey portal frame building oriented in a north-south direction surrounded by associated Air Insulated Switchgear (AIS) electrical apparatus and electrical equipment.

The temporary construction compound (TCC6) will be formed along the western boundary of the substation to be served by a temporary access road from Stockhole Lane. The existing vehicular entrance / exit off the R139 will also serve construction traffic during the construction phase of the Proposed Development.

3.2 Construction Phase

Construction of the Proposed Development will involve the following key phases of construction works.

It is anticipated that the construction phase for the underground cable will take up to approximately 42 months (total). The construction activities will be phased. The basic elements of the construction phase are:

- **Enabling Works:** These are works to allow the construction phase to progress. It will include vegetation clearance, construction of access tracks and the temporary construction areas (e.g. compound areas and haul roads on off-road sections);
- **Phase 1:** Installation of passing bays and joint bay structures: The construction of the passing bays (where required) at the joint bay locations. On completion of the passing bays, it is proposed that the joint bays are installed at the same period of time;
- **Phase 2:** Excavation and installation of ducts: One trench will be dug along the cable route, ducts installed, and the road surfacing or agricultural land will be restored. This will also include physical crossings including motorways, rivers and railways;
- **Phase 3:** Installation of cables: The cables will be installed at joint bay locations within the ducts. The cables will then be jointed (connected) at each joint bay location to allow the

installation of a continuous circuit; the circuits will then be tested to ensure they are ready to be commissioned into use; and

- **Substation works:** Construction works are required in the existing Woodland and Belcamp substations to connect the underground cable to the existing electrical grid.
- **Decommissioning**: At this stage, the project will decommission the temporary construction compounds and passing bays and complete any agreed landscaping works.

A temporary working strip or 'swathe' is required which is defined as the area of land required for construction and will therefore be wider than the approximately 1.5m wide trenches and offset so that works take place away from the cable trench, this is included within the Proposed Development Boundary. This swathe would vary depending on the cable installation method from 10m for in-road installation to 50m wide where the cable is routed cross-county (though this can be reduced at certain pinch points, such as through hedgerows or to avoid buildings).

Typical activities include:

- Storage of equipment, and materials;
- Separate storage of excavated topsoil and subsoil for satisfactory reinstatement of farmlands and semi-natural habitats;
- Excavation of the cable trench;
- Cable drums and accessories deliveries;
- Excavation equipment deliveries;
- Jointing equipment and wellbeing facilities deliveries and removal;
- Specialised backfills deliveries;
- Waste removal; and
- Staff ingress/egress from site.

The Proposed Development requires the use of all three of these methods as each crossing is different. It would, however, be constructed primarily using the open-cut trenching method.

The majority of the route involves the installation of the cable within the road. Figure 3-4 shows the typical cable arrangement for in-road cable installation. As mentioned above, where there is insufficient width within the road to enable traffic flows during joint bay construction passing bays are proposed. Figure 3-5 illustrates the typical arrangement of a Passing Bay and associated traffic management where the joint bay is located in the roadway. Figure 3-6 illustrates the typical arrangement of a construction platform and associated traffic management where the joint bay is located in the road verge.

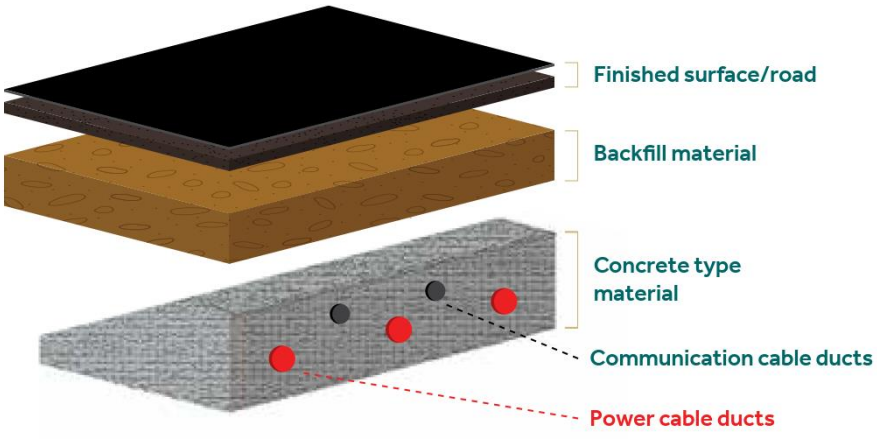

Figure 3-4: Typical cable arrangement for in-road installation

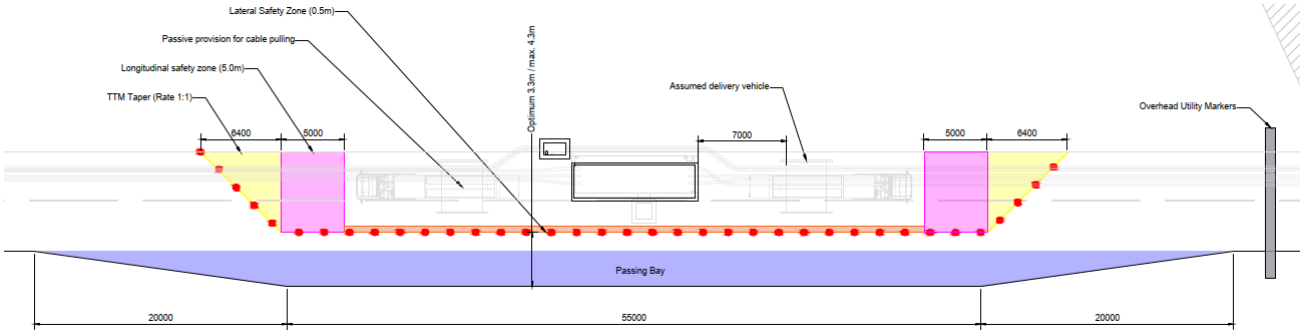

Figure 3-5: Indicative Traffic Management and Passing Bay Arrangement for a Joint Bay in the Roadway

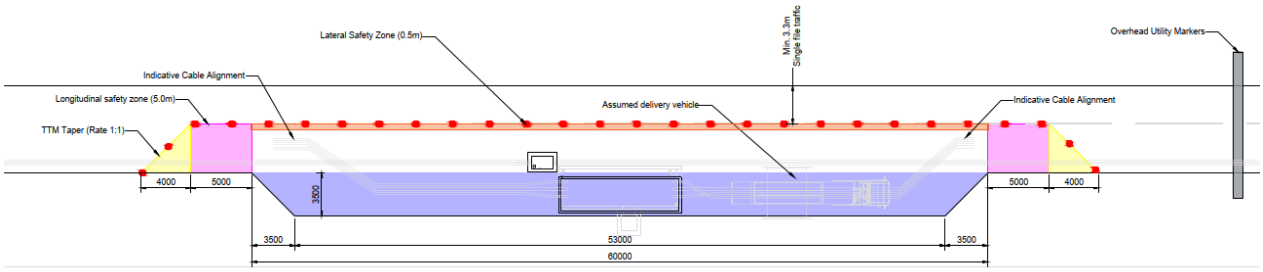

Figure 3-6: Indicative Traffic Management and Construction Platform Arrangement for a Joint Bay in the Road Verge

For off-road sections a wider construction swathe can be utilised, Figure 3-7 shows a typical construction swathe for the off-road sections.

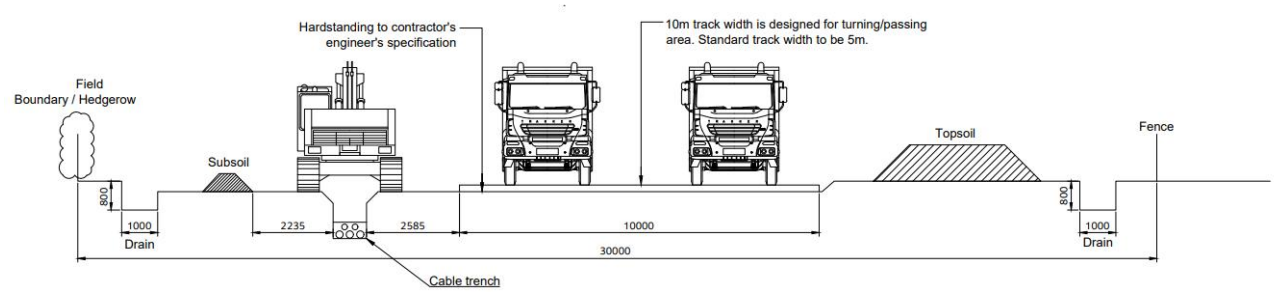

Figure 3-7 – Typical construction swathe for off-road sections (30m wide corridor)

Seven temporary construction compounds will be required, each approximately 1 hectare in size (100m x 100m).

The main criteria on which the temporary construction compound sites were selected are the main compound site selection include:

- Existing concrete/hardstanding/stoned area/yard where possible (a simple but important mitigation for ecology and associated risk);
- Close proximity to the works;
- Good access from the public road network with good sightlines suitable for the movement of HGVs;
- Away from residential housing;
- Away from watercourses and other sensitive environmental receptors;
- Free of overhead lines so as not to constrain activities such as the lifting of materials for loading and unloading – i.e. Health & Safety;
- Has an LV power supply thus avoiding the need for on-site generators which can be noisy; and

- Secure perimeter fence or capable of easily being secured.

There will also be a temporary HDD Compound at both the reception and launch locations at each of the three HDD crossings. These temporary HDD Compounds will not be used for the storage of materials for the wider route or for site offices but will be used to facilitate the works required adjacent to and under the motorways and railway. A laydown area is also required for each HDD crossing. The temporary HDD Compounds will be located within the Proposed Development Boundary and are as follows:

- M3 HDD Compound West (HDD 1a): Chainage 12,850, located off the Woodpark Road, with an approximate area of 0.23ha;
- M3 HDD Compound East and Laydown Area (HDD 1b): Chainage 13,050, located off the R147, with an approximate area of 0.31ha;
- M2 HDD Compound South (HDD 2a): Chainage 23,400, located off the R121, with an approximate area of 0.15ha;
- M2 HDD Compound North and Laydown Area (HDD 2b): Chainage 23,600, located off the R121, with an approximate area of 0.45ha;
- M1 HDD Compound West (HDD 3a): Chainage 34,250, located off the Stockhole Lane, with an approximate area of 0.22ha; and
- M1 HDD Compound East and Laydown Area (HDD 3b): Chainage 34,450, located off the Stockhole Lane, with an approximate area of 0.43ha.

Subject to the grant of statutory approvals, it is anticipated that the Construction Phase will commence in Q3, 2026 with the underground cable element of the Proposed Development becoming fully operational after construction and testing in Q4, 2029.

4. Relevant Planning History

This chapter describes planned and permitted developments in proximity to the Proposed Development, and the planning history of existing substations.

4.1 Planning History

4.1.1 Planned and Permitted Developments within the Project Alignment

A planning search, using Fingal County Council[2] and Meath County Council[3] web map planning portals, within the Proposed Development Boundary was carried out on 21st February 2024. This comprised development within the functional areas of Fingal County Council and Meath County Council. The searches revealed a number of non-EIA planning applications whose planning application boundary crossed into the Proposed Development Boundary. These largely are related to dwellings and farm buildings along the proposed cable route where the proposed works are not affected by the Proposed Development. Typically, these applications relate to extensions, demolition and construction of dwellings and farm buildings and installation of solar panels on roofs.

There are a number of other applications where the proposed application boundary crossed into the Proposed Development Boundary that involve works to the public road. The Proposed Development has been designed to coordinate with the new road design.

In respect of the underground cable element, the Proposed Development largely passes under lands and public roads not affected by extant planning permissions.

The Greater Dublin Drainage Project (GDD) will comprise a Regional Wastewater Treatment Plant to be located in the townland of Clonshagh in Fingal with associated works including 25km of pipelines. GDD is currently in the planning process with ABP. The alignment of the UGC of the Proposed Development intersects the alignment of the GDD pipeline in the vicinity of Belcamp Substation. The Proposed Development has been designed to accommodate the GDD alignment and design.

A detailed list of planning applications within the Proposed Development Boundary is provided in Appendix B.

4.1.2 Relevant Planning History at the Substations

Planning permissions within the Substation sites consist of alterations and improvements relating to the existing function of the sites as electricity infrastructure. Table 4-1 details the key planning history of the Woodland substation and Table 4-2 details the key planning history of the Belcamp Substation. Further information about planning applications at and around these substations is set out in Appendix B.

Further explanation of those applications either permitted or proposed at the two substations, and how they relate to the Proposed Development is set out in Section 4.1.2.1 and Section 4.1.2.2.

Table 4-1 Planning History of Woodland Substation

Reference Number	Applicant	Development Description	Decision Date	Status
ABP-316372	EirGrid	Transmission network reinforcement project comprising a 400kV UGC (approx. 53km) between Woodland electrical substation in Co Meath and Dunstown 400kV substation in Co Kildare.	n/a	In planning
22/1550	EirGrid	Installation of new AIS Substation equipment and associated earthworks	17/4/23	Planning Granted

[2] https://fingalcoco.maps.arcgis.com/apps/webappviewer/index.html?id=3fa7d9df584c4d93aab202638db9dd1a

[3] https://www.myplan.ie/

Reference Number	Applicant	Development Description	Decision Date	Status
2360296	EirGrid	Proposed uprate of the existing Louth – Woodland 220 kV overhead powerline (OHL) between the existing Louth 220 kV substation in the townland of Monavallet, County Louth and the existing Woodland 220 kV substation in the townland of Woodland, County Meath. [Although the OHL starts at Woodland, no works are required within the station to facilitate the development]	17/11/23	Planning Granted
PCI0001 - ABP	EirGrid	The North South Interconnector project involves a second, higher-capacity interconnector being added, to connect the electricity grids of Ireland and Northern Ireland. It will connect to the network in Northern Ireland in Co Tyrone, cross the border between Armagh and Monaghan, and then join the network in Ireland at an existing substation in County Meath.	19/12/2016	Planning Granted
DA110127	EirGird plc	Alterations to the existing 400kV electrical transformer station, consisting of a new 400kV/220kV transformer with concrete bund, 400Kv transformer bay, 220 kV transformer bay, busbar extensions, 1 no. lightning arrester, oil interceptor and associated site works	14/04/2011	Constructed / Operational
DA60583	Electricity Supply Board Telecoms Ltd	Development consists of erection of a 42 metre high free standing lattice communications structure, carrying antennae and communication dishes, with associated ground-mounted equipment cabinets within a 2.4m high palisade compound, to share with other licenced operators at ESB existing Woodland substation.	07/02/2007	Constructed
DA60134	ESB	Alterations to the existing 400kV electricity transformer station, consisting of a new transformer, radiator bank, 3 no surge arrestors and oil interceptor	21/08/2006	Constructed / Operational

Table 4-2 Planning history of Belcamp Substation

Reference Number	Applicant	Development Description	Decision Date	Status
F23A/0040	EirGrid plc	New 220kV GIS building. To include extension to hardstanding, busbars and earthworks.	26/10/2023	Granted
FS5-026/19 (Exempted development)	EirGrid plc	Installation of 220kV underground electrical infrastructure between Collinstown / Daridstown and the new Belcamp 220kV Substation as well as the installation of 220kV underground electricity infrastructure at the existing Finglas 220kV Substation	23/8/2019	Constructed / Operational
16/DR/014	ESB Networks	New 110kV GIS Building	5/1/2017	Constructed / Operational

Reference Number	Applicant	Development Description	Decision Date	Status
16/DR/015	ESB Networks	New 220kV GIS Building	5/1/2017	Constructed / Operational
15/4230/Rev	ESB Networks	220kV Building moved on the site to accommodate possible future expansion	15/03/2016	Constructed / Operational
14/4125	ESB Networks Ltd	Electricity Substation – 220kV Building	26-11-2014	Constructed / Operational
14/4126	ESB Networks Ltd	Electricity Substation – 110kV Building	26/11/2014	Constructed / Operational

4.1.2.1 Woodland

There are three relevant, EirGrid permitted and proposed developments which relate to the Woodland Substation.

1. Meath County Council Register Reference: 22/1550 Permitted: Not Constructed

This comprises an expansion of the existing substation, including the provision of additional Air Insulated Switchgear (AIS) electrical apparatus and electrical equipment primarily within the existing substation along with an extension to the hardstand compound (approximately 4 hectares) to facilitate same.

The site layout plan, as submitted is shown in Figure 4-1 (below). The permitted works for Reg. Ref: 22/1550 are shown on the Site Layout Drawing (321084AJ-JAC-ZZ-XX-DR-Z-1511) submitted as part of the subject application for approval. The works are indicated in pale grey to differentiate them from the Proposed Development (green).

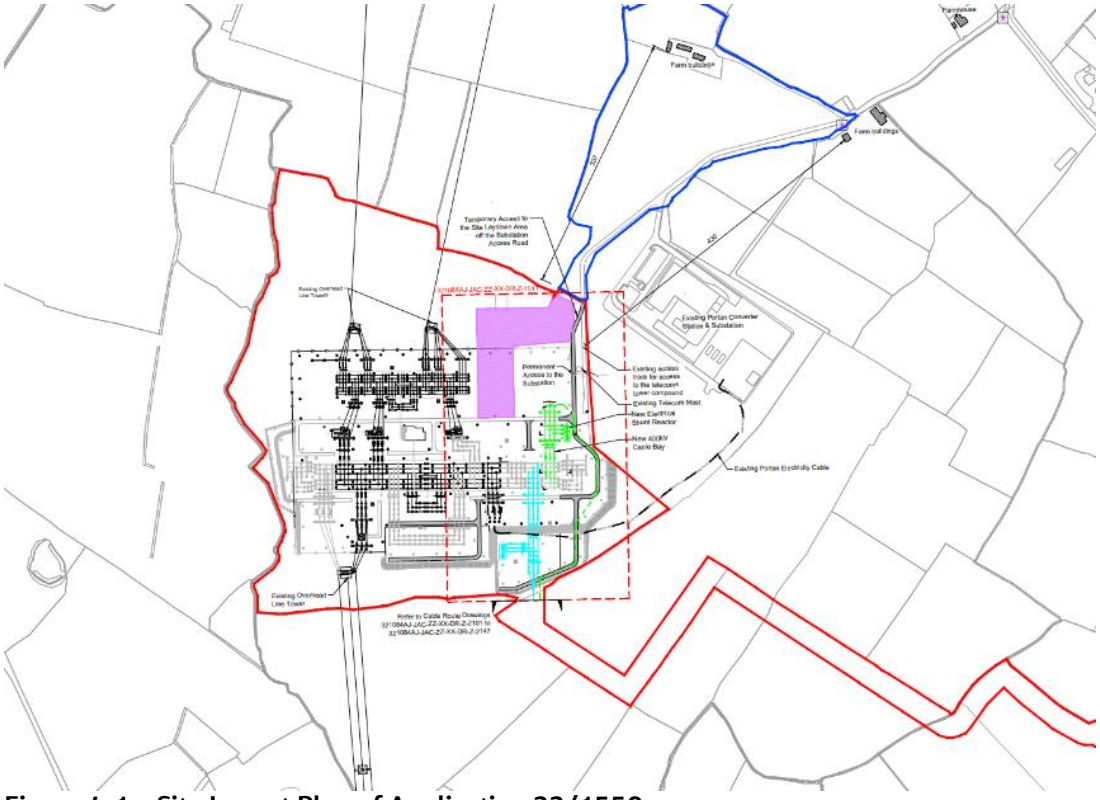

Figure 4-1 – Site Layout Plan of Application 22/1550

The works permitted under Reg. Ref: 22/1550 are separate to the Proposed Development, and will be progressed / constructed regardless of the Proposed Development.

The Proposed Development will be located within the extension to the hardstand compound permitted under Planning Reg. Ref. 316and has been designed to tie-in to the existing infrastructure and the extension of services permitted under Planning Reg. Ref. 22/1550. These permitted works have been taken into consideration in the cumulative impact assessment within the EIAR.

2. ABP Ref: 316372 (Kildare-Meath) In planning

The Kildare-Meath project, which is currently being determined by ABP (ABP-316372) is proposed to connect into the Woodland substation from Dunstown, this project is also a grid reinforcement project. This project is proposed to involve the installation of a new 400kV feeder bay with insulators, instrument transformers, overhead conductors, disconnectors, circuit breakers, surge arrestors (approximately 12.6 m in height) in order to connect the bay to the busbar.

This Proposed Development overlaps with works proposed at Woodland Substation and along the 'Woodland Corridor' for 3.5km between Woodland Substation and the R156 Regional Road (as noted in Section 3.1.3). The potential for cumulative impacts is considered within the EIAR.

The site layout plan for works at the substation, as submitted for ABP Ref: 316372, is shown in Figure **4-2**. The proposed works are also shown on the Site Layout Drawing (321084AJ-JAC-ZZ-XX-DR-Z-1511) submitted as part of the subject application for approval. The works are indicated in blue to differentiate them from a) the works permitted under Reg. Ref: 22/1550, (grey) and b) from the Proposed Development (green).

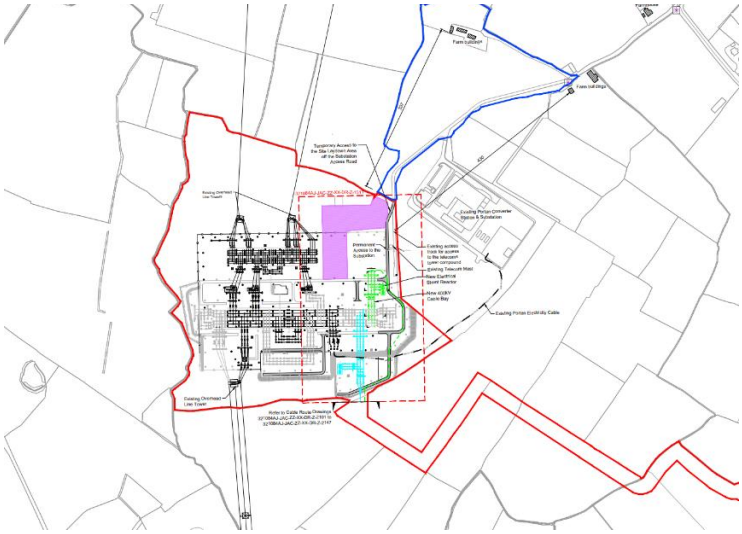

Figure 4-2 – Site Layout Plan of Application 316372

The Proposed Development will approach Woodland from the south using a common corridor for approximately 3.5km. See **Figure 4-3.**

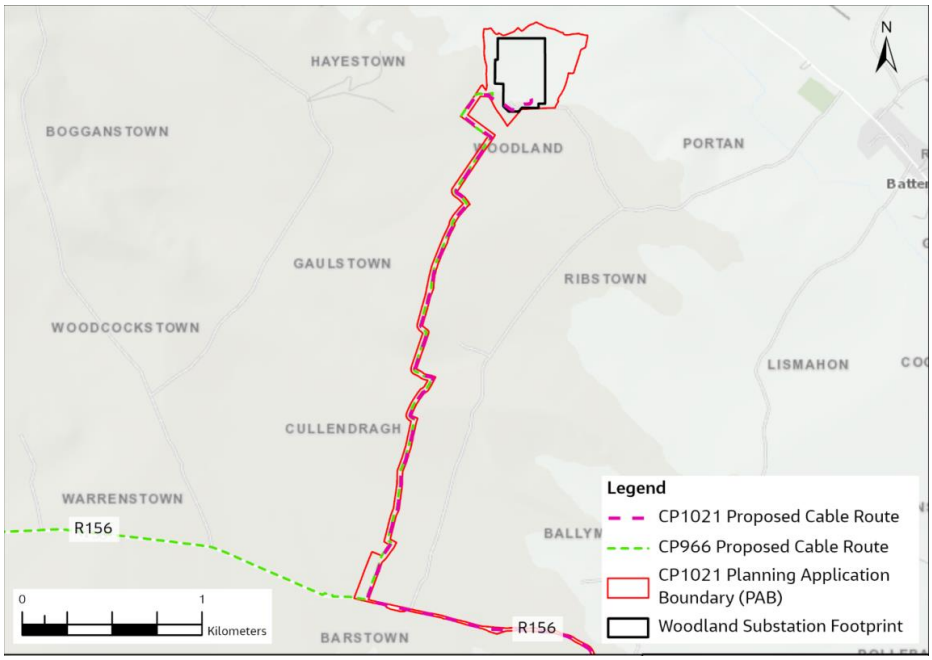

Figure 4-3 – Shared Corridor from Woodland

3. ABP Ref: PC0001 (North South Interconnector Development) Permitted

The permitted works at Woodland Substation for the North South Interconnection Development include a western extension of the existing substation compound (of approximately 0.231ha) to provide for additional Air Insulated Switchgear (AIS) electrical apparatus and electrical equipment.

As the works are located to the west, they are in the opposite location to the works permitted under Reg. Ref: 22/1550, proposed under ABP Ref: 316372 and also proposed as part of the Proposed Development; therefore, they are not indicated on the Site Layout Drawing 321084AJ-JAC-ZZ-XX-DR-Z-1511 submitted as part of the subject application for approval. The potential cumulative impacts are considered within the EIAR.

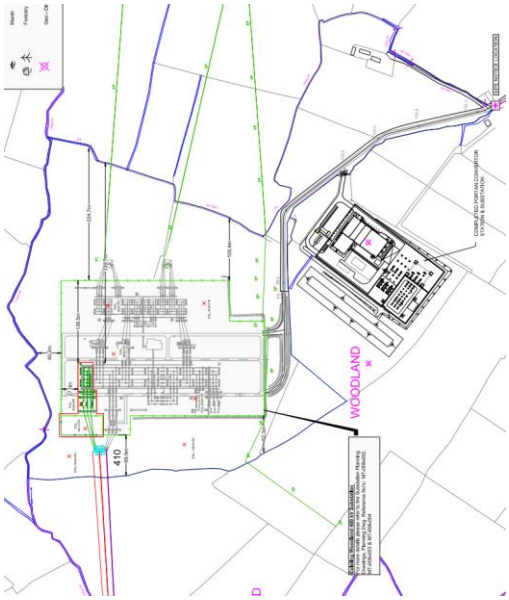

Figure 4-4 – Site Layout Plan of PC0001

4.1.2.2 Belcamp

Currently there are two relevant EirGrid permitted developments which relate to the Belcamp Substation.

1. Fingal County Council Reference: F23A/0040 Permitted: Not Constructed

The works comprise the installation of an additional 220kV Gas Insulated Switchgear (GIS) building north of the existing station compound and an extension of the substation compound to the north in order to facilitate same (3.2 ha), and associated works. A 10-year permission was granted by Fingal County Council.

The site layout plan, as submitted, is shown in
Figure **4-5**. The permitted works are shown on the Site Layout Drawing (321084AJ-JAC-ZZ-XX-DR-Z-1610) submitted as part of the subject application for approval.

Figure 4-5 – Works permitted under F23A / 0040

Figure 4-6 – Proposed Development site layout

The Proposed Development will generally be located within the extension to the hardstand compound permitted under Planning Reg. Ref. F23A / 0040 and has been designed to tie-in to the existing infrastructure and the extension of services also permitted under Planning Reg. Ref. F23A / 0040 but having regard to the following modifications to the works permitted under Planning Reg. Ref. F23A / 0040:

1. The movement of northern boundary further to the north and reconfiguration of same (extending the hardstanding area);
2. Modification to the internal access road (moving it further to the north); and
3. Reduction in the area intended for spreading of material from development site (to the north outside of the extended compound).

The Permitted Belcamp Substation Extension and the Belcamp Substation Extension Modification have been assessed cumulatively with the Proposed Development in the EIAR submitted with this application for statutory approval.

2. Exempted Development (FS5-026/19): Permitted: Recently Constructed

As part of the recently completed development of 220kV underground electrical infrastructure associated with the Collinstown to Dardistown line (planning reference FS5-026/19) at Belcamp Substation, an existing access point onto the L2055 Baskin Lane was used and a temporary access road was laid to facilitate the construction of the cable. The Proposed Development will utilise this same access point and access route for a) temporary access to the temporary construction compound adjacent to Belcamp Substation (TCC6) and b) permanent access to Junction Bay No. 49 and is included as part of the Proposed Development and assessed in the EIAR.

4.1.2.3 Relevant Applications for Underground Cables

Several applications for approval for underground cable (UGC) projects by EirGrid have been considered and approved by ABP or the relevant planning authority or are being considered by ABP. They share similar methodologies and techniques which have been / will be applied to the Proposed Development. Refer to Table 4-3.

Table 4-3 – Relevant EirGrid Applications for Underground Electricity Transmission Cables

Cable Project	Commentary
Kilpaddoge to Knockanure 220kV Project Status: Operational	The Kilpaddoge to Knockanure 220kV UGC project comprises approximately 21km of HVAC UGC circuit between two existing 220kV substations in County Kerry with associated joint bays, passing bays, communications chambers, temporary construction compounds etc., as well as tie-in works and structures within existing substations, it bears many similarities to the Proposed Development. All ducts and joint bays are now laid in the public road and the road has been reinstated. The Proposed Development took account of the lessons learnt from the construction of this project in designing the passing bays and proposed management of traffic during construction.
East West Interconnector (EWIC) Status: Operational	The East West Interconnector between Ireland and Wales (ABP Ref.PL17.VA0002) was granted SID Approval in September 2009. EWIC also bears many similarities to the Proposed Development insofar as it primarily comprises an underground onshore cable (as with the Celtic Interconnector example above, albeit HVDC versus HVAC cable). The UGC runs primarily along public roads but passes through the urban settlement of Rush in County Dublin. It also includes some off-road sections.
Celtic Interconnector Status: Under Construction	The onshore portion of the Celtic Interconnector (ABP 310798-21) bears many similarities to the Proposed Development, in that it requires underground cables for approximately 32km, between Claycastle Beach and the converter station compound at Ballyadam, in Cork (albeit High Voltage Direct Current – HVDC – cable rather than High Voltage Alternating Current – HVAC – cable as proposed in this instance). The Celtic Interconnector runs along public roads, avoiding urban areas but in some cases includes off road sections traversing private lands. The Celtic Interconnector project followed the same six step process as the Proposed Development and established an understanding of UGC technology requirements and environmental and other issues in the assessment and approval process. This project has compiled similar application documents to those submitted with the Celtic Interconnector application.
North Connaught 110kV Status: Permitted	The North Connacht 110 kV project comprises approximately 59 kilometres of new 110kV underground cable between the existing Moy Substation, Ballina Co. Mayo, and the existing Tonroe Substation, Ballaghaderreen Co. Roscommon. It also includes extensions to both substations. The project also followed the same six step process as the Proposed Development, further developing an understanding of UGC technology requirements and environmental and other issues in the assessment and approval process. The subject application has sought to build on the experiences distilled from this project. This project (ABP Ref.313724) was granted SID Approval in September 2023.

4.2 Summary and Conclusions

The current and historic planning applications within the boundary of the Proposed Development will not be adversely affected by the works proposed.

A number of previous projects have followed the same six-step process as the Proposed Development and have established a degree of convention in the determining of applications involving UGC technology both in terms of planning policy requirements, as well as environmental and other issues.

5. Planning and Sectoral Policy Context

This section sets out how the Proposed Development complies with the relevant strategic planning policy.

5.1 European Policy Context

There are a range of key international and EU level agreements and policy frameworks that have contributed towards shaping Ireland's approach to energy transmission, distribution and storage. These include:

- European Green New Deal, 2019 – Proposes stricter EU emissions reduction targets for 2030 to at least 50% and towards 55% compared to 1999 levels;
- The Paris Agreement, 2015 – Agreement to strengthen climate change resilience efforts via increased financing, while curbing greenhouse gas emissions via an agreed 'Paris Agreement Rulebook' setting out how countries are held accountable for delivering on their climate action promises;
- Recast Renewable Energy Directive (RED III) – established a binding target of at least 32% of renewable energy for the EU by 2030;
- Europe 2030 Climate and Energy Framework – established a binding domestic target to reduce greenhouse gas emissions by 40% below 1990 levels by 2030;
- Energy Roadmap 2050 – Developed scenarios demonstrating that decarbonising the energy system is technically and economically feasible.

A detailed policy summary is provided in Table C.1 in Appendix C.

The European policy context established a clear need for a stronger and more efficient electricity grid, which is better able to support the increased use of renewable energy. The Proposed Development is aligned with this European policy context in that it will contribute towards ensuring that Ireland's energy grid is ready and able to meet the challenges of delivering on its climate commitments as well as the various binding renewable energy and emissions reduction targets set at EU and international level.

5.2 National, Regional and Local Planning Policy

It is recognised at national and regional level that international, European, and national climate change commitments mean that power generation, transport and heating, increasingly have to derive power from sustainably produced electricity. Therefore, national and regional policy place a strong emphasis on the need for new energy systems and transmission grids. A detailed policy appraisal is provided in Appendix C and summarised in the following sections.

5.2.1 National Policy Context

The following are those national-level plans, policies, and strategies relevant to the Proposed Development.

- **Project Ireland 2040- National Planning Framework (NPF)** – Sets out key policy principles via National Strategic Outcomes (NSOs), which include supporting and strengthening the economy and a transition to a low carbon, climate resilient society (NSO 3, 6 and 8), providing access to quality services (4, 7, and 10) and achieving sustainable growth and better environmental resource management (NSO 1 and 9). It states that Ireland's National Energy Policy is focused on three pillars, sustainability, security of supply, and competitiveness.
- **The National Development Plan (NDP) 2021-2030** – represents the national capital investment strategy plan for delivering the NSOs of the NPF, achieved via Strategic Investment Priorities to the year 2030. A core strategic investment priority is a focus on decarbonising energy, in order to, 'create greater links between different energy carriers (such as electricity and hydrogen); infrastructures; and consumption sectors (such as transport and heating).' (p.123). Doing so requires a coordinated programme of investment in, among other things, 'an expanded and strengthened electricity transmission and distribution network' (p.123), to support an increase in both renewable and conventional electricity generation.

- **National Energy and Climate Plan (NECP) 2021-2030** – a ten-year plan mandated by the EU to each of its Member States, in order for the EU to meet its overall greenhouse gas emissions targets. The plan establishes key measures to address the five dimensions of the EU Energy Union: decarbonisation, energy efficiency, energy security, internal energy markets and research, innovation and competitiveness.
- **Government White Paper** – Ireland's Transition to a Low Carbon Energy Future 2015-2030 – sets out a framework to guide Ireland's energy policy development. The Proposed Development is considered to be an 'enhanced and extended energy infrastructure' development under this White Paper, which will be critical for economic development, regional development and the secure provision of energy and other services for the Irish society and economy.
- **Climate Action and Low Carbon Development (Amendment) Act 2021 and Climate Action Plan (CAP) 2021, 2023 & 2024** – Commits to achieving 51% reduction in overall greenhouse gas emissions by 2030 and setting Ireland on a path to reach net-zero by no later than 2050. States that to do so there is a need for transformational policies, measures and actions, including strengthening the grid.

A detailed policy summary of the above is provided in Table C.2 in Appendix C.

The Proposed Development facilitates the delivery of all three pillars of national energy policy outlined in the NPF; sustainability, security of supply, and competitiveness, and aids in moving Ireland towards a low carbon, climate resilient society as outlined in the National Strategic Outcomes. It also delivers on the NDP Strategic Development Priorities through the delivery of an expanded and strengthened electricity transmission and distribution network. It is compliant with the NECP and is an '*enhanced and extended energy infrastructure*' development in terms of the Government White Paper, which will be critical for economic development, regional development and the secure provision of energy and other services for the Irish society and economy.

Finally, in terms of the Climate Action and Low Carbon Development (Amendment) Act 2021 and Climate Action Plan (CAP) 2021, 2023 & 2024, the Proposed Development and EirGrid's wider programme of work, outlined in the roadmap 'Shaping Our Electricity Future', facilitates climate action via strengthening of the electricity grid.

5.2.2 Regional Policy Context

In terms of the regional context, the Proposed Development is located in the Eastern and Midlands Region of Ireland and, therefore, the relevant regional policy is the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Regional Assembly (EMRA) 2019-2031 (Hereafter referred to as the RSES). The RSES notes that a key challenge facing the Region is the transition to a low carbon society.

Climate action is one of three key principles underpinning the RSES vision to create a sustainable and competitive region, to be achieved by securing the transition to a low carbon economy. The RSES expresses support for NSO 8: of the NPF, seeking 'Alignment of growth with enabling infrastructure' to ensure quality infrastructure provision and capacity improvement is provided in tandem with new development.

Chapter 10 of the RSES relates to infrastructure and there are three policy objectives of particular relevance to the Proposed Development. These are:

- **RPO 10.20 -** *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 -** *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 -** *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.*

The RSES states, in relation to the Dublin Metropolitan Area, that the '*Development of the energy distribution and transmission network in the region will enable distribution of more renewable sources of energy to facilitate future energy demand in strategic development areas*'. The RSES specifically identifies the need for the 'expansion and upgrading of the grid with the aim of increasing the share of variable renewable electricity that the all-island system can accommodate'.

A detailed policy summary of the above is provided within Table C.3 in Appendix C.

The Proposed Development delivers on core objectives of the RSES to facilitate the transmission of renewable energy across Ireland and delivers grid improvements that will both align with and facilitate the economic and population growth envisaged within the RSES. An appraisal of the Proposed Development's compliance with regional policy is provided in Table C.3.

5.2.3 Local Planning Policy Context

5.2.3.1 Introduction

This section outlines planning policy documents and key policy drivers against which the application for approval will be assessed. A full appraisal of relevant policies and zonings is provided in Appendix D. Key plans are as follows:

5.2.3.2 Fingal County Council

Fingal Development Plan 2023-2029

The Fingal Development Plan 2023-2029 came into effect in April 2023. The Plan contains two strategic objectives that are of particular relevance to the Proposed Development, these are:

- SO1 – Transition to an environmentally sustainable carbon neutral economy;
- SO10 – Protect, enhance and ensure the sustainable use of Fingal's key infrastructure, including water supplies and wastewater treatment facilities, energy supply including renewables, broadband and transportation.

The Plan contains policies that are of specific relevance to electrical infrastructure such as the Proposed Development. These are:

- **Policy CAP1 – National Climate Action Policy:** Support the implementation of national objectives on climate change including the national Climate Action Plan 2024 (CAP24), the National Adaptation Framework 2018 and the National Energy and Climate Plan for Ireland 2021–2030 and other relevant legislation, policy and agreements in relation to climate action.
- **Policy CAP13 – Energy from Renewable Sources:** Actively support the production of energy from renewable sources and associated electricity grid infrastructure, such as from solar energy, hydro energy, wave/tidal energy, geothermal, wind energy, combined heat and power (CHP), heat energy distribution such as district heating/cooling systems, and any other renewable energy sources, subject to normal planning and environmental considerations.
- **Policy IUP27 – Energy Networks and ICT Infrastructure**: Facilitate and promote the development of energy networks and ICT infrastructure where necessary to facilitate sustainable growth and economic development and support the provision of critical energy utilities and the transition to alternative, renewable, decarbonised, and decentralised energy sources, technologies, and infrastructure.
- **Policy IUP29 – Enhancement and Upgrading of Existing Infrastructure and Networks**: Work in partnership with existing service providers, businesses and local community groups to facilitate required enhancement and upgrading of existing infrastructure and networks and support the

development of new energy systems, local community sustainable energy generation projects and transmission grids, which will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave, and solar energy.

- **Policy IUP31 – Enhancement and Upgrading of Existing Infrastructure and Networks**: Support EirGrid's Grid Development Strategy – Your Grid, Your Tomorrow 2017, Implementation Plan 2017–2022, Shaping our Electricity Future-A Roadmap to achieve our Renewable Ambition 2021 and Transmission Development Plan (TDP) 2020-2029, and the Government's Policy Statement on Security of Electricity Supply November 2021 and any subsequent plans prepared during the lifetime of this Plan, to provide for the safe, secure, and reliable supply of electricity.
- **Policy IUP32 – East Meath – North Dublin Grid Upgrade**: Support the development of the East Meath-North Dublin Grid Upgrade to strengthen the electricity supply network in anticipation of the future development of renewable energy, onshore and offshore.

The Proposed Development passes through lands which are largely routed along public roads. However, there will be instances where the Proposed Development will pass through the zoned lands below. Where the Proposed Development passes through zoned lands, it is considered to be relatively minor and mainly consisting of the Proposed Development Boundary.

Table 5-1 FCC Zoning Objectives

Zoning Objective	Objective
HT – High Technology	Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment
GB – Green Belt	Protect and provide for a Greenbelt
GE – General Employment	Provide opportunities for general enterprise and employment.
OS - Open Space	Preserve and provide for open space and recreational amenities
DA - Dublin Airport	Ensure the efficient and effective operation and development of the Airport in accordance with an approved Local Area Plan.
FP - Food Park	Provide for and facilitate the development of a Food Industry Park.
RS - Residential	Provide for residential development and protect and improve residential amenity

The Proposed Development is consistent with the zoning objectives above.

A detailed policy appraisal of the Fingal Development Plan is provided in Appendix D.

Dublin Airport Local Area Plan 2020

The Proposed Development is routed through an area covered by the Dublin Airport Local Area Plan 2020, which was adopted in January 2020. This policy document sets out the following strategic aims for Dublin Airport:

- Support for airport safeguarding;
- Support the continued sustainable growth of Dublin Airport and connectivity as a hub airport whilst ensuring protection of the environment;
- Support the timely delivery of required infrastructure to facilitate airport growth;
- Support the growth of the Airport as a major economic driver for the region; and
- Support the continued communication between the Airport and neighbouring communities to protect community amenity and mitigate potential impact from airport growth in the interests of long-term stability.

The Local Plan Area extends beyond the boundary of the airport and contains restrictions on development that may impact on the operation of the airport. It is these safeguarding policies that have the most relevance to the Proposed Development. A detailed policy appraisal of the Proposed Development's compliance with the Dublin Airport Local Plan is provided in Appendix D.

Fingal County Council Climate Action Plan 2024 - 2029

The Fingal Climate Action Plan 2024-2029 (FCAP) has been prepared in partnership with the other Dublin local authorities and builds on the Dublin Local Authorities Climate Change Action Plan 2019-2024 (CCAP). The primary focus of the FCAP is to deliver and promote best practice in climate action, at a local level and is aligned to the Government's overall National Climate Objective of the pursuit and achievement of a transition to a 'climate resilient, biodiversity rich, environmentally, sustainable and climate neutral economy' no later than 2050.

The FCAP sets the following targets in delivering on the goals set out in the plan:

- 50% improvement in the Council's energy efficiency by 2030;
- 51% reduction in the Council's greenhouse gas emissions by 2030;
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events; and
- To actively engage and inform our communities on climate action.

The FCAP sets out the key climate challenges that have been faced at a local level and identifies the mitigation and adaption response to these challenges under the following key headings:

- Energy and Buildings;
- Transport;
- Flood Resilience;
- Nature Based Solutions;
- Circular Economy & Resource; and
- Community Engagement

5.2.3.3 Meath County Council

The current statutory plan for County Meath is the Meath County Development Plan 2021 – 2027 (MCDP).

The MCDP emphasises the importance of reliable service provision and infrastructure for sustainable future growth and asserts that the strengthening of the national grid is important to improve security of supply for the domestic, residential and enterprise market as well as attracting high-end enterprise.

The Plan contains policies that are of specific relevance to electrical infrastructure such as the Proposed Development. These are:

- **INF Pol 46** - To support and facilitate the development of enhanced electricity and gas supplies, and associated networks, to serve the existing and future needs of the County and to facilitate new transmission infrastructure projects that may be brought forward during the lifetime of the plan including the delivery and integration, including linkages of renewable energy proposals to the electricity transmission grid in a sustainable and timely manner.
- **INF Pol 47** - To co-operate and liaise with statutory and other energy providers in relation to power generation in order to ensure adequate power capacity for the existing and future business and enterprise needs of the County.
- **INF Pol 48** - To ensure that energy transmission infrastructure follows best practice with regard to siting, design and least environmental impact in the interest of landscape protection.
- **INF Pol 50** - To require that the location of local energy services such as electricity, be undergrounded, where appropriate.

The Proposed Development passes through lands which are largely routed along public roads. However, there will be instances where the Proposed Development will pass through the zoned lands below. Where the Proposed Development passes through zoned lands, it is considered to be relatively minor and mainly consisting of the Proposed Development Boundary.

Table 5-2 MCC Zoning Objectives

Zoning	Objective
RA – Rural Area	To protect and promote in a balanced way, the development of agriculture, forestry and sustainable rural-related enterprise, community facilities, biodiversity, the rural landscape, and the built and cultural heritage.
F1 – Open Space	To provide for and improve open spaces for active and passive recreational amenities
A1 – Existing Residential	To protect and enhance the amenity and character of existing residential communities
E2 - General Enterprise and Employment	To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment
C1 - Mixed Use	To provide for and facilitate mixed residential and employment generating uses
E2/E3 - General Enterprise and Employment/ Warehousing and Distribution	To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require good access to the major road network.
TU - Transport and Utilities	To provide for essential transport and public utilities and infrastructure including rail stations, park and ride facilities, water and waste water infrastructure, electricity, gas, and telecommunications infrastructure.
A2 - New Residential	To provide for new residential communities with ancillary community facilities, neighbourhood facilities as considered appropriate.

The Proposed Development is consistent with the zoning objectives above. A detailed policy appraisal of the Meath County Development Plan is provided in Appendix D.

5.3 Sectoral Policy

The following section contextualises the Proposed Development in terms of the wider sectoral electricity transmission infrastructure strategy and plan framework. Key plans and strategies include:

- EirGrid's Shaping our Energy Future – A Roadmap to Achieve our Renewable Ambition – a roadmap for achieving at least 70% of electricity coming from renewable sources by 2030. The Proposed Development is important for the roadmap as it forms part of the base case network model analysed for 2030, and it is assumed it will be in service within this modelling.
- EirGrid's Transmission Development Plan (TDP) 2023-2032 – sets out the development of the Irish transmission network over a nine-year period to the year 2032. Key drivers of transmission network development include ensuring the security of electricity supply, the competitiveness of the national economy, and the long-term sustainability of electricity supply in the country. The Proposed Development is listed in the TDP as a project progressing through EirGrid's six-stage process.
- EirGrid's Grid Implementation Plan 2017-2022- For the Electricity Transmission System in Ireland - sets out the manner in which the Irish transmission system is likely to be developed in its lifetime. The plan includes a number of policies aimed at developing transmission projects in

a structured and consistent way, balancing complex and/or competing technical, economic and environmental goals and priorities in decision-making, in order to promote sustainable grid development.

- Government Policy Statement on the Strategic Important of Transmission and Other Energy Infrastructure - highlights the need and urgency for the new energy infrastructure for the economy, delivery of regional development, creation of jobs and growth and ensure the wellbeing of everyone as well as realising the economic potential of Ireland's own renewable energy resources. The Statement requires energy developers to adhere to international and national standards on health, environment, biodiversity, landscape and safety and address or mitigate any associated impacts in delivering the best engineering solutions.

A detailed policy appraisal of the Proposed Development's compliance is provided in Appendix D. The Proposed Development has been developed in accordance with all of the processes, technical principles and standards within the sectoral policy documents outlined above. It forms part of the baseline for modelling the future energy demand and grid improvements for delivering a more sustainable Irish energy grid network.

5.4 Summary and Conclusions

The Proposed Development has considerable support within national, regional and local level planning policy. There is a clear stated need for an improved transmission to support the increased levels in renewable energy generation at all levels alongside supporting the future growth of Fingal, Dublin and Meath, which support the principle of the Proposed Development as an electricity grid upgrade project.

6. Planning Appraisal

6.1 Introduction

This section provides the applicant's appraisal of the Proposed Development in the context of proper planning and sustainable development.

6.2 Need for the Proposed Development

The need for the Proposed Development was established through a series of studies initially undertaken by EirGrid commencing in 2017 as part of Step 1 of Eirgrids six step framework – identifying the future needs of the electricity grid. The studies identified several factors which highlighted the need for increased energy capacity in the north Dublin area arising from:

- Increased energy demand in North Dublin due to the changing nature of economic activity, new high demand users, and population growth and a limited number of existing circuits supplying the area.
- Low energy generation within the Dublin area. In the Dublin area, there are four generation stations connected at Finglas, Corduff, Shellybanks, and Irishtown, respectively. However, these generators are likely to be overtaken in the merit order by newer, more efficient, conventional generators and increasing levels of renewables.
- Significant levels of new renewable generation have connected or are in the process of connecting to the transmission and distribution system on the western side of Ireland (and in due course off the eastern coastline). This is also where the newer and more cost effective existing conventional generation units are located. This results in a scenario whereby a significant portion of the generation sources are located in the west of Ireland away from the main demand centres within the Dublin and Greater Dublin Area, and East region in general. The power produced will hence have to be transported to get to where it is needed (known as demand centres) – in the case of north Dublin this includes the areas around Corduff, Finglas, and Belcamp.

EirGrid conducted future energy scenarios for the area to assess the long-term strategic needs of the system and to design reinforcement options to address those needs. This process of scenario testing identified a shortage of capacity to transfer power along a corridor of 220 kV transmission lines between the Woodland 400kV substation to the northwest of Dublin, the key load and generation centres at Finglas, Corduff and Belcamp 220 kV stations, and load and generation in the city centre at Poolbeg and Shellybanks 220 kV stations. Analysis of the transmission network indicated that there were several issues that may be in breach of EirGrid's Transmission System Security Planning Standards (TSSPS) that must be addressed, which confirmed the need to reinforce the network and thereby improve power quality and support growing electricity demand in the north Dublin area.

As this series of studies progressed, the need for a new connection between Woodland and Belcamp Substations was identified, and that an underground cable would be the best technology for this connection (refer to Step 2, 3 and 4 of EirGrid's Six-Step Grid Development Process in Section 2.2).

The Proposed Development was also identified as one of the candidate grid reinforcement solutions in Shaping Our Electricity Future 1.0 (EirGrid 2021) required to secure transition to at least 70% renewables on the electricity grid by 2030 – acknowledged as an important step on the journey to achieving 80% renewable electricity by 2030 and net zero emissions by 2050. The Proposed Development is therefore essential to meet the Climate Action Plan 2024 with its target to increase the proportion of renewable electricity to 80% by 2030. The Climate Action Plan acknowledges that additional electricity generation and transmission infrastructure will be a critical enabler to achieve the renewable energy and emissions targets.

In addition to supporting future renewable generation, the Proposed Development will improve power quality and support growing electricity demand in the North Dublin area. The Proposed Development will strengthen the transmission network between Woodland and Belcamp Substations to continue to ensure the security of the network feeding the east of Meath and the north of Dublin, between Woodland, Clonee, Corduff, Finglas and Belcamp substations.

The Proposed Development is also identified in EirGrid's Local Security of Supply (LSoS) multi-year plan 2023-2027 (2023) as one of the major projects EirGrid will undertake to contribute to the resolution of security of supply issues in the Dublin region. The plan is aligned with the CRU's strategic aim to remove the Dublin constraints and to ensure that the electricity supply to Dublin would not materially be impacted by the loss of generation in the Dublin area. It sets out:

> *"One project (CP1021 North Dublin - East Meath Grid Upgrade) involves building a new 400 kV UGC between Belcamp and Woodland 400 kV stations in Dublin and Meath, respectively. The drivers of the project are security of supply and RES integration. The project will help meet the growing demand for electricity in reast Meath and north Dublin. This Project is also driven in party by the need to reduce reliance on fossil fuelled generation in Dublin as this will be displaced by renewable or more efficient fossil fuelled generation elsewhere in the country. To solve this emerging issue, we need to strengthen the electricity network between Belcamp and Woodland."*

These studies, scenario testing, and EirGrid multi-year plans have established the need for the Proposed Development. In addition, in policy terms. the Proposed Development is aligned with the delivery of Ireland's and climate action national targets, as well as being in accordance with national, regional and local planning policy to ensure a more secure supply and enable further integration of renewable energy, as laid out in the provisions of the National Planning Framework, National Development Plan, Regional Spatial and Economic Strategy, as well as the Fingal and Meath County Development Plans.

6.3 Consideration of Alternatives

The Proposed Development has been in development for approximately six years and has followed EirGrid's six-step Framework for Grid Development which is summarised in Figure 6-1. The Framework approach in summary is that each 'Step' concludes with outcomes (such as decisions, next steps etc.) that build upon each other. The Framework also ensures that project development occurs in a consistent and structured manner, with adequate and appropriate opportunities for public and stakeholder participation in project decision-making (as set out in **Section 2** of this report).

Figure 6-1 – EirGrid's Six Steps Framework for Grid Development

In accordance with EirGrid's Framework, a comprehensive and consistent multi-criteria analysis was applied to decision-making at each step of the project development, including in considering a variety of alternatives.

With regard to the identification of routing options for the Proposed Development, EirGrid have undertaken the various steps of the Framework, with associated deliverables as follows below.

Deliverables within the Steps, such as reports and brochures, are available on the project website http://www.eirgrideastmeathnorthdublin.ie.

- **Step 1 (2017): The objective of Step 1 is for the project need to be confirmed and explained to representatives and interest groups.**

  In this step, EirGrid identified the need for the East Meath – North Dublin Grid Upgrade which was presented in a Needs Report published in November 2017.

- **Step 2 (2018-2020): The objective in Step 2 is to look at the range of technical options that can meet the grid reinforcement need or needs, confirmed in Step 1, and to narrow this down to a short-list of options to bring forward for further investigation and evaluation in Step 3.**

  During the early stages of this step (Step 2A), EirGrid compiled a shortlist of best performing technical reinforcement options for the East Meath – North Dublin Grid Upgrade which included a mix of overhead line (OHL) and underground cable (UGC) and upvoltage technologies. These were reported in the Options Report Part A (September 2019) and Options Report Part B (January 2021).

  Subsequently (in Step 2B), a broad study area was defined and investigated for the possible installation of any of the technical reinforcement options. The options were then assessed having regard to Multi-Criteria Analysis (MCA) which are explained below.

- **Step 3 (2021-2022): The objective of Step 3 is to consider the technology options in more detail, and to look at the broad study areas where possible routes or sites may be located.**

  During this step, EirGrid re-confirmed the need for the project and investigated and consulted on the shortlisted technology options to strengthen the electricity network between Woodland and Belcamp. In April 2022, EirGrid identified the 400kV underground cable option as the best performing option to progress this project.

- **Step 4 (2022-2023): The objective of Step 4 is to assess exactly where is the most appropriate place to build a project. At this step EirGrid works closely with local people, including landowners, who will be directly affected by the project. This is split into Step 4A and Step 4B.**

  EirGrid published an analysis of the proposed route options in March 2023 (Step 4A Report). The Report describes the process followed to identify and evaluate the proposed route options and identified why EirGrid, on the basis of the information gathered, considered Option A (Red) to be the Emerging Best Performing Option for the route of the underground cable.

  EirGrid published the Route Options and Evaluation Report in September 2023 (Step 4B Report). Option A (Red), as presented in the Step 4A Report, was re-examined to refine the route as far as possible. Further surveys and assessment work were carried out to determine the best location for the cable route. This included a review of what had been identified as 'wider areas' within the Step 4A Report where the need for refinement had been acknowledged. These were principally the off-road sections of the route which required additional landowner engagement. However, the Step 4B process also identified several additional areas where changes would result in an improved route. The changes were made for a number of reasons, such as reducing potential environmental impacts, or avoiding private lands. In the Step 4B – Route Options and Evaluation Report (EirGrid 2023c), it was identified that further design, survey, assessment, and consultation would be undertaken at Step 5 and refinements to the Best Performing Option would be possible.

- **Step 5: The objective of Step 5 is to apply for planning permission.**

  At this stage the Best Performing Option forms the focus for technical and environmental assessment Continued assessment, design and surveys, along with engagement with key stakeholders, including local communities and landowners, has enabled refinements of the BPO and the finalisation of the Proposed Development design, which is now brought forward for this approval for the works and was the basis for assessment in set out in the accompanying Environmental Impact Assessment Report (EIAR).

The design of the Proposed Development has evolved through the application of a comprehensive design iteration process with particular emphasis on minimising the potential for environmental impacts, where

practicable, whilst ensuring the objectives of the Proposed Development are maintained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and outline design development programme have been incorporated, where appropriate.

Further details of the steps taken for this project are set out in Section 3 of the EIAR (Volume 2 of this application). In accordance with the Framework for Grid Development, a comprehensive and consistent multi-criteria analysis (MCA) was applied (see Image 3.2 of the EIAR) to decision making at each of the steps of the development, including in considering a number of technical and routing alternatives. The MCA facilitated a balanced consideration of the following criteria relating to the development of the Proposed Development:

- Environmental;
- Socio-Economic;
- Technical;
- Deliverability; and
- Economic.

The following alternatives were considered:

- 'Do Nothing' Alternative
- Initial High-Level Route Alternatives (Step 2) – this included a long-list of 21 viable and technically feasible solutions.
- Route Option Assessment (Step 3) - Seven route options were considered including overhead and underground cable options between Woodland and either Corduff, Finglas or Belcamp substations.
- Route Option Assessment (Step 4) – Further analysis and assessment of four route options based on the following routeing principles: Avoid motorways; Maximise the use of regional and local roads; Avoid town centres and industrial estates; Avoid going off-road, through private land and through agricultural land where possible; Avoid sensitive natural and built heritage locations; Minimise impact on communities where possible; and Minimise the overall length of the route. In addition to these routing principles, the following types of routing constraints were considered: Width and quality of the road; Existing services in the road such as water, gas and drainage; Environmental constraints such as European and National protected areas for biodiversity, invasive and protected species and other important biodiversity areas (including undesignated habitats); Relevant Development Plans and Local Area Plans; and Areas of Amenity. The result of this assessment was the identification of the Best Performing Option.

The Proposed Development is the best performing option of those considered by EirGrid and would meet the needs of the project and has taken into account the potential environmental effects of the construction and operation activities involved.

6.4 Environmental Impact Assessment Report

The Environmental Impact Assessment Report (EIAR) has been prepared by Jacobs to accompany the approval for the works for the Proposed Development. It has been prepared in accordance with the requirements of EU and Irish law, policy, and practice.

This assessment is based on the Proposed Development design and construction methodology proposals described in the EIAR. Where, as part of the detailed design process, the design and construction proposals will be further developed post-approval (if granted), such developments will be in accordance with the parameters set out in this EIAR. In those instances, the assessment has adopted a precautionary approach and identified whether the significance of any impact is predicted to change within the prescribed parameters.

This approach is a resilient method that provides conservatism within assessments in this EIAR while also facilitating the progression of the Proposed Development through the detailed design stage, including refinement, following inter alia the appointment of contractors and discharging of planning conditions requiring the agreement of matters of detail (e.g., the final location of Joint Bays, design of crossings etc.).

The detailed design and construction methodology for the Proposed Development will be subject to confirmatory surveys and investigations to ensure that both will not result in any greater environmental impact than that being reported in this EIAR and being assessed by ABP. If the confirmatory assessments identify unanticipated impacts that are greater than those set out in this EIAR, mitigation will be implemented where required to ensure no significance residual impacts arise.

The EIAR demonstrates that the Proposed Development has avoided or minimised likely significant impacts where possible through implementation of mitigation and monitoring, however significant impacts will remain in both the construction and operational stages.

There will be the following significant residual impacts during the construction stage:

- Chapter 9 (Noise and Vibration): an Adverse, Significant, Temporary residual noise impact due to proposed traffic diversions;
- Chapter 10 (Biodiversity):
- Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage): a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument AY_47; and
- Chapter 20 (Cumulative Impacts and Environmental Interactions):
    - Biodiversity: Negative, Significant, Medium-Term residual cumulative impacts with regard to habitat loss for the CP1213 Belcamp 220kV Extension in conjunction with the Proposed Development;
    - Archaeology, Architectural Heritage and Cultural Heritage: Negative, Moderate, Permanent cumulative impacts with regard to DL_05 (Designated Landscape) for three developments in conjunction with the Proposed Development; and
    - Agronomy and Equine: Negative, Significant and Permanent cumulative impacts with regard to the loss of agricultural land for both the CP1213 Belcamp 220kV Extension and the Greater Dublin Drainage in conjunction with the Proposed Development.

There will be the following significant residual impacts during the operational stage:

- Chapter 17 (Material Assets): a Positive, Significant, Long-Term impact due to the improvement of the electricity infrastructure in the region;
- Chapter 20 (Cumulative Impacts and Environmental Interactions):
    - Agronomy and Equine: Negative, Significant and Permanent cumulative impacts with regard to the loss of agricultural land for both the CP1213 Belcamp 220kV Extension and the Greater Dublin Drainage in conjunction with the Proposed Development; and
    - Material Assets: a Positive, Significant, Long-Term impact on the regional electricity network once the Proposed Development and seven other developments are operational.

Further details of the environmental assessment are contained in the EIAR.

6.5 Appropriate Assessment Screening and Natura Impact Statement (NIS)

A Screening for Appropriate Assessment (AA) of the Proposed Development was carried out and accompanies this application. The conclusion of the Screening for Appropriate Assessment is that, on the basis of a preliminary assessment and objective criteria, it cannot be excluded that the Proposed Development, alone or in-combination with other plans or projects, would have significant effects on 14 European site in view of these sites' conservation objectives. An AA of the Proposed Development is therefore required and is presented in the Natura Impact Statement (NIS) which accompanies this application.

The AA presented in the NIS examined whether, in view of best scientific knowledge and applying the precautionary principle, the Proposed Development either individually, or in combination with other plans or projects, may have an adverse effect on the integrity of the European sites identified in the AA Screening.

The NIS examined the implications of the Proposed Development, alone or in combination with other plans or projects, on the integrity of the following European sites in view of these sites' conservation objectives: Malahide Estuary SAC , Baldoyle Bay SAC, Malahide Estuary SPA, Baldoyle Bay SPA, North Bull Island SPA, South Dublin Bay and River Tolka Estuary SPA, North-West Irish Sea SPA, Rogerstown Estuary SPA, Ireland's Eye SPA, Lambay Island SPA, Skerries Islands SPA, River Nanny Estuary and Shore SPA, Boyne Estuary SPA, and Dundalk Bay SPA. The NIS details mitigation measures which have been prescribed to ensure the Proposed Development will not result in adverse effects on the integrity of these European sites, either alone or in-combination with other plans or projects.

Based on the best available scientific information and professional judgement, it is considered that with the mitigation measures detailed above, there will be no adverse effects on the integrity of those European sites, alone or in-combination with other plans or projects in light of those European sites' conservation objectives. The NIS contains information which the competent authority, may consider in making its own complete, precise and definitive findings and conclusions, and upon which it is capable of determining that all reasonable scientific doubt has been removed as to the effects of the Proposed Development, alone or in-combination with any other plan or project, on the integrity of the relevant European sites.

6.6 Compliance with National, Regional and Local Planning Policy

As outlined within Section 5 and Appendix D of this report, the Proposed Development is compliant with relevant National, Regional, Local and Sectoral Policies and Plans identified in particular related to energy and climate action, as well as land use and planning.

The Climate Action Plan 2023 and 2024 sets out the imperative for transformational policies, measures and actions, and societal change in order to increase the deployment of renewable energy generation, strengthen the grid, and meet the demand and flexibility requirements required to meet the target of halving emissions by 2030 and reaching net zero no later than 2050. Continuing the steady level of development and renewal of the networks is essential to ensure that Ireland's energy system is fit for purpose, safe and secure, and ready to meet increased demand as economic conditions improve.

The key aims for improving the electricity network have been embedded within the national planning policy under the NPF. The NPF supports the development of the electricity network to facilitate planned growth and distribution of renewable energy. The national policies on climate action recognises the importance of harnessing energy potential and delivery of demand from Ireland's natural energy sources such as wind, wave and solar, new energy systems and transmissions grid.

The Proposed Development is supported by the commitments to energy transition, in that the Proposed Development ensures that greater renewable energy generation can be facilitated on and across the national grid. The Proposed Development aims to maximise existing transmission infrastructure to improve capacity, security, and performance.

The RSES specifically supports the Proposed Development to help increase the capacity of the Dublin transmission network to enable the transmission system to safely accommodate more diverse power flows and facilitate future load growth in the area.

A Construction Environmental Management Plan has been prepared as part of the application for Approval to ensure that all mitigation and monitoring measures which are necessary to protect the environment during the Construction Phase are implemented. This will avoid or reduce environmental impacts however there will be residual significant effects on the environment (see Section 6.4).

The findings of the EIAR demonstrate that, with the implementation of the Construction Environmental Management Plan, proposed reinstatement (including replanting of hedgerows where possible to a species-rich condition comprising only native species), and proposed compensatory measures for hedgerows, treelines and individual trees, the Proposed Development complies with the environmental planning policies of the relevant statutory planning documents at local level, including the Meath and Fingal County Development Plans, and the Dublin Airport Local Area Plan. Appendix D sets out in detail how the relevant

environmental policies within each of these respective planning policy documents have been met by the Proposed Development.

6.7 Other Matters

Further rationale and justification for particular aspects of the Proposed Development that is required to be included in the EIAR is set out below. These matters are:

- The presumption in favour of underground cables;
- The inclusion of marker posts within the project description;
- Electromagnetic Fields (EMFs);
- Interaction with roads, other utilities and services;
- Hedgerow removal; and
- Traffic Management.

6.7.1 Laying of Underground Cables

As noted in Section 2.3.3.1, routing high voltage cables along roads / public rights of way has been identified as a key enabler of the required development and extension of the high voltage electricity grid.

The laying of underground cables (UGC) is a standard construction technique undertaken by a range of utility and other services providers. This is addressed in detail in Section 4.3 of the EIAR. On public roads, traffic control measures will be implemented as appropriate, including road diversions, closures and temporary traffic management.

Joint bays (underground chambers) are used to pull various lengths of UGC through pre-installed ducts and to connect ("joint") together those lengths of UGC into a single overall circuit. Off-road passing bays, constructed adjacent to a joint bay, facilitates the through movement of traffic. The road will be fully reinstated following the laying of the UGC and associated infrastructure.

Section 4 of this report, in respect of Planning History, describes other projects which have involved the laying of underground high voltage electricity cables onshore. These examples illustrate *inter alia* relatively modest extent of development involved in construction, the successful routine implementation of traffic management measures, in particular at joint bays, and the standard of road reinstatement undertaken.

EirGrid will ensure that the built-up area of urban areas is treated with particular sensitivity in terms of road reinstatement, given both the volume of traffic using the roads, ongoing Council initiatives for a high quality of road surfacing, and for social and community benefit that might be summarised as community pride.

EirGrid has carefully considered the previous investments made by Meath and Fingal County Councils in maintaining and upgrading their road surfaces. The ESB will establish key principles and agree appropriate methodologies with the County Councils for road reinstatement, where the proposed underground cable and associated infrastructure has been constructed. This could include reinstatement of road surfacing wider than the proposed underground cable trench and Joint Bays, subject to planning approval by the planning authorities. This will be in accordance with the accepted standard for underground cable development; The Guidelines for Managing Openings in Public Roads (hereafter referred to as The Purple Book) (Department of Transport, Tourism and Sport 2017). This can also be assured by way of an appropriate Condition of planning approval.

Both EirGrid and the appointed cable laying contractor will have dedicated land and community liaison officers to provide advance notice of works to affected communities and landowners, and to address any queries or concerns arising.

It is EirGrid's preference to install cables within the road wherever possible as it offers significant benefits including:

- The road network is a controlled environment by the Local Authority so unplanned interactions with the transmission asset are much less likely to occur;

- The road structure provides better mechanical protection to the transmission asset than experienced in an off-road setting;
- Maintenance and fault repair are much faster to address and resolve when the transmission asset is located in the road;
- Reduces the environmental impact (hedgerow removal, change of land use, introduction of access tracks and hard standing areas etc.)

However, this preference is considered against the specific needs of the project and the nature of the roads that are available along the route. Consideration is also given to the locations of schools and larger residential areas. In the case of the Proposed Development, it was determined that while the cable would be installed within the road for the majority of its length that there is a justification for it to be routed cross country for some sections in order to minimise the overall environmental impact of the project.

6.7.2 Marker Posts

Permanent marker posts will be erected along the length of the cable route to ensure that landowners and contractors working for other organisations can identify the alignment once the land has been reinstated to ensure that there is no accidental damage to the cables which could result in harm to people or to the electricity network. This is a common safety measure for underground utilities and the markers will be located at:

- Field boundaries where the proposed underground cable is laid in private land;
- At regular intervals in road verges when the proposed underground cable is in-road;
- In road verges where the proposed underground cable crosses any roads; and
- At HDD cross locations.

A recent Section 5 reference (Fingal Co Co Ref: FS5/014/22 and ABP Ref: RL06F.313625) determined that the erection of marker posts on another UGC development required planning approval and therefore, this has been included as part of the project description and permission for them is sought as part of this approval as outlined within Chapter 4 (Project Description) of the EIAR. The exact location of these marker posts will be determined at the detailed design stage / after construction of the project. If required, a planning condition requiring confirmation of the exact location of the marker posts prior to commissioning of the underground cable can be attached to a grant of approval.

Figure 6-2: Examples of an Above-Ground Cable Route Marker Post

6.7.3 Electromagnetic Fields (EMFs)

Electromagnetic Fields (EMFs) surround any object that is generating, transmitting or using electricity, including appliances, wiring, office equipment, batteries and any other electrical devices. Therefore, electric and magnetic fields are common in modern life. EMFs are invisible and cannot be felt or heard. In many cases, domestic electrical appliances and tools can generate much higher magnetic and electric fields, if in close proximity to a sensitive receptor, than transmission lines at standard separation distances.

EirGrid designs, develops and operates the transmission grid in accordance with stringent safety recommendations which are made by national and international agencies. Several of these recommendations come from the International Council on Non-Ionising Radiation Protection (ICNIRP). This is an independent body, funded by public health authorities around the world. ICNIRP has reviewed the safety of EMFs and recommended limits on exposure that are far below levels where adverse effects might occur. Electricity cables have been placed underground in Ireland since the 1960s.

There are currently approximately 320 km of underground transmission cables in Ireland, with multiples of this figure of underground cabling associated with the lower-voltage distribution system. The design of the transmission infrastructure has ensured that the strength of the electric and magnetic fields during operation of the Proposed Development will comply with the guidelines published by the International Commission on Non-Ionizing Radiation Protection (ICNIRP-1998) on exposure of the general public to EMF.

6.7.4 Interaction with Road, Other Utilities and Services

This Proposed Development is of strategic importance in supporting EirGrid and Government objectives. However, EirGrid is conscious of parallel critical requirements to ensure that the strategic capacity and safety of the existing services, utilities and roads are maintained. The HV Interface Forum inter alia is looking to establish the necessary operating protocols for generally routing cables in public roads, so that the issues and constraints impacting the roads sector, are effectively identified and addressed.

However, for the Proposed Development EirGrid has also engaged extensively with all relevant services providers to identify mechanisms to ensure the proposed transmission infrastructure development can proceed complementary to safeguarding the strategic function, safety and continued efficient operation of existing - and indeed future - services, utilities and roads. It is EirGrid's view that these issues can best be addressed through engagement between EirGrid, the relevant service provider and EirGrid would welcome the application of appropriate conditions of approval in this regard.

There is a long history of utilities and services being placed underground in the road network and alongside other services. It does not undermine their strategic importance and normal operation. The impacts, notwithstanding the temporary construction phase, of underground services are not significant, as addressed in the EIAR.

6.7.5 Hedgerow Removal

EirGrid is responsible for operating and developing the electricity transmission grid in Ireland; its' work to transform the electricity system is also the foundation of the Government's Climate Action Plans (2021, 2023 and 2024). However, EirGrid also has a statutory obligation to have due regard for the environment when developing electricity transmission projects. In 2019 the Irish Government declared a biodiversity emergency. Under the National Biodiversity Action Plan 2023-2030 public authorities such as EirGrid are obliged to move towards 'No Net Loss' of biodiversity through strategies, planning, and mitigation measures. The biodiversity and climate crises are twinned and interdependent. Enhancing natural habitats will promote nature-based carbon removal and improve the resilience of ecosystems to climate change.

EirGrid is committed to going beyond nature protection, to aim for nature restoration, as indicated by the following initiatives:

- Publication of EirGrid's commitment to 'Nature Inclusive Design' for all its capital projects, and examples of cast studies / pilot projects in December 2022 (Pilots)
- The EWIC Biodiversity Action Plan underway since 2019 at the converter station adjacent to Woodland Substation where EirGrid has planted 210 trees and is restoring meadow habitat.
- The of LiDAR data and field verification to minimise loss of mature and veteran trees etc.

- Our community benefit fund for the project, of which 1/3 will fund community biodiversity projects.

However, there are inevitable challenges at project level. In respect of the Proposed Development, hedgerows line the roadside along the majority of the route as well as in certain offroad sections. These provide roosting, breeding, foraging and commuting habitat potential for a variety of protected species, and their disturbance and removal can therefore cause ecological impacts. Such protected species likely to be present include small mammals such as badger, bats, Irish stoat, Irish hare and hedgehogs, as well as lizards and breeding birds.

In order to accommodate the construction area for underground cable, there will need to be significant removal of hedgerows along the route, which in turn holds the potential for likely significant effects in terms of habitat loss.

After construction, as far as possible, hedgerows will be reinstated to a species-rich condition (i.e., five woody species per 30 m), comprising only native species. All other sites will be returned as close as possible to their pre-existing condition, using the same woody species removed, under the supervision and direction of the Contractor's Ecological Clerk of Works (ECoW). It will not be possible to reinstate all hedgerows and trees exactly where they stood. This will be because of the construction of permanent features, such as access tracks, joint bays and associated hard standing areas. Off-road cable extents involving breaks to existing hedges (where not beneath a permanent access track) will be replanted only with suitable, shallow-rooting species, following the precedence established by Western Power (2021), now National Grid (GB).

An off-site hedgerow compensation strategy has been developed, in light of the urgent biodiversity action required at European and national level, and the hedgerow / tree policy objectives outlined in the Meath County Development Plan (particularly HER POL 37, HER POL 38, HER POL 40) (MCC 2021) and the Fingal Development Plan (particularly GINHP21, GINHP22, GINHO44) (FCC 2023). The off-site compensatory planting will be entirely outside the PAB. A minimum of 130% compensatory off-site planting will be delivered by the Developer (ESB), in consultation with EirGrid. The surplus will help contribute towards an overall biodiversity net gain. Subject to consent, the planting will commence in advance of, or in parallel with, the Construction Phase of the Proposed Development. EirGrid has identified candidate sites in County Meath and County Dublin in consultation with a charity partner, who provides compensatory planting options on third-party lands.

A full assessment of species that are present in the study area, and the potential impacts and mitigation is provided in Chapter 10 (Biodiversity) of the EIAR.

6.7.6 Traffic Management

EirGrid is aware that traffic management has been a key issue raised by local residents and local authorities during public consultation stages and pre-application consultation meetings and a Construction Traffic Management Plan has been prepared as Appendix B of the Construction Environmental Management Plan.

A full assessment of the potential impacts on traffic and transport is provided in Chapter 14 (Traffic and Transport) of the EIAR.

Where possible EirGrid has sought to locate joint bays in the verge where there is sufficient width, this is shown in Table 6-1.

Table 6-1 – Location of Joint Bays

Joint Bay Location	Meath	Fingal	Total
Off road / in verge	15	12	27
Road (no verge available)	12	10	22
Total	27	22	49

As can be seen from the project description, passing bays are a key element of construction phase of the Proposed Development in order to minimise the impact on traffic. However, there will be areas where additional traffic management measures are required, these are set out in detail in the EIAR and summarised

below. They have been informed by extensive consultation with local road authorities and Transport Infrastructure Ireland.

The proposed construction sequence to support the temporary traffic measures for the in-road sections of the cable route is as follows:

- Phase 1 – Installation of Passing Bay and Joint Bay structures: The Passing Bays (where required) will be constructed at the Joint Bay locations. Following the completion of the Passing Bay, the installation of the Joint Bay will take place under the same phase.;
- Phase 2 – Excavation and installation of ducts: A trench will be dug along the cable route, ducts will be installed, the trench backfilled, and the ground reinstated to match existing conditions; and
- Phase 3 – Installation of cables: The cables will be installed at Joint Bay locations within the ducts. The cables will then be jointed (connected) at each Joint Bay location to allow the installation of a continuous circuit.

The scale and nature of the temporary traffic management will vary from phase to phase because of the different effects. Works during Phase 1 and Phase 3 will be discrete locations along the cable route, whereas Phase 2 will be a rolling working area as the trench will run the entire length of the Proposed Development. In Phase 1 and Phase 3, the following measures will be applied:

- Lanes closure: Where the road width at the location of the Joint Bay is greater than 10.5m, a Passing Bay is not expected to be required and only lanes closure will be required;
- Passing Bay with lanes closure: Where the road width is less than 10.5m and where land is available, a Passing Bay with lanes closure will be constructed; and
- Full road closure (with local access arrangements): Where the road width is less than 10.5m and where there is no land available to construct a Passing Bay, a road closure with local access arrangements will be provided for the affected area with signposted diversions.

In Phase 2, the following measures will be applied:

- Full road closure (with local access arrangements): Where the residual open carriageway is less than 2.5m, the road will be required to be closed, with local access arrangements where necessary. Allowing vehicles to pass on a carriageway less than this width would pose significant risk to road users and the delivery teams (please note that the length of road that will be closed will be minimised and made appropriate to the area of the works). The closed section will be based on the nearest diversion point and the works required in that area;
- Lane Closure with Heavy Goods Vehicles (HGV) Diversion: Where the residual open carriageway is between 2.5m and 3m, the road will be required to be closed to HGVs but open to Light Goods Vehicles (e.g. Ford Transit vans) and cars. All HGVs will be required to use the diversion route, requiring signage to mitigate the risk of HGVs passing the works sites; and
- Lane Closure: Where the residual open carriageway is greater than 3m, it is proposed to keep the road open to all road users, using traffic signal control. Automatic or intelligent signalling should be used to account for the traffic flow and demand in order to reduce potential delays. The lane closures will remain during the entirety of the section of works (i.e. out of hours included) to ensure safety to all road users and delivery teams.

Full road closures will require traffic to temporarily follow a diversion route, increasing journey time. The diversions taken are assumed to be that identified in the Temporary Traffic Management Plan in the CTMP (Appendix B of the Construction Environmental Management Plan) and shown on Figure 14.2 in Volume 4 of the EIAR. In each case, where a diversion is required, there are suitable alternative routes available.

EirGrid has undertaken extensive engagement with Meath County Council, Fingal County Councils and TII on these matters and engagement will continue on the details of any diversions should planning approval for the Proposed Development be granted. Proposed diversions will be subject to approval from the County Councils.

EirGrid has and will also continue to engage extensively with all relevant utility providers to ensure the impact of any potential disruption is minimised.

6.7.7 EirGrid's Approach to Consultation Post Approval

Should the Proposed Development gain planning approval from ABP then EirGrid will continue to consult with key statutory bodies as the construction contractors are mobilised and throughout construction and reinstatement activities.

Communication with the public and other stakeholders aims to ensure awareness of the Proposed Development, to share information and elicit feedback. The appointed contractor will share important information with the public and other stakeholders, as required through the development of a communication strategy that will be produced prior to construction commencing. The communication strategy will include:

- List of environmental stakeholders;
- Road users – the appointed contractor will ensure that traffic disruption is minimised during construction;
- Local population – the appointed contractor will provide the local population and other stakeholders with advance notice of works in the area;
- Method and frequency of communication – this can include personal contact, letter drops, emails, telephone, meetings / presentations, a dedicated website and other measures such as social media will be considered as required;
- Details of key contacts – Employer, Project Manager / Supervisor, Emergency Response Lead and the appointed contractor's Environmental Clerk of Works; and
- Details of the consultation register – a record will be maintained of all third-party communication and consultation. This includes consultation with statutory and non-statutory organisations, and members of the public.

The appointed contractor's Community Liaison Lead will interface with the ESB and EirGrid's Community Liaison Team to ensure the successful delivery of the Proposed Development in so far as communities are concerned. The Liaison Lead will liaise with the local community so that the community has a direct point of contact within the appointed contractor's organisation who they can contact for information purposes or to discuss matters pertaining to the Proposed Development. The Liaison Team will attend all community forum meetings for the Proposed Development and will provide an email and mobile number for all queries and complaints to be addressed. These contact details will be made available to all affected landowners, residents living adjacent to the Proposed Development, and to key stakeholders. All emails and telephone calls will be responded to within two working days, unless in exceptional circumstances. All communications will be logged in a General Data Protection Regulation (GDPR) compliant matter and shared with the ESB on a regular basis and on request. The liaison lead will provide the nature of the complaint to the Project Manager / Supervisor and a resolution will be agreed and actioned and communicated back to the person that made contact.

A dedicated website, email address, and telephone number will be made available to the public so that members of the public can be kept informed of traffic management, and to provide a point of contact for information on the Proposed Development, and as a place to ask queries and provide feedback. Other measures such as social media will be considered as required. The website will provide weekly updates on the Proposed Development and will be kept 'live' so that current information on traffic management is always available.

6.7.8 Additional Consents

There are a range of additional consents and licences that EirGrid will be required to obtain prior to the commencement of works should the Proposed Development be Approved. EirGrid will liaise with the various consenting bodies at the appropriate time to ensure the relevant consents are obtained.

6.8 Social and Community Engagement

6.8.1 Government and EirGrid Policy on Community Gain since 2012

In 2012, the then Department of Communications, Energy and Natural Resources (DCENR) published a "Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure". The Policy Statement provided clear direction on incorporating community gain considerations into major energy infrastructure projects.

In particular, the Policy Statement stated that: "*The Government would like to see enhanced co-operation with local authorities on the potential for delivering landscape, biodiversity and civic amenity benefits as part of Grid 25 and other energy infrastructure development. Delivering long lasting benefits to communities is an important way of achieving public acceptability for infrastructure*". The Policy Statement goes on to state "*The Government underlines the appropriateness for the State Companies and energy project developers to examine appropriate means of building community gain considerations into their project budgeting and planning. The Government is therefore fully supportive of a community gain approach in the delivery of energy infrastructure*".

In the period following the publication of the Policy Statement, EirGrid engaged with the then DCENR, the then Commission for Energy Regulation (CER18), the then Department of Environment, Community and Local Government (DECLG19) as well as other key stakeholders focusing on the development of a suitable EirGrid community gain strategy. This strategy resulted in the establishment and implementation of a community gain policy in January 2014. In 2019, EirGrid updated its Community Gain policy to incorporate considerations for underground cables and the phasing of community fund payments which allowed for a community fund to be activated across three phases of a project. The provisions of proximity payments were also amended. In 2020, a further review of Community Gain was undertaken in EirGrid to ensure alignment with its new Strategy and wider policy framework, and from that a new Community Benefit Policy[4] was developed. The overall aim of the Community Benefit Policy is to leave a positive legacy in the communities hosting electrical infrastructure.

6.8.2 An Enhanced Approach to Community Engagement

As part of EirGrid's public engagement strategy to ensure substantial community engagement, local decision making, transparency and equality, a community forum was established and is made up of local community representatives from the area in proximity to the project route. The East Meath – North Dublin Community Forum was set up with the intention of bringing together people and organisations from across the project area so that stakeholder and community views can be discussed, understood, and carefully considered prior to and during project delivery. In addition, Fingal County Council and Meath County Council were invited to nominate elected representatives onto the forum. The first Community Forum took place online on 10 August 2022. The forum continues to meet regularly to provide feedback, for project updates and to ensure two-way communication is on-going. The purpose of the forum is to:

- Ensure that stakeholder and community views are understood and properly considered prior to and during project delivery; and
- Input into the design and implementation of the Community Benefit Fund, ensuring maximising the impact of the fund.

A dedicated community benefit fund for new grid development is made available by EirGrid to provide direct benefits to communities who are closest to new transition infrastructure. These funds, which are proportional to the scale of the project, support local good causes, with the aim of creating a 'sustainable energy community'. The overall aim is to leave a positive legacy in the communities hosting electrical infrastructure.

The community benefit scheme becomes live once a project receives planning permission. The community benefit for each project is managed by the project team. This team supports the setup of a local Community Forum.

This includes:

[4] https://www.eirgrid.ie/site-files/library/EirGrid/209130-EirGrid-Community-Benefit-Policy-A4-Report-final.pdf

- Working with EirGrid in identifying organisations and potential projects to ensure maximum impact of the community benefit in the area;
- Identifying partnership and collaboration opportunities;
- Agreeing the criteria and parameters of the fund;
- Accessing proposals for discussion and consideration;
- Inputting key local knowledge around area needs and priorities;
- Provide feedback at key stages in the process; and
- Forum members will actively promote the Community Benefit in their area and encourage organisations to engage.

EirGrid has committed to continue engagement with stakeholders, communities and the community forum throughout the final two steps of the development of the project.

7. Conclusions

EirGrid is satisfied that the application is robust and comprehensive, and that its submission follows an extensive and appropriate process of project development, incorporating public, landowner and stakeholder consultation and engagement that informed the consideration of alternatives, and has resulted in the project proposal now before ABP.

EirGrid reiterates that significant consideration has been given to alternative options for the routing of the proposed cable in this area, with the option predominantly within the public road being identified as the Best Performing Option against a variety of criteria. This is comprehensively and transparently documented.

In conclusion, it is the considered opinion of Jacobs and EirGrid that the Proposed Development is in keeping with national strategic objectives and contributes to the proper planning and sustainable development of region and of the areas through which it passes. The following key findings are noted in respect of the Proposed Development:

- It delivers clear national-level benefits, contributing towards a more efficient national energy grid, aiding in the delivery of Ireland's decarbonisation and climate action commitments, in accordance with the agreements as laid out in European Green New Deal, 2019, The Paris Agreement, 2015, the Recast Renewable Energy Directive (RED II), Europe 2030 Climate and Energy Framework and the Energy Roadmap 2050;
- It is considered necessary to ensure a more secure supply of electricity for County Meath and County Dublin and to enable the further integration of renewable energy, in line with the provisions as laid out in the National Energy and Climate Plan (NECP) 2021-2030, Government White Paper – Ireland's Transition to a Low Carbon Energy Future 2015-2030, Climate Action and Low Carbon Development (Amendment) Act 2021 and Climate Action Plan (CAP) 2021, 2023 and 2024.
- It is supported in planning policy at national, regional and local level, as laid out in the provisions of the National Planning Framework, the National Development Plan, the Regional Spatial and Economic Strategy, as well as the County Development Plans for Fingal and Meath. It accords with policy relating to the undergrounding of cables and strengthening of the electricity grid, and also in enabling future electricity demand opportunities in County Dublin and County Meath. It is also specifically referenced in the Regional Spatial and Economic Strategy for EMRA as a project that is to be supported due to the potential for benefits to the region.
- It accords with sectoral policy relating to the strengthening of the electricity grid, including EirGrid's 'Shaping our Electricity Future', Transmission Development Plan 2021-2030, Grid Implementation Plan 2017-2022, and the Government Policy Statement on the Strategic Important of Transmission and Other Energy Infrastructure
- The environmental impact assessment was carried for the Proposed Development, it demonstrates that the Proposed Development will not have significant impacts on the environment.
- The Natura Impact Statement demonstrates that, based on the best available scientific information and professional judgement, it is considered that with appropriate mitigation measures in place, there will be no adverse effects on the integrity of any European sites, as a result of the Proposed Development, alone or in-combination with other plans or projects, in light of those European sites' conservation objectives

EirGrid will continue to seek to engage with stakeholders, communities and landowners to address and resolve any issues that may arise during the next stages of the Proposed Development

EirGrid is satisfied that the Proposed Development is the optimum solution for the delivery of the project and is fully in accordance with good planning practice, and the principles of proper planning and sustainable development.

Appendix A. SID Pre-Application Determination

Our Case Number: ABP-317599-23

An Bord Pleanála

Eirgrid
The Oval
160 Shelbourne Road
Ballsbridge
Dublin 4
D04FW28

Date: 16 January 2024

Re: Proposed development of a 400 kV underground cable between Woodland 400 kV Substation located in the townland of Woodland, Co. Meath and Belcamp Substation in the townlands of Clonshaugh and Belcamp, Co Dublin, known as the 'East Meath – North Dublin Grid Upgrade.

Dear Sir / Madam,

Please be advised that following consultations under section 182E of the Planning and Development Act 2000, as amended, the Board hereby serves notice that it is of the opinion that the proposed development falls within the scope of section 182A of the Planning and Development Act 2000, as amended. Accordingly, the Board has decided that the proposed development would be strategic infrastructure within the meaning of section 182A of the Planning and Development Act 2000, as amended. Any application for approval for the proposed development must therefore be made directly to An Bord Pleanála under section 182A(1) of the Act.

Please also be informed that the Board considers that the pre-application consultation process in respect of this proposed development is now closed.

The following is a list of prescribed bodies to be notified of the application for the proposed development.

- Meath County Council
- Fingal County Council
- Minister for Housing, Local Government and Heritage
- Minister for the Environment, Climate and Communications
- Minister for Transport, Tourism and Sport
- Commission for the Regulation of Utilities (CRU)
- An Taisce
- Heritage Council
- An Chomhairle Ealaíon
- Fáilte Ireland
- Córas Iompair Éireann
- Irish Rail
- Commission for Railway Regulation
- TII
- daa

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Facs	**Fax**	(01) 872 2684
Láithreán Gréasáin	**Website**	www.pleanala.ie
Ríomhphost	**Email**	bord@pleanala.ie

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• Uisce Éireann
• Inland Fisheries Ireland
• Office of Public Works

Further notifications should also be made where deemed appropriate.

In accordance with section 146(5) of the Planning and Development Act 2000, as amended, the Board will make available for inspection and purchase at its offices the documents relating to the decision within 3 working days following its decision. This information is normally made available on the list of decided cases on the website on the Wednesday following the week in which the decision is made.

The following contains information in relation to challenges to the validity of a decision of An Bord Pleanála under the provisions of the Planning and Development Act 2000, as amended.

Judicial review of An Bord Pleanála decisions under the provisions of the Planning and Development Acts (as amended).

A person wishing to challenge the validity of a Board decision may do so by way of judicial review only. Sections 50, 50A and 50B of the Planning and Development Act 2000 (as substituted by section 13 of the Planning and Development (Strategic Infrastructure) Act 2006, as amended/substituted by sections 32 and 33 of the Planning and Development (Amendment) Act 2010 and as amended by sections 20 and 21 of the Environment (Miscellaneous Provisions) Act 2011) contain provisions in relation to challenges to the validity of a decision of the Board.

The validity of a decision taken by the Board may only be questioned by making an application for judicial review under Order 84 of The Rules of the Superior Courts (S.I. No. 15 of 1986). Sub-section 50(7) of the Planning and Development Act 2000 requires that subject to any extension to the time period which may be allowed by the High Court in accordance with subsection 50(8), any application for judicial review must be made within 8 weeks of the decision of the Board. It should be noted that any challenge taken under section 50 may question only the validity of the decision and the Courts do not adjudicate on the merits of the development from the perspectives of the proper planning and sustainable development of the area and/or effects on the environment. Section 50A states that leave for judicial review shall not be granted unless the Court is satisfied that there are substantial grounds for contending that the decision is invalid or ought to be quashed and that the applicant has a sufficient interest in the matter which is the subject of the application or in cases involving environmental impact assessment is a body complying with specified criteria.

Section 50B contains provisions in relation to the cost of judicial review proceedings in the High Court relating to specified types of development (including proceedings relating to decisions or actions pursuant to a law of the state that gives effect to the public participation and access to justice provisions of Council Directive 85/337/EEC i.e. the EIA Directive and to the provisions of Directive 2001/12/EC i.e. Directive on the assessment of the effects on the environment of certain plans and programmes). The general provision contained in section 50B is that in such cases each party shall bear its own costs. The Court however may award costs against any party in specified circumstances. There is also provision for the Court to award the costs of proceedings or a portion of such costs to an applicant against a respondent or notice party where relief is obtained to the extent that the action or omission of the respondent or notice party contributed to the relief being obtained.
General information on judicial review procedures is contained on the following website, www.citizensinformation.ie.
Disclaimer: The above is intended for information purposes. It does not purport to be a legally binding interpretation of the relevant provisions and it would be advisable for persons contemplating legal action to seek legal advice.

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

Yours faithfully,

PP EGM

Niamh Hickey
Executive Officer
Direct Line: 01-8737145

VC11

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Appendix B. Planning History

A planning search was undertaken on 21st February 2021and identified the following planning history relevant to the Proposed Development.

Table B. 1 Planning History for Woodland Substation

Development Description	Decision Date	Applicant	Reference Number	Decision
Concurrent pre-application consultation request form EirGrid plc in respect of a transmission network reinforcement project comprising a 400kV UGC (approx.. 53km) between Woodland electrical substation in Co Meath and Dunstown 400kV substation in Co Kildare.	On-going pre-application consultation with ABP	EirGrid	ABP-314112-22	
Installation of new AIS Substation equipment and associated earthworks	17/4/23	EirGrid	221550	Granted subject to conditions
Proposed uprate of the existing Louth – Woodland 220 kV overhead powerline (OHL) between the existing Louth 220 kV substation in the townland of Monavallet, County Louth and the existing Woodland 220 kV substation in the townland of Woodland, County Meath	17/11/23	Eirgrid	2360296	Granted
Development consists of erection of a 42 metre high free standing lattice communications structure, carrying antennae and communication dishes, with associated ground-mounted equipment cabinets within a 2.4m high palisade compound, to share with other licenced operators at ESB existing Woodland substation.	07/02/2007	Electricity Supply Board Telecoms Ltd	DA60583	Granted subject to conditions
MV Substation building as part of the East West Interconnector Project between Ireland and Wales	20/01/2011	ABB Ab	FS10108	Granted subject to conditions
Alterations to the existing 400kV electricity transformer station, consisting of a new transformer, radiator bank, 3 no surge arrestors and oil interceptor	21/08/2006	ESB	DA60134	Granted subject to conditions
Portan Building as part of the East West Interconnector Project between Ireland and Wales	25/11/2010	ABB Ab	FS10109	Granted subject to conditions
Converter Station building for converting direct current to alternating current as part of the East-West Interconnector Project between Ireland and Wales	25/11/2010	ABB Ab	FS10110	Granted subject to conditions
Spare parts building as part of the East West Interconnector Project between Ireland and Wales	25/11/2010	ABB Ab	FS10111	Granted subject to conditions
To erect a telecommunication mast at existing high voltage transmission station	09/09/1993	ESB	93791	Granted subject to conditions

Development Description	Decision Date	Applicant	Reference Number	Decision
Erection of palisade fencing at existing high voltage transmission station	28/07/1999	ESB	991106	Granted subject to conditions
Alterations to the existing 400kV electrical transformer station, consisting of a new 400kV/220kV transformer with concrete bund, 400Kv transformer bay, 220 kV transformer bay, busbar extensions, 1 no. lightning arrester, oil interceptor and associated site works	14/04/2011	EirGird plc	DA110127	Granted subject to conditions
The erection of 2 no. acoustic barriers and all associated site development works on a 0.3 hectare site. One barrier will be located within the site to the south-west of the valve coolers. This barrier will be 7 metres high with an overall length of 64.5 metres (32.5 metres acoustic panels will be freestanding) and will wrap around one end of the valve coolers. The other barrier will be located to the south-east of the site inside the boundary fence. This barrier will be 2.5 metres high and 9-metres in length	28/11/2013	EirGrid Interconnector Limited	DA130761	Granted subject to conditions

Table B. 2 Planning History for Belcamp Substation

Development Description	Decision Date	Applicant	Reference Number	Decision
Electricity Substation – 220kV Building	26-11-2014	ESB Networks Ltd	14/4125	Grant
Electricity Substation – 110kV Building	26/11/2014	ESB Networks Ltd	14/4126	Grant
220kV Building moved on the site to accommodate possible future expansion	15/03/2016	ESB Networks	15/4230/Rev	Grant
New 110kV GIS Building	5/1/2017	ESB Networks	16/DR/014	Grant
New 220kV GIS Building	5/1/2017	ESB Networks	16/DR/015	Grant
Installation of 220kV underground electrical infrastructure between Collinstown / Dardistown and the new Belcamp 220kV Substation as well as the installation of 220kV underground electricity infrastructure at the existing Finglas 220kV Substation	23/8/2019	EirGrid plc	FS5-026/19 (Exempted development)	
New 220kV GIS building. To include extension to hardstanding, busbars and earthworks.	8/2/2023	EirGrid plc	F23A/0040	Grant

Table B. 3 Planning applications within/intersect the development boundary of the Proposed Development

Application No.	Authority	Location	Project Description	Decision
ABP-312131-21	ABP		Greater Dublin Drainage project – Regional Wastewater Treatment Plant including Odour Control Unit to be located in the townland of Clonshaugh in Fingal with associated works including c. 25km pipelines	Application to be determined by ABP
2360256	MCC	Dunboyne	The erection of 6no. 15m high floodlight poles and associated lighting for the existing main pitch and training pitch along with all other ancillary site development works	Granted
2360290	MCC	Bennettstown	Permission for the following Large-Scale Residential Development consisting of: i) 267 no. residential units comprising 145 no. dwelling houses and 122 no. apartments/duplexes providing a mix of 1, 2, 3 and 4-bed units. The dwelling houses range in height from 2-3 storeys. The apartments/duplexes are in 8 no. blocks (i.e. Blocks A-H, with Blocks B and C joined) ranging in height from 3 to 5 storeys; ii) a single storey creche; iii) modifications to the R157 regional road including changes to the existing carriageway/traffic lanes and the replacement of an existing roundabout with a new signalised junction; iv) a new signalised junction and link road (including new bridge over the River Tolka) connecting the R157 and the Old Navan Road; v) the provision of footpaths, cycle lanes and 2 no. pedestrian crossings on the existing M3 Parkway access road, vi) a foul pumping station and connection to the existing public sewerage system via the Old Navan Road; vii) a watermain connection to the north of the site at Pace (townland); viii) 3 no. ESB substation/kiosks and the undergrounding/re-routing of existing electricity lines; ix) reprofiling of land and relocation of existing berm adjoining the River Tolka as part of flood mitigation measures; and x) all associated ancillary development works including footpaths, cycle lanes, car and bicycle parking, drainage, public lighting, bin storage, boundary treatments and landscaping/amenity areas at this site measuring 14.17 hectares principally located in Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath. Access will be via 2 no. new vehicular access points along the new link road between the R157 and the Old Navan Road. Pedestrian access will also be provided on to the existing M3 Parkway access road. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been submitted to the planning authority with the application. The Environmental Impact Assessment Report and Natura Impact Statement	Further Information

Application No.	Authority	Location	Project Description	Decision
			will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Local Authority The application may be inspected online at the following website set up by the applicant: www.bennetstown1lrd.ie	
221508	MCC	Drumree	A Solar PV Energy Development with a total site area of 171.34ha, to include solar panels mounted on steel support structures, associated cabling and ducting, 47 No. MV Power Stations, 3 No. Client Substations, 3 No. Temporary Construction Compounds, tracks, boundary security fencing and security gates, CCTV, landscaping and ancillary works, with a 40-year operational period. A Natura Impact Statement (NIS) had been submitted to the Planning Authority with the Application. Significant further information/revised plans submitted on this application	Appealed to ABP. Appeal decision to be determined.
RA150907	MCC	Barstown	The development will consist of the construction of a replacement two storey detached dwelling house, with single storey annexe to the side, containing plant room, garage and other ancillary accommodation, all in lieu of the existing two storey dwelling house within the existing stable yard, conversion and change of use of the existing dwelling to a farm building containing 2 stables, stores, tac rooms, etc. New proprietary wastewater treatment unit and new percolation area to new dwelling, new combined vehicular entrance gateway at the location of the existing agricultural gate, the existing entrance gateway to the original house to be removed, new access driveway to the new house, roof mounted solar panels, along with all associated services, service connections, landscape and site development works	Granted
231091	MCC	Nuttstown	Permission to construct an agricultural shed for the purposes of storage of fodder/grain and machinery, adjacent to an existing shed currently under construction (AA201747) and to utilise the existing agricultural entrance granted under 22241, new concrete yard and permission for retention of agricultural access road and all associated site development works	Granted
RA150555	MCC	Waynestown	The development will consist of construction of a domestic garage with home studio over to rear of existing dwelling, also permission to upgrade the existing septic tank to a waste water treatment system	Granted
RA150470	MCC	Whitesland	The development will consist of outline permission for a detached two storey dwelling house, garage, roof mounted solar panels, waste water treatment	Granted

Application No.	Authority	Location	Project Description	Decision
			unit and percolation area, new vehicular entrance gateway, access road, along with all associated services, service connections, landscape and site development works	
RA150407	MCC	Whitesland	The development will consist of amendments to the previously approved plans granted planning permission under Planning Registry Reference No. DA120284. The amended development will consist of the construction of two storey detached dwelling house, with a part third storey/attic floor, complete with part single, part two storey side annexe containing an integrated garage, roof mounted solar panels, waste water treatment unit and percolation area, replacement of the existing agricultural entrance gateway to form a new combined domestic and agricultural entrance, minor realignment of the hedgerow, upgrading of the existing access road, along with all associated services, service connections, landscape and site development works	Granted
RA150469	MCC	Stokestown	Permission to construct storey and half type dwelling, domestic garage, proprietary treatment unit and complete all ancillary site works. Significant further information/revised plans submitted on this application	Granted
DA140273	MCC	Nuttstown	Construction of a new detached two storey type dwelling along with a single storey domestic attached garage, new shared entrance from public road to serve the dwelling and the existing field entrance, installation of a new proprietary wastewater treatment system together with all associated site works and services. Significant further information/revised plans submitted on this application	Granted
2455	MCC	Nuttstown	the development will consist of an application to construct a bungalow dwelling house, a domestic garage, a combined entrance from the public road, a wastewater treatment system and percolation area to the EPA recommendation 2021, connection to existing water supply, together with all works ancillary to the overall development	Pre-Validation
FW18A/0133	FCC	Spricklestown	Planning permission is being sought for renovations and remodelling of existing single storey dwelling, proposed works to include a two-storey extension to rear and upgrading existing vehicular entrance	Granted
FW12A/0004	FCC	Spricklestown	Alteration & extension to the existing two-storey house to include the demolition of the existing single storey element of the house and the provision of a new single storey front extension, a new single storey side extension and a new two-	Granted

Application No.	Authority	Location	Project Description	Decision
			storey rear extension. The application also includes for internal alterations, a new raised pitched roof to the existing two-storey flat roofed house and a new wastewater treatment system to replace the existing septic tank.	
FW22A/0167	FCC	Cherryhound, Spricklestown and Killamonan	The development will consist of: the provision of c. 72,753sq.m of logistics and associated office uses across 5 no. buildings (Building 1, c. 23,936sq.m and a height of c. 17.25m, Building 2, c. 16,999sq.m and a height of c. 17.2m, Building 3, c. 13,472sq.m and a height of c. 17.25m, Building 4, c. 10,058sq.m and a height of c. 17.25m, and Building 5, c. 8,195sq.m and a height of c. 17.63m), within a business campus setting; associated yard areas, trailer and truck parking together with car and bicycle parking spaces at surface level; a single storey campus management building (c. 93sq.m) with an adjacent canopy and seating area to facilitate outdoor dining / social space; revised and new pedestrian, bicycle and vehicular entrances; internal pedestrian, bicycle and vehicular circulation including a new pedestrian and bicycle link to the R121; associated landscaping, parkland area and public open space, boundary treatments, lighting, signage, CCTV; associated drainage, attenuation and services; and all associated construction compounds and site works. An Environmental Impact Assessment Report accompanies the planning application.	Granted
FW17A/0009	FCC	Cherryhound	The development will consist of alterations to the existing dwelling comprising the following (i) increase in height of existing ridge and gable wall to front (Northwest) elevation including 1 No. new window at first floor and 2 No. velux windows to the Southwest side, (ii) increase in height of existing ridge and gable walls to rear (SouthEast) elevation including 1 No. new window at first floor and 1 No. dormer window to the Southwest side, (iii) removal of existing hip roof to side (Southwest) elevation with the new gable wall and 1 No. new window at first floor, (iv) 2 No. new dormer windows to rear (SouthEast) elevation at first floor, (v) removal of 2 No. existing chimneys to front and rear elevations, (vi) alterations to existing windows and openings to the front (NorthWest) elevation. (vii) and all associated site works.	Granted
FW22A/0201	FCC	Irishtown, Spricklestown	Permission for development at a site of c. 61.1 hectares. The development will consist of: a 10 year permission for the construction of a Solar Photovoltaic (PV) panels on ground mounted frames/support structures within existing field boundaries; 6 no. transformer stations; inverters; 3 no. weather stations; all ancillary underground cabling and ducting; internal site acc3ess tracks;	Granted

Application No.	Authority	Location	Project Description	Decision
			site perimeter (stock-proof) security fencing; CCTV structures; 1 no. storage container; landscaping including screen planting; new vehicular access from R121 (Regional Road); 1 no. temporary construction compound; and all associated site development works. A Natura Impact Statement (NIS) will be submitted to the Planning Authority with the application.	
FW15A/0147	FCC	The Ward	Permission for the construction of a ground floor level granny flat unit to the side/rear of existing dwelling with internal modification works and associated site works.	Granted
F14A/0420	FCC	The Ward	Construction of a dwelling, installation of a wastewater treatment unit with percolation area and vehicular entrance with associated site works.	Granted
F18A/0307	FCC	St Margarets	Alterations and extension to existing bungalow comprising of first floor extension over existing with new garage to side to create new replacement barn house and new replacement septic tank, percolation area and soakaways.	Granted
F22A/0082	FCC	St Margarets	Retention Permission and the continuance of use of the staff welfare facilities including canteen, Farm Office, Drying room and Herd Filing & Medical Storeroom all within an existing agricultural shed on the farm.	Granted
F18A/0225	FCC	St Margarets	Demolition of a portion of an existing agricultural shed (101.75 sq.m.) and the construction of a single storey prefabricated unit (GFA 51.24 sq.m.) to serve as a temporary classroom that is ancillary to the existing childcare facility in site.	Granted
F21A/0106	FCC	St Margarets	The development will principally consist of part single storey and part storey and a half extension to the front (south-west), side (south-east) and rear (north-east) of the existing dwelling and the conversion of the existing attic into habitable space. The works will result in an increase in floor area from 264 sqm to 431 sqm. The development will also include internal alterations, elevational changes, the provision of a private terrace at first floor level facing north-east and all associated site development works above and below ground. The existing treatment plant and percolation area will be removed, and a new wastewater treatment system, polishing filter and storm water management system will be provided to facilitate the extended dwelling	Granted
F15A/0146	FCC	St Margarets	Single storey extensions to the sides of the existing Complex Building of approximately 196 sq.m. for dressing room & storage facilities, the conversion of	Granted

Application No.	Authority	Location	Project Description	Decision
			the existing tennis court to an all-weather training surface and the provision of a walking/running track.	
F18A/0643	FCC	St Margarets	The proposed development will consist of: Junction upgrades to include: addition of traffic signals; left turn and right turn lanes; and all associated and ancillary works and the retention of 2 no. existing advertisement signs.	Grant Permission and Refuse Retention
F19A/0023	FCC	Dublin Airport	Amend the North Parallel Runway (North Runway) (permitted under FCC Reg. Ref. F04A/1755; An Bord Pleanála Ref: PL06F.217429), on this site of c.265.7 hectares at Dublin Airport, Co. Dublin, in the townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock and Huntstown. The permitted runway is located to the north and north-west of terminal 1 and Terminal 2, Dublin Airport.	Granted
F20A/0668	FCC	Dublin Airport	A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock on a site of c. 580 ha. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures.	Granted
F04A/1755/E1	FCC	Dublin Airport	To construct on airport lands, a runway, 3110m in length and 75m in width. The permission sought to include all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings; the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on	Granted Extension of Duration

Application No.	Authority	Location	Project Description	Decision
			that site which is currently leased from the applicant. The road works include the realignment of an 800m section of the Forrest Little Road; the rerouting of a 700m section of the Naul Road (R108) and a 200m section of Dunbro Lane and replacement of these latter roads with a new 2km long road (7.5m wide carriageway) running in an east-west direction connecting to the St. Margaret's Bypass at a new junction. The proposed duration of this permission is 10 years. An Environmental Impact Statement will be submitted with the planning application.	
PartXI/009/19	FCC	Cloghran	Proposed development of Traveller Specific Group Housing, including associated site development works at Stock Hole Lane, (approximately 230 m south of the junction with Baskin Lane), Co. Dublin	N/A
F21A/0673	FCC	Dublin Airport	Development at site of c.5,889 square metres at Dublin Airport, Co. Dublin in the townland of Forrest Great. The proposed development will consist of the construction of a new vehicle access to the Naul road and agricultural gates to existing land within DAA ownership. The new access is required to provide additional access for lawn cutting vehicles to existing land within DAA ownership at Naul Road and at land close to the junction of Naul Road and Forrest Road. The access will be c.4 metres in width and will include a permeable hardstand area on the Naul Road. The proposed access gate on lands adjacent to the junction of Naul Road and Forrest Road will be accessed via a grassed route on Naul Road. The existing road signage will be relocated to accommodate the grass access route. The proposed agricultural gates will be between 1.2 and 1.5 metres in height. The proposed development will also include all ancillary works including site excavation and development works above and below ground.	Granted
F23A/0781	FCC	Dublin Airport	EIAR & NIS The proposed development relates to the entirety of the Airport including greenfield sites on the periphery of the Airport, as well as parts of adjoining public roads, including the Airport roundabout; the R132/Corballis Road South; R132/Old Airport Road; and R108/Old Airport Road. Development Description/ the proposed development will consist of: Increase in passengers' numbers per annum	Request Additional Information

Application No.	Authority	Location	Project Description	Decision
			a) An increase in the capacity of the airport from the permitted combined capacity of Terminal 1 together with Terminal 2 of 32 million passengers per annum (32mppa) (as referenced by condition no. 3 of ABP Ref. No. PL06F.220670 (F06A/1248) and condition no. 2 under ABP Ref No. PL06F.223469 (F06A/1843)) to 40 million passengers per annum (40mppa). b) The increase to the capacity will include all attendant airport operations at Dublin Airport. The proposed increase in passenger numbers will supersede and replace condition no. 3 of ABP Ref. No. PL06F.220670 (F06A/1248) and condition no. 2 under ABP Ref. No. PL06F.223469 (F06A/1843). The provision of airport infrastructure to include the following Project Elements, namely: Project Element 1: North Apron a) Demolition of existing buildings on site including the North Terminal Building, Hangar 1, Hangar 2, Hangar 3, the 'SIM' Office Building, a substation and storage building (total demolition c. 35,307m2) b) The construction of an extension ('Module 1') (c. 12,799.49m2) to Pier 1 at Terminal 1, which will comprise a two-storey structure with arrivals facilities at ground floor level and departure facilities at first floor including boarding gates, circulation and waiting areas, food and beverage facilities, retail space, toilets and welfare facilities, and ancillary back-of-house facilities, as well as ancillary offices, staff welfare, IT rooms, stores, plant, and a substation. c) 2no. jet bridges, and 3 no. MARS (Mixed Apron Ramp System) stands, of which 2no. will have fixed links and nodes. d) The proposed extension to the passenger pier will be connected to the existing Skybridge via a new Vertical Circulation Core (VCC) (c. 751.59m2), and the internal flows in the Skybridge will be reversed. e) The existing Immigration Hall and Pier 1 interfaces with the existing Skybridge will require amendments to the existing Immigration VCC (c. 268.67m2) and localised widening of the Skybridge on its eastern side. f) New substations including a new external substation referred to as Substation 43 (c. 87.63m2), and a new substation located on the ground floor of Module 1 (c. 141.79m2). g) Relocation of the entrance to the existing Platinum Services facility and associated internal amendments. h) A new airside service road is proposed to the south of the proposed pier extension, beneath the skybridge and beside the Old Central Terminal Building (Protected Structure (RPS 612)). i) Associated development including a new airside service road to the south of	

Application No.	Authority	Location	Project Description	Decision
			the proposed pier; relocation of the airside/landside fence; landscaping and drainage works, including diversions of exising services. Project Element 2: South Apron a) Enabling works comprising the demolition of existing buildings (c. 29,101.2m2 , to include Cargo Terminal 1 (c. 10,446m2), Cargo Terminal 2 (c. 5,445m2), the existing Passenger Boarding Zone (PBZ) (c. 2,209m2), Shamrock House Annex and Link Bridge (c. 2,509m2) and Gate Gourmet (c. 2,473m2)) and service diversions. b) The construction of a new 3-storey pier (Pier 5) (c. 24,070m2) projecting eastward from the existing Terminal 2 building and incorporating 8NBE stands, six bus lounges, enclosed gate-hold rooms, fixed links, with the capacity for both airbridge and walk in / walk out boarding / disembarkation. c) A reconfiguration & expansion of the existing US Customs and Border Protection (CBP) pre-clearance facility, which will consist of: (i) the demolition of: 2no. existing Pier 4 link bridges; 2no. external vertical circulation cores (VCC) and 2no. airbridges; part of the north, east and south elevations of the existing CBP facility (c. 309m2), including external footpaths, ramps and handrails; and part of the existing apron pavement. (ii) internal reconfiguration of part of Pier 4 and the existing CBP facility (c. 1,017m2) and the construction of an expanded 2-storey, part 3-storey CBP facility to the east of the existing CBP facility (c. 8,203m2), to include: a. pre-clearance passenger processing facilities at Level 10 (ground floor), including 5no. entry Egates, queuing areas, 11no. screening lanes, 22no. booths, transit lounge area, welfare facilities, and ancillary staff facilities. b. lounge, retail/food and beverage area, swing gateroom, welfare facilities, airline lounge, staff facilities, including ancillary offices at Level 15 (first floor). c. construction of 2no. external vertical circulation cores (VCC). d. construction of a new skybridge links at Level 15 (first floor) Level 20 (second floor) and Level 30 (third floor) between the proposed Pier 5, and the existing Pier 4 and the existing Terminal 2 building and all associated works. e. security facilities at Level 10 and Level 20, and a lift core extending to Level 30 (third floor (part)), to merge with the remaining parts of the existing facility at Pier 4. f. ancillary external structures to the extended roof, including rooflights, external balustrade and handrail; fixed metal roof walkway; and fall protection anchorage system. g. realignment of the existing airside road; the provision of new airside road; and the provision of pedestrian walkways and zebra crossings. h. the reorganisation of an existing airside operations car	

Application No.	Authority	Location	Project Description	Decision
			parking area to provide 15no. airside operations car parking spaces; the provision of 2no. PRM airside operations parking spaces, 2no. platinum passenger parking spaces, 2no. GIWA (goods vehicles) spaces, and 2no. bus set down areas. i. decommissioning of 2no. existing operational aircraft stands. d) the partial demolition (c. 3,320m2), refurbishment and upgrade of the existing 2-storey former Flight Catering Building, to become the South Apron Support Centre (SASC) (c. 4,139m2) which, together with its existing external hardstanding area to the north-west of the SASC, is to be used initially as a temporary construction compound (office storage and a pre-screening/ logistics/ staff welfare facilities) for the proposed works to the CBP facility, and then for continued use as an Airport Operational Building for airside support/operations, which will consist of: (i) upgrade of the façade of the existing SASC building, to include partial demolition of the later attritions/extensions to the south and west flanks of the building; demolition of the existing pedestrian link bridge to Shamrock House to the east (making good the elevation of Shamrock House to match the existing), and demolition of an existing substation internal to the building. (ii) the refurbishment of the remaining SASC structure to provide offices, meeting rooms, staff welfare facilities, storage and plant rooms on the ground and first floors, and refurbished rooftop plant enclosure and new rooftop balustrades (c. 4,139m2), as well as an external dining courtyard at ground floor. (iii) the provision of 10no. visitor car parking spaces, 2no. PRM visitor car parking spaces and 80no. cycle storage racks. (iv) revised external pedestrian and vehicular circulation arrangements. (v) separate external smoking shelter and separate external bin storage. e) new part 2-storey Gate Post 4 (c. 431m2), with associated roads and civil works. f) A remote Passenger Boarding Zone (PBZ) (c. 2,198m2), with a capacity of 9NBE stands and an extended dual Code E taxi-lane. g) Associated infrastructure works including airfield and general services, surface water attenuation and pollution control, including the reconfiguration of a section of the Cuckoo stream. Project Element 3: Terminal 1 Central Search a) The construction of an extension to an existing internal Level 30 mezzanine level in Terminal 1 (c.1,200m2) to accommodate a relocated Central Search Area (CSA). b) Realignment of the southern external façade line outward to allow for circulation space behind the security lanes. c) A new vertical circulation core (VCC) from level 30 mezzanine to level 20 International Departure Lounge,	

Application No.	Authority	Location	Project Description	Decision
			comprising lifts, escalators and stairs, and rooflighting. d) New office and operational support spaces, and conversion of the redundant central search area on Level 20 to provide 2no. 'Fast Track' security lanes and 1no. new Staff Search security lane, at Level 20. e) Security Processing Equipment at Level 30, to include a pre-screening queue management area, 16no. new Autopass gates (8no. at either side of the CSA) and 11no. 25m long ATRS (automatic tray return system) security screening lanes and body scanners. Project Element 4: New Apron 7 a) The demolition of 6no. habitable houses, the removal of existing hedgerows, and development of a new remote Apron 7 to the north-west of the airport campus with attendant taxiway access. b) 9no MARS or 18no. Code C remote stands distributed in two cul-de-sacs; and 5no. Code C remote stands. c) single-storey electricity substation (c. 165m2) and single-storey dispatch building (c. 55m2). blast screen (to the south) and realignment and cul-de-sac-ing of the R108 public road. d) new Code F parallel taxiway and taxiway links to taxiway Mike and Apron 7. e) The development of Apron 7 will necessitate the severance and cul-de-sacing of the R108. Project Element 5: Underpass beneath Runway 16/34 (Underpass) a) the construction of a subterranean Underpass of Runway 16/34, which will comprise: (i) A twin-cell enclosed tunnel with 2 no. lanes in each direction, linked to the surface by ramps, portals, and light attenuation screen (1.8m in height above existing ground level at the west ramp and 3.3m in height above existing ground level at the east ramp). The enclosed section will be approximately 0.7 km long, with an overall alignment of approximately 1.1 km in length from top of ramp to top of ramp. It will be approximately 24m in external width, and approximately 5.5m in internal height from road to tunnel ceiling. It will be up to 17.5m below existing ground level. (ii) Plant room, of approximately 625m2 , which will comprise housing for transformers, pumps, controls and communications equipment, located underground at the portal of the east ramp, a parking layby and utilities corridor crossing. (iii) Demolition (approximately 23,741m2) and reinstatement (approximately 16,216m2) of part of the pavement surfaces of Apron Taxiway 4, Taxiway F-2, Runway 16/34 (the crosswind runway), Taxiway W1 and W2, and the West Apron. (iv) Access roads to tie in with the existing airside road network at each end of the proposed	

Application No.	Authority	Location	Project Description	Decision
			Underpass (at Pier 3 on the Eastern Campus and the West Apron on the Western campus respectively), and 31no. car parking spaces at surface level at Pier 3. (v) Demolition (approximately 97m2) of fixed links (elevated enclosed passenger walkways leading from the Pier to Aircraft Nodes) and Nodes (structures which provide support for the fixed links and internal pedestrian access cores to ground level) serving 3no. aircraft stands and associated airbridges (passenger boarding bridges) at Level 20 (departure gates) of Pier 3. To the south of Pier 3, an existing airbridge is to be removed and an existing fixed link is to be adjusted to service existing stands in that area. (vi) Replacement of the demolished fixed links and nodes with 3no. new fixed links, A (approximately 356m2), B (approximately 227m2) and C (approximately 170m2) and of approximately 150m, 95m and 70m in length respectively and approximately 2.2m in width and approximately 3.2m in height, at a maximum height of approximately 7.1m above the surrounding apron; 3no. two-storey Nodes A, B and C, approximately 157m2 , 154m2 and 148m2 in area respectively; and 2no. airbridges (1no. at Node A and 1no. at Node B). (vii) Modifications to the elevations of Pier 3 at Level 20 to accommodate the links and airbridges, including part replacement of the existing glazing with new glazing/cladding, and a new cladded portal with new doors and access control at each new fixed link location; rearrangement of part of the internal floorspace of Level 20, including a new partition between the entrance/ exits of proposed fixed links A and B; new surface water drainage network; and 31no. car parking spaces at surface level; (viii) Realignment of stands on the Eastern Campus resulting in the net loss of three Narrow Body Enabled (NBE) stands and net gain of one Wide Body (WB) stand at Pier 3. b) Realignment of aircraft stands in the West Apron (involving rearranging /relocating stands by way of new paint markings on the apron pavement) to accommodate the portal and Underpass access roads (no net change in number of stands). c) Modifications to existing drainage network in the vicinity of the proposed Underpass including replacement of existing attenuation system, and construction of a new drainage network for the proposed Underpass, including sump pit with pumps, interceptors, and new attenuation tank. d) Temporary diversion of the Airfield Trunk Culvert during construction and its reinstatement at the existing alignment and level. e) Realignment of stands at Pier 2 on the Eastern Campus (no net change in number of stands). f) All ancillary airport infrastructure including additional	

Application No.	Authority	Location	Project Description	Decision
			apparatus/equipment including jet blast fencing, Fixed Electrical Ground Power (FEGP), Advanced Visual Docking Guidance System (AVDGS), Stand Number Indicator Board (SNIB), Fuel Hydrants, High Mast Lighting (HML), electrical charging facilities, and miscellaneous ground service equipment (GSE) parking and storage areas. Project Element 6: Airfield Drainage Project a) upgrades to existing drainage infrastructure and construction of additional drainage infrastructure to provide an integrated and improved surface water management at Dublin Airport, and will consist of: (i) a contamination detection and response (CD&R) system comprising detection devices, network decision points (DPs), control kiosks, and ancillary infrastructure including local access roads, local drainage and communications and power ducts. (ii) clean water supply pipelines consisting of large diameter trunk pipelines. (iii) airfield contaminated pipelines consisting of large diameter trunk pipelines. (iv) upgrades to the West Apron surface water collection network including reconfiguration of the existing network, construction of an underground attenuation tank, installation of a local CD&R system, network DPs and control kiosks, construction of an underground pollution storage tank, a pumping station, and ancillary development including local ductwork, local access roads and local drainage. (v) upgrades to the existing surface water collection network in the vicinity of the South Apron including reconfiguration of the existing network, construction of network DPs, upgrade of the existing flow diversion structure (FDS) and reconfiguration of the existing Cuckoo supply channel. (vi) a central pollution control facility (CPCF) consisting of underground pollution control storage tanks, a pumping station, a discharge pipeline to the Uisce Éireann network, mechanical and electrical equipment, a control building, an electrical substation, and ancillary development including a local access road, local drainage, and ducting. (vii) a CPCF pipeline consisting of a large diameter trunk pipeline. (viii) a central supervisory control and data acquisition (SCADA) system comprising kiosks and associated electrical power and signal connections. (ix) repurposing of the central section of the existing Airfield Trunk Culvert (ATC) as a contaminated pipeline. (x) additional flood alleviation measures downstream of the airfield to provide additional flood resilience. (xi) Cuckoo Stream naturalisation measures downstream of the airfield to improve habitat quality and facilitate further improvements in water quality. (xii) ancillary and associated development including pipework, mechanical and electrical	

Application No.	Authority	Location	Project Description	Decision
			service connections and upgrades, and site development works. Project Element 7: Ground Transportation Centre a) Reconfiguration of the existing Ground Transportation Centre to provide additional bus bays (29no. in total) in a new Drive-In, Reverse-Out (DIRO) arrangement. b) Ancillary development, to include a dedicated bus only lane; bus only recirculation route; general traffic/bus bypass lanes; short-term bus layover at the site of the current coach park; improved long-term layover facilities at the Express Red Long-Term Car Park; pedestrian waiting area and revisions to pedestrian circulation routes. Project Element 8: Terminal 2 MSCP Extension a) The development consists of the upward extension of the Terminal 2 Multi-Storey Car Park at Dublin Airport by 2 levels (i.e., from 6 levels to 8 levels) to provide 654 no. additional permanent short-term car parking spaces, and all associated ancillary infrastructure and facilities including extending the existing stair cores, the provision of 3 no. new lift shafts, new generator compound, lining of new car parking spaces, and the extension of 2 no. external ramps. b) The proposed development will include the provision of 26no. eCar charging spaces, and all site development, drainage, lighting, signage, CCTV and landscaping works. c) Temporary construction measures including the provision of a welfare facility on the existing level 3. Project Element 9: Long Term Car Park (Red) a) Construction of an extension of the Express Red Long Term Car park to provide for an additional c. 1,871no. long term car parking spaces on a temporary basis for either 10 years, or once MetroLink becomes operational, whichever is the sooner, to include 91no. PRM spaces and 100no. fitted with EV charging points, and all ancillary infrastructure and facilities including new internal circulation road, footpaths, pedestrian crossings, roundabouts, bus routes and 8no. shelters, upgrade of existing welfare facilities. b) The existing Access Point to the Express Red Car Park is to be utilised with access into the carpark via the existing internal red car park North South Parallel Road. c) New surface water drainage system works. d) The erection of CCTV equipment, security fencing, electrical enclosure, lighting, signage, and boundary fencing. e) All other associated site development works, including all hard and soft landscaping. Project Element 10: Staff Car Park North	

Application No.	Authority	Location	Project Description	Decision
			a) the construction of a new surface car park which will comprise 700no. airport staff car parking spaces, of which 30no. will be provided for PRM and 18no. will be serviced by EV charging points, to be accessed off the Castlemoate Road via a new entrance including the provision of a right-hand turning lane on Castlemoate Rd; b) new two-way cycle path along the east side of Castlemoate Rd from Corballis Rd to the Naul Rd c) new two-way cycle path to the south of the proposed car park connecting the proposed cycle path on Castlemoate Rd to the existing cycle path on the R132, access to be controlled via security gates. d) 40no. bicycle spaces. e) new bus stop layby on the east side of Castlemoate Rd including 1no. new bus shelter (c. 29.85m2). f) new internal road layout, with footpaths, incorporating culverting of the existing east-west drainage ditch. g) security barriers at the new car park entrance. h) new surface water drainage system works incorporating attenuation. i) the erection of CCTV equipment, security fencing, electrical enclosure, lighting, signage, and boundary fencing; and j) all other associated site development works, including all hard and soft landscaping, on a site of approximately 3.1 hectares. Project Element 11: Junction Improvements: a) Upgrade of junctions in the vicinity of the airport to provide additional bus priority capacity, including: (i) R132 / M1 Link Airport Roundabout: o Introduction of additional bus priority measures for E-W bus/coach movements between the Airport & the M1 link. o Optimisation of traffic signals in relation to all bus movements, i.e., north-south on the proposed BusConnects Swords Core Bus Corridor (CBC) (ABP-317121-23) and east-west between the Airport and the M1 link. (ii) R132 / Corballis Road South: o Ahead lane from Corballis Rd South to Express Red Long-Term Car Park to become ahead and right. (iii) R132 / Old Airport Road: o Additional right turn bus lane from R132 (N) to Old Airport Road (W). o Additional left filter bus lane from Old Airport Rd (W) to R132 (N). (iv) R108 / Old Airport Road: o Additional left turn bus lane from R108 (N) to Old Airport Road (E). o Optimisation of traffic signals and lane markings to prioritise bus movements (E-N). (v) Corballis Road North/Corballis Avenue: o Introduction of lane destination markings. (vi) Corballis Road North/Recirculation Link: o Conversion of internal recirculation link to bus, taxi and Authorised Vehicles only, with link into wider bus priority measures. o Additional bus priority on Corballis	

Application No.	Authority	Location	Project Description	Decision
			Road North to link to bus priority improvements at exit from Airport Roundabout Overall, the proposed development will result in a loss of 4no. Narrow Body Equivalent (NBE) stands (2no. at Pier 3 and 2no. at Pier 4), however there will be an overall net increase of 33no. NBE stands across the airfield resulting in a total capacity of 167no. NBE. The proposed development will also supersede and replace condition no. 23 of ABP Ref. No. PL06F.220670 (F06A/1248) in respect of short-term, long-term and staff parking as follows: (a) The total number of long-term public car parking spaces serving the Airport shall not exceed 28,671 spaces. (b) The total number of short-term public car parking spaces shall not exceed 4,654 spaces. (c) The total number of staff car parking spaces shall not exceed 5,360 spaces. The proposed development site includes an establishment to which the European Communities (Major Accident Hazards involving Dangerous Substances) Regulations 2015 apply. For the avoidance of doubt, the proposed development does not intend to modify the existing establishment to which the European Communities (Major Accident Hazards involving Dangerous Substances) Regulations 2015 apply (Fuel Farm). The proposed development site also includes activities covered by an existing Industrial Emissions Licence (P0480- 02: Hangar 1 and 5) and Integrated Pollution Control Licence (P0921-01: Hangar 3) issued by the Environmental Protection Agency. For the avoidance of doubt, the proposed development does not intend to modify either the Industrial Emissions Licence, the Integrated Pollution Control Licence or the premises covered by the licences. The proposed development consists of the carrying out of works in the curtilage of 3no. Protected structures, the Old Central Terminal Building (RPS 612); Church of Our Lady Queen of Heaven (RPS 864); and Castlemoate House (RPS 611). An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and will be submitted to the planning authority with the application. The planning application is accompanied by an Environmental Impact Assessment Report (EIAR). The planning application and EIAR may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority during its public opening hours. Fingal County Council, Fingal County Hall,	

Application No.	Authority	Location	Project Description	Decision
			Main Street, Swords, Fingal, Co. Dublin (to inspect Planning Applications on all lands). Opening Hours 9.30 - 16.30 Monday - Friday. (Cash Office opening hours are 9.30 to 15.30 p.m.). A submission or observation in relation to the Application may be made in writing to the Planning Authority on payment of a fee of €20, within the period of 5 weeks, beginning on the date of receipt by Fingal County Council of the Application, and such submissions or observations will be considered by the Planning Authority in making a decision on the application. The Planning Authority may grant permission subject to or without conditions, or may refuse to grant permission. Dublin Airport Co. Dublin in the townlands of Millhead,, Kilreesk, Kingstown, Dunbro, Barberstown, Pickardstown, Portmellick, Forest Great, Forest Little, Cloghran, Collinstown,, Corballis, Coultry, Commons Rock, Harristown, Siloge, Huntstown, Shanganhill, Sandyhill, Dardistown, Stockhole, and Toberbunny.	
FW24A/0014	FCC	Newpark	The development will consist of an extension and alterations to New Park Care Centre to include a 1,947.9 sq.m extension to the existing building at ground and first floor level, new car parking and cycle parking, bin storage, smoking shelter, landscaping and drainage infrastructure and all associated ancillary development. The proposed extension and alterations will result in 29 no. additional bedrooms, additional treatment, dining, lounge and garden spaces, an expanded kitchen and laundry area, new staff changing and dining facilities.	Pending

Appendix C. EU, National and Regional Policy Summary

Table C. 1 EU and International Policy

Document	Summary
European Green New Deal, 2019	In December 2019, the European Commission (the Commission) published a Communication on a European Green Deal (EGD), setting out its increased ambition on climate action. It presents an initial roadmap of key policies and measures needed to achieve the ambition of becoming the first climate neutral bloc in the world by 2050 This will require a transformation of the EU's economy, with sectors such as transport, buildings, agriculture, and energy production all having key roles to play. As well as setting out the policy and legislative programme for all key economic sectors to deliver on the EU's climate ambition, the EGD also addresses the EU's overall ambition on climate targets. It proposes increasing the EU's emissions reduction targets for 2030 from 40% to at least 50% and towards 55% compared with 1990 levels. In December 2020, EU leaders agreed to reduce GHG emissions by at least 55% by 2030 compared to 1990 levels.
The Paris Agreement, 2015	Superseding the 2005 Kyoto Protocol, the 2015 Paris Agreement within the United Nations Framework Convention on Climate Change (UNFCCC), addresses greenhouse gas emissions mitigation, adaptation and finance starting in the year 2020, which aims to keep the global average temperature rise this century to below two degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. One of the key achievements of COP26 in Glasgow in 2021, was the adoption of the Glasgow Climate Pact which aims to turn the 2020s into a decade of climate action and support. The Pact includes a package of decisions which consist of a range of agreed items, including strengthened efforts to build climate change resilience, curbing greenhouse gas emissions and providing the finance for both of these. For the first time, nations were also called on to phase down unabated coal power and subsidies for fossil fuels. The package of decisions in the Pact also included the finalisation of the 'Paris Agreement rulebook'. This set of rules lays out how countries are held accountable for delivering on their climate action promises and self-targets under their Nationally Determined Contributions (NDCs). The most recent COP was held in Dubai in 2023. The UNFCCC advised: "*COP 28 was particularly momentous as it marked the conclusion of the first 'global stocktake' of the world's efforts to address climate change under the Paris Agreement. Having shown that progress was too slow across all areas of climate action – from reducing greenhouse gas emissions, to strengthening resilience to a changing climate, to getting the financial and technological support to vulnerable nations – countries responded with a decision on how to accelerate action across all areas by 2030. This includes a call on governments to speed up the transition away from fossil fuels to renewables such as wind and solar power in their next round of climate commitments"* (UNFCCC 2023).
Recast Renewable Energy Directive (RED II)	In 2014, the European Commissions 'A policy framework for climate and energy in the period from 2020 to 2030', established a framework for future European Union (EU) energy and climate policies and promoted a common understanding of how to develop those policies after 2020. The Commission proposed that the EU 2030 target for the share of renewable energy consumed in its Member States should be at least 27%. The European Council endorsed this proposal and advised that Member States should be able to set their own, more ambitious, national targets to deliver their planned contributions to the Union 2030 target and exceed them. Also, in 2014, the European Parliaments publication 'A 2030 framework for climate and energy policies' and 2016 publication 'The renewable energy progress report', went further than 'A policy framework for climate and energy in the period from 2020 to 2030', stressing that, in light of the Paris Agreement and the recent renewable technology cost reductions, it was desirable to be significantly more ambitious.

Document	Summary
	The ambition set out in the Paris Agreement, as well as technological developments including cost reductions for investments in renewable energy, led to new objectives being set in the recast Renewable Energy Directive 2018/2001 (known as RED II). RED II established a binding target of at least 32% of renewable energy for the EU by 2030. This target will be reviewed upwards in light of: ▪ substantial cost reductions in the production of renewable energy; and ▪ the EU's international commitments for decarbonisation, or where a significant decrease in energy consumption in the EU justifies such an increase. Member States are required to establish their contribution to the achievement of that target as part of their integrated national energy and climate plans. Also, in RED II, the Commission encouraged investments in new, flexible and clean technologies. The Commission also established an adequate strategy to manage the retirement of technologies which do not contribute to the reduction of emissions or deliver sufficient flexibility, based on transparent criteria and reliable market price signals. This Directive therefore has directly influenced the national policy context specifically relating to energy and renewable energy in Ireland, as outlined further in the National, Regional and County policy subsections of this report
RED III	Renewable Energy Directive (RED III) , In October 2023 the revised Recast Renewable Energy Directive III was adopted by the European Parliament. The FIt for 55 package included a proposal for a revision of the Renewable Energy Directive (RED III) increasing the current EU-level target and on 30 March 2023, the European Parliament and the Council reached a provisional agreement and set a binding renewable energy target of a minimum 42.5%, but aiming for 45%, for 2030. Once this process is completed, the new legislation will be formally adopted and enter into force. The revision of the directive also introduces new measures to complement the already existing building blocks established by the 2009 and 2018 directives to ensure that all potentials for the development of renewable energy are optimally exploited and accelerated, which is a necessary condition to achieve the EU's objective of climate neutrality by 2050.
Europe 2030 Climate and Energy Framework	EU leaders agreed in October 2014 on new climate and energy objectives for 2030 following a proposal put forward by the European Commission. The 2030 framework aims to make the EU's economy and energy system more competitive, secure and sustainable. A centrepiece of the 2030 framework is the binding domestic target to reduce greenhouse gas emissions by 40% below 1990 levels by 2030. This will put the EU on the most cost-effective path towards its agreed objective of an 80-95% reduction by 2050. The 2030 Climate and Energy Framework set out binding targets for the EU. As part of this, member states are required to produce National Energy and Climate Plans from 2021 to 2030 and a Long-Term Strategy to reduce Greenhouse Gases to 2050. In December 2020, the European Council committed to increasing the EU emissions reduction target to at least 55% by 2030 in the Fit for 55 package. The package aims to update EU legislation and put in place new initiatives to ensure that EU policies are in line with the climate goals agreed by the Council and the European Parliament. EU leaders also agreed on raising the share of renewable energy to at least 27%. The proposed framework will bring multiple benefits: reduced dependency on imported energy, a lower bill for imported energy, greater innovation, economic growth and job creation, increased competitiveness and better health through reduced air pollution.
Energy Roadmap 2050	The Energy Roadmap 2050 was published by the European Commission in 2011 and explores the transition of the energy system in ways that would be compatible with the greenhouse gas reductions targets set out in the Renewable Energy Directive I (to reduce greenhouse gas emissions by at least 20% by 2020 (European Commission 2010)), while also increasing competitiveness and security of supply. To achieve these goals, the Roadmap states that significant investments need to be made in new low-carbon technologies, renewable energy, energy efficiency, and grid infrastructure. Four main routes are identified to achieve a more sustainable, competitive and secure energy system in 2050:

Document	Summary
	▪ Energy efficiency; ▪ Renewable energy; ▪ Nuclear energy; and ▪ Carbon capture and storage. The Roadmap combined these routes in different ways to create and analyse seven possible scenarios for 2050. The analysis found that decarbonising the energy system is technically and economically feasible. Each of the scenarios assumes in the analysis that increasing the share of renewable energy and using energy more efficiently are crucial, irrespective of the particular energy mix chosen. An important component of this energy mix is grid infrastructure, with the Roadmap stating: *"With electricity trade and renewables' penetration growing under almost any scenario up to 2050, and particularly in the high renewables scenario, adequate infrastructure at distribution, interconnection and long-distance transmission becomes a matter of urgency. By 2020 interconnection capacity needs to expand at least in line with current development plans. An overall increase of interconnection capacity by 40% up to 2020 will be needed, with further integration after this point."* The extension of current planning methods to a fully integrated network planning for transmission (onshore and offshore), distribution, storage and electricity highways for a potentially longer timeframe will be needed. With more decentralised generation, smart grids, new network users (e.g. electric vehicles) and demand response, there is a greater need for a more integrated view on transmission, distribution and storage.

Table C. 2 Detailed National Policy Appraisal

Document	Summary
Project Ireland 2040 – National Planning Framework (NPF)	Project Ireland 2040 National Planning Framework (hereafter referred to as the NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland to the year 2040 and marks the highest tier of Ireland's spatial plans. The National Strategic Outcomes (NSOs), the main policy principles of the NPF, support and strengthen the economy and a transition to a low carbon, climate resilient society (NSO 3, 6 and 8), provide access to quality services (4, 7, and 10) and achieve sustainable growth of settlements and manage environmental resources (NSO 1 and 9). The NPF states that Ireland's National Energy Policy is focused on three pillars: ▪ Sustainability; ▪ Security of Supply; and ▪ Competitiveness. In line with these principles, NSO 8: 'Transition to a Low Carbon and Climate Resilient Society' notes that in creating Ireland's future energy landscape, new energy systems and transmission grids will be necessary to enable a more distributed energy generation system which connects established and emerging energy sources to the major sources of demand. NSO 8 aims to "*Reinforce the distribution and transmission network to facilitate planned growth and distribution of a more renewables focused source of energy across the major demand centres*" (p. 147). In addition, it contains, in National Policy Objective 42, the following commitment to transmission network reinforcement: "*to support, within the context of the Offshore Renewable Energy Development Plan (OREDP) and its successors, the progressive development of Ireland's offshore renewable energy potential, including domestic and international grid connectivity enhancements*" (p. 104). The NPF promotes the growth of Dublin as Ireland's capital with the following outline strategy - *Supporting the future growth and success of Dublin as Ireland's leading global city of scale, by better managing Dublin's growth to ensure that more of it can be accommodated within and close to the city; Enabling significant population and jobs growth in the Dublin metropolitan area, together with better*

Document	Summary
	*management of the trend towards overspill into surrounding counties; Addressing infrastructural bottlenecks, improving citizens' quality of life and increasing housing supply in the right locations. (*p. 22*)* County Meath is located in the Mid-East Region as set out within the NPF, which states that, "The Mid-East has experienced high levels of population growth in recent decades, at more than twice the national growth rate. Managing the challenges of future growth is critical to this regional area. A more balanced and sustainable pattern of development, with a greater focus on addressing employment creation, local infrastructure needs and addressing the legacy of rapid growth, must be prioritised". (p.33) The Proposed Development supports the National Strategic Outcomes and assists in optimizing the performance of existing transmission infrastructure. The Proposed Development will assist in delivering a secure and sustainable electricity system. The Government formally commenced the process to undertake the First Revision of the NPF in June 2023 and this process is due to be completed in April 2024.
The National Development Plan (NDP) 2021-2030	The NDP is the national capital investment strategy plan that is integrated and aligned with the NPF. Its sets out the framework of expenditure commitments to secure the strategic investment priorities to the year 2030 and supports the delivery of the ten NSOs identified in the NPF. One of the core strategic investment priorities identified within the NDP, is decarbonizing energy, stating: '*We need to plan our energy system as a whole to create greater links between different energy carriers (such as electricity and hydrogen); infrastructures; and consumption sectors (such as transport and heating). The long-term objective is to transition to a net-zero carbon, reliable, secure, flexible and resource-efficient energy services at the least possible cost for society by mid-century.*' (p.123) The NDP states that doing so requires a coordinated programme of investment in, among other things, 'an expanded and strengthened electricity transmission and distribution network' t(p.123), in order to support an increase in both renewable and conventional electricity generation. The Proposed Development aims to strengthen the electricity transmission and distribution network in order to support an increase in both renewable and conventional electricity generation and is therefore compliant with the NDP. The NDP identifies the Strategic Investment Priorities for Sectors including energy stating: "*Significant expansion and strengthening of the electricity transmission and distribution grid onshore and offshore, including transmission cables and substations, to link renewable electricity generation to electricity consumers and to accommodate higher levels of renewables on the electricity system and reinforcement of the natural gas network by our system operators EirGrid, ESB Networks and Gas Networks Ireland"*
National Energy and Climate Plan (NECP) 2021-2030	The National Energy and Climate Plan (hereafter referred to as the NECP) is a ten-year plan mandated by the EU to each of its member states, in order for the EU to meet its overall greenhouse gas emissions targets. The plan establishes key measures to address the five dimensions of the EU Energy Union: decarbonisation, energy efficiency, energy security, internal energy markets and research, innovation and competitiveness. The NECP takes into account energy and climate policies developed to date, the levels of demographic and economic growth identified in the NPF and includes all of the climate and energy measures set out in the NDP. The Proposed Development is compliant with the NECP.
Government White Paper – Ireland's Transition to a Low Carbon Energy Future 2015 - 2030	The Government White Paper sets out a framework to guide Ireland's energy policy development. The White Paper acknowledges that "*an uninterrupted supply of energy is vital to the functioning of Irish society and economy*" (Section 6.2). It establishes the need for the 'development and renewal' of energy networks to meet economic and social goals. The Proposed Development is considered to be an 'enhanced and extended energy infrastructure' development which includes "*linear facilities – such as gas pipelines, electricity interconnectors and roads – as well as point infrastructure, including power stations, electricity switching stations, ports and oil and gas terminals*" (Section 7.3), which will be critical for economic development, regional development and the secure provision of energy and other services for the Irish society and economy.
Climate Action and Low Carbon Development	The Climate Action and Low Carbon Development (Amendment) Act was published in 2021 and commits to achieving 51% reduction in overall greenhouse gas emissions by 2030 and setting Ireland on a path to reach net-zero by no later than 2050. Climate Action Plan 2021 aimed to increase the proportion of renewable electricity to up to 80% by 2030. The decarbonisation pathway for the

Document	Summary
(Amendment) Act 2021 and Climate Action Plan (CAP) 2021, 2023 & 2024	electricity sector is challenging given the rapid growth in demand for power, as well as the need to ensure security of supply through the decarbonisation journey. The Climate Action Plan 2023 (CAP 2023) is the second annual update to Ireland's Climate Action 2019. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and following the introduction in 2022 of economy-wide carbon budgets and sectoral emissions ceilings. The plan was launched on 21 December 2022. The supplementary Annex of Actions published in March 2023. The plan implements the carbon budgets and sectoral emissions ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050, as committed to in the Programme for Government. The Climate Action Plan 2023 sets out how Ireland can accelerate the actions that are required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development. ▪ *Most fundamentally, significant investment is needed in the transmission and distribution systems to maximise the usage of renewable electricity and to reduce constraints and congestion on the system. System Operators and the CRU must ensure the timely investment in, and delivery of, the required electricity network infrastructure, including key priorities such as the North South Interconnector, to meet the targets set out in this, and subsequent, Climate Action Plans;* Driving climate action through the transformation of the electricity system is at the heart of EirGrid's purpose and is also the most impactful positive contribution EirGrid can make to climate change. Central to this is transforming the electricity grid so that it carries clean, renewable energy. Through innovative work over the past 10 years EirGrid have been able to ensure that 75% of instantaneous electricity requirements are being met by renewable sources. EirGrid plans to further deliver network, operations, markets and engagement initiatives to increase this figure to 95% by 2030. This will help deliver the Government target for annual renewable electricity generation of up to 80% by 2030. EirGrid has committed to publicly report on our sustainability performance. EirGrid is the first public body in Ireland to have their targets validated by the international Science Based Targets initiative. EirGrid's verified targets are: ▪ Reduce absolute scope 1 and 2 greenhouse gas emissions by 50%; ▪ Reduce scope 3 greenhouse gas emissions related to dispatch of electricity generation by 35% per megawatt hour within the same timeframe; and ▪ Reduce all other absolute scope 3 greenhouse gas emissions by 30% by 2030, using 2019 as a base year. The Climate Action Plan 2023 reinforces that the Proposed Development as a new circuit will play a key role in meeting these targets. The Proposed Development, as a new electricity circuit proposed, is a key part of EirGrid's strategy to transform the electricity grid to better enable it to carry clean, renewable energy. In this way, the Proposed Development will play an important role in meeting the targets identified in the Climate Action Plan and Low Carbon Development (Amendment) Act 2021 and the Climate Action Plan. The Climate Action Plan 2023 further states (Main Text - Page 137): "Measures to Deliver Sectoral Emissions Ceilings Our 2030 decarbonisation ambition will require all sectors to increase emission mitigation actions if we are to achieve our national and EU targets. For the electricity sector, the following measures will be critical to success: ▪ EirGrid will carry out further grid, operational, and market studies, through an updated version of Shaping Our Electricity Future, due Q1 2023 (since published), and updated regularly thereafter, to assess additional supply and demand side measures, beyond current plans; ▪ Strengthen the electricity system by upgrading the network and building supporting infrastructure at key strategic locations; ▪ Enable the use of the public road and potentially the rail networks for routing of new public and private electricity circuits" These three measures confirm the commitment to the project through the "Shaping Our Electricity Future" document identifies that the electrical network must be strengthened and confirms the approach to the routing principles for the project that public roads should be used for projects such as the Proposed Development.

Document	Summary
	The Climate Action Plan 2024 continues (Main Text – Page 147) "The deployment rates of renewable energy and grid infrastructure required to meet the carbon budget programme for electricity is unprecedented and requires urgent action across all actors to align with the national targets." Published in December 2022, the CAP explicitly sets out updated emission reductions aligned with carbon budgets and sectoral emissions ceilings. These include targets for electricity of: ▪ Carbon Budget 1: 2021-2025: 40 MtCO2 equivalent. ▪ Carbon Budget 2: 2026-2030: 20 MtCO2 equivalent. ▪ Reduce electricity sector emissions to 3 MtCO2 equivalent per annum. ▪ 80% of electricity demand generated from renewable sources. ▪ 9GW of onshore wind capacity (6GW by 2025). ▪ 8GW of Solar PV capacity (up to 5GW by 2025). ▪ At least 5GW of offshore wind capacity. ▪ At least 2GW new flexible gas plant. ▪ Ensure that 20-30% of system demand is flexible by 2030 (15-20% by 2025). ▪ Delivery of three new transmission grid connections or interconnections to Northern Ireland, Great Britain, and the EU and explore further interconnection. The Proposed Development is compliant with the plans set out above as it will assist in achieving climate action targets of having up to 80% of electricity coming from renewable sources by 2030. The Proposed Development is essential to meet the Climate Action Plan 2024 (Government of Ireland 2023) target to increase the proportion of renewable electricity to 80% by 2030, which includes transporting electricity from offshore wind energy. In Ireland, based on existing policies and strategies, total electricity demand over the next 10 years is forecast to grow up to 50%, largely driven by new large energy users (Government of Ireland 2022a) This presents a challenge to Ireland's emissions targets and to Ireland's security of supply. Included in the targets for the electricity sector is to "expand and reinforce the grid through the addition of lines, substations and new technologies" (Government of Ireland 2021b). The Proposed Development will help to achieve these targets.

Table C. 2 Regional Planning Policy Appraisal

Document	Summary
Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Regional Assembly (EMRA) 2019-2031	The RSES vision is: "To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all" This vision is underpinned by three key principles, including "Climate Action – The need to enhance climate resilience and to accelerate a transition to a low carbon society recognizing the role of natural capital and ecosystems services in achieving it". The Strategy sets out 16 Regional Strategic Outcomes, of which one is directly supported by the Proposed Development: Support the Transition to Low Carbon and Clean Energy. The Proposed Development is to facilitate the transmission of renewable energy across Ireland and therefore contributes to the delivery of this vision of a sustainable Region. Further, it supports the National Strategic Outcome 8: Transition to a Low Carbon and Climate Resilient Society which is referenced in the Strategy. The Proposed Development is located within Meath and Fingal County Councils There are a number of guiding principles for sustainable development within the Dublin Metropolitan Area, in which the Proposed Development is partially located, these include 'Alignment of growth with enabling infrastructure' which is specified as "to promote quality infrastructure provision and capacity improvement, in tandem with new development and aligned with national projects and improvements in water and waste water, sustainable energy, waste management and resource efficiency".

Document	Summary
	The RSES states, in relation to the Dublin Metropolitan Area, that the 'Development of the energy distribution and transmission network in the region will enable distribution of more renewable sources of energy to facilitate future energy demand in strategic development areas'. Chapter 7: Environment and Climate of the RSES identifies the needs for the 'expansion and upgrading of the grid with the aim of increasing the share of variable renewable electricity that the all-island system can accommodate'. It goes on to state: The provision of infrastructure should be supported in order to facilitate a more distributed, renewables-focused energy generation system, harnessing both on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting sites of optimal energy production to the major sources of demand'. Chapter 10 of the RSES addresses provision of services and infrastructure. It states that 'High-quality infrastructure is an important element of a modern society and economy, it provides essential functions and services that support societal, economic and environmental systems at local, regional and national levels'. Section 10.3 states 'A secure and resilient supply of energy is critical to a well-functioning region, being relied upon for heating, cooling, and to fuel transport, power industry, and generate electricity. With projected increases in population and economic growth, the demand for energy is set to increase in the coming years'. However, the chapter goes on to state, 'the development of onshore and offshore renewable energy is critically dependent on the development of enabling infrastructure including grid facilities to bring the energy ashore and connect to major sources of energy demand'. Objective RPO 10.23 specifically references the Proposed Development, it provides support for 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. Developing the grid in the Region through the Proposed Development and other projects, will enable the transmission system to safely accommodate more diverse power flows from renewable generation and also to facilitate future growth in electricity demand. These developments will strengthen the grid for all electricity users, and in doing so will improve the security and quality of supply. This is particularly important if the Region is to attract high technology industries that depend on a reliable, high quality, electricity supply On the basis of the above the Proposed Development is considered to be fully compliant with the RSES as it is being developed to enable a better transmission system to accommodate renewable energy and to facilitate growth in the electricity demand.

Table C. 3 Sectoral Policy Appraisal

Document	Summary
EirGrid's Shaping our Electricity Future – A Roadmap to Achieving our Renewable Ambition	In 2021, EirGrid published a Roadmap – Shaping our Electricity Future – to achieving at least 70% of electricity coming from renewable sources by 2030. This aim is seen as an important step on the journey to 80% to get to net-zero carbon emissions by 2050. The Roadmap is the product of a major public and stakeholder consultation regarding how as a nation and society we can reach these ambitious targets, The consultation focused on four distinct network development approaches to achieving this renewable ambition including: ▪ Generation-led; ▪ Developer-led; ▪ Technology-led; and

Document	Summary
	▪ Demand-led. Based on the modelling undertaken by EirGrid, and its refinement in response to public and stakeholder consultation, EirGrid completed a set of transmission network planning studies. These studies will help determine what potential transmissions network projects will be required by 2030 to deliver their renewable ambition. These studies are illustrated in Figure 5: Map of Ireland and Northern Ireland detailing reinforcements within EirGrid's Shaping our Electricity Future – A Roadmap to Achieve our Renewable Ambition. Importantly, the Roadmap note that prior to commencing the transmission needs identification process, a number of transmission projects were included in EirGrid's network model, including grid reinforcements that are scheduled to complete by 2030. There, the base case network model analysed for 2030 consists of the transmission network as it is today plus these critical projects. The Proposed Development is one of those new circuits which are assumed in service and included in the base network model. The Proposed Development is required for a number of reasons set out within Chapter 2 (Need for the Proposed Development) of the EIAR. These reasons include the need to strengthen the electricity network in the east of Meath and the north of Dublin to improve the transfer of power across the existing transmission network.
EirGrid's Transmission Development Plan 2021 - 2030	The Transmission Development Plan 2021-2030 (hereafter referred to as the TDP) sets out the development of the Irish transmission network over a nine-year period to the year 2030. The TDP presents projects which are needed for the operation of the transmission network whilst also identifying future needs that may drive future potential projects. There is an obligation on EirGrid to provide all customers with a 'safe, secure, reliable, economical, and efficient transmission network to meet all reasonable demands for electricity, in accordance with legal obligations' (p. 81) which is essential for enabling economic activity and economic growth. Under this context, drivers of transmission network development are summarised as: ▪ Ensuring the security of electricity supply; ▪ Ensuring the competitiveness of the national economy; and ▪ Ensuring the long-term sustainability of electricity supply in the country. The TDP highlights that achieving these strategic objectives, requires investment in the development and maintenance of the electricity transmission network including, but not limited to, securing transmission network supplies and promoting the integration of Renewable Energy Sources (RES) and complementary thermal generation. It is also identified that in order to accommodate electricity demand or generation changes to the transmission network due to continuing investment, it will be necessary to modify or strengthen the transmission network to ensure performance and reliability levels are upheld. The Proposed Development will align with this Plan as it will strengthen the electricity network in the east of Meath and the north of Dublin to improve the transfer of power across the existing transmission network. The Proposed Development will also support the reduction and reliance on fossil fuels for electricity generation therefore helping to promote RES.
EirGrid's Grid Implementation Plan 2017-2022 For the Electricity Transmission System in Ireland	EirGrid published its 'Implementation Plan - For the Electricity Transmission System in Ireland' in December 2018. This plan is the latest of the Implementation Plans, however, EirGrid are developing a third plan which will sit under EirGrids Shaping Our Electricity Future Roadmap 2030. This Plan when adopted will be known as the Grid Implementation Plan 2023-2028 This plan sets out the manner in which the Irish transmission system is likely to be developed in its lifetime. This plan was prepared following consultation on EirGrid's 'Ireland's Grid Development Strategy – Your Grid, Your Tomorrow' in 2017, which replaced the 'Grid 25 Strategy' from 2008. This plan identifies those parts of the transmission system that are likely to need development over the five-year period 2017 - 2022, which are primarily as highlighted in the Transmission Development Plan. The Grid Implementation Plan is consistent with the Government White Paper on Energy (published June 2020, updated January 20213). It is also set in the context of other Government Policy, in

Document	Summary
	particular the Department of Business, Enterprise and Innovations (2017), Action Plan for Jobs (2017), and the Irish Development Authority's (IDA) (2015) strategy, 'Winning: Foreign Direct Investment 2015- 2019'. The Implementation Plan contains the following key policies and objectives: ▪ PDP1: To have regard to EirGrid's approach to developing the grid, and any associated guidelines, policies and processes, to ensure the structured, consistent development of all its transmission projects; ▪ PDP2: To promote sustainable grid development by balancing complex and/or competing technical, economic, environmental, social and deliverability goals and priorities in decision-making; ▪ PDO1: To undertake a timely and appropriate managed transition of our transmission projects to the new approach to grid development; and ▪ PCP3: To promote sustainable grid development by balancing complex and/or competing technical, economic and environmental goals and priorities in decision-making. The Proposed Development has been developed in line with the EirGrid 'Implementation Plan 2017-2022'.
Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure	In 2012 the Department of Communication, Energy and Natural Resources published a "Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure" (hereafter referred to as 'the Statement'). The Statement highlights the need and urgency for the new energy infrastructure for the economy, delivery of regional development, creation of jobs and growth and ensure the wellbeing of everyone as well as realising the economic potential of Ireland's own renewable energy resources. It states that significant energy infrastructure is required to deliver a world class electricity transmission system I all regions of the country. The Government endorses, supports and promotes the strategy programmes of the energy infrastructure providers. The Statement further states that "*energy infrastructure developers are encouraged to work with the forward planning processes at regional and local level to set a clear context for assessment of individual applications for planning consent to facilitate as wide a degree of consensus as possible as to how (and where) to meet grid development needs*". The requirement of the Proposed Development is identified through the transmission network capacity restrictions on the existing local network which are inhibiting the connection of renewable energy sources. The Statement requires energy developers to adhere to international and national standards on health, environment, biodiversity, landscape and safety and address or mitigate any associated impacts in delivering the best engineering solutions. This process is aligned with EirGrid's six-step Framework for Grid Development. The Proposed Development is supported by the Statement.
Shaping Our Electricity Future (Version 1, 2021 and V1.1 July 2023) EirGrid and SONI	Shaping Our Electricity Future Roadmap V.1, as prepared by EirGrid provides an outline of the key developments from a networks, engagement, operations and market perspective needed to support a secure transition to at least 70% renewables on the electricity grid by 2030 – an important step on the journey to 80% and to net zero by 2050. It identifies the transmission network reinforcements needed to manage renewable generation and demand growth. V1.1 builds on the original Roadmap launched in November 2021 and outlines a pathway towards meeting enhanced 2030 government electricity ambitions in Ireland and Northern Ireland. The power section is no longer aiming to achieve an end of decade target but must now also do so within prescribed carbon allowances across five-year blocks. This document states "additional network infrastructure must be built to achieve the Renewable Ambition". It states that public roads remain a key enabler for delivery of network infrastructure where an underground cable has been selected as the preferred option following multi-criteria analysis and decision making.

Document	Summary
	The Proposed Development is compliant with both versions as it will assist in achieving climate action targets of having up to 80% of electricity coming from renewable sources by 2030.

Appendix D. Detailed Planning Policy Appraisal

For specific mitigation measures relevant to the Proposed Development refer to the specific EIAR Chapters as referenced within the Proposed Development Compliance table.

Table D. 1 Accordance with Meath County Development Plan 2021-2027

Policy No	Policy	Proposed Development Compliance
INF POL 20	To require that a Flood Risk Assessment is carried out for any development proposal, where flood risk may be an issue in accordance with the "Planning System and Flood Risk Management – Guidelines for Planning Authorities" (DoECLG/OPW, 2009). This assessment shall be appropriate to the scale and nature of risk to and from the potential development and shall consider the impact of climate change	A Flood Risk Assessment has been undertaken for the Proposed Development and is provided as Appendix A12.1 of the EIAR. The potential risks associated with flooding are set out in Chapter 12 (Hydrology) of the EIAR. The Proposed Development fully complies with this policy.
INF POL 31	To protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and to manage development in a manner consistent with the protection of these resources.	The Proposed Development involves the installation of a linear feature into the subsoil which has the potential to create a pollution pathway. Details of this, along with proposed mitigation measures are set out in Chapter 11 (Soils, Geology and Hydrogeology), Chapter 12 (Hydrology) and Chapter 10 (Biodiversity) of the EIAR. Uisce Éireann will be further consulted during the detailed design stage regarding the Dunboyne abstractions. The proposed cable route will be lined with clay to remove this pathway and mitigation measures for construction are set out in the Construction Environmental Management Plan and its appendices. These measures include industry best practice measures to reduce the risk of and control the impact of any pollution incident. If any unknown private supplies are identified in the vicinity of the proposed cable route, the supply will be monitored and, if required, an alternative supply will be provided. With mitigation, the Proposed Development is fully compliant with this planning policy.
INF POL 36	To support the implementation of the National Climate Change Strategy and to facilitate measures which seek to reduce emissions of greenhouse gases	The carbon impact of the Proposed Development is set out in Chapter 8 (Climate) of the EIAR. The purpose of the Proposed Development is to support the delivery of renewable energy across Ireland, this will help to reduce emissions of greenhouse gases and therefore complies with this policy.
INF POL 70	To encourage the recycling of construction and demolition waste and the reuse of aggregate and other materials in future construction projects.	The Proposed Development will be constructed in accordance with the Construction Resource and Waste Management Plan (included as Appendix C of the Construction Environmental Management Plan) and Industry Best Practice measures as set out in the Construction Environmental Management Plan. Where possible material will be back filled rather than materials being removed off site. However, some

Policy No	Policy	Proposed Development Compliance
		waste will be removed and where this is the case the materials will be segregated prior to disposal. The Proposed Development complies with this planning policy.
INF OBJ 67	To require developers to prepare construction and demolition waste management plans for new construction projects over certain thresholds which shall meet the relevant recycling/recovery targets for such waste in accordance with the national legislation and national and regional waste management policy.	This application is supported by a Construction Environmental Management Plan and a Construction Resource and Waste Management Plan. The Proposed Development fully complies with this planning policy.
HER POL 3	To require, as part of the development management process, archaeological impact assessments, geophysical survey, test excavations or monitoring as appropriate, for development in the vicinity of monuments or in areas of archaeological potential. Where there are upstanding remains, a visual impact assessment may be required.	This application is supported by an EIAR. As part of this EIAR a walkover survey and assessments of archaeological assets have been undertaken. These are set out in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) and its supporting appendices. Mitigation measures for known archaeological, architectural heritage and cultural heritage assets will take place post consent but in advance of construction, these measures will include: ▪ Topographical survey; ▪ Photographic and written record of elements; ▪ Townland boundary surveys; ▪ Paleoenvironmental assessment and analysis; ▪ Archaeological excavation where preservation in situ is not feasible; ▪ Underwater assessment comprising of wade and metal detections; and ▪ An archaeological metal detecting survey. This assessment has considered the visual impact of the setting of these assets as well as any direct impact of the construction of the Proposed Development. The Proposed Development is fully compliant with this planning policy.
HER POL 27	To protect, conserve and enhance the County's biodiversity where appropriate.	This application is supported by an EIAR, an Appropriate Assessment Screening Report and a Natura Impact Statement (NIS). The potential effects on Biodiversity are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual). The EIAR and NIS set out a range of mitigation measures which are included in the Construction Environmental Management Plan. These mitigation measures include phasing of vegetation removal to take account of bird breeding seasons, for hibernation features and undertaking works within watercourses during the open season for fish. Significant removal of dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees

Policy No	Policy	Proposed Development Compliance
		will result from the construction of the Proposed Development, vegetation clearance associated with passing bays will be able to be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species, but this is not the case where hedgerows are removed under the footprint of the cable (off-road permanent easement width varies from 5m to 30m), off-road joint bays, or permanent access tracks. Figure 10.12 in Volume 4 of the EIAR shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. There are no compensation options available at present to offset the loss of grassland. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years for hedgerows and 20-30 years for treelines and individual trees). The Proposed Development complies with this planning policy.
HER POL 28	To integrate in the development management process the protection and enhancement of biodiversity and landscape features wherever possible, by minimising adverse impacts on existing habitats (whether designated or not) and by including mitigation and/or compensation measures, as appropriate	This application is supported by an EIAR, a AA Screening Report and a Natura Impact Statement (NIS). The potential effects on Biodiversity are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual). The EIAR and NIS set out a range of mitigation measures which are included in the Construction Environmental Management Plan. These mitigation measures include phasing of vegetation removal to take account of bird breeding seasons, for hibernation features and undertaking works within watercourses during the open season for fish. Significant removal of dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees will result from the construction of the Proposed Development, vegetation clearance associated with passing bays will be able to be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species, but this is not the case where hedgerows are removed under the footprint of the cable, off-road joint bays, or permanent access tracks. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. There are no compensation options available at present to offset the loss of grassland.

Policy No	Policy	Proposed Development Compliance
		Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years for hedgerows and 20-30 years for treelines and individual trees). The Proposed Development complies with this planning policy as mitigation and compensation measures have been included in the design as appropriate.
HER POL 31	To ensure that the ecological impact of all development proposals on habitats and species are appropriately assessed by suitably qualified professional(s) in accordance with best practice guidelines – e.g. the preparation of an Ecological Impact Assessment (EcIA), Screening Statement for Appropriate Assessment, Environmental Impact Assessment, Natura Impact Statement (NIS), species surveys etc. (as appropriate).	This application is supported by an EIAR, a AA Screening Report and a Natura Impact Statement which summarise the findings of detailed ecological assessments carried by suitably qualified professionals. The potential effects on Biodiversity are set out in Chapter 10 (Biodiversity) of the EIAR. The EIAR and NIS set out a range of mitigation measures which are included in the Construction Environmental Management Plan. The Proposed Development complies with this planning policy.
HER POL 35	To ensure, where appropriate, the protection and conservation of areas, sites, species and ecological/networks of biodiversity value outside designated sites and to require an appropriate level of ecological assessment by suitably qualified professional(s) to accompany development proposals likely to impact on such areas or species.	This application is supported by an EIAR, a AA Screening Report and a Natura Impact Statement. which summarise the findings of detailed ecological assessments carried by suitably qualified professionals. The potential effects on Biodiversity are set out in Chapter 10 (Biodiversity) of the EIAR. The EIAR and NIS set out a range of mitigation measures which are included in the Construction Environmental Management Plan. The Proposed Development complies with this planning policy.
HER OBJ 35	To ensure that development does not have a significant adverse impact, incapable of satisfactory avoidance or mitigation, on plant, animal or bird species protected by law.	This application is supported by an EIAR, a AA Screening Report and a Natura Impact Statement. The potential effects on Biodiversity are set out in Chapter 10 (Biodiversity) of the EIAR. The EIAR and NIS set out a range of mitigation measures which are included in the Construction Environmental Management Plan. The conclusions from the NIS have identified that no significant residual impacts will be present as a result of the Proposed Development. The Proposed Development complies with this planning policy.
HER POL 37	To encourage the retention of hedgerows and other distinctive boundary treatments in rural areas and prevent loss and fragmentation, where practically possible. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is	The Proposed Development has sought to retain as much hedgerow and boundary treatments as possible, but their loss is inevitable with the construction of passing bays and the routing of the cable across agricultural land (off-road permanent easement width varies from 5m to 30m). Where

Policy No	Policy	Proposed Development Compliance
	unavoidable, mitigation by provision of the same type of boundary will be required.	possible the existing boundary treatment will be replaced. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species. Due to the nature of the Proposed Development, it is not possible to plant hedging plants over the top of the cable (this is also known as the permanent easement and the off-road width varies from 5m to 30m), at off-road joint bays, and along permanent access tracks and so there is some resultant loss of hedgerows. Compensatory measures (130% compensation) are proposed for hedgerows, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years). The Proposed Development complies with planning policy.
HER POL 38	To promote and encourage planting of native hedgerow species in new developments and as part of the Council's own landscaping works.	Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species. Due to the nature of the Proposed Development, it is not possible to plant hedging over the top of the cable, at off-road joint bays, and along permanent access tracks and so there is some resultant loss of hedgerows. Compensatory measures (130% compensation) are proposed for hedgerows, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years). This planting will be of native species. The Proposed Development complies with this planning policy.
HER POL 39	To recognise the archaeological importance of townland boundaries including hedgerows and promote their protection and retention.	The Proposed Development is supported by an EIAR, the potential impacts on archaeologically important townland boundaries, including hedgerows are set out in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. Where possible EirGrid has sought to protect important boundary features. However, where boundaries are to be removed or impacted by the Proposed Development mitigation, as outlined in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR will be put in place to minimise or remove impact. Following mitigation, it is not considered that there will be any significant impacts to townland boundaries. The Proposed Development complies with this planning policy.
HER POL 40	To protect and encourage the effective management of native and semi-natural woodlands, groups of trees and individual trees and to encourage the retention of mature trees and the use of tree surgery	The potential environmental effects on trees and hedgerows are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual) of the EIAR. An Arboricultural Assessment is provided as Appendix

Policy No	Policy	Proposed Development Compliance
	rather than felling, where possible, when undertaking, approving or authorising development	A18.2 in the EIAR. A Site-specific Arboricultural Method Statement and Tree Protection Plan will be produced during the detailed design stage. There will be a significant loss of hedgerows, treelines and individual mature trees as a result of the Proposed Development through their removal to enable the construction of passing bays and to break through field boundaries for the installation of the cables. Hedgerows will be replanted except on top of the cable, at off-road joint bays, or along permanent access tracks. The Proposed Development is compliant with this planning policy.
HER POL 41	To promote the preservation of individual trees or groups of trees as identified on the Heritage Maps in Volume 2 and to manage these trees in line with arboricultural best practice.	The potential environmental effects on trees and hedgerows are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual) of the EIAR. An Arboricultural Assessment is provided as Appendix A18.2 in the EIAR. A Site-specific Arboricultural Method Statement and Tree Protection Plan will be produced during the detailed design stage. Individual trees and tree lines will be removed as part of the construction phase of the Proposed Development. The Proposed Development is compliant with this planning policy.
HER POL 43	To promote best practice in the control of invasive species in the carrying out its functions in association with relevant authorities including TII and the Department of Transport, Tourism and Sport.	The presence of invasive species has been assessed as part of the EIA and is reported in Chapter 10 (Biodiversity) of the EIAR. The Proposed Development will be constructed in accordance with the Invasive Species Management Plan (included as Appendix E of the Construction Environmental Management Plan) which contains best practice measures for the control of invasive species during construction. The Proposed Development complies with this planning policy.
HER POL 44	To require all development proposals to address the presence or absence of invasive alien species on Proposed Development sites and (if necessary) require applicants to prepare and submit an Invasive Species Management Plan where such a species exists to comply with the provisions of the European Communities (Birds and Natural Habitats) Regulations 2011-2015	The presence of invasive species has been assessed as part of the EIA and is reported in Chapter 10 (Biodiversity) of the EIAR. The Proposed Development will be constructed in accordance with the Invasive Species Management Plan (included as Appendix E of the Construction Environmental Management Plan) which contains measures for the control of invasive species during construction. The Proposed Development complies with this planning policy.
HER POL 51	To preserve and protect for the common good, existing public rights of way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility as identified in Appendix 12 and Map 8.61- 8.6.24.	No public rights of way will be affected by the Proposed Development. The Proposed Development complies with this planning policy.

Policy No	Policy	Proposed Development Compliance
HER POL 52	To protect and enhance the quality, character, and distinctiveness of the landscapes of the County in accordance with national policy and guidelines and the recommendations of the Meath Landscape Character Assessment (2007) in Appendix 5, to ensure that new development meets high standards of siting and design	The Proposed Development is supported by an EIAR. The potential impacts on the quality, character and distinctiveness of the landscapes within the County is set out in Chapter 18 (Landscape and Visual) of the EIAR. Due to the nature of the Proposed Development, there will not be any significant long terms adverse effects on the quality, character and distinctiveness of the landscapes of the county. The Proposed Development is compliant with this planning policy.
HER POL 53	To discourage proposals necessitating the removal of extensive amount of trees, hedgerows and historic walls or other distinctive boundary treatments.	The Proposed Development has been designed to minimise the amount of vegetation removal that is required. However, there will still be a significant length of hedgerow and tree removal to allow for the construction of passing bays and to enable the cable to pass through existing hedgerows. The degree of tree loss as a result of the Proposed Development during the Construction Phase has been quantified using a variety of metrics in Appendix A18.2 (Arboricultural Assessment) in Volume 3 of the EIAR and shown on Figure 18.5 in Volume 4 of the EIAR. Figure 10.12 in Volume 4 of the EIAR shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years for hedgerows and 20-30 years for treelines and individual trees). The Proposed Development complies with this planning policy.
RUR DEV SO1	To support the continued vitality and viability of rural areas, environmentally, socially and commercially by promoting sustainable social and economic development.	The Proposed Development has taken into account the potential effects on local businesses and landowners in the design of the scheme as well as the development of the installation methodology. This was considered at Step 3, 4A and 4B when routeing options were assessed. Where appropriate the Proposed Development avoids larger settlements in order to minimise disruption during construction. The Proposed Development is compliant with planning policy.

Policy No	Policy	Proposed Development Compliance
RUR DEV SO2	To identify and protect rural resources such as locally and regionally important aquifers and water sources from development which would prejudice their sustainable future usage.	The potential effects of the Proposed Development on aquifers and water sources has been considered during design development. This assessment of effects is set out in Chapter 11 (Soils, Geology and Hydrogeology) and Chapter 12 (Hydrology) of the EIAR. There will be no significant adverse impacts following mitigation to aquifers and water sources. The Proposed Development is compliant with this planning policy.
RUR DEV SO 6	To protect and enhance the visual qualities of rural areas through sensitive design.	The Proposed Development is predominantly a subterranean feature and the visual impact of the scheme will be the removal of some mature vegetation including trees and hedgerows as outlined within Chapter 18 (Landscape and Visual) of the EIAR. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees. There will be no significant landscape or visual impacts following the adoption of the mitigation measures outlined in Chapter 18 (Landscape and Visual) of the EIAR. The Proposed Development is compliant with planning policy.
RD POL 20	To require the submission of landscape plans where appropriate to accompany planning applications for rural development prepared by competent professionals and to promote the use of native trees for boundary treatment and shelter belts.	The Proposed Development is supported by am EAIR which includes an assessment of Landscape and Visual Effects (Chapter 18 of the EIAR). An Arboricultural Assessment is provided as Appendix A18.2 in the EIAR, with accompanying Figure 18.2 to Figure 18.5 in the EIAR. Mitigation measures have been developed by competent professionals with detailed experience of biodiversity and landscape impacts. Where planting is proposed it will be with native species. A Site-specific Arboricultural Method Statement and Tree Protection Plan will be produced during the detailed design stage. The Proposed Development is compliant with this planning policy.
RD POL 37	To ensure that future development affecting national primary or secondary roads, shall be assessed in accordance with the guidance given in the document 'Spatial Planning and National Roads - Guidelines for Planning Authorities'.	The Proposed Development has been developed to be contained within the road where possible. However, it has avoided the need to undertake works on motorways and national roads. The crossings of the M1, M2, and M3 are all by HDD in order to avoid impacts on traffic flows. Where works are being undertaken within the road a pre-construction survey of the road will be

Policy No	Policy	Proposed Development Compliance
		undertaken to ensure that the road condition is returned to the same standard as before the work. In order to maintain traffic flows passing bays have been provided. This has minimised the number of road closures and diversions that will be required. The Proposed Development is compliant with this planning policy and has been assessed with the Spatial Planning and National Roads – Guidelines for Planning Authorities.
RD POL 44	To ensure that new development meets the highest standards in terms of environmental protection.	The Proposed Development has been developed in accordance with EirGrid's six step approach to design. The route alignment has taken into account the potential environmental effects of the underground cable's installation and mitigation measures have been identified to minimise any adverse effects. This is reported in the EIAR which accompanies this application, and the mitigation measures will be implemented through construction in accordance with the EIAR, NIS and CEMP. The relevant chapters within the EIAR outline the significant impacts during construction and operation. The EIAR demonstrates that the Proposed Development has avoided or minimised likely significant impacts where possible through implementation of mitigation and monitoring, however significant impacts will remain in both the construction and operational stages. These are summarised in Chapter 22 (Residual Impacts). During construction there will be the following adverse significant residual impacts: noise impact due to proposed traffic diversions; archaeology impact due to the removal of Recorded Monument AY_47; biodiversity impacts for dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees; and cumulative impacts for other developments in conjunction with the Proposed Development with regard to: habitat loss, designated landscape (DL_05), and loss of agricultural land. During operation there will be adverse significant residual impacts: with regard to the loss of agricultural land for both the CP1213 Belcamp 220kV Extension and the Greater Dublin Drainage in conjunction with the Proposed Development. The Proposed Development is compliant with this planning policy.

Table D. 2 Accordance with Meath County Development Plan 2021-2027 Zoning Objectives

Zoning	Objective	Proposed Development Compliance with Policy
RA – Rural Area	To protect and promote in a balanced way, the development of agriculture, forestry and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage.	The Proposed Development has been routed along the road as much as reasonably possible. Where an off-road route is proposed the alignment has been developed in consultation with the affected landowners and impacts on agriculture has been minimised. Once the ground has been reinstated, as outlined in Chapter 15 (Agronomy and Equine) of the EIAR agricultural activities will be able to take place except on top of the cable (off-road permanent easement width varies from 5m to 30m), at off-road joint bays, or permanent access tracks. Where the Proposed Development requires the removal of field boundaries these will be replanted except where the vegetation would be directly on top of the cable, in which case fencing would be erected. Compensatory measures are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established. Once the land has been reinstated there would be no significant long-term impact on the Rural Area. The Proposed Development is suitable development in the Rural Area. There is minimal encroachment across these lands and the Proposed Development will not have a material effect on the ability of these lands to be developed in line with the zoning objectives.
F1 – Open Space	To provide for and improve open spaces for active and passive recreational amenities.	There are sections of the Proposed Development that cross Open Space, these areas are limited in extent. Once land has been reinstated there will be no loss of Open Space. The Proposed Development is suitable development in Open Space.
A1 – Existing Residential	To protect and enhance the amenity and character of existing residential communities.	The Proposed Development is predominantly contained within the road and there will be slight, temporary and short-term in duration disruption to existing residents while construction takes place near their homes. However, construction will take place on a rolling basis and the level of disruption to individual properties will be minimal. During operation the proposed underground cable will be buried and sporadic access for maintenance will only be required on agricultural land and along the existing road network and will therefore have no impact on residential. There will be no impacts on existing residential communities. The Proposed Development is suitable development within this zone. There is minimal encroachment within this zoning and the Proposed Development will not have a material effect on the ability of these lands to be developed in line with the zoning objectives.

Zoning	Objective	Proposed Development Compliance with Policy
E2 - General Enterprise and Employment	To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment.	The Proposed Development has taken into account the existing land use when route options were developed. Consultation with landowners has influenced the route, especially in off-road sections. This includes discussion regarding future uses of the land, particularly as the Proposed Development crosses the motorways and on the approach to Belcamp substation. The Proposed Development is suitable development within this land use zoning as the design has been sympathetic to the future development of the sites. There is minimal encroachment within this zone and the Proposed Development will not have a material effect on the ability of these lands to be developed in line with the zoning objectives.
C1 - Mixed Use	To provide and facilitate mixed residential and business uses.	The Proposed Development has taken into account the existing land use when route options were developed. Consultation with landowners has influenced the route, especially in off-road sections. This includes discussion regarding future uses of the land, particularly as the Proposed Development crosses the motorways and on the approach to Belcamp substation. The Proposed Development is suitable development within this land use zoning as the design has been sympathetic to the future development of the sites. There is minimal encroachment within this zone and the Proposed Development will not have a material effect on the ability of these lands to be developed in line with the zoning objectives.
E2/E3 - General Enterprise and Employment/ Warehousing and Distribution	General Enterprise and Employment/ Warehousing and Distribution	The Proposed Development has taken into account the existing land use when route options were developed. Consultation with landowners has influenced the route, especially in off-road sections. This includes discussion regarding future uses of the land, particularly as the Proposed Development crosses the motorways and on the approach to Belcamp substation. The Proposed Development is suitable development within this land use zoning as the design has been sympathetic to the future development of the sites. There is minimal encroachment across these land and the Proposed Development will not have a material effect on the ability of these lands to be developed in line with the zoning objectives.
TU - Transport and Utilities	To provide for essential transport and public utilities and infrastructure including rail stations, park and ride facilities, water and waste water infrastructure, electricity, gas, and telecommunications infrastructure	The Proposed Development is electricity infrastructure and so it inherently compliant with this land zoning. EirGrid has been cognisant of the need to minimise impacts on other utilities and transportation routes. On this basis it has avoided areas where the existing road is congested with existing utilities and has used HDD to route the cable under the M1, M2 and M3 motorways and the railway.

Zoning	Objective	Proposed Development Compliance with Policy
A2 - New Residential	To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy.	The Proposed Development is predominantly contained within the road and there will be disruption to residents while construction takes place near new homes. However, construction will take place on a rolling basis and the level of disruption to individual properties will be minimal. The Proposed Development is suitable development within this zone. There is minimal encroachment within this zone and the Proposed Development will not have a material effect on the ability of these lands to be developed in line with the zoning objectives.

Table D. 3 Compliance with Fingal County Development Plan 2023-2029

Policy No	Policy	Proposed Development Compliance
Policy CAP1	National Climate Action Policy: Support the implementation of national objectives on climate change including the national Climate Action Plan 2023 (CAP23), the National Adaptation Framework 2018 and the National Energy and Climate Plan for Ireland 2021–2030 and other relevant legislation, policy and agreements in relation to climate action.	The potential effects of the Proposed Development on Climate Change are set out in Chapter 8 (Climate) of the EIAR. The purpose of the Proposed Development is to strengthen the power grid across Ireland to support the delivery of renewable energy. The Proposed Development complies with this planning policy.
Policy CAP13	Energy from Renewable Sources: Actively support the production of energy from renewable sources and associated electricity grid infrastructure, such as from solar energy, hydro energy, wave/tidal energy, geothermal, wind energy, combined heat and power (CHP), heat energy distribution such as district heating/cooling systems, and any other renewable energy sources, subject to normal planning and environmental considerations.	The Proposed Development will strengthen the electricity grid and will support increased distribution of renewable energy. The purpose of the Proposed Development is to support the delivery of the renewable energy promoted by this planning policy. It is compliant with this planning policy.
Policy GIN HP7	Protection - Protect and enhance the natural, historical, amenity and biodiversity value of the County's watercourses, flood plains, riparian corridors, wetlands and coastal area though long-term and liaison with relevant Prescribed Bodies where appropriate	The potential environmental effects on the County's watercourses are set out in Chapter 10 (Biodiversity) and Chapter 12 (Hydrology) of the EIAR. These chapters detail the potential effects on the County's watercourses, which are related to construction. With the mitigation measures set out in the EIAR and associated CEMP the likelihood of a pollution incident is reduced. Water crossings will be principally made using an open-cut technique except where the crossing can be installed within the road

Policy No	Policy	Proposed Development Compliance
		bridge. Any potential impacts on the riparian environment, including fish have been assessed. It is considered within Chapter 12 (Hydrology) of the EIAR that no significant residual impacts are predicted during construction following mitigation and no residual impacts are predicted on water bodies during the operational phase. Chapter 10 (Biodiversity) of the EIAR also identifies no significant impacts on watercourses following the adoption of mitigation measures. Consultation with the Prescribed Bodies has been carried out throughout the six-step design process and recent consultation is reported within this Planning Report and the EIAR. The Proposed Development is compliant with this planning policy.
OBJ GIN HO12	Green Infrastructure Requirements - Ensure the provision of new green infrastructure addresses the requirements of functional flood storage, the sustainable management of coastal erosion, and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate.	The Proposed Development has been designed with SuDS in place at the Woodland and Belcamp substations as applicable. There are no implications for coastal erosion in respect of the Proposed Development and there is limited potential for the inclusion of new green infrastructure as part of the design. However, the requirements of this planning policy have been considered in developing mitigation measures for biodiversity impacts, these are reported in Chapter 10 (Biodiversity) of the EIAR. The Proposed Development is compliant with this planning policy.
Objective GIN HO15	SuDS - Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based solutions and ensure that SuDS is integrated into all new development in the County	The Proposed Development has incorporated SuDS into the management of surface water runoff at Woodland and Belcamp substations. Further details are provided in Chapter 12 (Hydrology) of the EIAR. The Proposed Development is compliant with this planning policy.
Policy GIN HP8	Archaeology and Green Infrastructure - Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the implementation of the Fingal Heritage Plan in relation to the provision of green infrastructure	The potential archaeological and landscape effects are reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) and Chapter 18 (Landscape and Visual) of the EIAR. The degree of tree loss as a result of the Proposed Development is presented in Appendix A18.2 (Arboricultural Assessment) in Volume 3 of the EIAR and shown on Figure 18.5 in Volume 4 of the EIAR. Figure 10.12 in Volume 4 of the EIAR shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. The EIAR demonstrates that the Proposed Development has avoided or minimised likely significant impacts where possible through implementation of mitigation and monitoring, however significant impacts will remain in both the construction and operational stages. These are summarised in Chapter 22 (Residual Impacts) of the EIAR.

Policy No	Policy	Proposed Development Compliance
		During construction there will be a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument AY_47 and Negative, Moderate, Permanent cumulative impacts with regard to DL_05 (Designated Landscape) for three developments in conjunction with the Proposed Development. Once the cable is operational all features other than the substations will be underground and will not impact on the wider cultural heritage landscape. It is acknowledged that some townland boundaries will be lost, both hedgerows and stone walls. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species. Due to the nature of the Proposed Development, it is not possible to plant hedging plants over the top of the cable, at off-road joint bays, and along permanent access tracks and so there is some resultant loss of hedgerows. Compensatory measures (130% compensation) are proposed for hedgerows. Further mitigation measures associated with the Proposed Development are set out within the EIAR and associated CEMP. The Proposed Development is compliant with this planning policy.
Objective GIN HO17	Fingal Heritage Plan - Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the Fingal Heritage Plan.	The potential environmental effects of the Proposed Development are reported in Chapter 13 of the EIAR (Archaeology, Architectural Heritage and Cultural Heritage) and Chapter 18 (Landscape and Visual). During construction there will be a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument AY_47 and Negative, Moderate, Permanent cumulative impacts with regard to DL_05 (Designated Landscape) for three developments in conjunction with the Proposed Development. Once the cable is operational all features other than the substations will be underground and will not impact on the wider cultural heritage landscape. It is acknowledged that some townland boundaries will be lost, both hedgerows and stone walls. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species. Due to the nature of the Proposed Development, it is not possible to plant hedging plants over the top of the cable, at off-road joint bays, and along permanent access tracks and so there is some resultant loss of hedgerows. Compensatory measures (130% compensation) are proposed for hedgerows. Further mitigation measures associated with the Proposed Development are set out within the EIAR and associated CEMP.

Policy No	Policy	Proposed Development Compliance
		The Proposed Development is compliant with this planning policy.
Objective GIN HO18	Heritage Landscape - Ensure, wherever possible and appropriate, that elements of the archaeological and heritage landscape are fully integrated into proposals for new developments at the project design stage.	The potential environmental effects of the heritage landscapes of the Proposed Development are reported in the EIAR in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage). The Proposed Development seeks to integrate archaeological and heritage landscapes were relevant. During construction there will be a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument AY_47 and Negative, Moderate, Permanent cumulative impacts with regard to DL_05 (Designated Landscape) for three developments in conjunction with the Proposed Development. No significant residual impacts are predicted as a result of the Operational Phase of the Proposed Development. The Proposed Development is compliant with this planning policy.
Policy GIN HP9	Landscape Character - Ensure green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.	The potential effects of the Proposed Development on Landscape Character are reported in Chapter 18 (Landscape and Visual) of the EIAR. There will be some impacts during construction, including the loss of some landscape features. However, once the cable is operational all features other than the substations will be underground and will not impact on the wider landscape. It is acknowledged that some townland boundaries will be lost, both hedgerows and stone walls. Where possible boundaries will be replaced on a like for like basis. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks. The loss of mature trees will take time to mitigate as it will take time for new planting to establish. Mitigation measures associated with the Proposed Development are set out within the EIAR and associated Construction Environmental Management Plan. The Proposed Development is compliant with this planning policy.
Policy GIN HP10	Green Infrastructure and Development - Seek a net gain in green infrastructure through the protection and enhancement of existing assets, through the provision of new green infrastructure as an integral part of the planning process, and by taking forward priority projects including those indicated on the Development	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity) of the EIAR. Significant removal of dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees will result from the construction of the Proposed Development. Vegetation clearance associated with passing bays will be able to be replanted to a species-

Policy No	Policy	Proposed Development Compliance
	Plan Green Infrastructure maps during the lifetime of the Development Plan.	rich condition (i.e., five woody species per 30m), comprising only native species, but this is not the case where hedgerows are removed under the footprint of the cable, off-road joint bays, or permanent access tracks. The degree of tree loss as a result of the Proposed Development is presented in Appendix A18.2 (Arboricultural Assessment) in Volume 3 of the EIAR and shown on Figure 18.5 in Volume 4 of the EIAR. Figure 10.12 in Volume 4 of the EIAR shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. There are no compensation options available at present to offset the loss of grassland. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years for hedgerows and 20-30 years for treelines and individual trees). The off-site compensatory planting will be entirely outside the planning application boundary. The surplus will deliver an overall biodiversity net gain. The Proposed Development is compliant with this planning policy.
Objective GIN HO19	Green Networks - Create an integrated and coherent green infrastructure for the County by requiring the retention of substantial networks of green space in urban, urban fringe and adjacent countryside areas to serve the needs of communities now and in the future including the need to adapt to and mitigate climate change	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). Chapter 5 (Population) of the EIAR considers impacts to amenity as a result of the Proposed Development and Chapter 6 (Human Health) considers impacts to open space, leisure and recreation. The potential effects on agriculture are set out in Chapter 15 (Agronomy and Equine). Significant removal of dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees will result from the construction of the Proposed Development. No formal networks of green space will be removed. The rolling nature of the construction programme means that the duration of impacts on open space, leisure and recreation facilities will be very short-term and therefore not considered likely to be sufficient to dissuade the use of these facilities for recreational physical activity. No significant negative impacts are anticipated on amenity. The Proposed Development is compliant with this planning policy.
Objective GIN HO21	Integration of Green Infrastructure - Avoid the fragmentation of green spaces in site design and to link green spaces /greening elements to existing adjacent green infrastructure / the	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity) of the EIAR. Chapter 5 (Population) of the EIAR considers impacts to amenity as a result of the Proposed

Policy No	Policy	Proposed Development Compliance
	public realm where feasible and to provide for ecological functions.	Development and Chapter 6 (Human Health) considers impacts to open space, leisure and recreation. Significant removal of dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees will result from the construction of the Proposed Development. No formal networks of green space will be removed. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks. The degree of tree loss as a result of the Proposed Development is presented in Appendix A18.2 (Arboricultural Assessment) in Volume 3 of the EIAR and shown on Figure 18.5 in Volume 4 of the EIAR. Figure 10.12 in Volume 4 of the EIAR shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years for hedgerows and 20-30 years for treelines and individual trees). By routeing the cable along roads there is less disruption to green infrastructure, where the cable is routed through agricultural fields the disruption to green corridors will be minimised. Sections or hedgerow will be removed (see specific hedgerow policies for further details), there will be an off-road permanent easement (width varies from 5m to 30m), off-road joint bays, and some sections of permanent access track will be constructed. However, this will not lead to the fragmentation of green spaces. The Proposed Development is compliant with this planning policy.
Objective GIN HO22	Network Fragmentation - Resist development that would fragment or prejudice the County's strategic green infrastructure network.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity) of the EIAR. This includes details of biodiversity net gain. Significant removal of dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees will result from the construction of the Proposed Development to enable the construction of passing bays and to break through field boundaries for the installation of the cables. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks.

Policy No	Policy	Proposed Development Compliance
		Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established. The off-site compensatory planting will be entirely outside the planning application boundary. Following off-site compensation there will be a net gain in trees numbers and with EirGrid's commitment to monitoring mitigation success and embedding Nature Inclusive Design. By routeing the cable along roads there is less disruption to green infrastructure, where the cable is routed through agricultural fields the disruption to green corridors will be minimised. Sections or hedgerow will be removed (see specific hedgerow policies for further details) there will be an off-road permanent easement (width varies from 5m to 30m), off-road joint bays, and some sections of permanent access track will be constructed. However, this will not lead to the fragmentation of green spaces. The Proposed Development is compliant with this planning policy.
Policy GIN HP12	Protected Sites - Protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, and Refuges for Fauna.	A Natura Impact Statement has been submitted alongside the Proposed Development, setting out the findings of the Appropriate Assessment. This has confirmed that there would be no adverse effects on the integrity of any European Sites. The Proposed Development is compliant with this planning policy.
Policy GIN HP13	Fingal Ecological Network - Support the development of the Fingal Ecological Network in line with the Fingal Biodiversity Action Plan.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). Significant residual impacts are predicted for dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks. There are no compensation options available at present to offset the significant residual impacts upon grassland. Compensatory measures are proposed for hedgerows, treelines and individual trees. The off-site compensatory planting will be entirely outside the planning application boundary. A minimum of 130% compensatory off-site planting will be delivered by the Developer (ESB), in consultation with EirGrid. The surplus will deliver an overall biodiversity net gain.

Policy No	Policy	Proposed Development Compliance
		The Proposed Development is compliant with this planning policy insofar as it does not impact on the delivery of any of the proposed actions set out in the Fingal Ecological Network (as tabulated in the Fingal Biodiversity Action Plan). The Proposed Development will include mitigation measures during construction to avoid the spread of invasive species in Fingal (Action 26).
Policy GIN HP14	Biodiversity Net Gain Guidance - Promote biodiversity net gain in new developments and develop a planning guidance document on Biodiversity Net Gain.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). Significant residual impacts are predicted for dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. There are no compensation options available at present to offset the significant residual impacts upon grassland. Compensatory measures are proposed for hedgerows, treelines and individual trees. The off-site compensatory planting will be entirely outside the planning application boundary. A minimum of 130% compensatory off-site planting will be delivered by the Developer (ESB), in consultation with EirGrid. The surplus will deliver an overall biodiversity net gain. Following off-site compensation there will be a net gain in trees numbers and with EirGrid's commitment to monitoring mitigation success and embedding Nature Inclusive Design. The Proposed Development is compliant with this planning policy.
Objective GIN HO 28	Protection of Natural Heritage Areas - Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). An AA Screening and Natura Impact Statement are also submitted with the Proposed Development. No Natural Heritage Areas (NHA) were identified within the Zone of Influence (ZoI) of the Proposed Development. Four potential NHAs (pNHAs) were identified within the potential ZoI of the Proposed Development on the basis of hydrological connectivity. The EIAR and NIS set out a series of mitigation measures that must be followed during construction and these are provided for in the CEMP. In conclusion as per the NIS there are no adverse effects to any identified sites within the Study Area following mitigation measures. The Proposed Development complies with this planning policy.

Policy No	Policy	Proposed Development Compliance
Objective GIN HO30	Infrastructure and Net Biodiversity Gain - All greenway and infrastructure projects are to have a net biodiversity gain and this principle shall be incorporated from the start of the project.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). Significant residual impacts are predicted for dry calcareous and neutral grassland, wet grassland, mixed broadleaved woodland, hedgerows, treelines and individual trees. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species except on top of the cable, at off-road joint bays, or permanent access tracks. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. There are no compensation options available at present to offset the significant residual impacts upon grassland. Compensatory measures are proposed for hedgerows, treelines and individual trees. The off-site compensatory planting will be entirely outside the planning application boundary. A minimum of 130% compensatory off-site planting will be delivered by the Developer (ESB), in consultation with EirGrid. The surplus will deliver an overall biodiversity net gain. Following off-site compensation there will be a net gain in trees numbers and with EirGrid's commitment to monitoring mitigation success and embedding Nature Inclusive Design. The Proposed Development is compliant with this planning policy.
Objective GIN HP32	Development and Invasive Species - Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applications will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of European Communities (Birds and Natural Habitats) Regulations 2011 and EU Regulations 1143/2014.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). Invasive species have been identified along the route of the Proposed Development and where disturbed or removed they will be disposed of according to best practice. This is provided for within the EIAR and CEMP which includes a management plan for those Third Schedule invasive plant species recorded during the survey. The Invasive Species Management Plan is included as Appendix E of the Construction Environmental Management Plan. The Proposed Development complies with planning policy.
Policy GIN HP17	Protection of European and National Sites - Strictly protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs); also known as European sites) including any areas that may be proposed for designation or designated during the lifetime of this Plan.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). An AA Screening and Natura Impact Statement are also submitted with the Proposed Development. The NIS shows that there are no adverse effects on the integrity of qualifying interests of any European Sites. The EIAR and NIS set out a series of mitigation measures that must be followed during construction and these are provided for in the CEMP.

Policy No	Policy	Proposed Development Compliance
		The Proposed Development complies with this planning policy.
Policy GIN HP18	Species Protection - The Council will seek to protect rare and threatened species, including species protected by law and their habitats by requiring planning applicants to demonstrate that proposals will not have a significant adverse impact on such species and their habitats.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). An AA Screening and Natura Impact Statement are also submitted with the Proposed Development. These set out details of a range of protected species that could potentially be adversely affected by the Proposed Development in the absence of appropriate mitigation. The EIAR and NIS set out a series of mitigation measures that must be followed during construction, and these are provided for in the CEMP. With these mitigation measures in place there would not be a significant adverse effect on these species or their habitats. The Proposed Development complies with this planning policy.
Objective GIN HO33	Annex I and Annex II - Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). An AA Screening and Natura Impact Statement are also submitted with the Proposed Development. The EIAR and NIS set out a series of mitigation measures that must be followed during construction, and these are provided for in the CEMP. With the appropriate mitigation measures in place there would not be a significant adverse effect on these sites. The Proposed Development complies with this planning policy.
Policy GIN HP19	Ecological Buffer Zones - Protect the functions of the ecological buffer zones and ensure proposals for development have no significant adverse impact on the habitats and species of interest located therein.	The potential effects of the Proposed Development on biodiversity are set out in Chapter 10 (Biodiversity). The Proposed Development does not fall within the ecological buffer zones (lands identified by the Council around Malahide/Broadmeadow, Rogerstown and Baldoyle estuaries and around Sluice River Marsh and the Bog of the Ring) and is not anticipated to interact with the zones. Mitigation measures included in the EIAR and the Natura Impact Statement that must be followed during construction are provided for in the Construction Environmental Management Plan. These will ensure no significant adverse impacts on the ecological buffer zones as well. The Proposed Development complies with this planning policy.
Objective GIN HO40	Ecological Assessments - Protect the ecological functions and integrity of the corridors indicated on the Plan Green Infrastructure maps. An ecological assessment may be required for any proposed development likely to have a significant impact on habitats	Any ecological corridors, such as rivers, hedgerows and road verges including stepping-stones (smaller landscape features such as small woodlands, areas of scrub, wet grassland and marshes) that could be impacted by the Proposed Development have been fully assessed in Chapter 10 (Biodiversity) of the EIAR and the Natura Impact Statement. Mitigation measures

Policy No	Policy	Proposed Development Compliance
	and species of interest in an ecological corridor or stepping-stone.	included in the EIAR and the Natura Impact Statement that must be followed during construction are provided for in the Construction Environmental Management Plan. These will ensure no significant adverse impacts on the ecological corridors and stepping-stones. The Proposed Development is compliant with planning policy.
Objective GIN HO41	Protection of Rivers - Protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish.	The potential effects of the Proposed Development on rivers are reported in Chapter 10 (Biodiversity) and Chapter 12 (Hydrology) of the EIAR. Following the implementation of mitigation measures, during the Construction Phase it is considered that there are no significant residual impacts as outlined in Chapter 12 (Hydrology) of the EIAR. Chapter 12 (Hydrology) of the EIAR also states that there will be no residual impacts on water bodies for surface water elements during the operation phase. Furthermore, as outlined in Chapter 10 (Biodiversity) a number of site-wide mitigation measures have been identified which will be applied across the Proposed Development to avoid the impacts associated with pollution of watercourses. Following the adoption of the mitigation measures there will be no significant residual impacts from the Proposed Development on rivers, watercourses and streams identified within the study area. The Proposed Development is compliant with planning policy.
Objective GIN HO42	Inland Fisheries - Take full account of Inland Fisheries Guidelines on the Protection of Fisheries during Construction works in and adjacent to Waters 2016 and Planning for Water Courses in the Urban Environment 2020 when undertaking, approving or authorising development or works which may impact on rivers, streams and canals and their associated habitats and species.	The potential effects of the Proposed Development on inland fisheries are considered within the EIAR and are reported in Chapter 10 (Biodiversity) and Chapter 12 (Hydrology). Consideration has been given to the Inland Fisheries Guidelines on the Protection of Fisheries. Planning for Water Courses in the Urban Environment 2020 guidance was not considered applicable. Following the implementation of mitigation measures, during the Construction Phase it is considered that there are no significant residual impacts. There will be no residual impacts on water bodies for surface water elements during the operation phase. The Proposed Development is compliant with planning policy.
Policy GIN HP21	Protection of Trees and Hedgerows - Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management in line with the adopted Forest of Fingal-A Tree Strategy for Fingal.	The potential environmental effects on trees and hedgerows are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual) of the EIAR. An Aboricultural Assessment is provided as Appendix A18.2 in the EIAR which references the Forest of Fingal-A Tree Strategy for Fingal. The degree of tree loss as a result of the Proposed Development is presented in Appendix A18.2 (Arboricultural Assessment) in Volume 3 of the EIAR and shown on Figure 18.5 in Volume 4 of the EIAR. Figure 10.12 in

Policy No	Policy	Proposed Development Compliance
		Volume 4 of the EIAR shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. A Site specific Arboricultural Method Statement and Tree Protection Plan will be produced during the detailed design stage. There will be a significant loss of hedgerows and mature trees as a result of the Proposed Development through their removal to enable the construction of passing bays and to break through field boundaries for the installation of the cables. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species, except on top of the cable (off-road permanent easement width varies from 5m to 30m), at off-road joint bays, or along permanent access tracks. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established (approximately 5-10 years for hedgerows and 20-30 years for treelines and individual trees). However, following off-site compensation there will be a net gain in trees numbers and with EirGrid's commitment to monitoring mitigation success and embedding Nature Inclusive Design. The Proposed Development is compliant with this planning policy.
Policy GIN HP22	Tree Planting - Provide for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations.	The potential environmental effects on trees and hedgerows are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual) of the EIAR. There will be a significant loss of hedgerows and mature trees as a result of the Proposed Development through their removal to enable the construction of passing bays and to break through field boundaries for the installation of the cables. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species, except on top of the cable, at off-road joint bays, or along permanent access tracks. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. Compensatory measures (130% compensation) are proposed for hedgerows, treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established. However, following off-site compensation there will be a net gain in trees numbers and with EirGrid's commitment to monitoring mitigation success and embedding Nature Inclusive Design.

Policy No	Policy	Proposed Development Compliance
		The Proposed Development is compliant with this planning policy.
Objective GIN HO45	Hedgerow Categorisation - Develop a 'Hedgerow Categorisation and Management Appraisal Tool' and associated appropriate planning and management requirements for Development Management purposes to ensure a sustainable future for retained hedgerows in the context of new developments.	The potential environmental effects on trees and hedgerows are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual) of the EIAR. Habitats were classified in the ecological surveys undertaken for the Proposed Development using The Heritage Council (2000) A Guide to Habitats in Ireland (referred to as Fossitt 2000). Hedgerows were classified as WL1 and divided into species rich (defined as having at least five woody species making up a 30m stretch of hedgerow) and species poor categories. There will be a significant loss of hedgerows as a result of the Proposed Development through their removal to enable the construction of passing bays and to break through field boundaries for the installation of the cables. Hedgerows will be replanted to a species-rich condition (i.e., five woody species per 30m), comprising only native species, except on top of the cable, at off-road joint bays, or along permanent access tracks. Figure 10.12 in Volume 4 of the EIAR shows Temporary Habitat Loss and Figure 10.13 shows Permanent Habitat Loss. Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. Compensatory measures (130% compensation) are proposed for hedgerows, although there will be an inevitable loss of biodiversity until these habitats have established. The Proposed Development is compliant with this planning policy in so far as hedgerows have been classified and replacement planting will be to a species-rich condition, comprising only native species, and the planting will be monitored over a number of years with interventions as needed. This will ensure a sustainable future for hedgerows in the context of new development.
Objective GIN HO46	Tree Removal - Ensure adequate justification for tree removal in new developments and open space management and require documentation and recording of the reasons where tree felling is proposed and avoid removal of trees without justification.	The potential environmental effects on trees are set out in Chapter 10 (Biodiversity) and Chapter 18 (Landscape and Visual) of the EIAR. The degree of tree loss as a result of the Proposed Development is presented in Appendix A18.2 (Arboricultural Assessment) in Volume 3 of the EIAR and shown on Figure 18.5 in Volume 4 of the EIAR. A Site specific Arboricultural Method Statement and Tree Protection Plan will be produced during the detailed design stage. There will be a significant loss of treelines and individual trees as a result of the Proposed Development through their removal to enable the construction of passing bays and to break through field boundaries for the installation of the cables.

Policy No	Policy	Proposed Development Compliance
		Table 10.33 in Chapter 10 (Biodiversity) of the EIAR presents the net habitat loss and gain of important ecological features after mitigation and after compensation. Compensatory measures (130% compensation) are proposed for treelines and individual trees, although there will be an inevitable loss of biodiversity until these habitats have established. Reporting will be carried out where all re-instated or indirectly impacted semi-natural vegetation will be inspected at the completion of the Construction Phase, at which time the appointed contractor's ECoW will provide written reports on habitat condition to the Developer's Ecologist (ESB), and EirGrid Planning and Environmental Unit. At that time, the Developer's Ecologist (ESB) will determine what additional steps are required to assist vegetation growth and establishment. Additional steps could include replacement tree planting, additional hedge mulch, protection from browsing animals, or sowing of locally harvested seed for semi-natural grassland, using a green hay approach. The Proposed Development is compliant with this planning policy.
Objective GIN HO49	Tree preservation Order Review - Review Tree Preservation Orders within the County and maintain the conservation value of trees and groups of trees that are the subject of any Tree Preservation Order.	No trees that are subject to Tree Preservation Orders will be removed as a result of the Proposed Development. The Proposed Development is compliant with this planning policy.
Policy GIN HP23	Maintenance of Geological Sites - Seek to maintain and where possible enhance the geological heritage of these sites and to provide access to these sites where possible and appropriate.	No Geological Sites will be impacted as a result of the Proposed Development. The Proposed Development is compliant with this planning policy.
Objective GIN HO52	Protection of Geological Sites - Protect and enhance the geological and geomorphological heritage of the County Geological Sites listed in Table 9.2. and indicated on Green Infrastructure Maps.	No County Geological Sites will be impacted as a result of the Proposed Development. The Proposed Development is compliant with this planning policy.
Objective GIN HO54	Soils - Reduce land take, soil sealing and loss of natural soils in urban and rural areas.	The potential impacts of the Proposed Development on soils are set out in Chapter 11 (Soils, Geology and Hydrogeology) of the EIAR. The CEMP will provide mitigation measures for the stripping and storage of soils during the construction of the cables in the off-road sections. By carefully managing soils and separating different soil types during storage the potential effects can be mitigated. Once the electricity cables have been installed, most of the land will be returned to agriculture with the soils replaced. There will be some sections where access

Policy No	Policy	Proposed Development Compliance
		tracks to joint bays will be permanent. The location and routing of these has been designed to reduce the impact on agriculture. The potential effects on agriculture are set out in Chapter 15 (Agronomy and Equine) of the EIAR. The Proposed Development is compliant with this planning policy.
Policy GIN HP25	Preservation of Landscape Types - Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application.	Chapter 18 (Landscape and Visual) of the EIAR sets out the potential landscape and visual impacts of the Proposed Development. There is potential for adverse construction phase impacts but these effects will be minimal and principally relate to the installation of the cable. They are also considered to be localised and temporary/short-term in duration. There will be no significant Operational Phase impacts on landscape character as the Proposed Development will be predominantly below ground with proposed changes to Woodland and Belcamp Substations occurring within or immediately adjacent to the existing substation footprints. The Proposed Development complies with this planning policy.
Objective GIN HO55	Protection of Skylines - Protect skylines and ridgelines from development.	The Proposed Development is for an underground cable. However, above-ground infrastructure is proposed where the proposed underground cable will connect with the existing Woodland and Belcamp Substations. These are existing sites for electricity infrastructure. The proposed Belcamp Substation will be visually identifiable but these visual impacts are not deemed to be significant and will not impact on skylines and ridgelines. The Proposed Development complies with this planning policy.
Objective GIN HO56	Visual Impact Assessments - Require any necessary assessments, including visual impact assessments, to be prepared prior to approving development in highly sensitive areas	The Proposed Development is accompanied by a landscape and visual assessment as included within Chapter 18 (Landscape and Visual) of the EIAR which sets out the potential visual impacts of the Proposed Development. A photomontage is included in Appendix A18.1 of the EIAR showing viewpoints around Belcamp Substation. Visual impacts are deemed to be no greater than Negative, Slight-imperceptible and Permanent. The Proposed Development complies with this planning policy.
Objective GIN HO57	Development and Landscape - Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and	Chapter 18 (Landscape and Visual) of the EIAR sets out the potential landscape and visual impacts of the Proposed Development. The effects will be minimal and principally relate to the installation of the cable. It has been concluded within Chapter 18 (Landscape and Visual) of the EIAR that there is the potential for adverse Construction Phase impacts, but these will be localised and temporary/ short-term in duration. There will be no significant Operational Phase impacts as the

Policy No	Policy	Proposed Development Compliance
	landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquillity	Proposed Development will be predominantly below ground with the land cover above reinstated insofar as possible. The proposed Belcamp Substation will be visually identifiable but the visual impacts are deemed to be no greater than Negative, Slight-imperceptible and Permanent. For the reasons outlined within Chapter 18 (Landscape and Visual), it is considered that the Proposed Development will not give rise to any significant landscape or visual impacts. The Proposed Development complies with this planning policy.
Objective GIN HO59	Development and Sensitive Areas - Ensure that new development does not impinge in any significant way on the character, integrity and distinctiveness of highly sensitive areas and does not detract from the scenic value of the area. New development in highly sensitive areas shall not be permitted if it: ▪ Causes unacceptable visual harm. ▪ Introduces incongruous landscape elements. ▪ Causes the disturbance or loss of (i) landscape elements that contribute to local distinctiveness, (ii) historic elements that contribute significantly to landscape character and quality such as field or road patterns, (iii) vegetation which is a characteristic of that landscape type and (iv) the visual condition of landscape elements.	Chapter 18 (Landscape and Visual) of the EIAR sets out the potential landscape and visual impacts of the Proposed Development. There are no 'Highly Sensitive Landscape' areas, nor 'Special Amenity Areas' located within the study area. The Proposed Development complies with this planning policy.
Policy GIN HP26	Preservation of Views and Prospects - Preserve views and prospects and the amenities of places and features of natural beauty or interest including those located within and outside the County	Chapter 18 (Landscape and Visual) of the EIAR sets out the potential visual impacts of the Proposed Development. The effects will be minimal and principally relate to the installation of the cable. There is the potential for adverse Construction Phase impacts. In relation to visual impacts, it has been considered that these will be localised to the immediate landscape, relating primarily to the movement on the local road network during the Construction Phase. There will be no significant Operational Phase impacts as the Proposed Development will be predominantly below ground with the land cover above reinstated insofar as possible. The proposed Belcamp Substation will be visually identifiable, but the visual impacts are deemed to be assessed as Negative, Slight-imperceptible and Permanent.

Policy No	Policy	Proposed Development Compliance
		The Proposed Development complies with this planning policy.
Objective GIN HO60	Protection of Views and Prospects - Protect views and prospects that contribute to the character of the landscape, particularly those identified in the Development Plan, from inappropriate development.	Chapter 18 (Landscape and Visual) of the EIAR sets out the potential visual impacts of the Proposed Development. The effects will be minimal and principally relate to the installation of the cable. There is the potential for adverse Construction Phase impacts. In relation to visual impacts, it has been considered that these will be localised to the immediate landscape, relating primarily to the movement on the local road network during the Construction Phase. There will be no material Operational Phase impacts as the Proposed Development will be predominantly below ground with the land cover above reinstated insofar as possible. The proposed Belcamp Substation will be visually identifiable, but the visual impacts are deemed to be assessed as Negative, Slight-imperceptible and Permanent. The Proposed Development complies with this planning policy.
Objective GIN HO61	Landscape / Visual Assessment - Require a Landscape/Visual Assessment to accompany all planning applications for significant proposals that are likely to affect views and prospects.	The application for the Proposed Development is accompanied by a landscape/visual assessment as included within Chapter 18 (Landscape and Visual) of the EIAR which sets out the potential landscape and visual impacts of the Proposed Development. A photomontage is included in Appendix A18.1 of the EIAR showing viewpoints around Belcamp Substation. The Proposed Development complies with this planning policy.
Policy HCA P3	Record of Monuments and Places / Sites and Monuments Record - Safeguard archaeological sites, monuments, objects and their settings listed in the Record of Monuments and Places (RMP), Sites and Monuments Record (SMR), underwater cultural heritage including protected wrecks and any additional newly discovered archaeological remains.	An assessment of the potential effects on the historic environment has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. During construction there will be a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument AY_47. No significant residual impacts are predicted as a result of the Operational Phase of the Proposed Development. The impacts will be mitigated in accordance with the measures set out in the EIAR and accompanying CEMP. The Recorded Monument will be subject to archaeological excavation, informed by geophysical survey / test trenching. This will form a record of the monument which will ensure preservation by record. The Proposed Development complies with this planning policy.
Policy HCA P4	Preservation-in-situ - Favour the preservation in-situ (or at a minimum preservation by record) of all sites and	Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR sets out the potential effects on archaeological features. There will be

Policy No	Policy	Proposed Development Compliance
	features of historical and archaeological interest.	adverse effects of archaeological features, including the total loss of one Recorded Monument . However, the preferred approach of the Proposed Scheme has been to preserve in situ where possible. As the Proposed Development will be installed along the existing road there is limited potential for new features of historical or archaeological interest to be found. However, where the installation is off-road there is a greater risk for such a discovery. The EIAR and accompanying CEMP sets out mitigation measures to be followed in the event of the discovery of any new features. Preservation-in-situ is the preferred approach for the Proposed Development, where this is not possible excavation would be undertaken by suitably qualified archaeologists and a record taken of the features found. This will therefore preserve archaeological sites, monuments, features or objects, particularly the lost Recorded Monument, by record where they cannot be preserved by situ. The Proposed Development complies with this planning policy.
Objective HCA O1	Preservation-in-situ - Favour the preservation in situ or at a minimum preservation by record, of archaeological sites, monuments, features or objects in their settings. In securing such preservation the Council will have regard to the advice and recommendations of the National Monuments Service of the Department of the Housing, Local Government and Heritage.	Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR sets out the potential effects on archaeological features. There will be a total loss of one Recorded Monument but where possible they have been preserved in situ. As the Proposed Development will be installed along the existing road there is limited potential for new features of historical or archaeological interest to be found. However, where the installation is off-road there is a greater risk for such a discovery. The EIAR and accompanying CEMP sets out mitigation measures to be followed in the event of the discovery of any new features. Preservation-in-situ is the preferred approach of the Proposed Development, however, where this is not possible excavation would be undertaken by suitably qualified archaeologists and a record taken of the features found. This will therefore preserve archaeological sites, monuments, features or objects, particularly the lost Recorded Monument, by record where they cannot be [preserved by situ. The Proposed Development complies with this planning policy.
Objective HCA O2	Protection of RMPs / SMRs - Protect all archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places, Wreck Inventory of Ireland and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of Monuments and Places, and to seek their preservation in situ (or at	An assessment of the potential effects on the historic environment has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. Wherever possible all archaeological sites and features have been protected. During the Construction Phase there will be a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument AY_47 at Cloghran. However, this Recorded Monument will be subject to archaeological excavation,

Policy No	Policy	Proposed Development Compliance
	a minimum, preservation by record) through the planning process.	informed by geophysical survey / test trenching. This will form a record of the monument which will ensure preservation by record. The Proposed Development as a minimum will ensure the removal of this Recorded Monument will be preserved by record and is therefore compliant with this policy.
Objective HCA 07	Archaeology and Development Design - Ensure archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage.	The Proposed Development has fully considered at the very earliest stages of the development any archaeological remains within the area. An assessment of the potential effects on the historic environment has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. During the Construction Phase there will be a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument AY_47 and Negative, Moderate, Permanent cumulative impacts with regard to DL_05 (Designated Landscape) for three developments in conjunction with the Proposed Development. The Recorded Monument will be subject to archaeological excavation, informed by geophysical survey / test trenching. This will form a record of the monument which will ensure preservation by record. No significant impacts are anticipated for archaeology, architectural heritage and cultural heritage during the Operational Phase. Whilst there is a departure from planning policy in this respect the Proposed Development has been designed in order to avoid if possible archaeological heritage. Where avoidance cannot be accomplished the Proposed Development has incorporated mitigation. As a minimum the removal of the Recorded Monument will be preserved by record.
Objective HCA 08	Archaeological Impact Assessment - Require that proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.	An assessment of the potential effects on the historic environment has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. The Proposed Development is compliant with this planning policy.
Objective HCA 09	Archaeology in the Landscape - Ensure that in general development will not be permitted which would result in the removal of archaeological monuments with above ground features, protected	An assessment of the potential effects on the historic environment has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR.

Policy No	Policy	Proposed Development Compliance
	wrecks and that this will be especially the case in relation to archaeological monuments which form significant features in the landscape.	During the Construction Phase there will be a Direct, Negative, Moderate (which is considered 'Significant' for this assessment), Permanent archaeology impact due to the removal of Recorded Monument. This Recorded Monument does not form significant feature in the landscape the Proposed Development is compliant with this planning policy.
Objective HCA O10	Context of Archaeological Monuments - Ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Notification does not seriously detract from the setting of the feature and is sited and designed appropriately.	An assessment of the potential effects on the historic environment has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR including consideration of the setting of features. The impacts will be mitigated in accordance with the measures set out in the EIAR and accompanying CEMP. The majority of the Proposed Development is an underground cable circuit. The Proposed Development is compliant with this planning policy.
Objective HCA O11	Impacts of large-scale development - Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the archaeological heritage and seek to avoid them.	An assessment of the potential effects on the historic environment has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. The Proposed Development is compliant with this planning policy as it has considered the potential impacts on archaeological heritage and identified, where relevant, proposed mitigation in order to avoid or minimise any impacts to archaeological heritage within the Planning Application Boundary of the Proposed Development.
Policy HCA P14	Architectural Conservation Areas - Protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and it's setting wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA.	No Architectural Conservation Areas are affected by the Proposed Development. The Proposed Development is compliant.
Policy HCA P18	Designed Landscape Features, Settings and Views - Protect the setting, significant views, and built features of historic designed landscapes and promote the conservation of their essential character, both built and natural.	Designed landscape features, settings and views have been considered within Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. During construction there will be Negative, Moderate, Permanent cumulative impacts with regard to DL_05 (Designated Landscape) for three developments in

Policy No	Policy	Proposed Development Compliance
		conjunction with the Proposed Development. No significant residual impacts are predicted as a result of the Operational Phase of the Proposed Development. The impacts will be mitigated in accordance with the measures set out in the EIAR and accompanying CEMP. The majority of the Proposed Development is an underground cable circuit. The Proposed Development therefore complies with this planning policy.
Policy HCA P19	Development and Historic Demesnes - Resist proposals or developments that would lead to the loss or, or cause harm to the character, principal components or setting of historic designed landscapes and demesnes of significance in the County.	The Proposed Development is compliant with this planning policy as no designed landscapes will be significantly impacted as outlined within Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR.
Objective HCA O31	Protection of Designed Landscapes - Identify the historic designed landscapes of significance in the County and determine the appropriate mechanism to ensure their future protection. Several of the most significant are already designated, as Architectural Conservation Areas.	No Architectural Conservation Areas are affected by the Proposed Development. The Proposed Development is compliant with this planning policy as no designed landscapes will be significantly impacted as outlined within Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR.
Objective HCA O32	Designed Landscape Appraisal - Require that proposals for development within historic designed landscapes include a Designed Landscape Appraisal (including an ecological assessment) as part of the planning documentation to fully consider the potential impacts of the proposal. The appraisal should be carried out prior to the initial design of any development, in order that this evaluation to inform the design which must be sensitive to and respect the built heritage elements and green space values of the site.	An assessment of the potential effects on historic designated landscapes has been undertaken and is reported in Chapter 13 (Archaeology, Architectural Heritage and Cultural Heritage) of the EIAR. The Proposed Development is compliant with this planning policy.
Objective HCA O45	Development and Industrial Heritage - Utilise the information provided within the Fingal Industrial Heritage Survey when assessing development proposals for surviving industrial heritage sites.	The Proposed Development does not fall within any surviving industrial heritage sites. The Proposed Development is compliant.
Objective HCA O46	Preservation of Industrial Heritage - Secure the preservation in-situ of significant examples of industrial, military and nautical heritage that form part of our post-medieval archaeological heritage, and examples	Mitigation measures for known archaeological, architectural heritage and cultural heritage assets will take place post consent but in advance of construction, these measures will include: ▪ Topographical survey; ▪ Photographic and written record of elements; ▪ Townland boundary surveys;

Policy No	Policy	Proposed Development Compliance
	of which may date from periods up to and including the 20th century.	▪ Paleoenvironmental assessment and analysis; ▪ Archaeological excavation where preservation in situ is not feasible; ▪ Underwater assessment comprising of wade and metal detections; and ▪ An archaeological metal detecting survey. Following mitigation no industrial heritage assets will be significantly impacted by the Proposed Development, therefore the Proposed Development is compliant with this policy.
Policy IUP27	Energy Networks and ICT Infrastructure: Facilitate and promote the development of energy networks and ICT infrastructure where necessary to facilitate sustainable growth and economic development and support the provision of critical energy utilities and the transition to alternative, renewable, decarbonised, and decentralised energy sources, technologies, and infrastructure.	The Proposed Development will strengthen the electricity grid and will enable greater distribution of renewable energy. The purpose of the Proposed Development is to support the delivery of the renewable energy promoted by this planning policy. It is compliant with this planning policy.
Policy IUP29	Enhancement and Upgrading of Existing Infrastructure and Networks: Work in partnership with existing service providers, businesses and local community groups to facilitate required enhancement and upgrading of existing infrastructure and networks and support the development of new energy systems, local community sustainable energy generation projects and transmission grids, which will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave, and solar energy.	The Proposed Development will strengthen the electricity grid and will enable greater distribution of renewable energy. The purpose of the Proposed Development is to support the delivery of the renewable energy promoted by this planning policy. It is compliant with this planning policy.
Policy IUP31	Enhancement and Upgrading of Existing Infrastructure and Networks: Support EirGrid's Grid Development Strategy – Your Grid, Your Tomorrow 2017, Implementation Plan 2017–2022, Shaping our Electricity Future-A Roadmap to achieve our Renewable Ambition 2021 and Transmission Development Plan (TDP) 2020-2029, and the Government's Policy Statement on Security of Electricity Supply November 2021 and any subsequent plans prepared during the lifetime of this Plan, to provide for the	The Proposed Development will strengthen the electricity grid and will enable greater distribution of renewable energy. The purpose of the Proposed Development is to support the delivery of the renewable energy promoted by this planning policy. The Proposed Development supports the relevant EirGrid Strategies as set out in Policy IUP31, it is compliant with this planning policy.

Policy No	Policy	Proposed Development Compliance
	safe, secure, and reliable supply of electricity.	
Policy IUP32	East Meath – North Dublin Grid Upgrade: Support the development of the East Meath-North Dublin Grid Upgrade to strengthen the electricity supply network in anticipation of the future development of renewable energy, onshore and offshore.	The Proposed Development is the East Meath-North Dublin Grid Upgrade. The Proposed Development complies with this planning policy.

Table D. 4 Accordance with Fingal Development Plan 2023-2029 Zoning Objectives

Zoning	Description	Vision	Proposed Development Compliance
HT – High Technology	Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment	Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development-based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high-quality, value-added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity	The Belcamp 220kV substation is located within land zoned for High Technology. The Proposed Development has been designed to be sympathetic to the future expansion of areas to the north of Dublin, where possible the route is contained within the existing road but this is only possible where the road is not already congested with other utilities. Liaison with developers and the local authorities has sought to minimise any future limiting of development where the cable is to be installed off-road. Ultimately, new offices and research development needs to have a reliable electricity network, which is what the Proposed Development is designed to provide. The Proposed Development is located within a permitted substation. Utility Installations are Permitted in Principle in High Technology zoned lands.
GB – Green Belt	Protect and provide for a Greenbelt	Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii) between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent	The Proposed Development will be installed underground, predominately under existing roads. Where the cable is routed across fields it is being done in a sympathetic way where

Zoning	Description	Vision	Proposed Development Compliance
		countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas	the removal of hedgerows is kept to a minimum. This will reduce landscape impacts and continue to provide the boundary between rural and urban areas. Once constructed there will be some above ground features such as the permanent access tracks to some off-road joint bays but these will not conflict with the purposes of the Greenbelt. The Proposed Development is appropriate development within the Greenbelt.
GE – General Employment	Provide opportunities for general enterprise and employment	Facilitate opportunities for compatible industry and general employment uses including appropriate sustainable employment and enterprise uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible	The Proposed Development will be passing through land that is zoned for General Employment. Liaison with developers and the local authorities has sought to minimise any future limiting of development where the cable is to be installed off-road. Ultimately, industry and general employment uses need to have a reliable electricity network, which is what the Proposed Development is designed to provide. The Proposed Development is appropriate development within this land zoning.
OS - Open Space	Preserve and provide for open space and recreational amenities	Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority	There are sections of the Proposed Development that cross Open Space, these areas are limited in extent. Once land has been reinstated there will be no loss of Open Space. The Proposed Development is suitable development in Open Space.
DA - Dublin Airport	Ensure the efficient and effective operation and development of the airport in accordance	Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the airport). All development within the Airport Area should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region.	The Proposed Development has been designed to take account of future expansion proposals by Dublin Airport. Dublin Airport has been consulted during the design process to ensure that no

Zoning	Description	Vision	Proposed Development Compliance
	with an approved Local Area Plan	Minor extensions or alterations to existing properties located within the Airport Area which are not essential to the operational efficiency and amenity of the airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use	conflicts inadvertently occurred. The Proposed Development is appropriate development within this land zoning.
FP - Food Park	Provide for and facilitate the development of a Food Industry Park	Facilitate the development of a state-of-the-art Food Park incorporating the growing, preparation, processing, ripening, packaging, storing, distribution and logistics relating to food, drink, flowers and related products on lands adjacent to major transport infrastructure, operating at a national and international scale and optimising its strategic value to the regional economy. The Park will be primarily devoted to developing value added opportunities within the food sector	The Proposed Development will be passing through land that is zoned for Food Park. Liaison with developers and the local authorities has sought to minimise any future limiting of development where the cable is to be installed off-road. Ultimately, new development needs to have a reliable electricity network, which is what the Proposed Development is designed to provide. The Proposed Development is appropriate development within this land zoning.
RS - Residential	Provide for residential development and protect and improve residential amenity	Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity	The Proposed Development is predominantly contained within the road and there will be disruption to existing residents while construction takes place near their homes. However, construction will take place on a rolling basis and the level of disruption to individual properties will be minimal. During operation there will be no significant impacts on existing residential communities. The Proposed Development is appropriate development through within this land zoning

Table D. 5 Accordance with Dublin Airport Local Area Plan 2020

Policy No	Policy	Proposed Development Compliance
Objective EI02	All development in the LAP area shall safeguard key operational features of the	The Proposed Development is a 400kV underground cable between Woodland 400kV substation and Belcamp 220/110 kV substation. The Proposed

Policy No	Policy	Proposed Development Compliance
	Airport (runways, taxiways, obstacle surfaces, radar and control town sightlines)."	Development includes a new bay within both substations, which are both outside the safeguarding area for Dublin Airport. There are no construction activities within the fenced operational boundary of the airport. The Proposed Development complies with this planning policy.
Objective EI03	All development proposals shall not prejudice the orderly operation and continued growth of the Airport including provision of a third terminal in the future	The Proposed Development has been designed to take account of future expansion proposals by Dublin Airport. Dublin Airport has been consulted during the design process to ensure that no conflicts inadvertently occurred. The Proposed Development complies with this planning policy.
Objective UT01	Support and facilitate the development and upgrade of strategic information telecommunications technology, electricity network and other required utilities infrastructure	The Proposed Development is electricity infrastructure as referenced in this planning policy. The purpose of this planning policy to enable development such as that proposed within this Local Plan area. Further, the design of the Proposed Development has been cognisant of other utilities providers who are developing proposals for new infrastructure within this area to ensure that there are no conflicts. The Proposed Development complies with this planning policy.
Objective OS01	Control the type and height of any structures that may be developed in the environs of the Airport (in consultation with the Irish Aviation Authority and Dublin Airport) in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications), previously required under ICAO Annex 14 and which are depicted on the aerodrome operator's safeguarding map."	The Proposed Development is an underground cable with associated joint bays and permanent access tracks. During construction there will be above ground activities, but none will involve structures of the sort that this planning policy is seeking to restrict. The above ground permanent works of the Proposed Development is in accordance with Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications). The Proposed Development complies with this planning policy.

Appendix E. References

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