

POWERING UP DUBLIN

Reporting on Feedback from Dublin Business Forum #1

© Copyright RPS Group Limited. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by RPS Group Limited no other party may use, make use of or rely on the contents of this report.

The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by RPS Group Limited for any use of this report, other than the purpose for which it was prepared.

RPS Group Limited accepts no responsibility for any documents or information supplied to RPS Group Limited by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made.

RPS Group Limited has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy.

No part of this report may be copied or reproduced, by any means, without the written permission of RPS Group Limited.

Contents

1	INTRODUCTION	1
2	BUSINESS FORUM	2
2.1	Access	2
2.2	Energy Supply	2
2.3	Irish Water	2
2.4	Local Authority	2
2.5	Planning & Development	3
2.6	Public Transport	3
2.7	Timing	3
2.8	Traffic Management	3
2.9	Specific issues raised regarding each of EirGrid’s five zones	3
2.9.1	Carrickmines	3
2.9.2	East Wall & North Wall	4
2.9.3	Finglas	4
2.9.4	Inchicore	5
2.9.5	Ringsend	6
2.10	Questions Raised	7
3	COMMUNITY FORUM	7
3.1	Communications	Error! Bookmark not defined.
3.1.1	Public Consultation	Error! Bookmark not defined.
3.2	Community Benefit	Error! Bookmark not defined.
3.3	Cyclists and Pedestrians	Error! Bookmark not defined.
3.4	Environment and Nature	Error! Bookmark not defined.
3.4.1	Carrickmines zone	Error! Bookmark not defined.
3.4.2	Finglas zone	Error! Bookmark not defined.
3.5	Flooding	Error! Bookmark not defined.
3.6	Future Developments	Error! Bookmark not defined.
3.6.1	Inchicore zone	Error! Bookmark not defined.
3.6.2	East Wall & North Wall zone	Error! Bookmark not defined.
3.6.3	Ringsend zone	Error! Bookmark not defined.
3.7	Green Spaces	Error! Bookmark not defined.
3.8	Heritage	Error! Bookmark not defined.
3.9	Hospitals	Error! Bookmark not defined.
3.10	Integration with other Organisations and Projects	Error! Bookmark not defined.
3.11	Location	Error! Bookmark not defined.
3.12	Population	Error! Bookmark not defined.
3.13	Project Need	Error! Bookmark not defined.
3.14	Public Transport	Error! Bookmark not defined.
3.15	Restoration	Error! Bookmark not defined.
3.16	Timing	Error! Bookmark not defined.
3.17	Traffic Management	Error! Bookmark not defined.
3.17.1	Carrickmines zone	Error! Bookmark not defined.
3.17.2	Inchicore zone	Error! Bookmark not defined.
3.17.3	East Wall & North Wall zone	Error! Bookmark not defined.
3.17.4	Ringsend zone	Error! Bookmark not defined.
3.18	Summary of issues raised regarding specific communities / landmarks in EirGrid’s five zones	Error! Bookmark not defined.
3.18.1	Carrickmines	Error! Bookmark not defined.
3.18.2	Finglas	Error! Bookmark not defined.
3.18.3	East Wall & North Wall	Error! Bookmark not defined.
3.18.4	Inchicore	Error! Bookmark not defined.

3.18.5 Ringsend..... **Error! Bookmark not defined.**
3.19 Questions raised **Error! Bookmark not defined.**

Disclaimer

The report has been prepared for the exclusive use of EirGrid and unless otherwise agreed in writing by RPS Group Limited no other party may use, make use of or rely on the contents of this report.

The feedback provided in this report is the opinions and views of the participants that EirGrid consulted with through the Business Forum and the Community Forum. It does not represent the views or opinions of RPS Group Ltd or of our client. It is expressly stated that no independent verification has been made of any documents or information supplied by contributors to this consultation findings report. RPS Group Limited accepts no responsibility for any information supplied to us and no legal liability arising from the use by others of opinions or data contained in this report.

RPS Group Limited has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy.

1 INTRODUCTION

EirGrid convened two consultation forums to inform the development of the Powering Up Dublin project. Both meetings were held on 22nd November 2022 in Dublin city centre.

A Business Forum meeting was held in Fumbally Stables at 11am to 1pm, where business leaders and the Lord Mayor of Dublin attended. This was facilitated by independent Facilitator Audry Dean. In summarising the event the participants described it as positive, challenging, informed, engaged and said they hoped they were listened to.

A Community Forum was held in the Tara Building, Dublin 2 at 7pm to 9pm, at which 12 members of residents associations, community groups and Elected Members from local authorities provided feedback. This meeting was facilitated by independent facilitator Paul O'Raw

At both events, EirGrid presented a series of six maps; one showing all five engagement zones in Dublin and then five individual maps of the five zones showing existing electricity lines across the five areas that the Powering Up Dublin project is focusing on.

Participants were encouraged to consider any issues / benefits / constraints they would like the design team to consider in designing proposals for the new project.

The majority of feedback elicited at both events focused on constraints and issues during construction; and on opportunities that could be gained if EirGrid engages with those pursuing other infrastructure developments in Dublin when planning and building this project.

The feedback received from the Business Forum is outlined below. The feedback from the Community Forum can be found on EirGrid's website www.EirGrid.ie/dublin.

The feedback is presented in alphabetical order. Issues highlighted regarding specific streets/communities is also compiled in alphabetical order and provided in a series of tables.

This feedback will be considered by the EirGrid project team in progressing the project.

2 BUSINESS FORUM

2.1 Access

A key consideration for businesses is the maintenance of good access to city centre streets, town centres, industrial estates and retail parks. Fears were raised that disruptions to roads / traffic diversions during cable laying will impact access for collections and deliveries by HGVs / vans / couriers; as well as for staff and customers.

It was stated that the impact on deliveries and collection of goods should be considered carefully during planning for the project; and considered when developing the construction plan too.

It was remarked that key routes for deliveries and collections will need to be clearly identified to EirGrid and discussed with the business community before planning the new cable routes.

Fears were raised that employees may seek to work from home more than their employers would like because of traffic / diversions caused by the project.

Regarding the Carrickmines zone it was said that access for couriers may be less of an issue due to the road network. It was asked that the project be aware of peak periods of commuting traffic and that the possibility of working weekends be considered especially in major industrial parks, such as Sandyford and Leopardstown in the Carrickmines zone.

In East Wall / North Wall zone, Dublin Port was highlighted as requiring access and it was said that two ships enter Dublin Port at 5am every morning, carrying the bulk of deliveries for Ireland and for distribution throughout the city and country. There are many large delivery trucks in this area as a result. The need to ensure access is maintained to Croke Park, Hotels, IFSC, and the 3Arena were also highlighted.

In the Finglas zone the Charlestown Business Park was highlighted.

Schools were highlighted as a key facility that should be considered in terms of access.

It was stated that this project could pose opportunities for increased connectivity and permeability between existing facilities such as housing estates, business parks, etc.

2.2 Energy Supply

It was asked that EirGrid be cognisant of the need to maintain electricity supply for all businesses throughout the works in order to minimise disruption to all types of business activities. In particular “large energy users” should be prioritised to maintain continuity of supply.

2.3 Irish Water

Engagement between EirGrid and Irish Water was cited as being important and participants raised opportunities for collaboration by the two organisations.

It was claimed that Irish Water will be working on a route through Fairview Park and so it could be an opportunity for EirGrid. It was also said that Irish Water will be making significant connections in the Inchicore area this work could tie in with the laying of the new cables.

2.4 Local Authority

It was said that all businesses in Dublin ‘pay the rates’ to DCC / SDCC / FCC / DLR and therefore should be carefully considered and fully consulted with in all aspects of the project including planning and construction.

It was requested that EirGrid liaise with DCC’s Area Committees / District Meetings. It was also asked that EirGrid engages with the officials and with all the Elected Members.

It was asked if there is any engagement / crossover with the District Heating project.

It was said that the NTA / Local Authority Active Travel projects and infrastructures would relieve congestion in many areas; and that there is an opportunity to introduce cycle lanes and other Active Travel features, when EirGrid are delivering / finishing their works.

2.5 Planning & Development

It was highlighted that there are tens of thousands of planning applications for projects of all sizes and types across the five zones and that EirGrid should start by considering how these could impact the project. Specific developments were raised under each zone and these are highlighted below.

2.6 Public Transport

Public transport was raised by participants as posing both constraints and opportunities for EirGrid.

Impacts on existing LUAS services (Carrickmines, Inchicore zones); and DART were highlighted.

Impact of the project on and co-ordination with the relevant authorities involved in construction of new public transport projects was raised, including Metrolink; LUAS Extension (Finglas, Inchicore zones); DART+ (Inchicore, Glasnevin, Finglas); and BusConnects.

2.7 Timing

It was suggested that EirGrid talk to potentially affected businesses to determine their busy time and that works are undertaken during quieter periods.

It was suggested that summertime could be a quieter time for diversions and impacts on traffic and it was questioned if most of the work could be delivered.

It was stated that Local Elections are planned for June 2024, and it was questioned whether undertaking such major works during this time would be suitable.

2.8 Traffic Management

Traffic implications were discussed by attendees. It was remarked that all bridges over the Liffey need to be accessible during the project construction as they are a key artery into the city. It was said that congestion at the Merrion Gates can stretch to the Port Tunnel; and that traffic implications in the North Wall area should not be further increased by this project.

The Long Mile Road was highlighted as an area of high traffic congestion already (Inchicore zone).

The Rock Road, Merrion Road, Lansdown Road & The Oval were all highlighted as busy areas with a lot of congestion (Ringsend zone). The roads in these areas were highlighted as being “quite narrow”, with limited space.

2.9 Specific issues raised regarding each of EirGrid’s five zones

2.9.1 Carrickmines

It was said the current local sub-station is in an industrial area and that the Carrickmines area has been developed with infrastructure in mind which could make it easier for EirGrid to design the new project.

Intensification of land use in the area was raised as a constraint, including future housing developments that are being planned.

A stream near Dundrum Centre was highlighted for caution as it was said there has been extensive flooding there recently, including an incident that resulted in the shopping centre being severely damaged / closed.

Specific Area	Comment
Brewery Road	Cited that upgrade works may be planned and that this could pose an opportunity for EirGrid
Dublin Bay	Asked if this project is specifically related to offshore wind development in Dublin Bay

Dublin Business Forum and Citizens Forum #1

Elm Park Golf Club	A lane exists between Elm Park Golf Club and St Vincent's Hospital that should be explored for the cable route
Leopardstown Racecourse	ESB may have laid cables near here circa ten years ago
St Vincent's Hospital	There is a lane between the north and south bound carriageways

2.9.2 East Wall & North Wall

It was requested that EirGrid be considerate of the Dublin Port 3FM plan and its possible impacts on the area. It was emphasised that the Port should be contacted by EirGrid.

It was remarked that there are tall buildings in this area.

A number of industrial estates in this zone have been earmarked for housing developments; and it was said that DCC are trying to move housing closer to the city centre and push industry outside the centre.

Technical University Dublin (TUD) was cited as a facility to be engaged with as it was thought to be undertaking additional development work.

Specific Area	Comment
3Arena	Can cause traffic to congestion / need to maintain access
Clontarf City Centre	Questioned if it will be impacted
Croke Park	Need to maintain access
Dublin Port	Need to be aware of the 3FM plan Boats entering need to be considered
Fairview Park	Irish Water are said to be doing works through the park
Griffith Avenue	Need to be conscious of community; and they have previously objected to projects including LUAS
IFSC	Need to maintain access
Port Tunnel	Can cause traffic congestion / need to maintain access
Port Tunnel	Questioned if there is a duct available beside it
River Liffey	Ensure bridges are accessible
Sherriff Street	New walkways and cycleways have been installed

2.9.3 Finglas

It was asked that large developments be considered especially on the Royal Canal, DCU, the Dublin Industrial Estate, Glasnevin Industrial Estate, where residents opposed previous development.

It was stated that the project "must avoid" Glasnevin Cemetery and the National Botanic Gardens.

Dublin Business Forum and Citizens Forum #1

The railway line is a constraint that needs to be considered it was felt. It was also stated that works are planned on the Maynooth Line. The LUAS extension was cited as being proposed in this area.

It was said that Finglas village is already suffering from heavy traffic congestion; and that there are five schools in the area which need to be carefully considered.

It was noted this zone is heavily residential.

Specific Area	Comment
Ashtown area	Very engaged residents
Broombridge to Charlestown LUAS Extension	Needs to be considered as a constraint
Canal Walkway	Very busy with walkers and cyclists and should be avoided / protected
Charlestown Business Park	Needs to be considered as a constraint
Clearwater Shopping Centre	Needs to be avoided
DCU	Need to be conscious of community; and they have previously objected to projects
Dublin Industrial Estate	Need to be conscious of community; and they have previously objected to projects
Finglas Village	Heavy traffic congestion
Glasnevin Cemetery	Needs to be avoided
Glasnevin Industrial Estate	Need to be conscious of community; and they have previously objected to projects
Jamestown Road	Heavy traffic congestion
Mellows Road	Vocal residents' association
National Botanic Gardens	Needs to be avoided
Royal Canal	Community has previously objected to projects

2.9.4 Inchicore

Constraints raised included that a large development known as the 'City Edge' project is due to be carried out in this area over the next decade or two. It will involve the improvement of all industrial estates in the area according to attendees. It was requested that EirGrid be highly considerate of this and discuss the project with both SDCC and DCC. It was said that a consultation on this project will be held next year.

The new National Children's Hospital is located in this zone and the project should be considerate of this major construction project, as well as the long-term impacts on staff, patients and visitors.

It was requested that EirGrid be cognisant of the Land Development Agency (LDA) plans for the area including a new housing scheme and developments to Cathal Brugha Barracks.

It was noted that the streets in this zone can be very narrow.

Dublin Business Forum and Citizens Forum #1

It was highlighted that this zone is situated between two electoral areas and that different methods of engagement needs to be done in both areas to ensure an inclusive approach is taken to reach all.

Specific Area	Comment
Cathal Brugha Barracks	Upcoming developments
Grand Canal	Questioned if the main arteries could be of use
Jamestown Industrial Estate	Could be developed for residential purposes
Long Mile Road	Heavily industrialised
National Children's Hospital	Needs to be considered
St James' Hospital	A 'no-go' zone – traffic congestion, parking, construction, patients
City Edge Project	Ensure engagement with stakeholder

2.9.5 Ringsend

Concerns were raised among participants that they were nervous about the potential works along the canal and the feedback that will be received from local residents' associations.

It was pointed out that if the current cable route can't be used that a route along the Strand Road may be used; but that this could become a significant issue for residents associations.

It was said that there are more business members on one side of the canal than the other and it was questioned if impacts to this side could be avoided.

The environmental impact of any works near Dublin Bay was brought up as a concern and it was highlighted that a lot of the land in this area is reclaimed.

Specific Area	Comment
Coast Road	Questioned if this is an option
Donnybrook	Quiet and could be an option
Dublin Bay	Concerns regarding environment
Herbert Park	Quiet and could be an option
Lansdowne Road	Heavy traffic congestion
Merrion Road/Merrion Gates	Heavy traffic congestion
N11	Needs to be avoided – cited as a major constraint
Rock Road	Heavy traffic congestion

The Canal	Avoid negative impact on businesses situated along it
The Oval	Heavy traffic congestion
The Strand Road	Very narrow Works here will face opposition A west to east route would have to be cognisant of the 24-hour bus services in the area

2.10 Questions Raised

Participants in the Business Forum raised the following questions about the project.

Technical / Construction

1. How long does it take to join Joint/Transition Bays?

It takes 2-3 weeks to join the Joint/Transition Bays.

2. Are Joint/Transition Bays accessed through manhole covers?

After the Joint/Transition Bays are installed, they are filled in and restored on a temporary basis so they can be easily accessed when the cable is pulled and jointing is performed. After this takes place, the joint bays are fully reinstated and no access is required as no routine maintenance is required.

3. Will routes be dug up and left open until the lines become energised?

Roads will be excavated and reinstated to meet existing road construction detail standards, generally the same day, and in accordance with any licencing / permitting requirements. We will engage with and inform landowners and business owners of plans and potential impacts and will work with impacted people to minimise any adverse impacts as far as practicable.

4. Is there a duct beside the Port Tunnel or will EirGrid have to dig up the area?

We are currently in the route option assessment stage. Our approach takes into account utilising existing infrastructure and assessing the impacts to the infrastructure.

5. With regards to the Grand Canal, it was asked if it was possible to lay routes at the main arteries coming out of the canal?

Our route design process identifies feasible routes while also considering the impact to local communities and stakeholders. At this stage, we are analysing each route option including along the Grand Canal. We try to use the routes and techniques that offer the least disruption to those affected, whilst maintaining the required performance of the transmission cables.

6. Is it feasible to go through / under Dublin Bay if the Coast Road is not an option?

We are currently at the route selection process where we assess each option against the five criteria, Technical, Environmental, Economic, Socioeconomic and Deliverability before dismissing or progressing routes and subjecting them to a more detailed assessment and design.

7. What is the procedure for EirGrid routing cables through private properties?

At this point we do not envisage the need to acquire any private lands. We expect the cables to be predominantly in public roads and footpaths.

8. Is planning permission required for the project as a whole?

EirGrid's planning and environmental team are currently considering this matter. Under the Planning legislation, the laying of underground cables does not need planning permission - this is known as exempted

development - subject to certain conditions. When the respective location or route for the individual cable projects within the Powering Up Dublin project has been confirmed, EirGrid will then be able to make a final conclusion in this matter.

The substation developments of the project will require planning permission, and EirGrid will submit a planning application(s) to either An Bord Pleanála or to the relevant planning authority - as instructed by ABP under the Strategic Infrastructure Development legislation.

Whether elements of the overall project require planning permission or are deemed exempted development, we intend to promote positive stakeholder engagement and to help ensure the best possible outcome is provided for all stakeholders. A Master Plan for the Powering Up Dublin project has been prepared and will be presented to relevant authorities and other stakeholders in advance of individual project submission.

9. What is the project cost and who is funding it / how is it being paid for?

Presently it is anticipated that the total cost estimate for Powering Up Dublin is €1.05Bn. EirGrid is a regulated entity and as the TSO we rely on the Use of System Charges and the regulator determines those depending on the works we need to do. These charges form part of the standing charge on everyone's bill, so the costs are spread across all electricity users

10. Will there be a cable route for offshore wind farms?

The Powering Up Dublin programme was established to (among other aspects), support the planned increase in generation from offshore wind farms. The routing of the cables from each wind farm to the mainland is managed by the specific wind farm project.

11. What will happen with the M50 motorway regarding underground boring?

At this stage, there are no confirmed crossing points or techniques confirmed. However, if any proposed crossings cannot utilise service tunnels or bridges, Horizontal Direction Drilling (HDD) may be considered. EirGrid and our delivery partners ESB have significant experience in HDD and each proposal will be substantiated by the full design assessment which would also need to be approved by the owner of the infrastructure.

12. Have the Active Travel section in DCC been engaged with by EirGrid to co-ordinate the project with their works?

Yes, we have engaged, and we are actively collaborating to minimise disruption.

Green Spaces

13. Is it preferable to lay the cables through public parks and green areas to try avoid houses?

We are currently carrying out studies to help identify route options. Part of our studies will include a review of the environment that the cables may feasibly go through. Generally, our cable routes would be closer to the centre of roads.

15. Or would this approach destroy / damage too much green space

We are currently at the route selection process where we assess each option against the five criteria, Technical, Environmental, Economic, Socioeconomic and Deliverability before dismissing or progressing routes and subjecting them to a more detailed assessment and design.

16. Is it preferable to temporarily relocate football pitches than dual carriageways?

We are currently at the route selection process where we assess each option against the five criteria, Technical, Environmental, Economic, Socioeconomic and Deliverability before dismissing or progressing routes and subjecting them to a more detailed assessment and design.

Roads Reinstatement

17. Is road reinstatement a key consideration?

Yes, road reinstatement is a key consideration along with other factors within our Multi Criteria Analysis (MCA).

18. Will the whole road be reinstated?

Road reinstatement requirements will be agreed with Local Authorities and will follow the Road Management Office guidelines.

19. Will Active Travel measures be implemented?

Traffic management plans will be designed, approved and implemented for any planned road openings or construction activities.

20. Will there be a value gain?

The value from this project includes; meeting the electricity needs, building a reliable system and preparing for renewable energy,