

NOTE 1:
THIS CONCEPTUAL DESIGN IS BASED ON A FULL 8 BAY GIS WITH SECTIONALISER AND WING COUPLERS (A STANDARD GIS BUILDING). IT IS ACKNOWLEDGED AND ACCEPTED THAT AN ONSHORE COMPENSATION COMPOUNDS CAN BE SINGLE BUSBAR WITHOUT SECTIONALISERS. IT IS EXPECTED THE CUSTOMER WILL OPTIMISE THE LAYOUT FOR THEIR DEVELOPMENT.

NOTE 2:
THIS DRAWING IS PRODUCED FOR INFORMATION PURPOSES ONLY. ALL DIMENSIONS AND REFERENCES GIVEN ARE INDICATIVE AND SHOULD NOT BE USED AS PART OF A DETAILED DESIGN.

NOTE 3:
HV CABLE ROUTES, WHERE SHOWN, ARE INDICATIVE ONLY. THEY NEED TO BE VERIFIED AND DEVELOPED DURING PROJECT ENGINEERING DEPENDING ON PROJECT REQUIREMENTS.

NOTE 4:
LIGHTING DESIGN HAS NOT BEEN IDENTIFIED IN THIS LAYOUT.

NOTE 5:
SUFFICIENT SPACE TO BE IDENTIFIED IN THE VICINITY OF THE 220kV BUILDING TO ALLOW FOR HV CABLE INSTALLATION.

NOTE 6:
DETAILED DESIGN FOR LIGHTNING PROTECTION SYSTEM SHALL BE IN ACCORDANCE WITH EIRGRID SPECIFICATIONS.

NOTE 7:
ELECTRICAL, SAFETY, ACCESS AND MAINTENANCE CLEARANCES TO BE INCORPORATED IN DETAILED DESIGN AS PER EIRGRID FUNCTIONAL SPECIFICATIONS.

NOTE 8:
ACCESS AND SET DOWN AREAS TO BE CONSIDERED AND PROVISION MADE FOR SITE ACTIVITIES DURING CONSTRUCTION, INSTALLATION AND FUTURE DECOMMISSIONING.

NOTE 9:
VEHICULAR PARKING TO BE IDENTIFIED AND INCORPORATED.

NOTE 10:
DETAILED ACCESS ROUTES TO ENSURE SAFE DELIVERY OF EQUIPMENT TO BE ASSESSED.

NOTE 11:
OVERALL COMPOUND SECURITY DESIGN TO BE IN ACCORDANCE WITH EIRGRID FUNCTIONAL SPECIFICATIONS. ENHANCED SECURITY MAY BE REQUIRED IN CERTAIN LOCATIONS.

NOTE 12:
VEHICULAR ACCESS SHOULD BE PROVIDED TO ALL SIDES OF THE GIS BUILDING.

NOTE 13:
REFER TO PROJECT SPECIFIC SLD TO DETERMINE ULTIMATE SIZE OF BUILDING.


NOTE 14:
MINIMUM DISTANCE REQUIRED BETWEEN FILTER AIS EQUIPMENT AND FILTER COMPOUND FENCE TO BE CONFIRMED AT DESIGN STAGE WITH THE EQUIPMENT MANUFACTURER.

NOTE 15:
FOR GIS SPECIFICATION OF EIRGRID, REFER TO OFS-SSS-413 DOCUMENT.

NOTE 16 (AS ILLUSTRATED ON DRAWING):
MINIMUM CLEAR AREA ON BOTH SIDES OF THE GIS FOR THE HV TEST EQUIPMENT IS 3000mm.

NOTE 17:
INTERNAL CORRIDOR COULD BE AVOIDED IF THE FIRE ESCAPE ROUTES DESIGN ALLOW FOR IT.

NOTE 18:
STATCOM AND AUXILIARY TRAF0 MV GEAR EQUIPMENT TO BE CONFIRMED AT DESIGN STAGE WITH THE STATCOM MANUFACTURER.

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				DRAWING TITLE INDICATIVE 220kV GIS ONSHORE COMPENSATION COMPOUND LAYOUT DRAWING - PLAN VIEW			
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