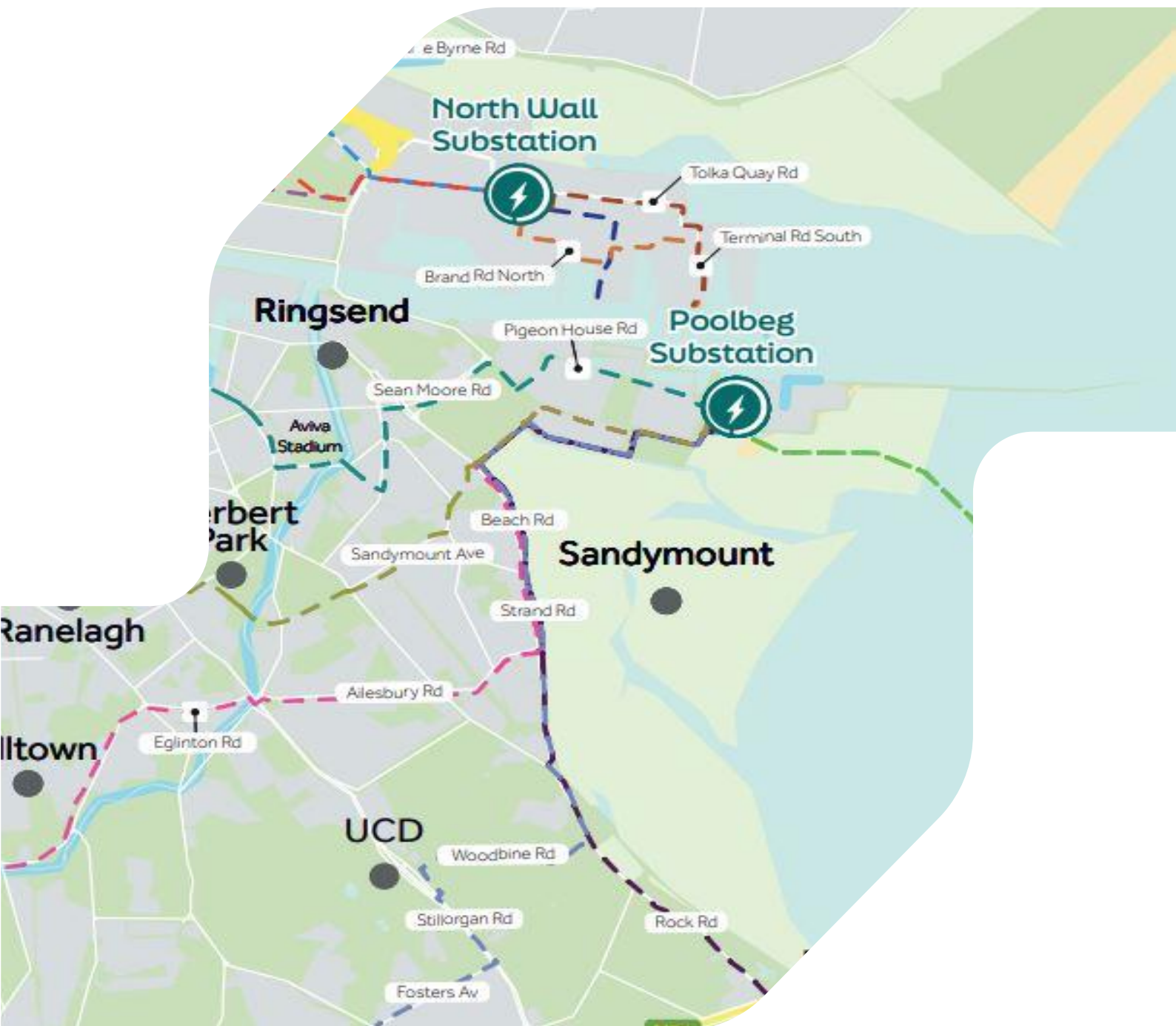


EIRGRID POWERING UP DUBLIN

STEP 4 PUBLIC CONSULTATION

FINDINGS REPORT



Context

This report presents an independent review and analysis of submissions received to the public consultation on the EirGrid “Powering Up Dublin Project”.

This report has been prepared for the EirGrid by the Project Communications unit of RPS Group Ltd.



Disclaimer

Although every effort has been made to ensure the accuracy of the material contained in this report, complete accuracy cannot be guaranteed. Neither the EirGrid, nor the authors accept any responsibility whatsoever for loss or damage occasioned or claimed to have been occasioned, in part or in full, as a consequence of any person acting or refraining from acting, as a result of a matter contained in this report.

Contents

EXECUTIVE SUMMARY	1
1 CONSULTATION PROCESS.....	2
1.1 Summary of Consultation Activities.....	3
2 CONSULTATION APPROACH	4
2.1 Consultation Background	4
2.2 Overview of Public Consultation Process	5
2.3 Launch and Promotion of Consultation	5
2.3.1 Press and Advertising.....	5
2.3.2 Media Articles	6
2.3.3 Media Appearances	6
2.3.4 Social Media and Digital	7
2.4 Accessibility	7
2.5 Business and Community Fora	7
2.6 In-person Consultation Events	7
2.7 Community Liaison Clinics	8
2.8 Stakeholder Briefings	10
2.9 Schools Engagement.....	10
2.10 Website	10
2.11 Virtual Consultation Room	10
2.12 Consultation Collateral	11
2.12.1 Proposed Cable Route Maps	11
2.12.2 Public Consultation Brochure	11
2.12.3 Public Consultation Leaflet	11
3 PARTICIPATION IN PUBLIC CONSULTATION	13
4 PUBLIC CONSULTATION FEEDBACK RECEIVED.....	14
4.1 Data Processing.....	14
4.2 Qualitative Feedback	14
4.2.1 Methodology.....	14
4.2.2 Overview of Submissions Received.....	14
4.3 Feedback by Theme	15
4.3.1 Finglas to North Wall	15
4.3.2 North Wall to Poolbeg	21
4.3.3 Carrickmines to Poolbeg.....	23
4.3.4 Inchicore to Poolbeg.....	28
4.3.5 General Feedback on Powering Up Dublin	35
4.3.6 Business Forum Feedback.....	46
4.3.7 Community Forum Feedback.....	50
4.4 Feedback Specific to Locations	51
4.4.1 Finglas to North Wall	51
4.4.2 North Wall to Poolbeg	51
4.4.3 Carrickmines to Poolbeg.....	51
4.4.4 Inchicore to Poolbeg	52
5 CONCLUSION	53
5.1 Next Steps	53
6 APPENDICES	54
6.1 Press Clippings and Advertisements	54
6.2 Launch Press Release	57
6.3 Social Media and Digital.....	59
6.4 Project Website	61

6.5	Virtual Room	62
6.6	Route Maps	65
6.7	Consultation Brochure.....	68
6.8	Consultation Leaflet.....	69

Tables

Table 2-1: Dates of print advertisements by week commencing throughout consultation period.	5
Table 2-2 Quantity of advertisements placed each week throughout consultation period.	6
Table 2-3: Media Outlets Provided with Consultation Launch PR	6
Table 2-4: Media Appearances and Interviews with EirGrid Spokespeople for PUD Launch and Consultation	7
Table 2-5: Locations, Dates, and Times of In Person Consultation Events	8
Table 2-6: Locations, Dates and Times of CLO Clinics	8
Table 2-7: List of Schools Engaged with Pre and During Consultation Period	10
Table 2-8 Quantity of Leaflets Distributed in Project Area	12
Table 4-1: Quantifiers Applied to Feedback Received	14

Figures

Figure 1-1: Consultation Activity Summary	3
Figure 2-1: EirGrid's Six-Step Framework for Grid Development	4
Figure 2-2: EirGrid's Five Multi-Criteria Assessment Categories.....	4
Figure 2-3 Engagement at Consultation Events.....	8
Figure 2-5: Locations of In Person Consultation Events and Community Liaison Clinics	9
Figure 2-6: EirGrid's PUD Virtual Consultation Room.....	11
Figure 3-1: Engagement with the PUD Public Consultation Process	13
Figure 4-1: Type and Number of Submissions Received*	15

EXECUTIVE SUMMARY

This consultation findings report summarises feedback, responses and comments received relating to the first non-statutory public consultation on the first phase of the Powering Up Dublin (PUD) Project. The public consultation carried out by the EirGrid Public Engagement Team, ran for eight weeks between Tuesday 28 March and Tuesday 23 May 2023.

This phase of the overall PUD project consists of the proposed installation of over 50km of cables across the city. Upgrades will also take place in a number of substations to support Dublin's electricity network. These new cables will all be underground, and they will connect electricity substations located around Dublin.

Following multi criteria studies of possible cable routes to link substations across Dublin, 12 best performing Route Options were presented for this public consultation. These routes are split evenly across the five required substation connections.

This first public consultation sought views on the 12 Route Options presented, the overall PUD project, any additional information that should be considered in the identification of preferred routes options and information that could inform at the scheduling and construction stages of the project.

Multiple methods were made available for stakeholders to send their feedback: email, post, online survey, in-person events or engaging with one of the dedicated PUD Community Liaison Officers.

Over the 8-week period, over 460 people engaged in the public consultation; and 91 submissions were received.

The most frequently emerging themes raised included local environmental issues, cumulative impacts, business impacts and traffic disruption.

Overall, most people understood the need for the project and there was widespread acceptance of the PUD project.

However, there were concerns regarding the potential impacts of the required works when the project reaches the final route selections and subsequent construction stage. The area of primary concern and most frequently recurring issue was that of traffic disruption (general, business and traffic specific) and congestion resulting from construction stage. A high volume of respondents referenced the need for robust traffic management measures, routing preferences and retention of public transport/pedestrian routes throughout construction.

Respondents also voiced concerns in relation to potential for cumulative impacts of multiple utilities projects programmed, in progress and recently completed - in the communities where several of the potential routes pass through.

Individual respondents expressed strong preferences for collaboration between utilities companies and local authorities where possible and this sentiment was echoed by several utilities' companies and local authorities (e.g.: ESB Networks, Uisce Éireann and Dublin City Council) themselves in their submissions. Those utility companies and local authorities called for continued dialogue and engagement regarding the project, route development and collaborative opportunities. The overarching sentiment of responses referring to collaborative opportunities was that they may reduce disruption potentially experienced by communities, such as through reducing the need for ongoing or repeated carriageway excavations.

While information and communication on the project thus far was well received for the most part, stakeholders requested continued communications and engagement throughout the project's development.

All feedback provided is summarised in this Consultation Findings Report.

The feedback will be considered by the project team in identifying the best performing routes and how to progress to the next stage of the project. Alongside the consultation report, the project team has also been provided with all relevant technical submissions where further analysis and reading of feedback may support the overall route design and decision-making process.

1 CONSULTATION PROCESS

The public consultation period commenced on Tuesday, 28 March 2023 and ran for an eight-week period ending on Tuesday 23 May 2023. All relevant consultation material was available on the EirGrid Powering Up Dublin (PUD) website <https://www.eirgridgroup.com/the-grid/projects/dublin/the-project/>. This included:

- Project Summary Brochure
- Project Leaflet
- Route Maps including an Interactive Map Tool
- Link to Online Consultation Survey
- Link to Submission Portal
- Supporting Information

The consultation was promoted by EirGrid through advertising, social media and generating local / national news reports and interviews.

For up to three weeks before the consultation phase began, advertising was placed in newspapers, bus shelters, outdoor adshels, online and on radio. Advertising to promote the consultation continued throughout the eight-week consultation period on radio and social media.

Several in-person consultation events were conducted at relevant locations in the greater study area. Two dedicated Community Liaison Officers (CLOs) are in place since the start of the project in 2022. Community Liaison Officer drop-in clinics were undertaken throughout the public consultation period (i.e., March to May 2023). Briefings were offered and delivered to elected representatives, schools, businesses, and community groups, where requested.

EirGrid commissioned RPS Project Communications, to undertake an independent analysis of the consultation responses and author this Consultation Findings Report to further inform the project design. All other consultation events and collateral were managed by EirGrid.

1.1 Summary of Consultation Activities



Powering Up Dublin

8-Week Public Consultation: 28 March - 23 May 2023

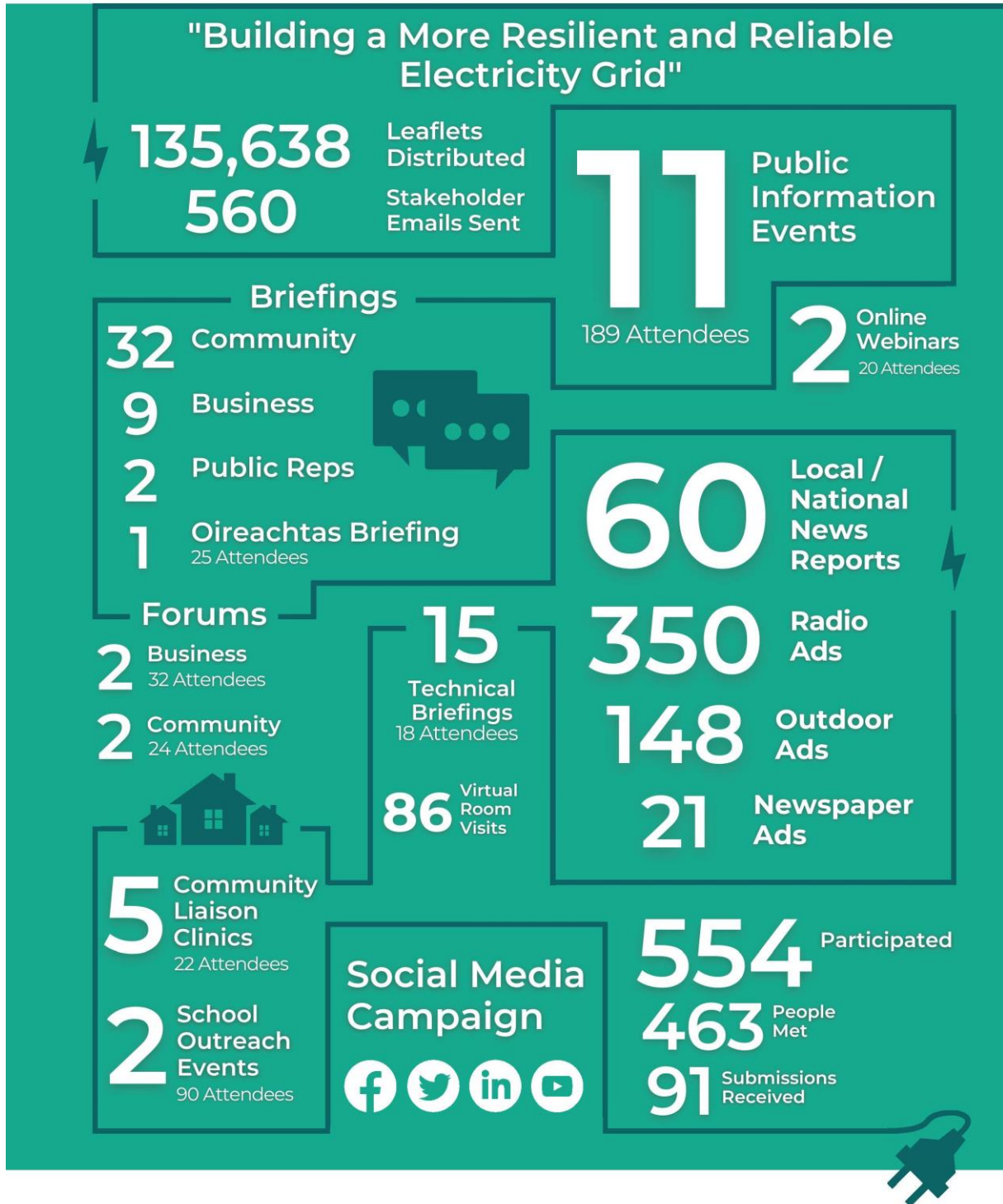


Figure 1-1: Consultation Activity Summary

2 CONSULTATION APPROACH

2.1 Consultation Background

Previous studies by EirGrid have brought the first phase of the PUD project through Steps 1, 2 and 3 of their Framework for Grid Development and the project is currently at Step 4.



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

As part of Step 4, 12 Route Options across the required four linkages between substations, were developed. These routes were then assessed using EirGrid's five multi-criteria assessment categories.



Figure 2-2: EirGrid's Five Multi-Criteria Assessment Categories

EirGrid's objective for the first public consultation, from 28 March to 23 May 2023, was to:

- Raise awareness and inform stakeholders, businesses, local communities and the wider public about The PUD Programme and the need for the project.
- Gather valuable local / on-the-ground information that may not be documented regarding the proposed routes.
- Inform the design team and design process with further information, suggestions, and possible constraints regarding the required circuit routes.

2.2 Overview of Public Consultation Process

This Consultation Findings Report analyses and summarises feedback received from the public consultation on the 12 potential cable routes identified through the MCA.

The public consultation was an opportunity for all stakeholders and all members of the public potentially impacted by the development of the new infrastructure to provide feedback. On a project like PUD, where works are likely to have short-term effects on communities during construction, local knowledge is critical in informing the development of designs. Local knowledge can provide information and context that formal investigations and studies sometimes cannot. All feedback, positive, negative and neutral, is vital in this regard and EirGrid is grateful to all who have contributed their views and suggestions.

The feedback summarised in this report will assist the project team in developing the design further and ensure that the project is successfully delivered and meets the needs of Dublin’s growing energy demand. The below sections describe the communication channels used to notify, inform, and elicit feedback from the public.

2.3 Launch and Promotion of Consultation

2.3.1 Press and Advertising

Promotion of the consultation was undertaken by EirGrid. An awareness campaign commenced three weeks prior to the start date of the consultation period. The consultation was advertised and promoted across radio, press, outside advertising panels, digital media and social media from the 6 March 2023.

The consultation period was launched on Tuesday 28 March. The EirGrid communications team issued a press release to all major media outlets (below) prior to the launch, it was subsequently covered widely on the day and in following days.

Paid advertising to promote the launch and public consultation was placed in The Irish Times, Irish Independent, Dublin Gazette, Dublin People, The Herald, and Irish language publication, Seachtain. A total of 21 advertisements were published between 6th March and 8th May 2023 to publicise the commencement of the feedback period.

A total of 147 OOH (Out of Home) advertisements (bus shelters and adshel sites) were activated in the weeks preceding the consultation launch and during the feedback period.

Table 2-1: Dates of print advertisements by week commencing throughout consultation period.

		Mar				Apr				May		
		W/C	6	13	20	27	3	10	17	24	1	8
Format	Publication / Location											
Print	The Irish Times (Saturday)		11		25							
Print	The Irish Independent			13	20							
Print	Dublin Gazette					30		13		27		11
Print	Dublin People					27		10		24		8
Print	The Herald		10	14	24	29		12		26		10
Print	Seachtain				22	29						

Table 2-2 Quantity of advertisements placed each week throughout consultation period.

Format	Location / Channel	W/C	Mar				Apr				May	
			6	13	20	27	3	10	17	24	1	8
Adshel Roadside	N/A		16									
Bus Shelter	N/A		48				73					
Adshel Live Malls	N/A		5									
Tesco Live	N/A						2					
Adbox	N/A						2					
Digitower	N/A						1					
Radio	Newstalk			28		28		28		28		28
Radio	98FM		14	12		15		15		15		15
Radio	Spin 103.8		14	12		15		15		15		15
Radio	FM104		14	12		15		15		15		15
Radio	Sunshine		14	12		15		15		15		15
Radio	Raidio na Life		14	12		15		15		15		15

A selection of press clippings and paid advertisements are provided in **Appendix 6.1**.

2.3.2 Media Articles

A press release to promote the launch of the consultation period and details of the project was provided to all national media outlets and local relevant media outlets. A list of those outlets provided with the press release can be seen below.

Table 2-3: Media Outlets Provided with Consultation Launch PR

Media Outlets		
98FM	Journal.ie	Sunday Independent
Dublin Gazette	Lovin Dublin	Sunday Times
Dublin Inquirer	Mail on Sunday	Sunday World
Dublin People	NewsFour	Sunshine 106.8
FM104	Newstalk	The Herald
Irish Daily Mail	Q102	The Irish Sun
Irish Daily Mirror	Radio Nova	The Irish Times
Irish Daily Star	RTÉ	Today FM
Irish Examiner	Spin 103.8	Totally Dublin
Irish Independent	Sunday Business Post	

The press release resulted in 60 news reports, interviews and other pieces of coverage. The press release can be found in **Appendix 6.2**.

2.3.3 Media Appearances

EirGrid generated interviews with key project spokespeople across national media to promote the public consultation. Dates, interviewees and channel can be seen below.

Table 2-4: Media Appearances and Interviews with EirGrid Spokespeople for PUD Launch and Consultation

Date	Format	Channel	Programme	EirGrid Spokesperson
28 March 23	Radio	Newstalk	The Pat Kenny Show	Michael Mahon
28-March 23	Radio	Newstalk	Daily Bulletins	Sinéad Dooley
30 March 23	Print	Irish Times	Business section in newspaper and on website	Yvonne Coughlan
26 April 23	Television & radio	RTÉ News	RTÉ 6.1 news, radio bulletins across RTÉ channels	Michael Mahon

2.3.4 Social Media and Digital

A paid for social media campaign was undertaken through both English and Irish, in the three weeks leading up to the start of the public consultation period, and this continued throughout the consultation. The social media campaign was delivered on Facebook, Twitter, YouTube and LinkedIn.

It was delivered in two phases:

1. Announce - prior to the consultation period commencing to raise awareness.
2. Consult - during the consultation period itself to drive engagement.

EirGrid placed “announce” and “consult” phase adverts on Facebook, Twitter and LinkedIn and utilised YouTube ‘display’ adverts throughout the consultation.

Adverts were placed on the Podcast platform, Acast. Figures for impressions and reach regarding the digital advertising placed by EirGrid can be found in **Appendix 6.3**.

2.4 Accessibility

Promotion of the public consultation included both English and Irish language content across print media and targeted social media posts.

The provision of a virtual consultation room (see section 2.11) provided 24-7 access to the consultations for stakeholders who could not attend an in-person event.

Contact phone numbers and emails for EirGrid’s Community Liaison Officers (CLOs) were made available to ensure an oral channel of engagement and thus ensure inclusiveness and access to the public consultation, regardless of education, literacy, or digital access. Stakeholders could request information, discuss the project or schedule a meeting where required, on the telephone to the CLOs - see details in Section 2.8.

2.5 Business and Community Fora

On 27 March and 4 May EirGrid convened a business and community forum to facilitate feedback from both communities to inform PUD. The meetings were held in The Oval, Ballsbridge for 1.5 hours per group. Feedback was collated by a team of notetakers and is considered in this report.

2.6 In-person Consultation Events

Meeting directly with stakeholders and members of the community was a key priority for EirGrid in holding this public consultation. Therefore, EirGrid hosted 11 live consultation events in community centres, hotels and other local venues throughout the project area. These events were scheduled in locations

across the project study area and closest to communities where the proposed infrastructure is proposed to be located. They comprised project team members from EirGrid and its technical consultants, as well as the EirGrid CLOs. The events were held throughout the afternoon and continued until 8pm to ensure access for people who were working during the day. In total 189 people visited these in-person consultation events. The event details are outlined in Table 2-4 below.

Table 2-5: Locations, Dates, and Times of In Person Consultation Events

Location	Date	Time
Marino Institute of Education	Tuesday 4 April	1pm to 8pm
Erin's Isle GAA Club, Finglas	Wednesday 5 April	1pm to 8pm
Sandymount Community Centre	Wednesday 12 April	1pm to 8pm
Richmond Barracks, Inchicore	Thursday 13 April	1pm to 8pm
Ballyogan Parish Centre, Ballyogan	Wednesday 19 April	1pm to 8pm
The Evergreen Club, Terenure	Wednesday 3 May	1pm to 8pm
Skylon Hotel, Drumcondra	Tuesday 9 May	1pm to 8pm
Glasnevin Cemetery Visitors Centre	Wednesday 10 May	1pm to 8pm
Stillorgan Park Hotel	Thursday 11 May	1pm to 8pm
St. Kevin's Hall, South Circular Road	Tuesday 16 May	1pm to 8pm
Clanna Gael Fontenoy GAA, Ringsend	Wednesday 17 May	1pm to 8pm



Figure 2-3 Engagement at Consultation Events

2.7 Community Liaison Clinics

Five drop-in clinics were organised and hosted by the PUD CLOs: Liz Dillon and Niall Barrett. The five clinics were held in five venues across the study area, in communities where the proposed infrastructure will be located. Stakeholders had access to these drop-in clinics, as outlined in the following table.

Table 2-6: Locations, Dates and Times of CLO Clinics

Location	Date	Time	EirGrid CLO
Pembroke Library, Ballsbridge	Thursday 20 April	12pm to 4pm	Liz Dillon
Terenure Enterprise Centre	Tuesday 25 April	12pm to 4pm	Liz Dillon
Axis Centre, Ballymun	Tuesday 25 April	12pm to 4pm	Niall Barrett
Mounttown Community Facility, Monkstown	Tuesday 2 May	12pm to 4pm	Liz Dillon
St. Helena's Family Resource Centre, Finglas	Tuesday 2 May	12pm to 4pm	Niall Barrett

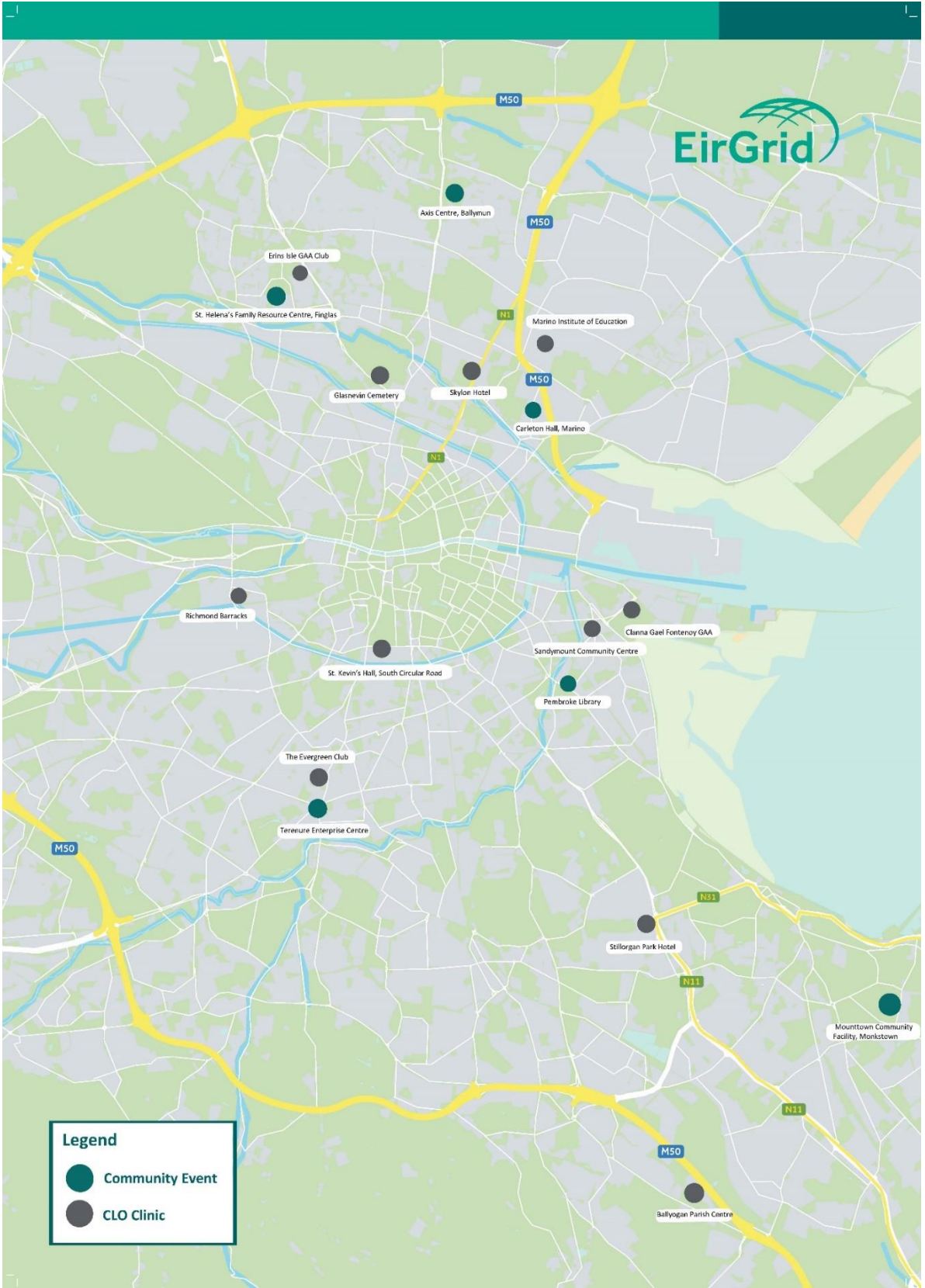


Figure 2-4: Locations of In Person Consultation Events and Community Liaison Clinics

2.8 Stakeholder Briefings

EirGrid undertook pre consultation briefings to all local authority executive, elected members and chambers of commerce, The EirGrid public engagement team delivered a series of timetabled and requested briefings/follow up meetings throughout the consultation period. On Wednesday 29 March an Oireachtas briefing was delivered following an open invite to all Oireachtas members with a total of 25 attendees resulting.

The PUD Community Liaison Officers made themselves available at request to meet and/or brief stakeholders throughout the consultation period and continue to do so post its closing.

In total 32 community meetings were held (requested by individual stakeholders), nine meetings were held with members of the business community and two public representatives were met at their request.

Technical briefings were delivered by members of the project team on 15 occasions to relevant stakeholders with 18 attendees across the 15 meetings.

2.9 Schools Engagement

EirGrid undertook engagement with three secondary schools in the study area prior to the launch of the consultation period; and a further two during the consultation period. This engagement involved the CLOs visiting schools and engaging with nearly 300 students. Briefings were offered to 77 schools in areas where potential Powering Up Dublin works may be located.

Table 2-7: List of Schools Engaged with Pre and During Consultation Period

School	Address	Engagement
Stepaside Educate Together	Ballyogan Rd, Ballyogan, Dublin 18	Pre-consultation
St. Declan's College	Nephtin Rd, Cabra West, Dublin 7	Pre-consultation
Trinity Comprehensive College	Ballymun Rd, Ballymun, Dublin 9	Pre-consultation
Gonzaga College	Sandford Road, Ranelagh, Dublin, D06 KF95	During consultation
Our Lady's Grove	Goatstown Rd, Friarland, Dublin 14, D14 AK75	During consultation

2.10 Website

A dedicated PUD project webpage exists within the EirGrid website, and this page was updated on the launch of the consultation period to include all relevant project information and links to the feedback channels. The updated page presented all the project information published as part of the consultation including:

- Maps of the 12 potential cable routes.
- The PUD consultation information brochure.
- Link to the consultation survey.
- Link to the portal to make an online submission.
- Relevant email address and address for receipt of written submissions.

Screenshots of the project webpage, consultation portal page and online survey can be found in **Appendix 6.4**.

2.11 Virtual Consultation Room

A virtual consultation room which included all the information displayed at the in-person events was developed and made available as a link on the project webpage as part of the consultation. The virtual

room allowed stakeholders to view all relevant project information in an accessible environment and at all times. The information displayed in the virtual room is included in **Appendix 6.5**.



Figure 2-5: EirGrid’s PUD Virtual Consultation Room

2.12 Consultation Collateral

2.12.1 Proposed Cable Route Maps

A series of route overview maps and an overall study area/route map combination map was developed for the public consultation. The maps exhibited the 12 potential cable Route Options, highlighting primary areas through which the potential routes pass through and road names where the infrastructure may be located. The maps were available digitally on the dedicated project webpage, used to display the routes on boards at the in-person events and hard copies were made available for attendees at the events.

An interactive map built in was also developed and a link to same was made available on the dedicated project webpage.

The maps can be found in **Appendix 6.6**.

2.12.2 Public Consultation Brochure

A 40-page brochure was developed, comprising a non-technical summary of the project and the terms of reference for the public consultation. The brochure outlined the key details of the project including the study area and Route Options, along with how to provide feedback to the project team. The brochure was made available digitally on the dedicated project webpage and hard copies were made available at the 11 public consultation events throughout Dublin, and at CLO clinics.

A selection of pages from and a link to the brochure can be found in **Appendix 6.7**.

2.12.3 Public Consultation Leaflet

Four further consultation leaflets were developed outlining the key details of the potential routes in the four respective areas. Each respective leaflet also included the dates of the in-person consultation events,

community liaison officer clinics and details on the channels to provide feedback or seek further information on the project. Included in each leaflet was a feedback form and freepost envelope to provide feedback to the project team. The respective leaflets were distributed to stakeholders in the project area. Leaflets distributed by area and in total are outlined in **Table 2-6** below.

Table 2-8 Quantity of Leaflets Distributed in Project Area

Route Area	Leaflets Distributed
Finglas to North Wall	51,332
North Wall to Poolbeg	5,457
Carrickmines to Poolbeg	28,295
Inchicore to Poolbeg	50,554
Total	135,638

The leaflet distributed on the Finglas to North Wall Route Options can be found in **Appendix 6.8**.

3 PARTICIPATION IN PUBLIC CONSULTATION

A total of 554 people and organisations participated in the first public consultation on PUD. Of these, the project team met or directly engaged with 463 people at consultation events throughout Dublin, community / business forums and direct briefings / meetings with the project team. Individual numbers engaged with across the various channels are outlined below.

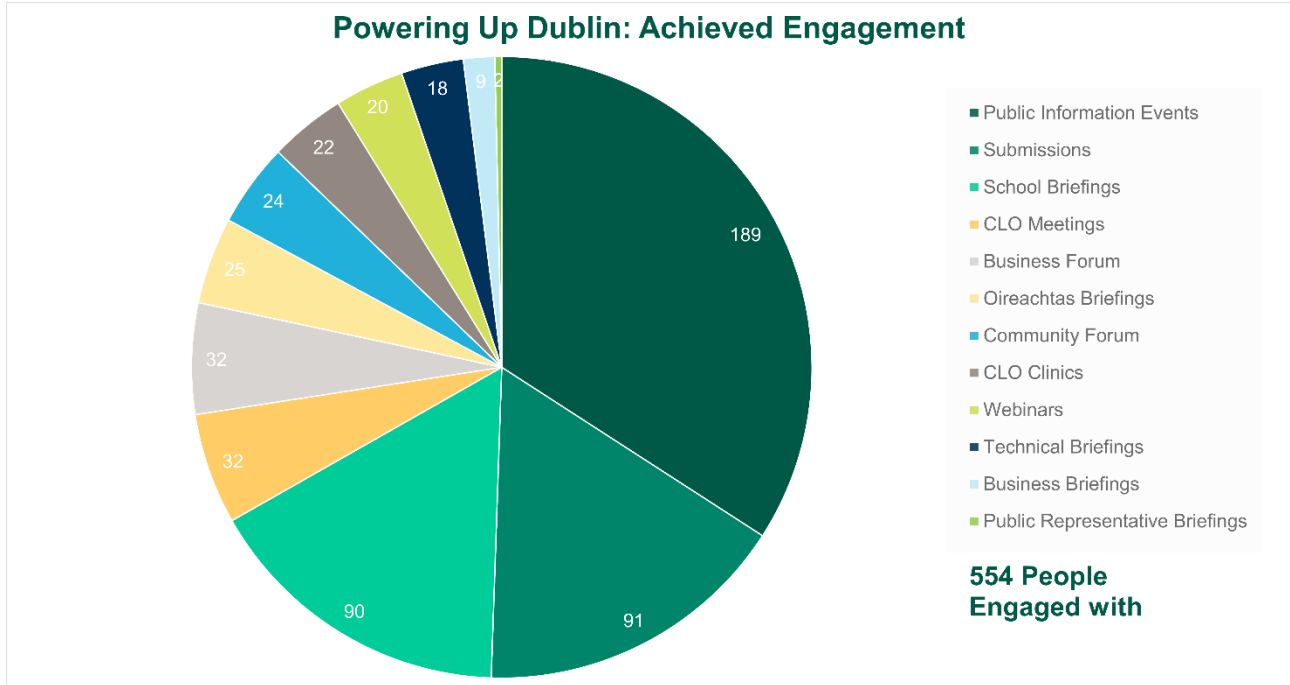


Figure 3-1: Engagement with the PUD Public Consultation Process

Where feedback was gathered at events, for a and briefings, it was analysed and included in this Consultation Findings Report. A total of 91 formal submissions were made through email, the online survey, the submission portal, hard copy leaflets and online submissions. Further breakdown of submissions received can be found in section 4.2.2.

The PUD virtual consultation room was visited 86 times during the consultation period.

4 PUBLIC CONSULTATION FEEDBACK RECEIVED

4.1 Data Processing

RPS was employed by EirGrid to analyse feedback provided through the public consultation and draft a Consultation Findings Report.

Submissions received by EirGrid were stored according to their own GDPR (General Data Protection Regulation) policy and transferred by secure file transfer to RPS for analysis, coding, and reporting. Prior to the consultation period RPS and EirGrid agreed on a secure process to ensure all data was handled in accordance with GDPR.

Respondents were informed on their data protection rights under GDPR via statements included in online and hardcopy feedback channels and via direct responses to submissions provided in other formats requesting permission. Individual respondents' names and/or personal identifiable information is not included in this report.

4.2 Qualitative Feedback

4.2.1 Methodology

Submissions were received by email, post, through the online survey portal and online feedback portal. Each submission was analysed to identify the themes raised by each respondent. A total of 13 themes were identified in the feedback received.

A detailed summary of the feedback received is presented in **Section 4.3** below.

Individual responses were treated anonymously for the purpose of reporting. Submissions from organisations are not treated as anonymous in the consultation report.

Feedback to the public consultation was analysed to gain a greater insight into the primary issues raised by the respondents. For this Consultation Findings Report, the total number of responses and the number of times a theme is mentioned has been collated to reflect the importance of each issue to participants. Quantifiers have been applied as per **Table 4-1**.

Table 4-1: Quantifiers Applied to Feedback Received

Respondent Quantity	Descriptor
0-1	A respondent
2-10	A few respondents
11-20	A number of respondents
21-30	Several respondents
31-40	Many respondents
41+	A significant number of respondents

As analysis is subjective and there is possible overlap across themes, there may be slight deviation in precise number of respondents citing certain themes.

4.2.2 Overview of Submissions Received

During the consultation, the project team received 91 submissions from stakeholders. In addition to this, feedback from two business and two community forums which were held during the consultation period was included along with feedback gathered during 11 information events and 5 community liaison officer clinics and meetings.

Submissions were received through all channels that were made available for stakeholders to input into the consultation. The breakdown of engagement by channel is provided in Table 4-1 below.

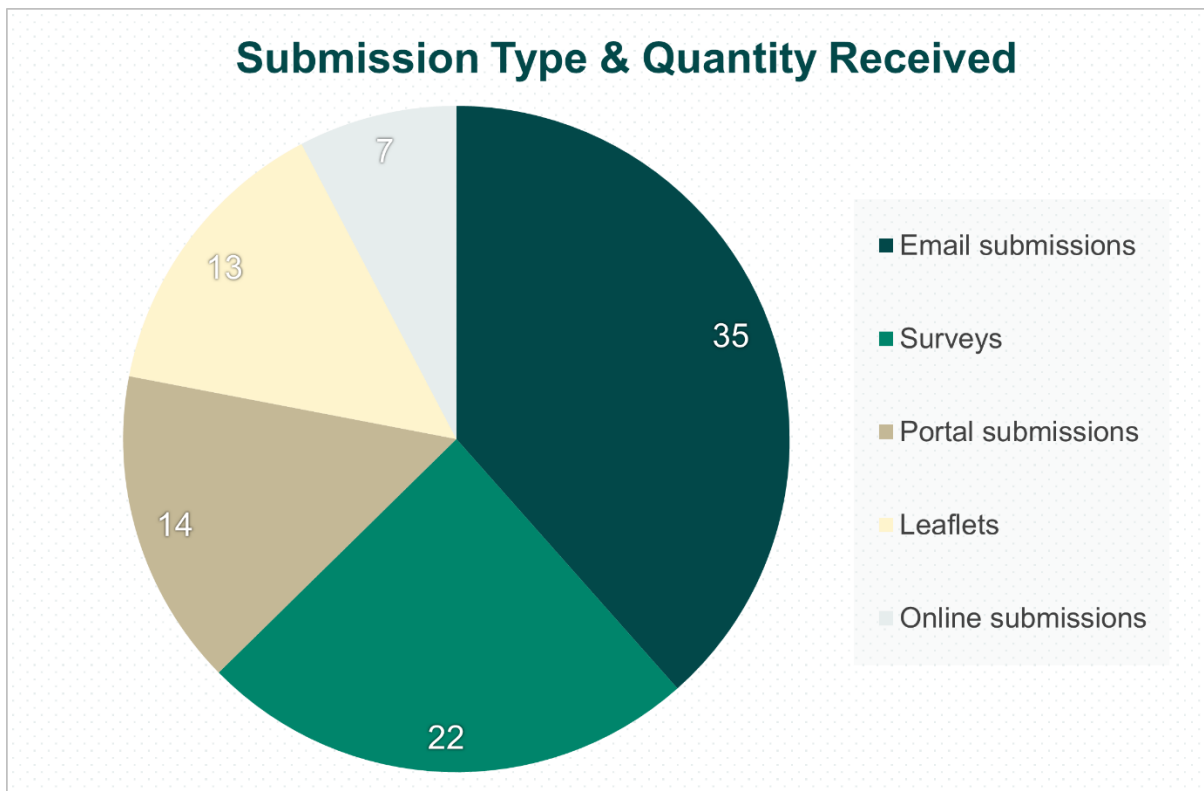


Figure 4-1: Type and Number of Submissions Received*

*Submissions received includes all feedback received excluding notes taken at events, fora and meetings. This feedback is however considered in section 4.3.

4.3 Feedback by Theme

Several of the consultation feedback channels (online survey and feedback leaflet) were designed to encourage feedback specific to the Emerging Best Performing Routes. However, given the crossover of areas between several of the routes, feedback by respondents was received primarily in a more generalised manner without reference to a specific route. Where a respondent referred to an area rather than exact route, the feedback has been presented under the most appropriate area heading below; along with any references to specific routes provided by the respondent.

4.3.1 Finglas to North Wall

Local Environmental Issues

The feedback provided under this theme relates to local knowledge and/or concerns regarding environmental issues on the proposed routes for the Finglas to North Wall cable.

A respondent highlighted the tendency for flooding on the Finglas Road near the Tolka Valley Road and Park while expressing concerns over Route Option B and potential impacts on wildlife and communities in the vicinity. The potential impacts of the required construction work on habitats, wildlife and trees in the Tolka Estuary near the Alfie Byrne Road were cited by a respondent. Similarly, further concerns were raised regarding possible loss of habitat and biodiversity coupled with air quality and noise issues during construction of Route Option B. The respondent referenced possible issues with gaining “planning and environmental permits” for work in environmentally sensitive areas and residential neighbourhoods.

A respondent ascertained that the Patrickswell area on Route Option C may be “challenging due to the “historical significance of the site and well”.

According to one respondent lack of permission being granted due to permit issuers could delay the works.

A few respondents stated that an alternative to Route Option B should be considered as impacts from recent road and public realm upgrade works are evident.

Wider Environment

This heading relates to feedback provided about the environment in general, outside of localised issues.

A respondent asked that consideration be given to alternative routes that avoid environmentally and culturally sensitive areas.

Templeville Developments stated that the planned works would result in “significant disruption to residents, businesses and commuters in the affected areas, including road closures, traffic diversions, and noise pollution”. They went on to say that these consequences appear to be “contrary to the ethos of the Climate Action Plan”.

Local Events

Feedback grouped under this heading referenced local or community events that have the potential to be impacted by construction works.

Respondents offered feedback for the Finglas to North Wall area on the below local events and the potential impact:

- The 100-year anniversary of Marino in 2024.
- Phizzfest, an annual festival in Phibsborough held each May.

Routing Preferences and Disruption

The feedback received under this heading relates to respondents’ suggestions on how to minimise disruption to communities, commuters and in general.

A few respondents indicated a preference for alternatives to Route Option B with one respondent referring to it as “the most circuitous, traffic heavy and congested” when compared with the other two options (A and C). A few respondents suggested that either Route Options A or C would reduce the amount of construction disturbance, business, and commuter impact. One respondent however expressed a preference for Route Option B. A few respondents indicated a preference for Route Option C, citing its avoidance of main roads.

Templeville Developments expressed concern regarding Route Option B and access to a fitness club adjacent to Fairview Park. The respondent stated that road works commencing without considering the impact “both socially and economically” of same and without taking on board the “potential disruption this least favoured track will cause” would be ill-conceived.

Existing congestion on the Alfie Byrne and Clontarf Roads and potential for Route Option B to add to this congestion was highlighted by a few respondents. Similarly, a few respondents raised the issue of existing congestion on Collins Avenue and the Malahide Road. Concerns regarding impeding access to the East Link Bridge if traffic management is implemented on the Alfie Byre Road were raised by one respondent. A respondent cited heavy good vehicles diversions routed up Griffith and Collins Avenue when the Port Tunnel is closed on Thursday evenings.

A few respondents declared a preference for night works to minimise traffic disruption. Conversely a respondent indicated a preference to minimise night works and consequently reduce noise issues for residential areas. One respondent suggested work on the Finglas Road be undertaken at weekends only.

It was suggested by one respondent that the most off-road route be the priority for the project.

A respondent referred to routing the “northern routes” via the “old dump”.

One respondent expressed concern at the space available between the canal and Croke Park.

Cumulative Impacts

Feedback summarised under the Cumulative Impacts heading relates to responses citing previous, current, and planned works in an area which cumulatively may have deleterious effects or impacts on a community.

A few respondents raised concerns about “continuing levels of disruption” in the Marino and Fairview areas, referring to the Port Tunnel works, ongoing utility works and disruption to the road network. One respondent referenced the recent completion of the Clontarf to City Centre Cycle and Bus Priority Project and engaging in new works in the area as a “poor choice”.

Templeville developments referenced the impact of lockdowns through 2020 and 2021 on revenue followed by traffic disruption due to the Clontarf to City Centre Cycle and Bus Priority Project due to continue through 2024.

It was said that the “northeast cannot be a building site for another five years”.

Business Impact

The feedback received under this theme relates to potential and perceived impact on businesses in the vicinity of the routes presented for public consultation.

Templeville Developments highlighted the high employment numbers at its Clontarf fitness club, swim academy and childcare centre and the potential impact on its membership, staff, and subsequent financial implications. The respondent went on to highlight the potential attendance impact on its membership including children’s and elderly classes, and the subsequent impact on attendees physical and mental health. The same respondent expressed concern for ancillary businesses located nearby to their facility and in other communities on the proposed cable routes. The respondent noted that its facilities remain open during any maintenance of its own assets.

In their submission Tesco Ireland outlined the impact of several of their stores including Tesco Clearwater, Glasnevin, Phibsborough and Dorset Street Lower located on or adjacent to Route Option A with Tesco stating that accessibility for all users is likely to be impacted by construction.

Further in their submission Tesco stated that Route Option C is preferred as it “minimises likely construction impact” and requested that Route Option B be avoided due to its potential impacts on their distribution centre which services stores nationwide. Tesco stated that the roads surrounding the distribution centre already has BusConnects and Metrolink plans that could potentially disrupt their operations.

Minimise Impact on Facilities

Feedback summarised under this heading relates to potential impact or benefit for known, previously unknown or planned facilities on the cable routes or within the study areas.

A respondent highlighted the National Council for the Blind headquarters on Whitworth Road.

A respondent asserted a view regarding the importance of the Ballymun Civic Centre to the surrounding community with specific reference to the older residents of the area.

The requirement for excavation and potential disturbance to the Royal Canal greenway and adjacent parks was raised by a respondent.

Concerns were raised by a few respondents about proximity to houses on Casement Road, Route Option C.

Traffic Disruption

The feedback collated and summarised under this theme relates to potential and perceived traffic and travel disruption resulting from the PUD Project works.

A number of respondents expressed concerns around continued traffic disruption and increased pressure as a result of same on the communities in and around the Marino area. A respondent cited requests to Dublin City Council (DCC) from residents of Drumcondra for one way traffic systems to be implemented (on Iona

and Lindsay Road) and that works in the area would be likely exacerbate “rat runs” and cut throughs by commuters to avoid Whitworth Road.

A respondent referenced recently completed works on the Ballymun Road and Collins Avenue and concern at potential disturbance to newly laid road surfaces and associated increased congestion.

A respondent referenced the frequency of funerals in Glasnevin and the associated traffic issues (flows and parking) as a result.

A number of respondents expressed concern at Route Option A providing the following feedback:

- Existing congestion.
- Route uses primary link to the M50.
- Volume of intercounty traffic daily.

Contrary to the concerns expressed regarding Route Option A, one respondent stated that it has less residential settlements than Route Option C and is their preferred route.

Collins Avenue Residents Association expressed concern about potential impacts of Route Option B citing concrete road surfaces and an extension to a 4-way junction near Whitehall which has caused “severe impact to traffic in the area”. Time for reinstatement of road surface on Collins Avenue was also raised by a few respondents.

Griffith Avenue Residents raised concerns regarding knock on traffic effects from any potential impacts on Collins Avenue.

One respondent disagreed with the proposals in their entirety stating they felt they have “no say” in projects that will affect the North Side of Dublin.

Traffic Management and Prioritisation

The feedback collated and summarised under this theme relates suggestions for traffic management and preferences for retention of specific travel modes and routes during the PUD works.

A few respondents referenced the need for a traffic management plan for an extended area outside of the preferred route.

A few respondents expressed a preference for prioritisation of public and “sustainable transport” routes throughout any potential works. A respondent expressed a preference to rely on wider roads for works where public transport corridors can be kept open throughout works. One respondent stated that existing sustainable transport infrastructure is “not used for the cut/cover sections, unless separate road space is given to replace this”. A few respondents expressed a preference for shorter total road closures rather than extended partial road closures.

A few respondents raised concerns about the “Clontarf cycle lane” and potential impacts.

A respondent stated that the Royal Canal Way is used frequently as a walking route and should be retained.

A respondent referred to Fairview as “the gateway to the whole north central area of Dublin City” and emphasised importance of retention of bus and DART services through the area.

One respondent stated that most residents in Claremont Estate, Glasnevin, are elderly and rely on mobility aids. The respondent said that to progress works in this would constitute a health and safety risk and accessibility issues for residents. The same respondent said that parking issues in the area are already causing health and safety risks.

Public Transport and Future Plans

Feedback received under the Public Transport and Future Plans heading relates to potential impacts on existing and planned public transport routes and facilities.

A respondent expressed a preference for always maintaining the number 40 bus route. A few respondents cited a preference for no impact to the number 14 and 16 services. A respondent referred to the number 140 service and that access to its route, or any replacement of same through the planned BusConnects programme, should be maintained coupled with restricting access to adjacent roads if required.

A respondent referenced services (numbers N4, 15, 27 and 42) which operate on the Malahide Road and Collins Avenue to be maintained noting that Collins Avenue and the Malahide Road are already severely congested.

Collaboration and Awareness of Additional Projects

Feedback provided under the above heading is in reference to collaborative opportunities between utility companies, opportunity for collaboration on upcoming projects, future proofing works to facilitate planned developments and issues with recently completed works.

A respondent highlighted what they believe to be economic benefits of Route Option B over Route Options A and C referencing a reduction in the requirement to excavate recently upgraded infrastructure and routing through CIE lands. The respondent stated Route Option B appears to require more excavation works which may increase risk of cost or time overruns.

A few respondents referenced all Route Options requiring excavation of recently laid roads, the increased level of disturbance in the communities where works are proposed and the lack of coordination between entities undertaking same.

A few respondents noted a “well-used walking and cycle way” along the canal (Prospect to North Strand and Sheriff Street) and the possibility of coordinating works to undertake an upgrade of the path while the proposed PUD Works are being completed. A few respondents also referred to this greenway, its importance as a route and that the proposed works should not impact the planned extension of same.

A few respondents referenced the C2CC (Clontarf to City Centre Cycle and Bus Priority Project) works, and the elevated levels of traffic disruption being experienced due to same. Those respondents expressed a preference for no construction projects to follow the immediate completion of this ongoing project.

A few respondents referenced the proposed upcoming works for the BusConnects routes and the Dart+ South West project. It was suggested by a stakeholder that the works be carried out in collaboration with the works required for Dart+ South West. A few respondents referenced the cumulative impact of these projects including the use of local staging sites for machinery.

A respondent referenced Dublin City Council’s suggestion in its submission on the “Luas Finglas” that the “green line” be extended from its terminus at Charlestown to the future MetroLink station at Northwood along St. Margarets Road. The respondent suggested that the proposed works by EirGrid be undertaken in collaboration with the NTA/TII given the route similarities at this point. Another respondent referenced the proposed laying of cables as part of the PUD works along the existing Luas Green Line route in Route Option G and a preference for this to reduce disruptive works to traffic and the environment. A few respondents highlighted issues with the proposed Luas Green Line Extension works, while similar numbers expressed support for those works.

A respondent referenced the Ballyboggan LAP (Local Area Plan) and the cumulative effect of the proposed PUD Works contributing to environmental issues in the area.

Community and Stakeholder Engagement

Feedback received under the above heading refers to communications activities, conducted or requested, during the consultation, further development phases, and potential construction of the PUD Project.

A respondent referred to the importance of engaging with the Ravenscourt Residents Association and St. Margaret’s Residents Association.

Communication around the community benefit fund opportunities were referred to by a few respondents.

Templeville Developments recommend further communication to “facilitate a productive and pro-active programme, commencement and timely completion of this very welcome future-proofing undertaking”. The respondent referenced successful interrelated communications between all involved parties as critical to efficient progress of works such as the PUD programme. The respondent also cited realistic estimations of impacts and long-term gains to be made and communicated to all affected parties.

Technical Challenges

Feedback collated under the Technical Challenges heading relates to any technical issues, environmental or technological, that respondents may be aware of outside of those assessed as part of the constraints reporting for the PUD project.

A few respondents highlighted the difficulties around Casement Road area, referencing the close proximity of residential properties to the roads and concrete road surfaces. Following up on this it was asked by a few respondents if the works could contribute to aesthetic improvements in the area.

The issue of Compulsory Purchase Orders for homes to complete the PUD works was raised by a few respondents.

4.3.2 North Wall to Poolbeg

Local Events

A few respondents referred to frequent events at the Aviva Stadium causing traffic issues in the wider area (Merrion Road, Ballsbridge, Ringsend, and Beach Road).

A respondent noted that similar traffic issues arising when events take place at the 3 Arena or in the RDS, Ballsbridge.

Routing Preferences and Disruption

A respondent suggested that route selection should be based on existing road surface quality which has been degraded due to non-feasibility for closure to repair, stating route selection based on this would be a 'win-win' for several parties.

A respondent stated a preference for working hours on the selected routes to be "24/7 so that any route construction could be finished ASAP". The respondent went on to say that this could increase operational cost, but a shorter timeframe would be the benefit of same. The same respondent proposed that "honest project timelines based on previous grid install experience in other urban areas" would give stakeholders better insight and consideration of these type of working hours to shorten same. The respondent stated that locals have seen, through the Clontarf to City Centre Cycle and Bus Priority Project of what progress based on an 8am to 5pm construction time entails.

A respondent noted issues with Route Options D and E stating they pose potential risk to planned infrastructure for future grid connections and requested routes be re-assessed to facilitate potential future grid connections relating to offshore energy projects.

A respondent asked if the PUD project is a direct result of potential increased offshore wind development.

Potential Infrastructural Improvements

Feedback cited under the Potential Infrastructure Improvements heading relates to suggestions for possible improvements to public realm, transport or any other infrastructure which can be undertaken as part of or in collaboration with the works for the PUD Project.

A respondent referenced the potential improvement in road surfaces on the project route post completion saying, "this already poor-quality road will be resurfaced to the best quality". The respondent highlighted this as a positive 'selling point' for stakeholders who will potentially be impacted at construction stage ensuring future minimisation of disturbance and vehicle damage.

A few respondents (including Dublin City Council) highlighted the collaborative opportunity regarding the development of Dublin's district heating network, from both a planning and construction viewpoint, at suitable locations on feasible routes.

A respondent highlighted mapping available from Codema, Dublin's Energy Agency, which indicates heat sources and district heating grid requirements. The confluence of available heat from data centres and EirGrid's carbon mitigation targets and plans were highlighted by the same respondent. The respondent went on to highlight potential demand for curtailed offshore wind power, a possible increase in its potential customer base and the potential for integration.

Business Impact

A respondent stated that disruption is likely to be significant for businesses and residents on and adjacent to the route.

Traffic Disruption

A respondent stated a preference for work to only be undertaken during summer months and that this would minimise congestion.

Another respondent expressed a preference for night works.

Community and Stakeholder Engagement

A respondent expressed a preference for advanced notice of any planned increased in noise levels due to works or any planned nightworks. The same respondent suggested that stakeholders be informed of the difference in timelines if works are undertaken during different hours (daytime works or night works) and to allow stakeholders to then express a preference for working hours.

4.3.3 Carrickmines to Poolbeg

Local Environmental Issues

A few respondents stated that they believe on going works by numerous utility and state agencies are causing significant environmental degradation, noise, and congestion in both the Blackrock and Sandymount areas and that additional construction will significantly impact traffic flows and the surrounding environment.

A few respondents highlighted the perceived potential for impacts on traffic flows and consequently air quality to be impacted indirectly.

A respondent cited the perceived need for “vermin control for all site investigation and project works”.

Wider Environment

A few respondents expressed a preference for Route Option I while highlighting several conditions relating to same. One respondent stated that Route Option I can utilise the best technology to lay cabling of this type in a manner sensitive to the surrounding environment. Similarly, a respondent stated that by choosing Route Option I, disturbance to onshore habitats can be avoided and it can “contribute to the conservation of coastal environments and ecosystems”. This respondent stated that this route choice would align with the principles of sustainable development.

A respondent suggested that due to the possible temporary disruption of the marine habitat, EirGrid’s community fund could be repurposed as a “nature fund” as the community affected would be the wildlife of said habitat. The respondent went on to state that the fund should be “sufficiently large” to “convince the bulk of those most influential in conserving and promoting biodiversity, that EirGrid, through its choice, is also actively promoting biodiversity: in what is, of course, an internationally recognised Biosphere”.

One respondent who expressed a preference for Route Option I based this opinion on the principles of appropriate assessment and that “any recommendations are duly adopted”.

A respondent stated EirGrid will need to “invest in ecological resources if they want to pursue the offshore Route Option L”. The same respondent stated a targeted nature fund could be set up in the Poolbeg Peninsula and an example for funding could be to “fund wardens to protect this area for 15 years or a scheme for ongoing monitoring and management of bird life in the bay”.

One respondent expressed concern at the “environmental impact that the offshore cable will have on feeding birds and the biosphere”. Similarly, a respondent labelled the Poolbeg site “the migrating bird’s larder” and stated it cannot be impacted by any disruption on the Poolbeg peninsula. The respondent went on to state that reassurance to residents and NGOs’ needs to be made that there will be no negative impact at this location.

One respondent encouraged engagement with Coast Watch Ireland.

A respondent stated that Route Option I would use less construction material.

Local Events

A respondent highlighted regular events at Leopardstown Racecourse.

A few respondents stated that there are regular and numerous events at the Aviva Stadium, in Ballsbridge and the 3 Arena which cause traffic issues in the surrounding area.

Similarly, one respondent states that there are “too many” events of a national and local scale in the vicinity of Beach Road, referencing the Aviva Stadium matches, RDS events, 3 Arena, East Link congestion stating, “all of which generate significant traffic movements”.

Routing Preferences and Disruption

Several respondents expressed a preference for Route Option I (subsea cable and connection via Monkstown) provided with the following feedback:

-
- Appears to be the least disruption to traffic (specifically in South Dublin).
 - It is a “practical and efficient use of existing infrastructure”.
 - Landfall close to Salthill/Monkstown Dart Station.
 - Least disruption (digging, reinstating and re-alignment) of road surfaces than other routes.
 - Lower public inconvenience.
 - Route Option I “demonstrates a considerate and thoughtful approach towards the affected communities”.
 - Reduces environmental impacts.
 - Retains access to many facilities and residential areas.
 - Will result in a “reliable and efficient power transmission solution for years to come”.
 - Minimises need for maintenance and repairs.
 - Potential for expansion and scalability of transmission system.

A respondent stated that while the subsea cable portion of the route will reduce disruption, Loughlinstown, Newtown Park Avenue and part of the Monkstown Road will still experience impacts.

One respondent noted the perceived lack of construction methodology detail provided and inability to gauge potential impacts of Route Options. Separately another respondent reference tunnelling under the M50 to reduce impact and/or required closure.

A respondent expressed preference for night works 7 days a week to expedite completion.

Concern was expressed by a number of respondents regarding the potential disruption to roads and commuters by Route Options G and H and that all routes go down the Ballyogan Road.

Templeville Developments stated concern for sections of Route Options H and I on the Leopardstown Road which lead to the main entrance of their business. The respondent stated that the works required on this Route Option would lead to significant disruption for residents, businesses, and commuters in the area.

The same respondent expressed a preference to Route Option G, citing “minimal disruption to local communities and traffic, cost effectiveness and minimal environmental impact”.

Leopardstown racecourse welcomed the non-inclusion of a racecourse crossing in the presented Route Options. Contrary to the above, a respondent stated that all Route Options go down the Ballyogan Road and none go the opposite direction through the racecourse.

A few respondents raised concerns regarding route in proximity to the Leopardstown Racecourse and that a “junction re-design may be required at the entrance”. A few respondents cited concerns over congestion at the Leopardstown Road and Newtownpark Avenue.

One respondent suggested an entire new route for the Carrickmines to Poolbeg circuit. The respondent suggested the circuit take the following route:

- Laying of 220kV armoured cable on seaward side of Poolbeg Pier to Dun Laoghaire (avoid SAC).
- Pass seaward side of Dalkey Island to Bray Head.
- Landfall at Shanganagh.
- Track up beach to Strand Road, Bray seafront.
- Route under DART station on turning for Putland Road.
- Travel up Putland Road to meet Vevay Road turning right onto Boghall Road.
- Cross into Kilbride Lane and proceed to Herbert Road to left turn to Hampton estate.
- Road to rear for river crossing of Dargle and Dublin/Wexford Road.
- Use potential service tunnel at Dargle to link to Fassaroe.
- Route down Berryfield Lane turn from roundabout at Fassaroe towards Ballyman Road.
- Travel up Barnaslingan Lane until Enniskerry Road.
- Take right to Stepside and to top of Glenamuck Road.
- Proceed down Glenamuck Road to Ballyogan Road and Carrickmines 220kV station.

A respondent expressed a preference for Route Options G or H in reference to the potential crossing of planned offshore cables relating to potential offshore energy projects.

Cumulative Impacts

A number of respondents highlighted concerns regarding disruption from ongoing and historical utilities and roadworks in the Strand Road, Beach Road and Sandymount areas coupled with the following feedback:

- Coordinate works with other agencies.
- Provide 5-10 years respite from works in this area.
- “Inordinate amount road works in the past 20 years”.
- Awareness of Poolbeg Strategic Development Zone and future development/timing of works.

Potential Infrastructural Improvements

A respondent cited plans for the commencement public realm improvements in Blackrock Village in 2024.

One respondent referenced the potential for Route Option J to be beneficial to the potential installation of district heating infrastructure at Poolbeg.

A respondent stated there was an opportunity to upgrade the “old pumping station near Salthill landing point for option I”.

Business Impact

Leopardstown racecourse stated that existing EirGrid utilities routed through the facility pose a “significant constraint on the future development of the racecourse facilities”.

A respondent referenced “huge economic effect” on Blackrock Village if disruption is experienced during the works and that it would turn “into a ghost town”.

In their submission Tesco Ireland stated that Route Option G is least preferred due to potential impact on Stillorgan Village. They also stated that Route Option H is not preferred as it is perceived to have a potential impact on the Merrion Centre and Sandymount. Route Option I was stated to be the preferred route in this area.

A respondent requested that works be carried out at night to minimise disruption to the An Post facility on the Ballyogan Road.

In their submission BWG Foods stated that they have between 80 to 100 Spar stores in this study area and that the area is highly populated.

Minimise Impact on Facilities

A few respondents referenced the opening of a new Gaelscoil on Mount Anville Road in September 2023 and its potential contribution to additional traffic. A respondent referred to the Social Impact rating of Route Option H as medium being too low and no “mention the Rock Road or any of the schools, nursing homes and Montessori schools on the route”.

A number of schools were referred to by a respondent including:

- Mount Anville (Route Option G).
- University College Dublin (Route Option G).
- St Raphael’s (Route Option G).
- Guardian Angels National School (Route Option H).
- Blackrock College (Route Option H).
- Newpark Comprehensive School (Route Option H).

A few respondents stated all works should be undertaken during school holidays.

One respondent highlighted the potential relocation of the National Maternity Hospital to the Merrion / Rock Road and the additional potential impact of PUD on an “already congested road”.

Templeville Developments raised the issue of potential impacts on the wellbeing of patients and staff at the Leopardstown Park Hospital and potential impacts on green spaces in the area.

Traffic Disruption

A respondent requested required works be completed during summer months to minimise disruption.

A number of respondents cited Uisce Éireann works on Beach and Strand Road, Sandymount, in 2022 and 2023 and resultant traffic issues and “pollution” on Merrion Road as a result. As a result of the perceived ongoing traffic disruption in the Sandymount area, the establishment of a “taskforce to co-ordinate the flood defence, cycle way and PUD programme” was requested.

A respondent referenced Strand Road and Beach Road being classified as a regional road and the importance of this route as a connection between the North and South sides of the city.

A few respondents stated a preference for Route Option I, adding that the “sea pipeline” option is logical, would prevent digging up of roads and resulting issues and reduce inconvenience to residents in the Rock Road/Merrion Road area.

Traffic Management and Prioritisation

A respondent stated that retention of Luas services would be favourable.

Feedback on the preferred retention of access to local amenities such as beaches and parks, and retention of current active travel routes, was received from a respondent.

A respondent raised water issues including water bursts potentially resulting from increased traffic on Triton Road, owing to Uisce Éireann works in the area and that traffic management will need to take this into account.

One respondent suggested that potential works on Woodbine Road could lead to “significant disruption” to the existing pedestrian and cycle network in the area. The respondent said that disruption on Woodbine Road could push commuters towards Booterstown Avenue and Nutley Lane which are already congested. The respondent said that works would affect the large number of cyclists and pedestrians accessing the University College Dublin Belfield Campus as it could impact the designated “DLR UCD Belfield Campus to DART and Luas’ network”.

A few respondents referenced planned active travel routes around Dundrum and Stillorgan and engagement with the Local Authority on these planned routes would be recommended.

Public Transport and Future Plans

One respondent cited the recent removal of the outbound bus lane between Trimbleston Avenue and Booterstown and associated traffic jams.

Collaboration and Awareness of Additional Projects

One respondent highlighted the plans for public realm improvements in Blackrock Village in 2024 and potential for PUD to work in tandem on same.

A respondent stated that ongoing works in Blackrock Park is an example of poor / no coordination between utility companies.

A few respondents referred to ongoing Uisce Éireann works on Strand Road and “poor planning” to not have integrated both projects. A respondent noted that “significant fines” are levied on utilities work if similar works have been undertaken in the previous five years. One respondent raised a similar concern regarding Woodbine Road.

A respondent mentioned two apartment complexes “on the Stillorgan Road (close to Woodbine Road) coming online and potentially adding to congestion”.

A few respondents referred to planned works in the Sandymount and Poolbeg areas including:

- Dublin Port 3FM project.
- Glass bottle site development.
- Luas Poolbeg.
- “Sandymount to Sea cycle route”.

A respondent cited the opportunity to lay advanced ducting on the “Deansgrange cycle path” and another respondent stated that the proposed development of several active transport routes should be explored in order to reduce overall impacts on roads.

Community and Stakeholder Engagement

A few respondents requested EirGrid “inform and liaise” with other service providers and existing/proposed developers/contractors in advance of any works.

Technical Challenges

In their submission, Leopardstown Racecourse sought confirmation that on completion of the proposed Carrickmines to Poolbeg circuit existing connections would be made redundant.

4.3.4 Inchicore to Poolbeg

Local Environmental Issues

The South Georgian Core Residents Association stated that they believe Route Option K (“inside the Grand Canal”) is likely to be more challenging from an engineering and archaeology perspective than Route Options J and L.

The Lansdowne and District Residents Association stated that “the majority of the area they represent is zoned as Z2” and that this zoning protects the residential amenity of the area.

Merrion Cricket Club cited concerns regarding drainage and potential impact on the playing ground located at Anglesea Road. The respondent stated a requirement for guarantee/indemnity for any “damage to existing drainage and grass quality”. The Simmonscourt drain and Rathmines/Pembroke sewer were highlighted by the respondent, who asked that cognisance of the same be recognised by EirGrid with respect to any potential horizontal direct drilling (HDD) planned. The respondent cited the flood risk assessment carried out as part of the Constraints Reporting and the classification of this risk as “medium” asking how this risk was identified and the exact type of flood risk it refers to. A detailed methodology of how works would cross the grounds at Merrion Cricket Club was sought.

A few respondents referred to flood protection structures on the Dodder and request for non-interference with the same. One respondent requested clarity on how circuits will make river crossings at new Dodder Bridges. One other respondent enquired if the Dodder walkway is an option for routing of circuits.

A respondent referenced the Camac River in close proximity to the Tyrconnell Road.

Local Events

It was submitted by a local resident’s association that the roads surrounding the Aviva Stadium are the “main arteries for match and event days” and it was stated that there are two main entrances to the stadium on the Shelbourne Road. The same resident association said that “a very important requirement for the stadium is the ability to empty the stadium in an emergency within 15 minutes. The ease of attendances to exit onto Shelbourne Road without any obstacles is very important and essential”.

A few respondents submitted that the Aviva stadium has regular events that are increasing in frequency. It was claimed by one respondent that it “seems impractical” to lay the cable at the stadium perimeter and along access points.

Further events in the area that were submitted to the consultation were cited as being celebrations at the Mosque on the South Circular Road, Pantomimes at the National Stadium, an annual festival in Ranelagh, the annual Dublin City marathon and St. Patricks Day celebrations.

The Merrion Cricket Club submitted a response to the consultation stating that they facilitate parking for club members and on a commercial basis for various types of sporting events and other events held in the RDS, which they submitted “are vital to the club’s financial wellbeing”.

Routing Preferences and Disruption

One stakeholder in their submission stated that they believed it would be more beneficial and less disruptive to combine proposed Route Options J and L. They outlined “using Option J from Poolbeg to Dartry Road, then connecting up to Option L’s alignment just west of Rathmines then continuing to Inchicore along Option L” would be more suitable. Another stakeholder also voiced their support for Route Option J.

A few respondents asserted that the best Route Option is the shortest and should be chosen based on this with one stakeholder claiming the shortest route is “most likely the least expensive route”.

A respondent commented that the cable routing could be performed using tunnels and underground methods as it would be “less invasive” and is “normal in Europe”.

One stakeholder suggested that parking along affected routes should be limited to residents only.

It was commented by one stakeholder that Route Option K would pose access issues, particularly in and out of Jamestown Square.

The Lansdowne and District Residents Association outlined that they are “upset that this route will require two cables” and that two of the three routes will be chosen and feel that Route Option K will be the most disruptive and difficult and “the most difficult for EirGrid to complete”. The resident association discussed Route Option K and outlined that it passes through densely populated areas, centres of commerce, and passes a number of historic and geographic obstacles. The submissions stated that they would request Route Option K not to be chosen.

A stakeholder suggested that road closures should not simply be one lane and instead roads should be closed to fully divert traffic around the construction. A respondent referred to a planned one-way system on Beaver Row as a potential routing option. Concerns about Route Option L and narrow single lane roads were raised by a respondent.

The width of roads on Route Option J was raised by a few respondents.

Concerns were raised by one stakeholder about the ongoing works by other organisations and relayed their concern that roads are “being dug up again and again in a haphazard way”. Their route preference was Route Option J, but the stakeholder did acknowledge that they are “unlucky enough to be chosen and you are happy to work with us to identify the least intrusive solution, we will be able to settle a plan that most locals can live with”.

A few respondents relayed their concerns to the consultation about the potential traffic disruption in the areas under work, which are said to be “notorious bottle necks already”. Concerns of unsuitable alternative routes being taken by motorists avoiding construction works were also relayed to the consultation by a few respondents.

One stakeholder called for the need to reduce the impact of ‘rat runs’ on Dufferin Avenue and make Dufferin Avenue one-way.

In a submission from South Dublin County Council and Dublin City Council it was stated that the Route Options that will affect the City Edge project are primarily J, K and L. It was noted that “Option J runs along Kylemore Road and Walkinstown Avenue; while Options K and L run through the Inchicore lands which are under the remit of Land Development Agency (LDA) to redevelop for residential and mixed-use purposes (these lands also form part of the wider City Edge area)”.

In their submission, the Merrion Cricket Club stated the entry and exit points of the cable on their lands, to which they remarked that they were “somewhat surprised by this route being selected as a potential route” as they explained that an EirGrid published document states to “avoid going through private land or agricultural lands”.

A submission from Trinity College, referring to the Trinity College Halls accommodation, highlighted the university exams and study periods in November/December and April/May as times when nightworks may be an issue and should be avoided.

A respondent asserted potential issues with Route Options J and L and potential conflict with planned tunnel shafts relating to further grid connection infrastructure.

One respondent proposed “tunnelling above the Greater Dublin Drainage System parallel to the Royal Canal”.

Cumulative Impacts

It was submitted by a respondent to the consultation that current construction works being undertaken to install a bicycle lane along the Dodder River has “taken almost 2 years” and has been “a disruptive waste”.

The Lansdowne and District Residents Association submitted their view on the consultation stating that one of the proposed routes is also a preferred route for construction traffic for the proposed US embassy on Lansdowne/Shelbourne roads. It was further said in their submission that “local businesses on Shelbourne Road and GCSU (Grand Canal Street Upper) have only begun to rebuild trade following the lack of footfall during Covid”.

A few respondents expressed concern at the potential cumulative impacts of the PUD works and proposed new “bus connections” in Terenure.

Potential Infrastructural Improvements

One respondent commented that if the project proceeds through Terenure that advanced works may be required to redesign the junction and approach roads to mitigate any potential impacts and “provide some kind of positive legacy”.

One stakeholder submitted their proposed alternatives to carry the cables including the use of small ducts or tunnels that could be placed adjacent to existing tunnels to allow for maintenance. It was also stated in this submission that rivers and sewers are south side of the Grand Canal Tunnel, which proceeds east to west, and could be used to help facilitate the project.

Business Impact

It was submitted by the Lansdowne and District Residents Association that this area has become a hub for many tech and financial workers who transitioned to remote work after the onset of the COVID-19 pandemic. It was stated that, however, foot traffic in the area is only starting to recover and that the proposed project and the lengthy process of laying cables, could have detrimental effects on the area’s development.

In relation to the Inchicore to Poolbeg route, Tesco Ireland stated that they have a strong presence within Route Options J, K, L. This point was furthered when they stated that Route Option J is preferred as it minimises potential impact on operations and that Route Option K is “envisaged to be the most disruption to Tesco Ireland operations and as such is the least preferred option”. Tesco wished to emphasise that they have several stores directly on and in close proximity to several routes and wish for the impact on their distribution network and stores to be minimised.

Minimise Impact on Facilities

A respondent highlighted that there is a “Women’s shelter in this area” and access needs to be maintained to it.

Concerns were raised by a few respondents regarding Route Option L and K and proximity to National Children’s Hospital and St. James Hospital. A few respondents cited the frequency of schools and churches in the area.

One respondent expressed concern regarding the maintenance of access to St. Joseph’s Church, Terenure.

It was stated by one stakeholder that Conleth College would be greatly impacted if this Route Option L was chosen. The stakeholder expressed safety concerns for students that attend the school with construction traffic in the area. This stakeholder also stated the “elderly residents living in and around Wellington Place” would be adversely affected by the construction work. Access to Herbert Park and the Cricket club were also highlighted as areas that could be affected by the project. Potential disturbance, socially and environmentally, to Herbert Park was highlighted as a concern by one respondent. The respondent noted the possibility of a precedent being set for more utilities to then take the route through the park in future.

A submission from Trinity College in reference to potential impacts on the Trinity College Halls accommodation (c1000 students) stated a preference for four weeks’ notice if there are any planned interruptions to “electricity, natural gas, water, wastewater, telecoms and cable TV” during any potential works. The respondent also requested access to the facilities be maintained for vehicles, pedestrians and emergency services at all times.

Another stakeholder mentioned schools, doctor surgeries and religious venues along routes that would have their access affected with a number of schools on the Clareville Road referenced.

Merrion Cricket Club’s submission stated that the club is in use every day throughout the year with various activities taking place here and that “There could not be any disruption above ground to our club or access to our club”.

The submission from South Dublin County Council and Dublin City Council stated that they welcome the proposals to develop a more reliant and resilient electricity grid, that they would “like to ensure that the specific routes chosen do not unduly impact on the urban design and layout of this new urban quarter”. The submission outlined that due to these significant changes in the area, the main concerns related to

the City Edge project involve the potential impact of any wayleaves required by the new cabling infrastructure on various aspects such as street design, infrastructure location, and the surrounding environment. This includes buildings, public transport infrastructure, utilities (both underground and overground), street trees, sustainable urban drainage systems (SuDS), landscape works, open space, and more.

The South Circular Road Residents Association raised concerns regarding the “drilling impact on house foundations along routes”. Concerns were raised by a few respondents relating to older buildings and similar impacts. Retention of access to homes throughout construction was cited by a few respondents.

One respondent requested information regarding access to parks during any potential construction of the Poolbeg peninsula.

A respondent expressed a preference for work that is required near schools to be undertaken during school holidays.

Traffic Disruption

A respondent stated that the “5-way junction” in Terenure is “already a notorious traffic blackspot which impacts on local residents and businesses in the much wider area” which could be compounded by the proposed project.

One stakeholder suggested that the project should link parking permits to residents only to ensure that they have parking throughout the project.

A respondent submitted their observation of significant traffic congestion on Tyrconnell Road during rush hour and other times. They noted that the road serves as a shortcut for traffic coming from the N7 into the City, as well as for traffic heading home in the opposite direction.

One respondent stated that the residents on Tyrconnell are trapped as “The only ways out of this section of Inchicore are along that road. There are no other ways out into the city or towards the N7”.

One stakeholder commented that the proposed works and the length of time involved in the project “will make life for residents immensely harder”. They further their submission by stating that the most preferable option would be to keep the proposed works out of “the already immensely congested city centre”.

It was stated by one respondent that Rathmines is a designated arterial road for public transport leading to the city centre and the proposed works may impact on services on this road. A respondent referenced impacts on the Swan Centre on the Rathmines Road.

The Lansdowne and District Residents Association stated that the installation of the proposed cable is expected to significantly disrupt the daily life of the area. It was stated that there is existing heavy traffic on Shelbourne Road and Grand Canal Street Upper, which might be further affected by the project. The resident association said that there is a possibility of the closure of Beach Road northbound, which could result in increased traffic on Tritonville Road, Shelbourne Road, and Grand Canal Street Upper.

One stakeholder submitted their concerns regarding the potential impact on BusConnects due to the projects works as they stated that “many junctions around Terenure are congested” and the proposed project may have further impacts on this.

One respondent questioned the proposed projects construction timeline and the information available on when and where the works may take place.

Traffic Management and Prioritisation

One stakeholder proposed that it would be better to choose routes where, post installation of the cables, the route road surface would be brought up to a high quality, particularly in places where local authorities “wished they had the time, money and traffic disruption reason” to perform the works. The stakeholder gave the example of Sandymount Avenue which they stated has recently had its road surface upgraded: “to have to dig it all up again would seem a waste of resources”. This was further referenced by another stakeholder who stated that the project should “Integrate works with other utilities and local authorities” to avoid an overlap or “multi-year” construction period.

It was stated by a few respondents that avoiding disruption to the Luas and footpaths would be an important aspect to the project. Potential impacts on active transport routes were raised by a few respondents.

One respondent stated that Proposed Route Option G involves works on Woodbine Road which forms part of the “DLR UCD Belfield Campus to DART and Luas’ network” which is used by UCD students accessing Belfield Campus. The submissions put forward that “construction work on this road would cause significant disruption” and cause further disruption on other congested roads in the area.

One respondent stated that they wished to ensure that local residents and visitors to the area can continue to enjoy local amenities such as beaches and parks throughout the proposed project.

One stakeholder submitted that “A lot of local children walk to school” and the project should be cognisant of this when planning construction disruptions.

Public Transport and Future Plans

A few respondents submitted the public transport options in the area and referenced the need to maintain these services during the construction phase of the project. The following buses were mentioned by a few respondents; 14, 14A 15, 15A, 15B, 15C, 15D, 16, 17, 17D, 45, 65, 65B, 83. It was also highlighted by a few stakeholders that BusConnects projects across the area are also planned and should be considered in this project.

It was submitted by a few stakeholders that the National Transport Authority have plans in the area for BusConnects which will be disruptive during their works. It was suggested by one stakeholder that works in Terenure are performed prior to the works for BusConnects. One stakeholder remarked that BusConnects is seen by many as problematic. It was said that the proposed routes overlap the BusConnects plans in several areas and that BusConnects is “more advanced in the planning system”.

It was also noted by the respondent that in the “Dublin Transport Plan 2022-2042 there are plans to convert bus lanes into a Luas corridor”, which the respondent asserted “will likely be problematic”.

Collaboration and Awareness of Additional Projects

One stakeholder suggested that there should be coordination between the project and Dublin City Council to ensure that during road reinstatement that roads in the area are improved for cyclist use.

It was requested by one respondent that EirGrid be cognisant of other projects due to take place in the area to ensure there is minimal disruption. Collaboration with the proposed Sandymount cycle lane project was proposed by a few respondents with the Dublin Infrastructure Forum collaboration also cited by a few respondents.

A stakeholder encouraged liaison with Transport Infrastructure Ireland regarding “Utility diversions around Rialto”. Similarly, a respondent recommended liaison and collaboration with BAM regarding road works around the new Children’s Hospital site.

In their submission South Dublin County Council and Dublin City Council highlighted the City Edge project developments that will be taking place in the area “The City Edge project is a joint South Dublin County Council/Dublin City Council initiative to reimagine the Naas Road, Ballymount and Park West areas in Dublin to create a new urban quarter. Covering 700 hectares, this is one of the largest brownfield regeneration projects in Europe with the potential to deliver 40,000 homes and 75,000 jobs between now and 2070”. One respondent referred to potential opportunities for advance ducting relating to the City Edge Project.

One stakeholder submitted their concerns of the impact on residential building use during the proposed construction for the PUD project.

Community and Stakeholder Engagement

It was submitted by one stakeholder that good communication is an important aspect to the project and the publication of information online about the works to facilitate the project would be beneficial.

One respondent stated that upon finalisation of the route selection “consultation with local communities on traffic management plans would be essential”.

In a submission from a resident association, they stated that one of their duties is to engage with the relevant authorities to protect the residential and historical architectural amenities of the area.

In their response to the consultation South Dublin County Council and Dublin City Council stated that “the ‘PUD’ proposals have come at a pertinent time in terms of ensuring City Edge and ‘PUD’ are aligned”. They stated that they would welcome any opportunity to participate in discussion around the project as they observed that there is a “need to ensure adequate power supply for the level of development coming on stream associated with City Edge and other development areas into the future”. They requested that discussions with them are held prior to finalising any cabling routes.

One stakeholder suggested that existing cable routes be shown to the public as it was stated that the public may not be familiar with the current proximity of the cables, and it may assist them in understanding the project.

Interest in the community benefit fund opportunities was expressed by a few respondents with specific reference to a local football club in Inchicore from one respondent.

One respondent enquired after timelines of construction in the Dublin 4 area. Methods of communicating construction timelines and updates to affected residents were referred to by a few respondents.

A respondent stated their support for the level of engagement on the public consultation. Contrary to this a few respondents stated that they believe people are not aware of the programme and further engagement needs to be done.

Technical Challenges

A submission from South Dublin County Council and Dublin City Council stated that they intend to engage consultants to carry out a feasibility study into the undergrounding of high voltage overhead cables on the LDA lands at Inchicore and in the wider City Edge area. They remarked that “this has necessitated ongoing engagement with EirGrid and ESB Networks which will continue when the study commences and as it progresses”.

One respondent noted that the use of mini tunnels to facilitate the project, should be considered “seriously before you do any digging”. The stakeholder uses examples of other cities (London, China, and USA) as examples “and see what they are doing”. The stakeholder stated that “The technology for constructing such tunnels is improving all the time and the cost is coming down”.

A detailed response from The Lansdowne and District Residents Association stated various technical issues that the project may come across in their area and along Route Option K, including vehicle weight limits on certain roads, rivers coming close to the surface of roads, Georgian streets with basements partially under the roads and a high-water table.

A stakeholder cited the importance of the cable routes not impinging on potential future plans to convert industrial buildings to domestic use.

One stakeholder proposed an entirely new route running from Poolbeg to the Inchicore Power Station. The submission included details of the use of the Grand Canal Tunnel Sewerage System. The stakeholder requested that the project propose “a route for both cables to be carried in one 3m cored concrete tunnel where necessary and open-cut trench and backfill where possible”. The route outlined by the submission is as follows: leaving Poolbeg, go down the road to roundabout which leads to Pigeon House Road/2 Cambridge Avenue, Ringsend Park. From there, cut diagonally to St Brendan’s Cottages, across Irishtown Road to meet Dermot O’Hurley Avenue. At the end of the Avenue drill horizontally under the Dodder River over to the ESB Pembroke sub-station yard. Bring the cable out from the sub-station which fronts South Lotts Road. Travel up South Lotts Road underneath the DART line bridge to Beggars Bush/Haddington Road, leading to Baggot Street Bridge, from there to join up the Dublin Grand Canal drainage tunnel up to Herberton Road Bridge. Cross the road at Herberton Bridge, proceed up along the Grand Canal walkway parallel to Dolphin Road to Grand Canal View. Cross over to the playing fields belonging to Good Counsel GAA/Camogie Club. From there, cut diagonally across underneath Davitt Road R812 Luas line and Grand Canal to small park beside Devoy Road. From Devoy Road proceed up along Goldenbridge Walk to Naas Road. Cross road and continue up along the canal towpath to the rear of Inchicore Power Station”. The submission also stated that some of the lands is jointly owned by DCC and Uisce Éireann. However, it was

said that maintenance would be restricted in the event of failure and private landowner permissions may be required.

One respondent raised concerns about potential landing points for Route Option L and locations of underground circuits in and around Sean Moore Park.

4.3.5 General Feedback on Powering Up Dublin

Local Environmental Issues

A respondent suggested that routing be directed through parks which “will be quicker and less disruptive to traffic”, provided “no significant ecological damage would result”.

Supporting habitat protection proactively was raised by one respondent relating to the Grand Canal and sub-sea habitats.

One respondent requested consideration be given to the environmental impacts of construction and that routes are selected on the basis of least environmental impact.

Uisce Éireann, in its submission, emphasised that works on any of the potential routes cannot impact drinking water sources and/or “waters used for the abstraction of drinking water nor cause any deterioration in quality during the construction and operational phase of the proposed development”. If an Environmental Impact Statement (EIA) is required to be carried out as part of any application in relation to the proposed works, Uisce Éireann requested early engagement between EirGrid and the Development Management Department in their organisation.

Wider Environment

It was acknowledged by Uisce Éireann that the development of the PUD project supports the development of society and the creation of a “more sustainable future”. Tesco Ireland also cited the importance of modern infrastructure in delivering a “sustainable future for Dublin”.

Bord Gáis Energy indicated their support in “the aim of the PUD programme to transform, modernise and strengthen the city’s electricity transmission infrastructure to be renewable-ready for an increasing use of energy coming from renewable sources and be future-ready for Dublin’s growing and changing electricity needs”.

ESB Networks acknowledged the contribution the PUD plan can make to transform the transmission system for future generations and deliver the electricity network for Ireland’s clean electric future” and that the plan is consistent with their own “Networks For Net Zero” strategy. The respondent highlighted the importance of the PUD project in achieving Ireland’s climate goals as outlined in the Climate Action Plan in a sustainable and timely way.

ESB Networks stated that the planned programme of works must deliver noticeable improvements to “the constrained nature of Dublin’s grid and strengthen the operation of the electricity grid infrastructure as a whole”. They went on to state that the programme “must ensure greater security and resilience of energy supply flows for both the growing Dublin demand load and the increasing levels of offshore renewable generation connecting in the Dublin area and to the grid nationally”.

The National Transport Authority acknowledge the critical nature of the infrastructural upgrades planned through the PUD programme and their importance to “the economic prosperity and environmental well-being of the city-region and State, including the key and expanding role electricity will play in the direct supply of transport services through DART, Luas and electric buses”.

In its submission, Dublin Chamber encourages increased capacity for storage and movement of clean energy, in particular wind power, as part of the plan to upgrade the existing cabling and substations across the city. They expanded on this feedback stating that investment in renewable energy projects will contribute to a “greener future but also stimulate economic growth, foster innovation, and attract sustainable investment to the city”. Dublin Chamber cited the “ambitious plans” to prioritise grid modernisation stating that such upgrades can serve to accommodate “the anticipated growth in energy consumption, enable the seamless integration of renewable energy, and enhance energy efficiency across the city”.

An Post acknowledged the growing and changing needs for sustainable energy and welcomed the proposed “improvement of Dublin’s electricity grid, improvements to sustainability and energy connectivity across the capital”.

A stakeholder referenced historical environmental issues with leaking fluid filled cables and that the new circuits should “should be oil-free if possible, and the opportunity should be taken to remedy past leakages”.

Local Events

A few respondents referenced Ireland's European Championship 2028 and future Rugby World Cup bid and the importance of the Aviva stadium to both.

One respondent stated that the local authority and the NTA are required to re-route buses if there are events with over 5,000 people attending taking place (e.g.: Women's Mini Marathon).

Routing Preferences and Disruption

One respondent stated that segregated cycle lanes should be available for use during construction and after to maintain levels of active travel and safety for those who use it.

A few respondents cited support for the overall project but emphasised the need to complete works efficiently and with minimal disturbance to the local communities in which infrastructure will be constructed. A respondent expressed a preference for reduction in above ground junction boxes where possible and that these be located underground where possible.

A preference for night works was expressed by one respondent.

Dublin Port Company expressed support in locating routes and/or portions of through their lands however amendments to routes would be required.

Dublin Port Company justified their support for the project by stating their issues with Route Options D, E, as currently presented. They outlined that the lands around Route Option F could be further developed, Route Option D was stated to be unsuitable due to emergency access requirements, hazardous zones and cease in operations that would mean a long and protracted construction programme for the project. The submission further outlined the issues regarding Route Option E as it would disrupt port operations, live fuel lines surrounding it and a fuel offload zone. Dublin Port Company in their final comments on unsuitable routes through their lands stated that Route Option F is not viable as it would cause disruptions to Breakwater Road which would have an effect on port operations and the proposed cable route would impact on the exclusion zone for the "common oil pipeline".

Tesco Ireland included their views on the proposed routes to be considered by the project. Tesco outlined the large scale of their enterprise and made specific references to their options along several routes. They stated that they have a strong presence along the Finglas to North Wall Route Options and that each proposed Route Option has the potential to impact their operations in terms of customer accessibility and deliveries.

In their submission, Ibec expressed a preference for works to be timetabled to suit the location saying, "It should not be a single approach across all routes". Expanding on this recommendation, the submission recommended "an assessment for timing for works should be carried out" and "the type of business activity, location concerns, etc" should be considered. The submission emphasised "significant challenges manage throughout the development, design and construction stages with timelines heavily impacted by route choice".

National Transport Authority stated their areas of activity that overlaps with proposed routes to indicate the levels of activity that they will have within the project area including Core Bus corridors, Luas development projects, the MetroLink project and DART+ projects. These projects can be seen in full listed below.

- MetroLink - Finglas to North Wall Route Options A, B and C
- MetroLink - Inchicore to Poolbeg Route Options K and L
- Luas Finglas - Finglas to North Wall Route Options A and C
- DART+ West - Finglas to North Wall Route Options A and C
- DART+ South West - Finglas to North Wall Option C
- DART+ South - Inchicore to Poolbeg Route Options J, K and L
- DART+ Coastal North - Finglas to North Wall Route Option B

-
- DART+ Coastal South - Carrickmines to Poolbeg Route Options G, H, and I
 - Clongriffin to City Centre CBC - Finglas to North Wall Route Option B
 - Swords to City Centre CBC - Finglas to North Wall Route Options A, B and C
 - Ballymun/Finglas to City Centre CBC - Finglas to North Wall Route Options A, B and C
 - Liffey Valley to City Centre CBC - Inchicore to Poolbeg Route Option K
 - Tallaght/Clondalkin to City Centre CBC - Inchicore to Poolbeg Route Options J, K and L
 - Kimmage to City Centre CBC - Inchicore to Poolbeg Route Options K and L
 - Templeogue/Rathfarnham CBC - Inchicore to Poolbeg Route Options J, K and L
 - Bray to City Centre CBC - Carrickmines to Poolbeg Route Options G, H, and I
 - Belfield/Blackrock to City Centre CBC - Carrickmines to Poolbeg Route Options G, H, and I

In their submission Dublin City Council and Dublin Waste to Energy outlined their plans for district heating schemes. They stated that they have identified areas along the proposed routes for the project where the possibility exists for them to include infrastructure to allow future connections to district heating enabled developments. Two of these areas identified as “priority focus” are the Sean Moore Road and South Bank Road to Dublin Waste to Energy plant where they state that they “anticipate difficulties in accommodating significant new infrastructure”. They submitted that they have historical site investigation data for these areas and are planning other site investigations in the near future which they asserted they “are happy to share with EirGrid”. The submission also stated that they would like to explore the possibility of combining site investigation works and requested that “consideration be given to maintaining future potential DHHS network connection opportunities beyond the DHHS Phase 1 Area”.

Dublin Chamber in their submission to the consultation stated that some of the Route Options currently under consideration “would involve construction across strategic roads” which they stated form “the spine” of north-south access to Dublin city namely the M1 and N11. It was asserted in the submission that accessibility along these routes “must be maintained”, and other factors such as working hours should be factored in to ensure that commuting options remain available and diversions and service delays to public transport are minimised. Dublin Chamber recommended that the project work with transport providers to discuss potential impacts. The chamber wished to urge EirGrid to “pick routes that have the least disruption” and avoid unnecessary impacts on residential and commercial areas.

An Post’s submission commented that “it is imperative that An Post’s services can continue uninterrupted and without any conflict that may arise as a result of the underground cable construction”. A respondent stated that “An Posts primary logistic runs occur at one, three and five AM”.

A respondent outlined a suggested turn by turn route for Inchicore to a new Bracetown 220kV substation to serve both Inchicore and North Wall. The new combined route put forward by the respondent was passed onto the PUD technical team for consideration.

Cumulative Impacts

A respondent referenced long term issues on cycle lanes with reinstatement sinking.

A cycle lane in Terenure was highlighted by a respondent as a potential pinch point for the future works, stating that in the early hours the works block two lanes, and the whole area closes down due to the traffic congestion caused.

One respondent cited perceived “health impacts of EMF (Electromagnetic Fields) to residents along routes”.

Potential Infrastructural Improvements

In their submission, ESB Networks cited possibilities for nature restoration works, biodiversity enhancement and protection as well as Sustainable Drainage Systems (SuDs) to be incorporated into the works where possible.

A respondent stated that footpaths need to be improved to facilitate active travel and that the relevant local authorities need to be on board to secure funding and contribute to route identification. A respondent cited the need to improve road surfaces when reinstating post works.

Uisce Éireann stated that locations for future water infrastructure, including provision of necessary culverts and crossing points, must be protected prior to any works commencing for the PUD project.

In their submission, Bord Gáis Energy said that the cables and circuit routes chosen must aim for the best utilisation to “boost and maximise energy flows” on the grid across Dublin and into and out of the Dublin region. Bord Gáis requested EirGrid ensure that cables to be utilised in the PUD project can ensure these maximum energy flows not only in Dublin but outside of the region. The submission cited the potential for investor confidence by supporting “improved outcomes in the energy, capacity, and system services markets including the reduced need for locational capacity constraint areas that undermine auction outcomes in the capacity market”.

Ibec referenced the need to improve road and footpath surfaces in Dublin City citing the current funding structure presenting an issue for resurfacing by Dublin City Council. The submission expanded on the impacts of poorly maintained roads on competitiveness and cost to businesses at local level. The submission stated that in conjunction with road reinstatement works the PUD programme may be an opportunity to deliver improvements in the “walk-wheel-cycle” network through collaboration with Dublin City Council’s Active Travel Network to undertake projects in conjunction with works.

In their submission, Supernode proposed the use of super conducting and High Voltage XLPE cables for use in the PUD project. Supernode cited “improved grid performance” by utilising these types of cables. In their submission, Supernode outlined several advantages of superconducting cables according to their findings including:

- Increased resilience, reliance, and capacity.
- Ability to “mesh” the grid.
- Fulfil four of the five PUD project benefits.

A respondent recommended a new substation be built “beside Barnhill House at the junction of Barberstown Lane and the R149, serving both Inchicore and North Wall”. They went on to state that this could be linked to North Wall via Barberstown Lane, Royal Canal to Broombridge to then link with the existing proposals for Finglas/Broombridge/North Wall. The respondent suggested the “Inchicore ESB power station could be fed” from the new suggested substation.

A respondent acknowledged the difficulties faced for the project “in absence of digital integrated Master Mapping” commenting that it may incur increased costs, errors, and waste. The respondent put forward that the project could be instrumental in the momentum needed to commission a “comprehensive Master Mapping for the use of all Utilities and Service Providers” and that Dublin City Council could be the authority to conduct such an exercise.

One respondent wished to receive assurance that all existing walking and cycling infrastructure will be maintained or improved as a result of the proposed works.

Business Impact

A respondent requested that when construction begins that sufficient communication with residents and businesses regarding the details of construction are given as “this will allow residents to make the necessary arrangements and prevent any loss of business”. One respondent asked if an assessment of the impacts of delays on businesses has been undertaken.

One respondent stated that the primary access to the Park West Business Park is via the M50.

In their submission to the consultation, the Dublin Port Company stated that “we need to agree any implementation strategy and co-ordination of the EirGrid proposals with DPC’s strategically important schemes and to avoid where possible and at least minimise disruption to critical DPC operations”.

A respondent stated that items from Dublin Port travel to “Knockmitten to be sorted” and that Ravensdale (near East Wall Road) has night time logistical operations for An Post and third party postal companies. A respondent cited concerns relating to afternoon postal collections being impacted.

Dublin Chamber in their submission acknowledged that there will be “significant excavation works” and requested that the works are carefully managed to minimise disruption on business.

A submission from Tesco Ireland outlined their operations within Ireland to contextualise the possible impact that the project may have on their operations. Tesco Ireland stated that they employ a ‘Central Distribution System’, where products from various suppliers are consolidated at a central warehouse and then redistributed for complete deliveries. It was stated that they have 166 stores across Ireland. In relation to the project, they outlined that ongoing construction activities along the route, particularly on Northwood Avenue, could impact accessibility to the distribution centre for delivery vehicles traveling via M50. Tesco submitted that on average 324 delivery vehicles enter and exit the distribution centre over a 24-hour period and that midweek traffic volumes are higher compared to weekends. The delivery times used by Tesco were outlined as being early morning deliveries, between 1 am and 6 am, are used to reduce the number of trucks on the roads at peak traffic times. Tesco added that “it is important that delivery vehicles are accommodated and that access to the distribution centre is not restricted during the construction phase”.

In a submission to the consultation An Post stated that “in order to protect the smooth operation of the existing postal service in Dublin, unrestricted 24-hour access for deliveries/collections are protected at all collection points including post boxes”. They requested that EirGrid carefully considers the operational requirements of An Post at all stages of the planning and development process and engages with them directly to minimise the disruption of postal operations.

In their submission Uisce Éireann stated that they wished to ensure that the project does not inhibit their obligations to provide and protect public water services and infrastructure in the areas identified along the proposed routes for the project.

Traffic Disruption

One respondent requested that roads be fully closed for the duration of the works and reopen once complete stating that it would be “safer and cheaper”.

BWG Foods said in their submission that their concern is about their trucks and food deliveries to their stores.

One Stakeholder commented that the East Wall road is a highly used thoroughfare and that the use of Irish Rail lands to facilitate the project “appear to offer a much less disruptive project in this neighbourhood”. The stakeholder further commented that routing the cable through and along the Canal and Tolka Park would be less disruptive on traffic and transport. They stated that the Sundrive Road/Rathmines option for the Inchicore route would also be less disruptive than utilising the South Circular Road option.

Ibec in their submission stated that they wished for the project to “limit disruption to transport routes”. The submission wished for other options that are currently under consideration would involve construction across “strategic roads”, which they state form a key part of the north south “spine” of access to Dublin city, they stated that these strategic roads are national primary routes of the M1 and N11. They requested that access along these routes “must be maintained and factored into the hours/timing of work”.

In their submission the National Transport Authority (NTA) submitted their views on the proposed routes. They stated that “all of the options presented in this consultation could potentially impact on Luas and Bus services, and some could potentially impact on the operations of DART, Commuter and Intercity rail”. They furthered their submission by stating that if any bus operations were to be impacted by the proposed works it would only be deemed acceptable if a suitable alternative route is presented. For Luas and rail operations NTA stated that they are “concerned with any proposals which could potentially lead to a disruption of services during any hours of operation”, it noted that for heavy rail services where at ‘at-grade crossing’ are required that alternative bus arrangements may not be suitable from a “capacity and efficiency point of view”. However, NTA noted that it will “endeavour to ensure that this project can proceed in a timely fashion on the basis that EirGrid engage with all transport agencies in developing detailed projects and phased implementation plans which minimise potential adverse impacts on transport schemes and services”.

Traffic Management and Prioritisation

In their submission to the consultation An Post outlined their concerns regarding their traffic movements and that “unrestricted vehicular access, is, therefore, of critical importance to the operation of the service they provide and any limitations in this regard can have serious knock-on impacts on the ability of An Post to meet the postal needs of the public and service their legal agreements with the State”. They emphasised this point by stating that Dublin is the main operational hub for An Post, the proposed project has the potential to impact services “at a national and international level” and requested that the project consider HGV movements and requirements of the postal service throughout the project’s developments.

Dublin Chamber in their response to the consultation outlined that they requested that the impact on active travel infrastructure to be kept to a minimum and explained that “First-mile and last mile considerations influence a commuter’s choice to use public transport or not” and if the project impacts on transport options, the chamber outlined that people will “revert to private car usage”.

One respondent asserted the importance of maintaining cycling infrastructure on roads and suggests that if there is not enough space for separate cycleways during construction, the entire road should be closed to facilitate the project, with provisions for pedestrian and emergency/disabled access. They highlighted that traffic management plans should prioritise the safety of cyclists. The respondent cited the Clontarf to City Centre cycleway project as an example, where the allocation of a single lane for all traffic on North Strand Road creates unsafe situations for cyclists stating that “dangerous overtaking manoeuvres are often attempted”. This point was emphasised by another respondent who requested that the project provide segregated cycle lanes as part of the construction management plans and that the project could tie into the construction of further cycle paths in the area. Another respondent requested that upon completion of the project that cycle tracks are repaired to their original state prior to the construction commencing. The submission cited that “it would be unfortunate if your effort to make energy more sustainable ended up making transport less sustainable by making cycling a misery on areas which had been dug up for cabling and simply patched up”.

One respondent responded to the consultation stating that transport hierarchy should be the Luas and cars.

The topic of cycling and cycle tracks was raised by a few respondents who took similar approaches to previous submissions on the same topic. One of these submissions wished to ensure that the project prioritised cycling and walking infrastructure is user friendly, and that public transport is prioritised over private vehicles. The stakeholder stated this will have multiple benefits including “Encouraging those who are able to cycle or walk to do so, providing safe and pleasant footpaths to and from public transport links, Facilitating efficient movement of public transport”. Another submission on cycling requested the “availability of space for safe cycling” and wished for the Dublin Cycling Campaign to be invited to take part in the community forum. The submissions called for a “safe space for cycling and walking must be provided at all times” as the stakeholder outlined that it could encourage more active travel usage. It was made clear that if necessary that the whole road be closed to facilitate the construction works and that “new habits will be formed around travel patterns” if roads were closed but cycle track access maintained.

Ibec outlined their concerns for commuters, those who use public transport, cycling and walking networks, regarding the potential impact the project may have on them. They wished the minimal disruption to commuter networks and suggested the project work with transport providers to do so. Ibec asserted that minimal impact should be caused to cycle lanes and footpaths to ensure ‘first mile’ and ‘last mile’ journeys are unaffected. The needs of those with disabilities was also highlighted as being something in need of key consideration for the project, as Ibec wished to ensure that it was made clear that “is important for everyone to have a safe journey, no matter where they are going, but this is especially important for people with disabilities, as they may be unable to get out of dangerous situations or be more vulnerable in certain instances”. Ibec encouraged the project to consider the needs of different users and their experiences when planning and delivering the project across the city.

The National Transport Authority in their submission outlined the number of projects that are in development across the city and the number of which cross the proposed route for the PUD project. The projects, of which there are several, are said to be in the planning process and once they receive planning are intended to “progress to construction as soon as possible”. It was requested that due to the overlapping nature of a number of projects that EirGrid maintain close contact with the NTA, TII, Irish Rail and local authorities. The NTA recommended that EirGrid include the protection of major public transport

and active travel projects as a key objective and that consultation with the NTA occurs throughout the project's development and in advance of decisions being made on preferred options.

It was suggested by a submission that “the Portobello Streets” are used to divert traffic from South Circular Road to Rathmines.

Public Transport and Future Plans

One respondent submitted that the project should be considerate of future BusConnects plans, Uisce Éireann works and “other plans including public improvement plans”.

One respondent stated the “83 bus route” highlighting the potential impact on this public transport route which runs from the north side of the city to the south side, crossing multiple proposed routes.

Collaboration and Awareness of Additional Projects

A respondent suggested that EirGrid, after route selection, collaborate with Dublin City Council, Dun Laoghaire-Rathdown County Council, and Fingal County Council to ensure a coordinated effort in managing roadworks along those routes. It was recommended by the respondent that any additional maintenance work required on these routes be carried out simultaneously with EirGrid's construction activities to minimise disruptions for residents and businesses.

A few respondents requested that all elements of the project design are closely aligned and support the National Transport Authority's published Cycle Network Plan, BusConnects Core Bus corridor plans and Dublin City Council's Active Travel Plans. A similar respondent requested that the project construction works are combined with works to improve transport infrastructure.

A respondent stated that they had attended a public consultation event with the intention of promoting the integration of EirGrid works into other significant public works, aiming to achieve mutual benefits and minimise disturbances while enhancing the public realm. The response stated, “this is a national policy we actively advocate on our Urban Design Committee in the Royal Institute of Architects”. Various projects such as gas and water mains, internet distribution cabling, tidal/flood relief works, road/pavement/cycleway works, local authority public realm environment, landscaping, district heating, Dublin Port developments, and initiatives like Metrolink, BusConnects and DART underground were suggested for potential cooperation. However, it was acknowledged that these projects might face challenges during the planning stage, making the timelines and integration into this project uncertain. Other initiatives and groups identified for collaboration by the submission included the City Edge Development Project, the Irish Cities 2070 Group, and the Metro Southwest Group.

One respondent pointed out specific routes where potential clashes or disruptions may occur with ongoing or planned projects including the Strand Road, which is currently closed for watermain works, R108 Ballymun Road, which is part of the Metrolink and BusConnects projects with an awarded enabling works contract, and the Clontarf to City Centre route where roadworks are already in progress for the Clontarf to City Centre Cycle Scheme. The stakeholder emphasised the importance of coordinating with other plans and utility proposals to mitigate potential clashes, particularly in the case of EirGrid and Metrolink enabling works. They highlighted the need for thorough coordination with other delivery partners such as local authorities, the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, and Uisce Éireann to minimise disruptions, possession of infrastructure, and reduce costs for the public. The stakeholder expressed concerns about public consternation if EirGrid were to dig up newly constructed routes like the Clontarf to City Centre cycle route, emphasising the necessity of avoiding such issues. They stressed the importance of forward planning and coordination among authorities to minimise disruption, highlighting that current levels of coordination are insufficient to mitigate delivery risks and minimise disruptions effectively.

Tesco Ireland in their submission outlined that the proposed Route Options A and B overlaps with BusConnects Finglas Ballymun scheme, as well as the Metrolink project and stated that it would be beneficial if works could be co-ordinated to minimise construction impact along the routes. Tesco Ireland requested that construction be “sequenced and integrated to minimise disruption” across all routes.

Uisce Éireann acknowledges the significant impact that the proposed infrastructure will have on its existing and future infrastructure. They emphasised the importance of protecting and future-proofing its infrastructure to ensure the continued provision of critical services. They mentioned various projects such

as the Greater Dublin Drainage Project (GDD), Catchment Drainage Area Plans, North Fringe Sewer, and the 9B Sewer Reinforcement Project as projects PUD should be aware of. Uisce Éireann requested ongoing consultation with EirGrid and asserted that the appropriate channel is to liaise directly with Uisce Éireann's Diversions. Pre-application consultation is required between the two parties to address potential impacts on Uisce Éireann infrastructure, particularly where the new high-voltage underground cables will intersect Uisce Éireann assets or require diversions. Uisce Éireann emphasised the need for early consultation and notification from EirGrid to effectively plan and minimise disruptions to the public.

Uisce Éireann also mentions the Greater Dublin Drainage Project (GDD) as a critical water infrastructure project currently in progress. The Ringsend Wastewater Treatment Plant (WwTP) and its surrounding infrastructure, located on the Poolbeg peninsula was also mentioned as it is undergoing an upgrade as part of a 10-year permission granted in 2019. Uisce Éireann in their submission emphasised the importance of coordination, consultation, and minimising disruptions to ensure the seamless operation of critical services during the electricity infrastructure upgrade and ongoing projects.

The Dublin Port Company highlighted their capital development plans in their submission which present for some of the proposed Route Options associated with PUD project and the challenges posed by some of the proposed Route Options through Dublin Port lands. They mentioned the MP2 Project, 3FM Project, Alexandra Basin Redevelopment Project, DPC internal road schemes, DPC Liffey-Tolka Project as projects that are potentially affected. They outlined that the routes through their lands can be delivered in tandem with their own development projects. They requested "carefully co-ordinated works" to incorporate the proposed project and their own development plans.

Ibec stated the importance of the project tying in with other major developments planned for across the city from transport improvements, other utility works and large scale commercial or housing developments, citing developments at Dublin Port as one example. They stated that "we would support the potential of multiple operators undertaking work along the given route at the same time. This would minimise the need for additional road openings along a given route in the short to medium term".

In their submission ESB networks stated that the PUD project "supports and enables the further development of the distribution system in Dublin" which they plan in their role as Distribution System Operator (DSO). They stated that vital to the success of the project is the contribution and cooperation of all stakeholders.

ESB Networks cited previous collaboration and innovation on the project (cable sizes, trench reduction technologies, advance ducting etc.) and stated that they look forward to further contributing to the design. They added that further engagement is ongoing regarding additional transmission projects and that "multiyear programme planning and integration for the portfolio of Dublin reinforcements is essential". ESB Networks stated that they will continue to engage with EirGrid post the consultation phase to ensure that all relevant information and plans are considered.

The ESB Networks submission noted support for "paralleling of activities to accelerate timelines at all critical stages of the project". The submission referenced the need to minimise outage requirements by discussing options to "maximise the level of offline build opportunities". They went on to state that conflicts with existing electricity and other infrastructure will need to be minimised and sequencing of works will be critical. ESB networks emphasised the critical nature of cooperation with key infrastructural bodies to meet and deliver the challenge posed by the PUD project.

A respondent stated in their submission that opportunities to carry out other infrastructure works at the same time as the cable project should be maximised. The respondent listed examples of infrastructure works that could include "walking and cycling improvements, pipelines such as water, wastewater, district heating, or aviation fuel".

In their submission the National Transport Authority (NTA) outlined their role in all or part of the planning, design, and funding of all surface transport movements by all modes across the city and suburbs. They highlighted the need for consultation with EirGrid on the PUD project to minimise disruption to surface transport.

Dublin City Council's (DCC) submission explained their aim with the Dublin District Heating system "to capture waste heat from industrial facilities on the Poolbeg peninsula, and pipe it to homes and businesses in the Poolbeg, Ringsend and Docklands areas of Dublin city". They are currently in Phase 1 which aims to transfer thermal energy (hot water) to the area of North Lotts and Grand Canal Dock Strategic Development Zone and Poolbeg West Strategic Development Zone. They have further phases planned to expand into other areas of the city. DCC remarked that they have a "limited number of

feasible Route Options for the pipe network” which surrounds some of the proposed PUD cable route. DCC said “we anticipate detailed consideration of the feasibility of accommodating both projects in these two areas which will require extensive site investigations to confirm existing utility locations”.

Dublin Chamber recommended that the project engage with other developers, local authorities, large scale commercial or housing developers to ensure that the project aligns with other projects due for development across the city. They highlighted their support multiple operators will undertake work along each route at the same time to minimise disruption and avoid the need for multiple works in the same area for a prolonged period as they asserted it would “would minimise the need for additional road openings along a given route and would limit disruption to transport links and business”.

Community and Stakeholder Engagement

The National Transport Authority (NTA) commended EirGrid for their “commitment to fostering partnerships and engaging with businesses, academia and civil society” and for seeking input through the consultation process. In their submission the NTA recommended EirGrid, prior to any decisions on route preference, establish a working group with all agencies with responsibility for transport (including local authorities), as a means of ensuring all projects and schemes are compatible and that disruption to transport systems is minimised.

An Post welcomed the opportunity to engage with the project and further engagement with EirGrid and the relevant local authorities as the project progresses. An Post acknowledged that they are not involved in the Dublin Infrastructure Forum but are working on plans for clearways for deliveries.

Dublin Port Company welcomed the opportunity to engage with EirGrid on the PUD project stating that workable solutions will be agreed through close collaboration.

Tesco Ireland welcomed the opportunity to engage with the project at this stage and in future but cited the importance of avoiding any delivery issues and mitigation of same through route selections and engagement on same.

Ibec acknowledged the effort in seeking feedback from stakeholders and noted that the project has a “unique opportunity to bring local authorities, infrastructure providers, business, and local communities together to plan and deliver key underpinning infrastructure”. In their submission, Ibec recommend extensive engagement with business communities on each route to address concerns and issues. Ibec stated that ongoing engagement with freight, logistics and delivery services will be required as these businesses operate on a “24/7 basis” and often in off peak areas within those areas under consideration for routing purposes.

ESB Networks welcomed the public engagement and consultation process stating they wish to continue to input and collaborate on the final route selections.

The Dublin District Heating Team (DCC) welcomed the opportunity for early engagement and identification of challenges and opportunities for collaboration. Their submission put forward the possibility for collaboration, information sharing and coordination of works citing the further early engagement opportunities on these aspects of the project.

Dublin Chamber acknowledged the engagement with the Dublin Infrastructure Forum, the engagement undertaken to date with stakeholders in the greater Dublin area and encouraged ongoing engagement to “leverage our collective expertise, resources, and innovation to accelerate the transition to a sustainable and carbon-neutral Dublin”.

A few respondents welcomed the opportunity to engage with the project and provide feedback. It was said that EirGrid cannot over-communicate on this project.

A respondent suggested that the project use local government to communicate, especially close to elections.

One respondent enquired whether engagement had been undertaken with the embassies on potential routes.

One stakeholder stated that full corridors and routes and been planned without consideration of other projects and that the launch of the public consultation was the first time many had heard of the routes.

A few stakeholders said reservations on the accuracy of delivery timelines will stem from experience of similar construction projects (Luas works) in their areas.

A stakeholder stated that if routes and associated closures for construction are communicated effectively then residents could reduce car use for a period.

A stakeholder stated that the maps used in the consultation materials are not specific enough and should be Ordnance Survey maps.

One respondent asked when the routes will be confirmed and how this will be communicated to residents.

Technical Challenges

One respondent requested to confirm the height above sea level of the proposed substations. The respondent outlined that “in a storm surge tide of say 1 meter, and with sea levels rising over the next 50 years by 1.0 to 1.5 meters, can you confirm the integrity of your network”.

One respondent questioned whether the two cables required from Inchicore to Poolbeg follow the same route or need a degree of separation.

It was asked by a respondent if routing will be based on cost of the various options and if there is planning exemption for the 12 best performing options.

A respondent questioned why tunnelling is not widespread on the project.

Tesco Ireland stated that they envisaged that EirGrid will use construction techniques such as horizontal directional drilling insofar as possible to minimise impact on communities and businesses.

In a submission from Dublin City Council, they stated that their proposed Dublin District Heating Scheme (DDHS) route has identified two potential conflict areas with the PUD project at the Sean Moore Road and South Bank Road. They stated that proposed cable route for the DDHS from Dublin Waste to Energy (DwtE) plant to the Poolbeg West SDZ is congested with major utilities and limits the Route Option for the DDHS pipelines “due to the requirement for proximity of the Energy Centre to the DwtE plant”. The submission also stated that “Sean Moore Road similarly has significant existing and future planned utilities which will present difficulties in accommodating new infrastructure”.

In their submission, Uisce Éireann referenced the reasonability of EirGrid to determine location of Uisce Éireann assets and their preferences for how crossing of assets is undertaken. Where crossing cannot be carried out by the preferred methods outlined by Uisce Éireann, it was suggested that EirGrid put in place mitigation to prevent any issues arising. Uisce Éireann outlined preferences for separation distances, works in parallel to assets and how all interaction points of existing and planned infrastructure are to be treated. Uisce Éireann cited the need for detailed design to be agreed and comprehensive legal agreements to be in place prior to commencement of any works. Uisce Éireann emphasised it is the responsibility of EirGrid to carry out a full analysis of all crossing and interaction points where planned or existing infrastructure will potentially come into conflict.

The consultation submission from the ESB stated that it has “broadened its transmission programme, design, and delivery teams including its procurement options, contractor base and capabilities to facilitate delivery of large-scale transmission projects like this”. They outlined that they have extensive experience in High Voltage cable installation in urban areas and that this expertise will be deployed to maximum effect “to deliver to time, cost and quality and provide the world class infrastructure that Dublin requires”.

Bord Gáis Energy submitted a response to the consultation in which they outlined that they wished for the review process to select the best options based on how that option mitigates existing or future grid constraints. It was said that the grid developments need to be cognisant of the planned offshore wind farms connecting to the Dublin region as well as from the wider Irish grid. It was outlined that the energy from these offshore wind developments must be able to easily exit the Dublin region to maximise the benefit from the generation connecting to the grid, avoid potential constraints, and mitigate additional costs for the consumer.

Dublin City Council reemphasised their concerns regarding the district heating scheme and the potential impact the project may have on their own project plans. It was submitted that an overlay of the proposed Dublin District Heating System Project with the EirGrid proposed routes identifies two potential conflict areas at Sean Moore Road and South Bank Road to Dublin Waste to Energy (DwtE). They stated that “the route from DwtE to the Poolbeg West SDZ site is congested with major utilities and has limited Route Options for the DDHS pipelines”.

Dublin Chamber’s submission argued that businesses in Dublin have a significant demand for energy, and the submission stated that this demand is expected to increase in the coming years. Their submission emphasised the need for the development of a reliable electricity supply as they state that many businesses in the city “require a constant and reliable supply of electricity” and that power requirements often peak and fall and that fluctuations “will need robust transmission infrastructure to deal with these surges”.

Further in their submission Dublin Chamber acknowledged the efforts “that have gone into mapping routes for transmission lines that cause the least disruption”. The chamber explained that their focus “is not the choice of route for each line, but rather to ensure that this project is not stalled or delayed due to objections or funding issues”. The need for the project was acknowledged by the chamber when they recognised the need to develop and enhance the grid infrastructure, prioritise renewable energy, support business needs, and foster collaboration, to “ensure Dublin has world class energy infrastructure while safeguarding our environment for future generations”.

Ibec acknowledged the need for the project in their submission and said that the continued growth in Dublin requires better infrastructure and service provision, ranging from transport, energy, and water infrastructure through to healthcare, social services, and investment in education. The submission stated that the project will help to support future developments, support economic and population growth, and allow for our transition to a low-carbon electricity future. It was emphasised that “Infrastructure delivery, including the planning system, must be improved to provide the certainty to business necessary to expand operations, increase employment, or to secure new investment”.

4.3.6 Business Forum Feedback

Local Environmental Issues

A participant highlighted the potential environmental challenges arising along coastal roads at Sandymount, Booterstown and Blackrock.

One participant cited potential issues with “monasteries and other archaeological sites” in the Kilmainham area.

Wider Environment

One participant stated that the Dublin Bay Bill 2021 is at “second committee stage and proposes a separate entity to oversee infrastructure in the bay area”.

Route Preferences and Disruption

Members of the business forum submitted their views on the proposed projects. In their discussions they made several comments on the Route Options and the potential impact of the construction works. One respondent asked if all the cables were required to go underground or if any could be placed overhead. One participant asked if a “subsea option in the Grand Canal” has been considered or is technically feasible.

The participants voiced their preferences and noted potential issues along the proposed routes. It was said by one respondent that Route Option A performs well until it reaches Whitworth Road. A few respondents noted that Route Option B is a route that performs well until it reaches Collins Avenue, Finglas Road and St. Margaret’s Road, as these are stated to be issues for the route due to current high levels of traffic and public transport and should be avoided. It was asserted by one respondent that Route Option C consists of narrow roads in highly populated areas, in contrast to another respondent that stated that Route Option C was a preferable route to take.

Route Option D was said to be a preferred route choice by one stakeholder at the business forum due to the width of the roads proposed to be used, where bus lanes could reportedly be closed to facilitate the project’s construction. One respondent stated that Route Option K could be an ‘easy’ route but remarked that the Walkinstown Avenue area could be a potential choke point for the project.

A respondent voiced concerns regarding Route Option K and potential for disturbance to vehicular access through the South Circular Road, Harrington Street and Portobello.

One participant questioned the deliverability of Route Option J referring to perceived issues at Ailesbury and Eglington Road.

Participants referenced several areas where they consider land underutilised or holding potential for routing including:

- UCD lands through Vincent’s Hospital.
- Irish Rail land around Tyrconnell Road.
- ESB lands near “Old Wes towards Herbert Park”.
- Underutilised land around Ringsend.

The participants in the Business Forum also commented on more general issues that they wished for the project to be conscious of moving forward. These included one stakeholder that wished to ensure that the Dublin Port Tunnel would remain unaffected by the project. One stakeholder put forward that knowing how much progress can be made in a day could be used to identify where “pinch points” may occur along each route and give more accurate timetables of the impact of works in each area. One participant questioned when the routes will be finalised and if the chosen routes will be based on submissions. Another participant put forward that if the project uses secondary roads more than primary roads it will impact on more residential areas and cause more traffic issues concerns particularly along Route Options

A, B and C. Participants stated that the chosen routes need to be based on logic and the knock-on effects need to be to the forefront of the project when considered.

Business Impact

Members of the Business Forum outlined their views on the proposed route potential impact on businesses. It was stated that Dublin City Centre has seen a revival of customers since the Covid-19 pandemic and that Route Option J would have the least impact on businesses as it goes through residential areas.

The members of the forum outlined that full closure of roads would be preferable than partial closing for an extended period. The announcement of routes was highlighted as something that would give clarity to businesses and allow them to prepare for road closures.

The ability for businesses and shops to receive shipments and deliveries from both the M50 and Dublin Port was asserted as something that would be key for those affected.

Traffic Disruption

Questions were raised such as if roads where construction take places will be reinstated within two weeks of completion, how long roads will be closed for and what secondary routes will be used to divert traffic.

The forum discussed various traffic arteries and their importance for avoidance of disruption including the M1, the N11, Collins Avenue, Lower Kilmacud Road, Mount Anville Road, Rock Road, Newtownpark Ave, Swords Road, Beach Road and the M50. These specific areas were noted for their high commuter traffic, current high congestion levels and the potential impact they could have on areas surrounding them should they be closed for construction.

One participant in the forum noted that “logistics in the city centre have shifted, you see more deliveries around lunch time” and that the city is “a bottleneck of logistics”. One respondent indicated that the M50 crossing to Carrickmines will be “an issue” and requested that the length of time it will take to cross and the impact on traffic conditions.

The participants believed that the impact on key traffic routes in the city, some of which are mentioned above, will have negative knock-on effects. It was suggested that areas that could be described as “choke points” could be done at night rather than during the day.

Traffic Management and Prioritisation

The Business Forum outlined their feedback on the proposed works within the city and its potential issues. A few participants focused on the use of secondary roads for traffic diversions, including ensuring that diversion roads were suitable for all size of vehicles, and that traffic light sequences in roads surrounding construction are adjusted to allow for the free flow of traffic to minimise disruption. Participants suggested that traffic management and control be a key consideration of the project including the use of Gardaí, a central body, or other bodies to control traffic along road closures. Loading bays were highlighted as important and one participant stated that they should not be blocked.

One participant said that on the Poolbeg to North Wall route that an important factor to consider on this route is the timelines of the boats coming in and stated that if construction is considerate of boat landings that traffic disruption can be minimised, as the participant claimed that traffic was not an issue when there were no boat landings.

One participant questioned if there are opportunities for the quays to be temporarily opened to let more traffic onto the roads, with another respondent stating that a project aim should be to ensure the that the traffic flow in the city is minimised, possibly by opening bus or cycle lanes for car use.

It was suggested that the Strand Road up to the Merrion Gates be closed during the works as it was said that multiple routes are converging on this area and causing traffic issues which may be compounded by the project. The Beach Road was also suggested to be closed as it was stated as being a ‘rat-run’ and for a good diversion plan to be put in place. Other issues raised within the forum included the consideration of alternative transport for people and businesses and alternative arrangements can be made with prior notice of works.

Collaboration and Awareness of Additional Projects

Members of the Business Forum stated their views on the project's awareness and collaboration with other projects.

It was highlighted from one participant that mistakes were made by the Luas project, and it was put forward that EirGrid should learn from the mistakes of the project, acknowledge them, and move forward. It was suggested that EirGrid seek out the Luas project team to talk to them and discuss possible learnings. Another participant stated that a utility forum "only works when everyone is contributing" and cited an example of BusConnects projects being affected by utility works in the city centre.

A method of "joined up thinking" with other proposed developments was recommended by a few respondents. One question arose as to the alternative options available to house the infrastructure and if service providers looked at using canals to build their infrastructure, like the use of a central tunnel to house all utilities. One participant stated that the Dodder Greenway Project must be considered in the design of PUD. Similarly, a participant cited the Clonskeagh-Ranelagh-City Centre cycle route and potential collaborative opportunities.

Respondents cautioned that the proposed greenways and BusConnects projects around the Option J route from Inchicore to Poolbeg may have different timelines and efforts should be made to connect construction timelines. One member of the Business Forum outlined that in some cases a lack of coordination between utility works ends up resulting in the same road being reopened by another utility to perform similar works.

A "development by the Goat Pub" was highlighted by one participant.

A participant asked if the North Wall to Poolbeg route options will align with Dublin Port's new 3FM development. One participant referred to the plans to develop 7,500 homes at the Glass Bottle site and that the project must take this into account.

Engagement with the ESB regarding "hydrogen storage under Dublin Bay" was recommended by one participant.

Community and Stakeholder Engagement

A participant expressed concern at impact on bus routes and projects such as BusConnects being used as "leverage in elections" and asked if the risk of this happening would mean a move away from consultation on the project.

One participant stated that residents' associations in the Milltown area will require further engagement as concerns have been raised regarding new developments in the area.

Participants recommended engagement with local councillors, Residents Associations (Fitzwilliam Square) and the National Disability Authority.

One participant requested "information around health" be made available.

A participant proposed the "cleaning of the Grand Canal" as a potential community benefit fund project.

Technical Challenges

A few members of the Business Forum questioned what the cost of "not doing the proposed project" might be. Another forum participant enquired as to how the routes might look in the future as industrial areas become more residential.

A participant asked about the prioritisation of the route multicriteria analysis and whether cost or ease of deliverability is favoured.

A Business Forum participant remarked that on the Drumcondra Road that the commercial unit basements extend "to the halfway point" in the road and may be an issue for the project. Another member of the forum was concerned with the routes that cross through older parts of the city and the possibility that there may be archaeological findings, and that key stakeholders in the area around Route Option K are the South Georgian Core Residents Association.

A participant asked if the project requires multiple planning applications or just one and if there are “available timelines around the planning/exempted development process”.

4.3.7 Community Forum Feedback

Local Environmental Issues

A participant recommended the use of heritage mapping in the Inchicore area to identify past constraints or features.

Wider Environment

One participant asked if securing foreshore licences may delay the project programme and if an Environmental Impact Assessment will be required.

Route Preferences and Disruption

A few respondents raised concerns regarding perceived access issues to Sandymount Avenue, Sydney Parade and Park Avenue. Recent Uisce Éireann works and associated disturbance in Sandymount were cited by a respondent.

The lack of options leaving Carrickmines substation was noted by a few respondents who stated that an option which travels through Leopardstown Racecourse should be explored as it will “exclude the traffic congestion of going through Murphystown and the Ballyogan Road towards the R113”.

Minimising Impact on Facilities

A respondent asked if road works have the potential to impact “blue light routes”, specifically those near Our Lady’s Hospital, St. Vincent’s, and St. James Hospital.

Traffic Disruption

A respondent raised concerns regarding possible road closures on one-way streets to facilitate works in the Dublin 4 area.

Traffic Management and Prioritisation

A respondent stated that “road space reallocation needs to take place alongside the Powering Up Dublin Works connecting Carrickmines to Poolbeg”.

Construction phase impacts on active travel from the presented best performing routes was raised as a concern by one respondent.

Collaboration and Awareness of Additional Projects

A participant asked if “PUD will have an impact on metro or vice versa?” and if the Luas, current and planned, might be impacted.

One participant enquired about works in the Sandymount/Ringsend area and if each cable route will be worked on individually or concurrently.

A participant enquired if utility records are kept by local authorities and if information can be shared once captured.

Community and Stakeholder Engagement

The importance of “why we are doing this” must be communicated to the general public according to one participant.

A stakeholder asked when the site investigation works will commence for the PUD project.

One participant requested information on the timeline of works, if the works will be “staggered” and how road reinstatement will be undertaken.

Technical Challenges

Several questions were asked regarding technical aspects of the project including:

- Is the cost of an option a consideration?
- Will you use ground penetrating radar?

How fast could you do 100m of trenching? What size will it be?

4.4 Feedback Specific to Locations

Several submissions raised location specific issues within or as part of information provided on an overall route or as general feedback. These specific issues are summarised below by route area and in alphabetical order.

4.4.1 Finglas to North Wall

Specific Area	Comment
Alfie Byrne Road	Heavy traffic congestion
Ballymun Road	Heavy traffic congestion at all times
Clontarf/East Wall	Closing the Alfie Byrne and Clontarf Roads will give no option for people Northeast of the city to access the East Link Bridge Disruption to businesses
Finglas Road	Heavy traffic congestion, flooding near Tolka River, funerals at Glasnevin Cemetery
M1	Maintain access and avoid traffic disruption for commuters
Malahide Road/Collins Avenue	People will use Elm Mount Estate to bypass road works on Collins Avenue and Malahide Road which will lead to increase in potential accidents/incidents. Heavy traffic congestion
N2/M50 Junction	Watermain infrastructure, sewer network crossover
Port Tunnel	Heavy traffic congestion
Royal Canal Greenway	Avoid digging up this popular greenway
St. Margarets Road	Heavy traffic congestion
Tesco Distribution Centre Northwood	Needs full access, disruption to Tesco business around Dublin
Whitworth Road	Heavy traffic congestion
Whitworth Road/Hart's Corner	Traffic management required to minimise disruption. Current problem of people using Iona/Lindsay Road, St. Patricks Road as rat-runs to avoid traffic

4.4.2 North Wall to Poolbeg

Specific Area	Comment
Dublin Port Lands	Routes may cause challenges to Dublin Port Company activities and proposed development projects. Specifically, Alexandra Road, Terminal Road South, and Breakwater Road.

4.4.3 Carrickmines to Poolbeg

Specific Area	Comment
Ballyogan Road	Heavy traffic congestion
Dundrum Shopping Centre	Heavy traffic congestion
Junction at Stillorgan	Heavy traffic congestion and construction

Leopardstown Racecourse	Traffic will cause disruption to business
Lower Kilmacud Road	Heavy traffic congestion
M11	Maintain access and avoid traffic disruption for commuters
Monkstown Road	Heavy traffic congestion
Mount Anville Road	Heavy traffic congestion, school student safety concerns
Newtown Park Avenue	Heavy traffic congestion
Rock Road	Heavy traffic congestion, disruption to business
Sandymount	Traffic will cause disruption to business, heavy traffic congestion
South Bank Road	Difficulties accommodating significant new infrastructure
Stillorgan Reservoir	Watermain infrastructure, sewer network crossover
Strand Road	Previous disruption, heavy traffic congestion
UCD	Congestion will spread to surrounding roads e.g., Woodbine Road

4.4.4 Inchicore to Poolbeg

Specific Area	Comment
Blackhorse Bridge, Grand Canal, Ringsend, Ballsbridge, Poolbeg, Irishtown	Watermain infrastructure, sewer network crossover
Conleth College	School student safety concerns during construction
Emmet Road	Heavy traffic congestion
Grand Canal	Engineering and archaeology challenges
Inchicore Lands	Under remit of LDA to redevelop for residential/mixed-use purposes
Jamestown Square	Only one way in/out. Maintaining access will be difficult for Option K
Merrion Cricket Club (Anglesea Road)	Number of detailed issues that may impact the club
N11	Traffic choke point
Naas Roundabout	Traffic choke point
River Dodder	Where will the cable run at the new bridge if it floods under extreme conditions?
Sean Moore Road	Construction traffic from other projects Difficulties accommodating significant new infrastructure
Shelbourne Road, Grand Canal Street Upper, Northumberland Road, Lansdowne Road and Lansdowne Park	Residential amenity Z2 zoned area, traffic disruption
South Bank Road to Waste to Energy plant	Difficulties accommodating significant new infrastructure
South Circular Road	Heavy traffic congestion and people use residential streets for short cuts. Ensure cycle safety
Terenure	Known traffic hotspot, potential to re-design junction of the R137, R818 and R114.
Tyrconnell Road	Heavy traffic congestion, consideration to residents that will get trapped as residential roads will be used as a rat run
Walkinstown Avenue	Heavy traffic congestion

5 CONCLUSION

This first public consultation on PUD generated strong support and a range of views from varied stakeholders across the study areas including individuals, various interest groups, educational facilities, local authorities and utility companies as examples.

EirGrid is grateful to everyone who took the time to participate in this public consultation, and thanks them for their observations, views and suggestions.

The public and interested / potentially impacted stakeholders that participated in this public consultation have provided critical and often undocumented local knowledge to inform the further development of the project.

5.1 Next Steps

This Consultation Findings Report is being published on the EirGrid website.

All submissions and feedback received as part of this first non-statutory public consultation are being studied by the project team, along with multicriteria analysis and further technical studies, to inform option selection and identification of preferred options for each route.

When the preferred options are identified they will be presented to the public for feedback, i.e. at a second period of public consultation to further inform project development.

EirGrid continues to operate a project information service, and its CLOs will continue to be available to engage with communities, individuals and all stakeholders.

6 APPENDICES

6.1 Press Clippings and Advertisements

THE IRISH TIMES
Sunday, March 19, 2023

World News

Editor: Chris Buckley
Sales: 01-454 6000
Phone: 01-454 6000

Forbes and Yousaf offer choice of pure contrasts in SNP leadership cliffhanger

Mark Paul
in Edinburgh

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

It was the 10th and final public debate of the final six week contest to replace Nicola Sturgeon as leader of the Scottish National Party (SNP) on Tuesday. The two candidates, Yousaf and Paul, faced each other in a tense, one-on-one debate in a room at the Edinburgh Convention Centre, the elegant conference headquarters of the SNP.

The hall of the campaign, which has been marked by sharp exchanges, was filled on the day of the final debate. Mark Paul, 47, stood at the head of the SNP's 10th annual conference, facing Yousaf, 42, who stood at the head of the SNP's 10th annual conference. The two candidates, Yousaf and Paul, faced each other in a tense, one-on-one debate in a room at the Edinburgh Convention Centre, the elegant conference headquarters of the SNP.

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Sunak warns Netanyahu over 'growing tensions'

Israeli prime minister heckled by British Jewish protesters on visit to London

ROBERT WHITTON

British Jewish protesters warned Benjamin Netanyahu of increasing tensions over 'growing tensions' with Palestine, as he visited Israel's prime minister to the UK government's annual meeting in London.

The UK prime minister to visit the normally brief meeting following years of Israel's government's annual meeting in London.

66 This may be the start of the UK establishing a relationship with Israel where we can be a critical friend

The UK, instead of yesterday's position, saying Israel had been 'a critical friend' to the UK, is a 'critical friend' to the UK, instead of yesterday's position, saying Israel had been 'a critical friend' to the UK.

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

Yousaf remains front-runner to replace Sturgeon but his main challenger is far from finished

'Hotel Rwanda' figure to be released from prison

REBECCAH DASH

in Brussels

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Paul Rusesabagina, whose heroism was the basis of the film 'Hotel Rwanda', is to be released from prison after being granted full and final pardon by the Rwandan government.

Powering Up Dublin Be part of your city's electricity upgrade

Dublin's electricity system needs an upgrade. Our power cables are ageing and have to be replaced. EirGrid, operator of the electricity grid, is now exploring the best ways to do this and wants to get your input. So that together we can future-proof our electricity system and bring more renewable energy onto the grid.

Our consultation period starts on 28th March. Find out how you can take part online, in person or by email at EnGrid.ie@dublin

EirGrid.ie@dublin

Virgin Media blasts GAA and RTE over GAAGO rights deal

Eoghan Moloney

THE GAA and RTE split a €11m dividend on the back of healthy profits from GAAGO long before it moved Saturday-evening games behind a paywall, the most recently filed accounts show.

As controversy around the streaming service intensifies, latest accounts for GAAGO show the joint venture was able to pay a dividend of €11m on the back of healthy profits in 2022, even before the increase in pay-per-view games.

This comes as Virgin Media questioned RTE's commercial partnership with the GAA. It said that the GAA "did not approach other broadcasters"

GAA and RTE had 'essentially privatised viewing of the game'

to see whether they were interested in broadcasting games after its existing deal with Sky finished at the end of the 2022 season.

"When Sky Television decided not to renew its GAA rights, the GAA did not approach other broadcasters but arbitrarily decided to put them behind a paywall," Virgin Media said in a statement.

"The question must be asked, did RTE pay anything for these rights or did they just agree to keep them behind a paywall to drive incremental revenues for both partners in GAAGO - ie RTE and the GAA."

"Given the multi-million increases in state funding to RTE over recent years, RTE now has more sports

RTE counters station 'didn't express interest'

rights than it can show on its channels, with licence-payers now being forced to further subsidise RTE by paying for GAA sports content through its joint venture with the GAA," the broadcaster continued.

While the GAA declined to issue a statement, a source with knowledge of the matter said Virgin Media had "ample opportunity over the course of a number of meetings to express interest in rights for the games and chose not to do so".

RTE would not comment on Virgin Media's claims but said the GAA was "entirely responsible" for distributing its Championship rights.

Reduced

In its strongly worded statement, Virgin Media also said RTE's 50pc shareholding in GAAGO had "never been clarified in any editorial discussion about GAAGO and the decision not to show key games on free-to-air television".

GAAGO accounts show subscriptions rose 46pc to €2.86m in 2022. The business, which had just five staff, picked up another €30,000 in sponsorship, helping top profits above €1m for the year.

Fine Gael TD Alan Dillon confirmed he would be writing to Finance Minister Michael McGrath and Media Minister Catherine Martin requesting the TV licence fee be reduced by €50 in this year's Budget, as he described GAAGO as a "licence fee increase by the backdoor".

Taoiseach Leo Varadkar echoed calls from Tánaiste

review into the process around which games are shown on GAAGO.

Mr Varadkar said in the Dáil yesterday that the "solution" seemed to lie in "making sure the most popular, most impor-

tant, matches are the ones that are on RTE and TG4".

This followed Tánaiste Micheál Martin saying the selection process for games behind the paywall was "something that should be reviewed".

No such review of the process of selecting games to be pay-per-view has been considered by the GAA or RTE so far.

Social Democrats TD Jennifer Whitmore said the GAA and RTE had "come together to essentially privatise the viewing of our national sport".



Taoiseach Leo Varadkar



Tá muid ag cumhachtú suas Baile Átha Cliath

Roinn do thuairimí ar líne, go pearsanta nó ar an ríomhphost

Ag EirGrid táimid ag pleanáil córas leictreachais Bhaile Átha Cliath a uasghrádú, ag athnuachan na sean cháblaí agus ag tabhairt níos mó fuinnimh in-athnuaite isteach san eangach leictreachais. Ba mhór an chabhair dúinn bhur léargais agus eolais áitiúil chun an cur isteach a ioslághdú le linn an obair ríachtanach seo.

Beimid i gcomhairle libh faoi na chéad chéimeanna eile le linn na seachtainí romhainn. Bigi páirteach le bhúr dtóil trí theacht chuig ár laethanta eolais, le ríomhphost ag Dublin@EirGrid.ie nó breathnú isteach ar Consult.EirGrid.ie chun bhúr dtuairimí a chur in iúl.



Consult.EirGrid.ie



Conor Stakelum of Tipperary during the Munster GAA Hurling Senior Championship Round 3 match against Cork

EirGrid going underground to deliver major upgrade to Dublin electricity supply

The Powering Up Dublin programme will involve the installation of 50km of underground cables across the city

Expand



LATEST STORIES >

Hospital apologises over 'deficits in care' after man died following surgery

Irish banks' planned Synch money-transfer app delayed further by Central Bank move

Alleged fraud and legal bills cost Bóthar €491,000 in 2021

AIB on track to return €2.1bn to shareholders over three years, BofA says

Dublin hotel room rates hit record daily high of €209 in May

Dublin

Dublin faces years of traffic disruption as Eirgrid announces plans for major electricity works

Operator publishes shortlist of proposed routes in essential upgrading of 50km of underground power lines

Expand



LATEST STORIES >

Currys expects further falls in sales as inflation and rate rises bite

European shares slide to 14-week low amid fresh hike fears

Ryan Tubridy and agent Noel Kelly to appear before two Oireachtas committees on Tuesday

Peig McManus: 'The country was in a vice-like grip... everything was a sin'

Hospital apologises over 'deficits in care' after man died following surgery

6.2 Launch Press Release

PRESS RELEASE: EirGrid opens public consultation on major upcoming Dublin power grid upgrade

Powering Up Dublin programme will see over 50km of underground cables installed across the city

EirGrid, the developer and operator of Ireland’s electricity grid, has today launched a public consultation for a major programme to install over 50km of underground cables across Dublin city.

Dublin’s electricity infrastructure is ageing and reaching the end of its life, with some cables installed up to 50 years ago. The Powering Up Dublin programme aims to transform and modernise the city’s electricity infrastructure so that Dublin can continue to develop and thrive.

The programme will strengthen important electricity infrastructure in Dublin and the surrounding areas, enabling the city to bring on board more electricity generated from renewable sources into the future.

The five new underground cable routes to be installed as part of the programme will provide upgraded links between key electricity substations around Dublin.

The new routes will link substations at North Wall and Poolbeg, Finglas and North Wall, Carrickmines and Poolbeg, and two cables will link the Inchicore and Poolbeg substations.

The programme will further involve the construction of a new substation in Poolbeg, alongside the upgrading of substations elsewhere. Work on the Powering Up Dublin programme is scheduled to begin next year.

The eight-week consultation launched today and lasting until Tuesday 23rd May will give the public, communities and businesses across Dublin the opportunity to share their views on the 12 route options identified for the cables, to help minimise disruption caused during works.

The consultation process will see a series of public information events taking place around the city, along with online webinars and drop-in clinics in different areas.

Commenting on the consultation launch, Sinéad Dooley, Head of Public Engagement with EirGrid said: *“The Powering Up Dublin programme will help deliver a consistent and reliable supply of electricity for Dublin. Work must be done now to ensure the city’s electricity infrastructure is fit for purpose, resilient and will endure long into the future.*

“In addition, as we work towards a low carbon future that will see up to 80% of electricity coming from renewable sources by 2030 it is crucial that Dublin’s energy infrastructure has the capacity to bring huge amounts more electricity from new offshore windfarms planned for the east coast to meet the growing demands in the city, as greener technologies such as electric-powered vehicles, public transport and home heating options become more common.

“We want to work with the public and listen to local voices who know their areas best, so that we can collaborate as much as possible and minimise the disruption caused to them.”

People can contribute to the consultation process by emailing their submissions to Dublin@EirGrid.ie, visiting the online consultation portal at Consult.EirGrid.ie, or by attending EirGrid public information events and drop-in clinics around the city over the coming months.

ENDS

Notes to Editor

- EirGrid will be hosting Public Information Events for the Powering Up Dublin programme at the following locations:

Venue	Date	Time
Marino Institute of Education	Tuesday 04 April	1pm to 8pm
Erin’s Isle GAA Club, Finglas	Wednesday 05 April	1pm to 8pm
Sandymount Community Centre	Wednesday 12 April	1pm to 8pm
Richmond Barracks, Inchicore	Thursday 13 April	1pm to 8pm
Ballyogan Parish Centre, Ballyogan	Wednesday 19 April	1pm to 8pm

The Evergreen Club, Terenure	Wednesday 03 May	1pm to 8pm
Skylon Hotel, Drumcondra	Tuesday 09 May	1pm to 8pm
Glasnevin Cemetery Visitors Centre	Wednesday 10 May	1pm to 8pm
Stillorgan Park Hotel	Thursday 11 May	1pm to 8pm
St Kevin's Hall, South Circular Road	Tuesday 16 May	1pm to 8pm
Clan na Gael Fontenoy GAA, Ringsend	Wednesday 17 May	1pm to 8pm

- Members of the public can also submit their feedback at drop-in clinics on the following dates:

Venue	Date and Time
Pembroke Library, Ballsbridge	Thursday 20 April, 12pm to 4pm
Carleton Hall, Marino Community Centre	Thursday 20 April, 2pm to 6pm
Terenure Enterprise Centre	Tuesday 25 April, 12pm to 4pm
Axis Centre, Ballymun	Tuesday 25 April, 12pm to 4pm
Mounttown Community Facility, Monkstown	Tuesday 02 May, 12pm to 4pm
St. Helena's Family Resource Centre, Finglas	Tuesday 02 May, 12pm to 4pm

- EirGrid has been working with other utilities and public service providers through the Dublin Infrastructure Forum, as well as Business and Community Forums, to share information and encourage a wide range of feedback for PUD. More information on the programme is available at www.EirGrid.ie/Dublin

For further information, or to arrange media interviews, contact Ciarán D'Arcy on 0857733608.

6.3 Social Media and Digital

EirGrid
Sponsored · Paid for by EirGrid ·

Dublin's power cables are ageing and need to be replaced. At EirGrid, we want your input so that together we can future proof our electricity system and bring more renewable energy onto the grid. See EirGrid.ie/dublin

We're powering up Dublin

eirgridgroup.com
We're powering up Dublin
Delivering a cleaner energ... [Learn more](#)

Ann Maples and 6 others · 5 comments

Like Comment Share

EirGrid
Sponsored · Paid for by EirGrid ·

Ní mór dúinn cáblaí cumhachta nua a chur in áit cáblaí na cathrach atá ag éirí sean. Tá muid ag EirGrid ag lorg bhúr ...see more

Tá muid ag cumhachtú suas Baile Átha Cliath

Tá muid ag cumhachtú
Ag soláthar t... [Learn more](#)

Tá muid ag cumhachtú
Ag soláthar t...

Like Comment Share

EirGrid
Sponsored ·

EirGrid is upgrading your electricity system, replacing ageing cables and bringing more renewable energy onto the grid. Your local knowledge can help us to minimise disruption as we carry out this work. See Consult.EirGrid.ie

We're Powering Up Dublin
Consult.EirGrid.ie [Learn more](#)

Like Comment Share

EirGrid
Sponsored ·

Ní mór dúinn cáblaí cumhachta nua a chur in áit cáblaí na cathrach atá ag éirí sean. Tá muid ag EirGrid ag lorg bhúr ...see more

Tá muid ag cumhachtú suas Baile Átha Cliath

eirgridgroup.com
Tá muid ag cumhachtú suas Baile Átha Cliath [Learn more](#)

Like Comment Share

Meta:							
Language	Reach	Impressions	Link Clicks	CTR	3-Sec Video Plays	ThruPlays	Video Plays
English	686,941	3,463,664	3,089	0.09%	68,758	7,106	1,582,792
Irish	294,848	1,434,729	1,439	0.10%	28,410	2,907	788
Retargeted English	30,344	47,688	106	0.22%	2,030	224	17,445
Retargeted Irish	63,329	652,422	2,803	0.43%	67,215	4,449	499,101
Total	712,253	5,598,503	7,437	0.13%	166,413	14,686	2,887,224

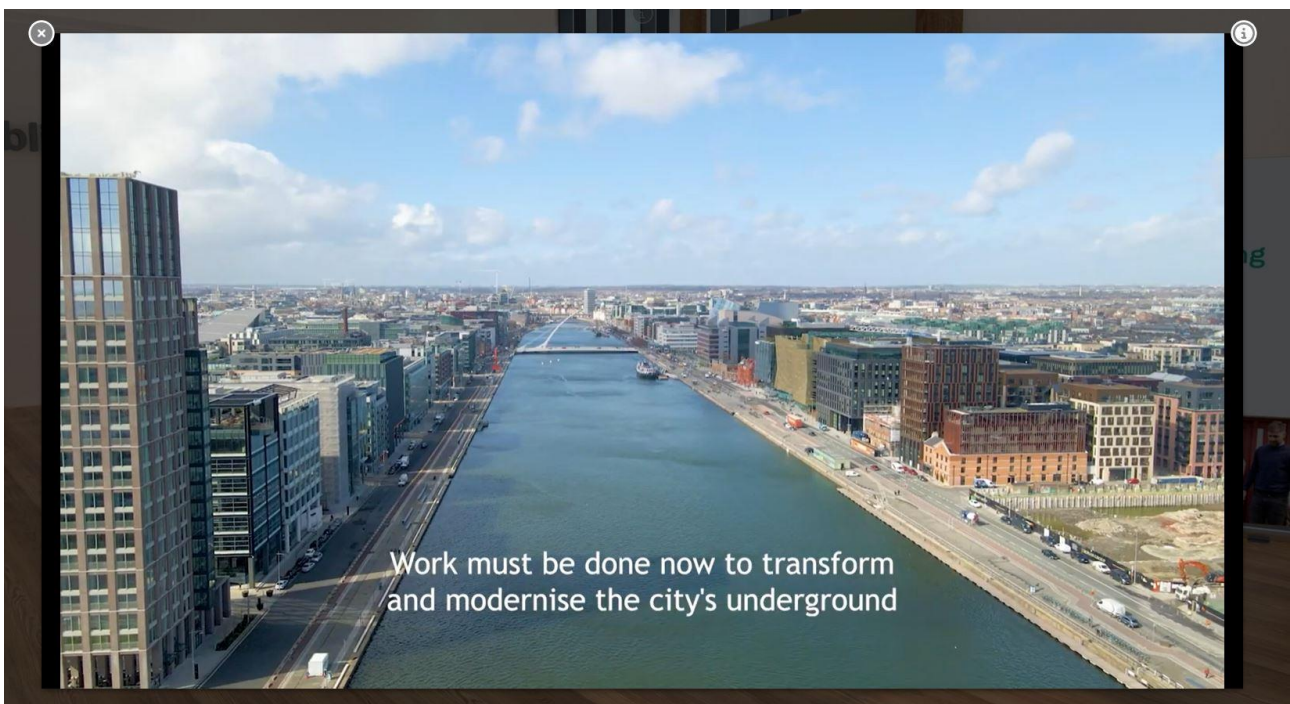
Twitter:				
Phase	Video Views	Clicks	Reach	Impressions
Announce	442k	12k	466k	2M
Consult	617k	12k	143k	2.5M

LinkedIn:					
Phase	Language	Video Views	Clicks	Reach	Impressions
Announce	English	20k	862	61k	299k
Announce	Irish	N/A	172	35k	88k
Consult	English	25k	491	52k	122k
Consult	Irish	8k	185	30k	48k

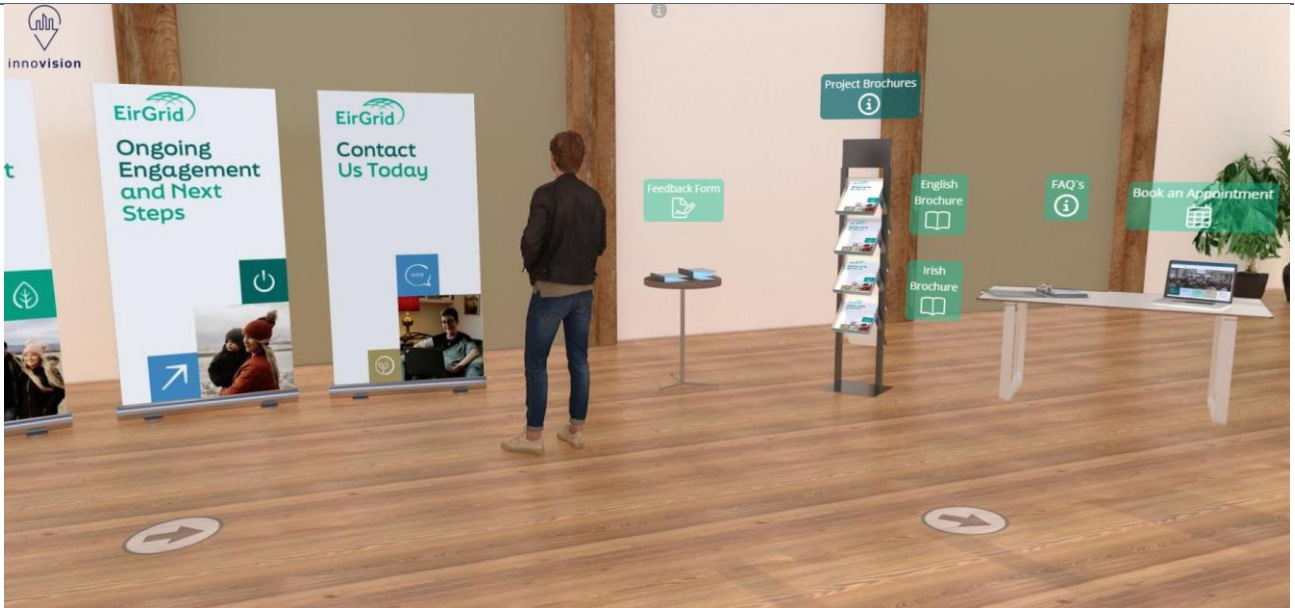
YouTube:					
Media Type	Format	Booked Impressions	Delivered Impression	Clicks	CTR
Display	VOD	1,894,737	2,597,082	3,551	0.19%

Acast:			
Media Type	Format	Booked Impressions	Delivered Impressions
Acast	30s	485,057	527,758

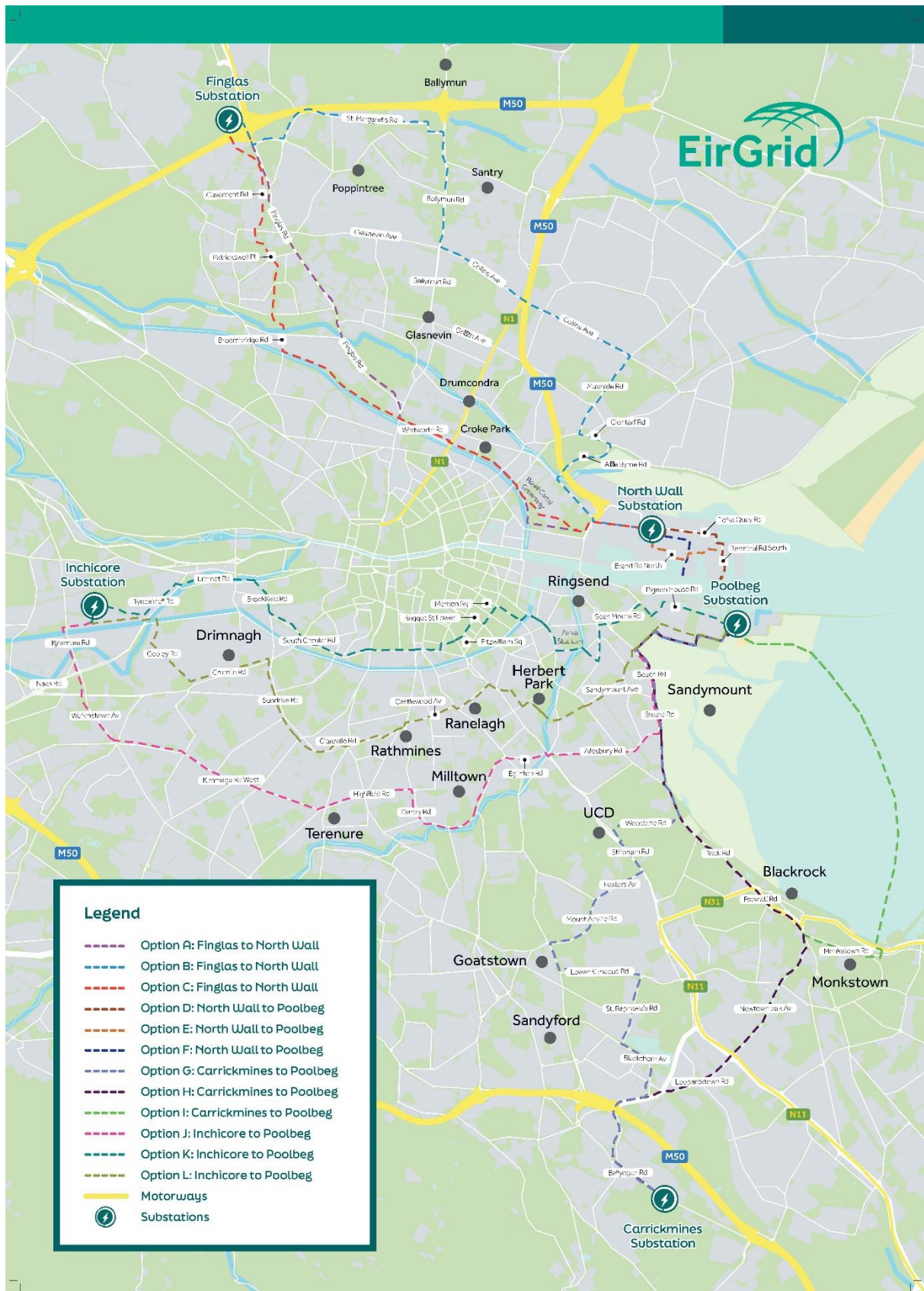
6.5 Virtual Room

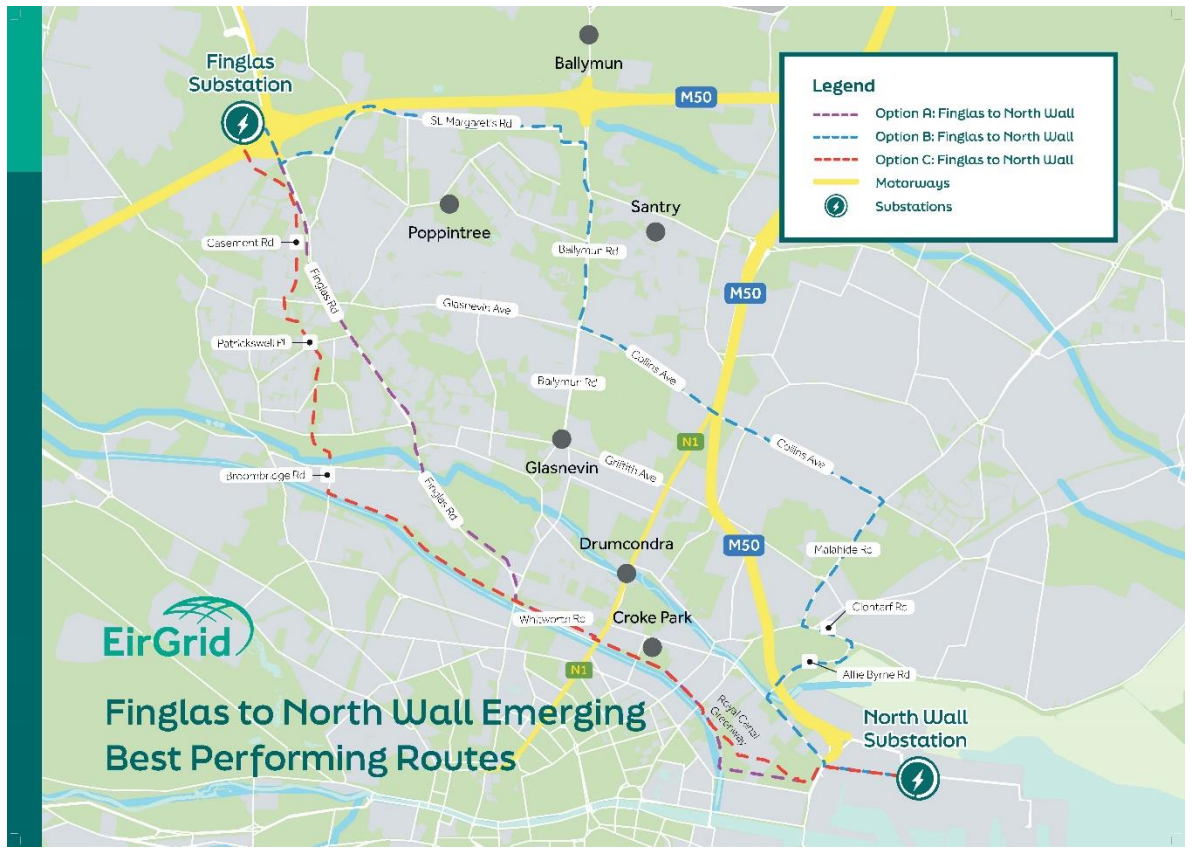


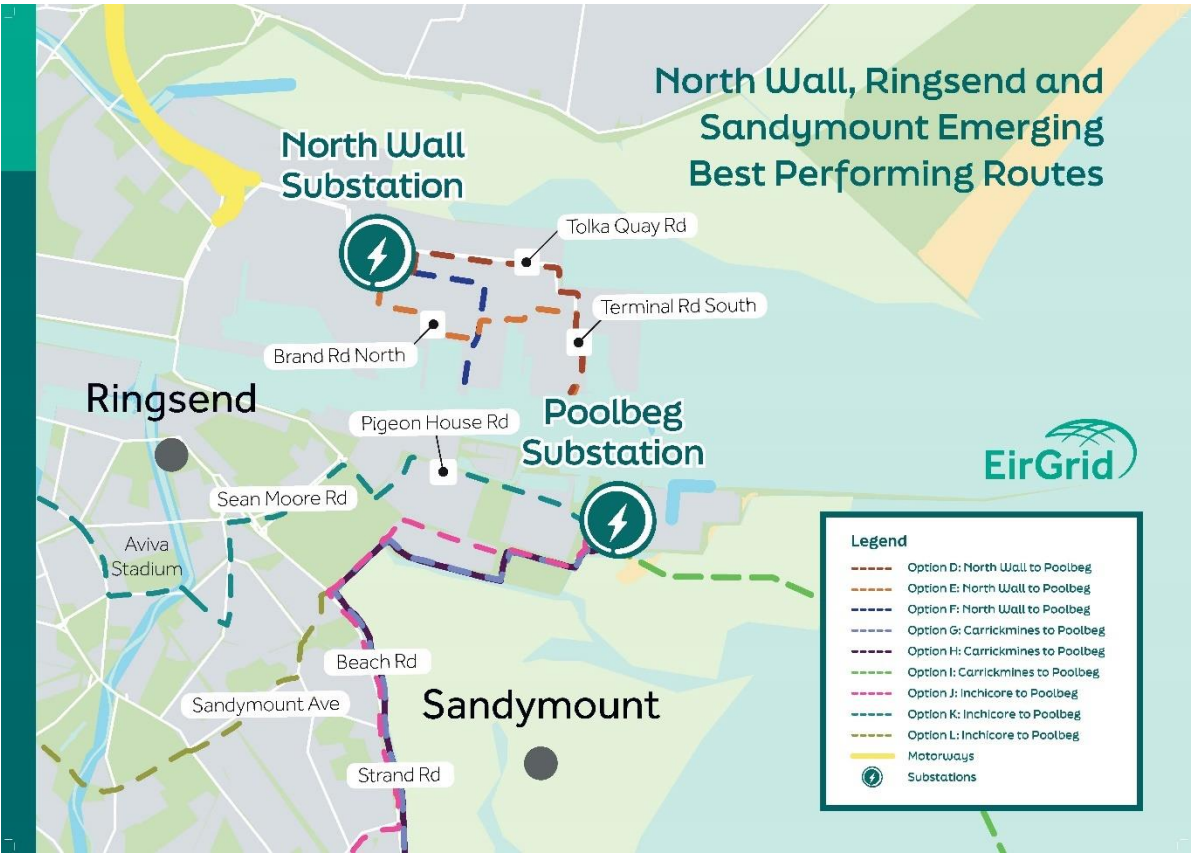
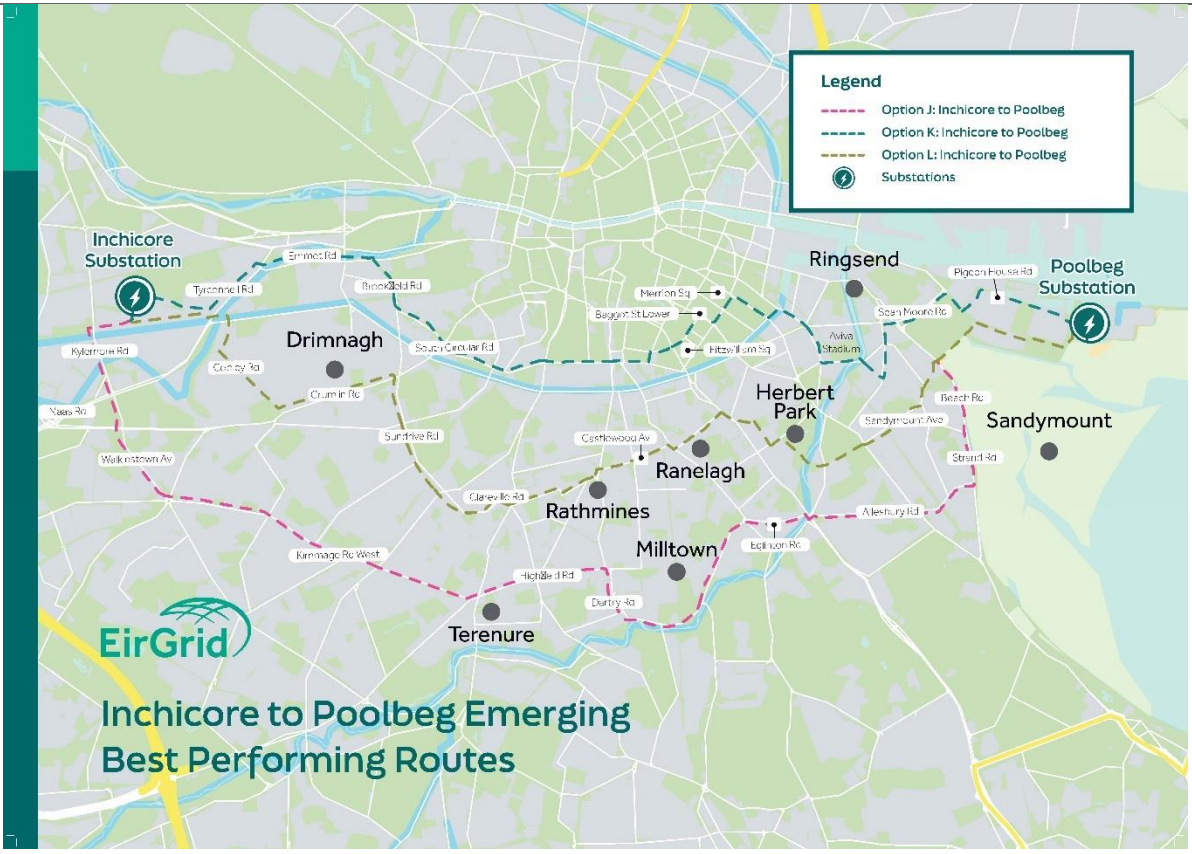




6.6 Route Maps








6.7 Consultation Brochure


Selection of pages from Powering Up Dublin composite brochure - <https://www.eirgridgroup.com/the-grid/projects/dublin/Powering-Up-Dublin-brochure.pdf>



Powering Up Dublin

Replacement Underground Cable Programme

EirGrid.ie/dublin



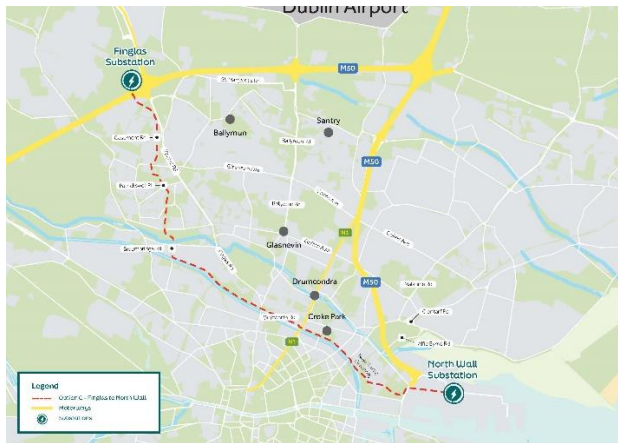
Have your say

The public consultation will take place from Tuesday 28 March to Tuesday 23 May 2023. Submissions can be made either online or by post and the deadline for submissions is Tuesday 23 May. Your feedback will be reviewed and considered and will influence design where possible.

Throughout the consultation, we are holding a series of face-to-face and online events. This provides an opportunity for us to present information to you and to provide an opportunity for you to speak to members of the project team about the routes and answer any questions you may have before you submit your views.

Public information events
Visit one of our face-to-face public information events being held across the proposed routes to find out more and speak to experts within the team.


Venue	Date	Time
Melno Institute of Education	Tuesday 03 April	1pm to 8pm
Erins Isle CAA Club, Enghis	Wednesday 08 April	1pm to 8pm
Sanadmoor Community Centre	Wednesday 12 April	1pm to 8pm
Richmond Barracks, Inchicore	Thursday 15 April	1pm to 8pm
Ballyegan Parish Centre, Ballyogan	Wednesday 19 April	1pm to 8pm
The Evergreen Club, Terenure	Wednesday 03 May	1pm to 8pm
Skyton Hotel, Clonsilla	Tuesday 09 May	1pm to 8pm
Clonsilla Cemetery Visitors Centre	Wednesday 10 May	1pm to 8pm
St Morgan Park Hotel	Thursday 11 May	1pm to 8pm
St Kevin's Hall, South Circular Road	Tuesday 16 May	1pm to 8pm
Clonsilla Golf Fantasy CAA, R'gspond	Wednesday 17 May	1pm to 8pm



About the underground cable

The cable that will be used is high-voltage XLPE cable with copper or aluminium cores, installed within underground plastic ducts. This technology for electricity transmission is proven across Ireland and internationally. Figure 1 provides an overview of what an underground cable looks like.





Off-road corridors
It may be necessary to establish off-road corridors to provide flexibility if we meet any challenges. These off-road corridors are still in the discovery phase but are under North Park in preparation for underground crossings of the M50, Liffey Estuary Greenway and the Royal Canal Greenway.

Traffic management
Before works begin, road licenses and traffic management plans will be secured and agreed with the relevant local authorities. This will include road closures and traffic diversions. This ensures the safety of road users and those carrying out the work.

Larger road closures allow for greater space in the construction and will be assessed with the local authorities in advance. Local access to homes and businesses will be maintained at all times. Our Community Liaison Officers will work closely with local communities and businesses throughout the work.

Advanced ducting
Advanced ducting involves complex engineering works while other organisations are completing similar works within an area. While we make every effort to collaborate on projects, it can be harder to align projects.

We are currently exploring options on the Royal Canal Greenway as an opportunity to lay ducts in collaboration with the National Transport Authority, and other relevant bodies in Dublin City.

Ongoing engagement and next steps

Once the consultation ends, we will review all the responses as we continue to develop the routes. Your feedback will ensure you have the best infrastructure for your needs.

Over the coming months, we will carry out surveys and site investigations on each of the twelve routes. Our Community Liaison Officers, Liz and Matt will be engaging with local communities and businesses to make sure ongoing communication is always maintained.

We are aiming to present the Best Performing Route Options by the end of 2023.





[EirGrid.ie/dublin](https://eirgrid.ie/dublin)

Powering Up Dublin

Finglas to North Wall Replacement Underground Cable



EirGrid Powering Up Dublin

Who are EirGrid and what do we do?



EirGrid develops, manages and operates Ireland's electricity grid. We are responsible for the safe, secure and reliable supply of Ireland's electricity. EirGrid is also leading the secure transition of the grid to a sustainable low-carbon future.

The grid brings power from where it is generated to where it is needed throughout Ireland. It supplies power directly to industry and businesses that use large amounts of electricity. The grid also brings power from generators to the domestic network that supplies the electricity you use every day in homes, businesses, schools and hospitals.

This critical infrastructure supports the current development of our society and economy. But just as importantly, work carried out now to improve the grid will help to create a more sustainable future for future generations.

What is Powering Up Dublin?

Dublin's electricity infrastructure is ageing and reaching its end of life. Work must be done to transform and modernise the city's electricity infrastructure so Dublin can continue to develop and thrive, while increasingly using power from renewable sources.

In this first phase, with our partners, we are installing over 50km of cables across the city. Upgrades will also take place in a number of substations to support Dublin's electricity network. These new cables will all be underground and they will connect electricity substations located around Dublin.





We have carried out studies to identify underground cable routes that will link the following substations to each other:

- North Wall and Poolbeg
- Finglas and North Wall
- Carrickmines and Poolbeg
- Two cables linking Inchicore and Poolbeg

This document presents three options for the **Finglas to North Wall underground cable route** and we are seeking your feedback on our current plans.

Project Need

Powering Up Dublin is a critical programme that will strengthen key electricity infrastructure in Dublin and the surrounding areas, making the city 'renewable ready.'

Dublin's demand for electricity has grown and will continue to grow in the years ahead as we move to electrification of heat and transport. These works allow us to meet our energy demands now and in the future.

This project will help deliver a consistent and reliable supply of electricity for Dublin, work must be done now to ensure the city's electricity infrastructure is fit for purpose, resilient and will endure long into the future.

While this work will be disruptive at times, together with our project partners, we seek to minimise any potential disruption during construction by continually working with local communities, local authorities and businesses in Dublin.

Ireland's energy future lies in our ability to continue to **harness and grow the potential of renewable energy.**

Ireland has made good progress to date by achieving on average 40% of our electricity coming from renewable sources annually. By 2030, we must strive to reach 80% of electricity demand being supplied by renewable resources. Powering Up Dublin is key to meeting this target, which is set out in Ireland's Climate Action Plan.

Project Benefits



Security and reliability of supply

Building a more resilient and reliable electricity grid helps ensure that everyone has power when and where they need it. This upgrade will also enable independence by harnessing greener energy sources close to the city.



Meet future needs

These improvements will also help to meet the growing and changing electricity needs of Dublin. This includes the electrification of transport systems, vehicles and heating, the requirement of large energy users and the development of housing and offices.



Sustainability

Powering Up Dublin will enable the city's grid to use and transmit the electricity generated from offshore wind energy to the heart of the city. This is a vital step to help Ireland transition to a low-carbon electricity future.



Economic

These critical upgrades will help strengthen Dublin's economy, encouraging and supporting future investment.



Community

Our community benefit policy will directly support local communities in the areas that host the project infrastructure.

What's happening now?

This leaflet presents the proposed route options for the **Finglas to North Wall underground cable route**, and we are seeking your feedback on our current plans.

We are also seeking feedback on:

- North Wall to Poolbeg
- Carrickmines to Poolbeg
- Inchicore to Poolbeg.

If you would like to view those route options please visit EirGrid.ie/dublin or attend one of our in-person consultation events.

Ongoing engagement

We are working with other state-owned utilities, transport providers and local authorities in help minimise disruption in Dublin.

We have set up a Community Forum and Business Forum to work with local residents and businesses to communicate, consult and engage with throughout the lifecycle of the project.

If you are interested in becoming a member of the Community Forum or Business Forum email Dublin@EirGrid.ie or call one of our Community Liaison Officers.

Next steps

Over the coming months, we will carry out site investigations on each of the proposed routes. Our Community Liaison Officers will be engaging with local communities and businesses to make sure ongoing communication is maintained at all times.



Have your say

The public consultation will take place from **Tuesday 28 March to Tuesday 23 May 2023**. Submissions can be made either online or by post and the deadline for submissions is **Tuesday 23 May**. Your feedback will be reviewed and considered and will influence project design where possible.

Throughout the consultation we are holding a series of face-to-face and online events. This provides an opportunity for us to present information to you and to provide an opportunity for you to speak to members of the project team about the routes and answer any questions you may have before you submit your views.

Public information events

Visit one of our face-to-face public information events being held at the following locations across the proposed routes to find out more and speak to experts within the team.

Venue	Date	Time
Marino Institute of Education	Tuesday 04 April	1pm to 8pm
Erin's Isle GAA Club, Finglas	Wednesday 05 April	1pm to 8pm
Sandymount Community Centre	Wednesday 12 April	1pm to 8pm
Richmond Barracks, Inchicore	Thursday 13 April	1pm to 8pm
Ballyogan Parish Centre, Ballyogan	Wednesday 19 April	1pm to 8pm
The Evergreen Club, Terenure	Wednesday 03 May	1pm to 8pm
Skylon Hotel, Drumcondra	Tuesday 09 May	1pm to 8pm
Glasnevin Cemetery, Visitors Centre	Wednesday 10 May	1pm to 8pm
Stillorgan Park Hotel	Thursday 11 May	1pm to 8pm
St Kevin's Hall, South Circular Road	Tuesday 16 May	1pm to 8pm
Clanna Gael Fontenoy GAA, Ringsend	Wednesday 17 May	1pm to 8pm

Community Liaison Clinics

Drop in to meet our Community Liaison Officers, Liz Dillon and Niall Barrett at one of our informal community liaison clinics.

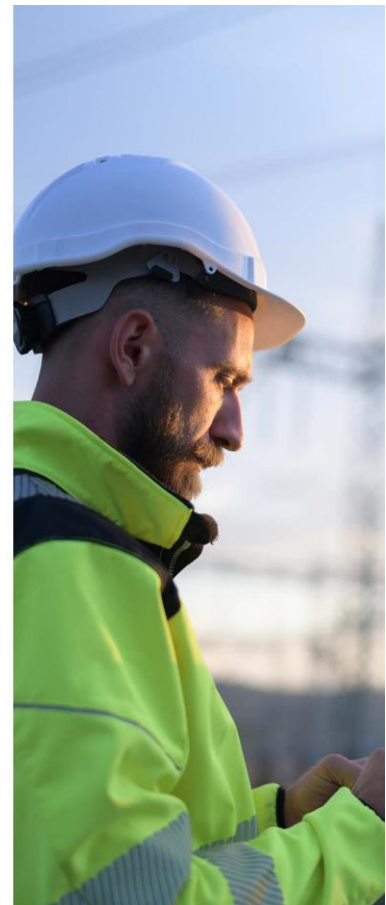
You don't need an appointment to attend. If you have any specific questions, please call our Community Liaison Officers.

Venue	Date/Time	Community Liaison Officer
Pembroke Library, Ballsbridge	Thursday 20 April, 12pm to 4pm	Liz Dillon
Carleton Hall, Marino Community Centre	Thursday 20 April, 2pm to 6pm	Niall Barrett
Terenure Enterprise Centre	Tuesday 25 April, 12pm to 4pm	Liz Dillon
Axis Centre, Ballymun	Tuesday 25 April, 12pm to 4pm	Niall Barrett
Mounttown Community Facility, Monkstown	Tuesday 02 May, 12pm to 4pm	Liz Dillon
St. Helena's Family Resource Centre, Finglas	Tuesday 02 May, 12pm to 4pm	Niall Barrett

Ask the team session

Members of the public with specific questions can book a 'one-to-one' session with a member of the project team. These can be held via telephone call back or video conferencing session. You can book an appointment on our website EirGrid.ie/dublin or by calling or emailing the team.

8



Online webinars

Attend an hour-long online webinar where we will present details of the project and proposed routes followed by an open Q&A.

- Thursday 27 April at 12.30pm
- Thursday 27 April at 7pm

Please register your interest on our website or by email to Dublin@EirGrid.ie

Virtual Room

Visit our virtual room to find out more information on the project and provide your feedback online. This will be live on our website [EirGrid.ie/dublin](https://www.eirgrid.ie/dublin)

Brochure

View more information by downloading our project brochure, which will be available online from **Tuesday 28 March 2023** or available at any of our in-person events and at your local library.



9



How to give us feedback



Scan Here to Submit your views online

Our consultation runs from Tuesday 28 March 2023 to Tuesday 23 May 2023.

We want to hear your views, you can get involved in the consultation and provide feedback in a range of ways:

- **Submit** your views online at consult.eirgrid.ie
- **Email** your submissions to Dublin@EirGrid.ie
- **Write** your own submission and freepost to us

Our freepost address is: Powering Up Dublin Consultation, EirGrid plc, Freepost FDN 5312, 160 Shelbourne Road, Ballsbridge, Dublin, D04 FW28

Who can I contact?

Email: Dublin@EirGrid.ie

Contact our Community Liaison Officers:



Niall Barrett
Community Liaison Officer
087 117 7269



Liz Dillon
Community Liaison Officer
087 188 7982

If you would prefer to receive any information relating to the consultation through the post, or you need it in another format, please get in touch.

If you have any difficulty writing down your feedback, a member of the Public Engagement team will be able to take comments over the phone.

10

Feedback form

Name

Contact Email

Phone number

Address

Location

Finglas to North Wall

North Wall, Ringsend & Sandymount

Carrickmines to Poolbeg

Inchicore to Poolbeg

Powering Up Dublin Project (general)

Environment

Do you have any local knowledge that might help our technical team in their investigations such as information on flooding, congestion or ground conditions?

Construction

Are there regular or annual major events, festivals or similar in your local area that you would like us to be aware of?

Considering construction requirements, how can we help minimise potential disruption in your area?

Transport

What is important to you in relation to transport in your area? For example, bus routes, bus connections, types of transport.

Are there any unofficial walking and/or cycle routes/paths in your area we may not be aware of?

Are there any facilities like new schools, nursing homes or creches we may not already know about on the potential routes?

Do you have any additional information which we should consider in the design or construction phase of the project?

How would you like to receive updates on the project?

Community group updates

Email

Phone

Print materials

Twitter

Online meetings

I would prefer not to receive updates

Other

Data protection and privacy statement

I consent to EirGrid processing my data for the purposes of the Powering Up Dublin project. All information provided to EirGrid will be held by EirGrid's personnel and EirGrid's data processors only for the purposes of engaging with me in the public consultation process. EirGrid privacy statement is available at www.eirgrid.ie/privacy

I consent to EirGrid publishing my name with this submission. Otherwise this submission will be published anonymously.

Postage will be paid
by Licensee

No Postage Stamp Necessary
if posted in the Republic of Ireland

Powering Up Dublin Consultation
EirGrid plc
160 Shelbourne Road
Ballsbridge
Freeport FDN 5412
Dublin 4
D04 FV28

