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Planning Compliance
Land Use, Planning & Transportation Department
South Dublin County Council
County Hall
Tallaght
Dublin 24

By email
17th February 2023

Dear Sir/Madam,

RE: CONDITION 25 – DEVELOPMENT OF 569 DWELLINGS AT CLONBURRIS SOUTH WEST DEVELOPMENT AREA WITHIN THE CLONBURRIS SDZ AT TOWNLANDS OF CAPPAGH, CLONBURRIS LITTLE AND KISHOGE, CO. DUBLIN.
REG REF: SDZ21A/0022

I write on behalf of Cairn Homes Properties Ltd in respect of Reg Ref: SDZ21A/0022. It is our intention to commence the development permitted under Reg Ref: SDZ21A/0022 and to discharge the following condition as required prior to commencement.

Condition 25:
Prior to the commencement of development, the applicant/owner shall submit the following for the writtem agreement of the Planning Authority.

(i) a revised site layout plan clearly setting out full details of the location of all proposed facilities and equipment in the public realm (whether to be offered for taking in charge or not) for charging electric vehicles, including details of the overall height, design, colour and all safety features of such equipment including isolation of power supply, and measures to provide for suitable pedestrian safety, along with completed Electrical designs to serve the development as approved prepared by competent electrical design consultants all of which have been agreed with the Council's Roads Section, and

(ii) Agreed arrangements for the operation and management of such facilities for charging electric vehicles, along with:
All facilities for charging electric vehicles should be clearly marked as being designated for Electric Vehicle charging. Appropriate signage clearly indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). The facilities for charging electric vehicles should also support a user identification system such as Radio Frequency Identification (RFID).

Response

In respect of Condition 25 Cairn wish to provide the homeowners with a fully thought out and considered "EV ready" solution, which would require the homeowners and / or OMC's to do as little future disruptive works as possible and provides for 100% of spaces to be EV enabled. This will be achieved through an efficient approach in our design based on the Zaptec EV system.

All private on curtilage parking associated with houses are provided with future provision for EV charging, linked back into the house electrical supply. Future owners will merely need to install a charger, for which an SEAI grant is available.

All off curtilage spaces will be fully EV enabled, ready for future occupiers to request the installation of an EV charger by the management company. All required ducting and ESB minipillars will be in place to serve the EV requirements of the development. The OMC will only need to install the charger and the meter panel. No civil works will be required to facilate the connections. This facilitates the provision of EV spaces where they are required in suitable locations by the future occupiers.

Cairn have selected the Zaptec system for use across all our developments. The key elements of the Zaptec approach are:

- One ESB metered supply- 63amp 3 phase, has capability to supply up to 15 twin charging points equating to 30 cars at one time on trickle charge. The less cars plugged in the greater the charge will be.
- Although the system can charge up to 30 cars at one time, and has the capability to facilitate more by introducing a queuing system, the intent to aim for circa 25 chargers per string/ ESB supply.
- Chargers do not require their own circuit breaker meaning no requirement for EV distribution boards located on the paths. The reduced ratio of breakers compared to parking spots, means the breakers can be located in lower section of double height pillar required for the ESB meter.
- Chargers can be daisy chained, minimising ducting and cable requirements. The isolation point for the charging circuits will be in the bottom of the metering cabinet as per ESB guidelines.
- All chargers are capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP)Billing enabled.
- Chargers facilitate a user(RFID) identification system.
- EV charging requirements have been allowed for in the ESB application to ensure infrastructure requirements are met. This includes the installation of ESB mini pillars, plinths for metering pillars and ducting w/ pop ups covers. The metering pillars will be installed with the chargers as spaces are activated.
- To avoid access chambers for future cable pulling, which are unsightly to the street scape, the intent is to shallow bury the ducting, encasing in concrete surround as necessary, so the duct can be accessed by duct "T sections".
- The location of the supply pillar, is ideally located in the middle of the ducting string. i.e. cables

from pillar go left and right to the chargers, as opposed to being at the end of the line. This is to reduce cable sizes.

- Chargers will be located in kerbs to avoid trailing leads to cars. Metering pillars will be to ESB spec.
- Appropriate signage indicating EV spaces will be erected as EV chargers are installed.

Details of all equipment including the charger unit, and the metering pillar as per the ESB guidelines are included in appendix 1 of this letter below.

A site layout plan including the electrical design prepared by Waterman Moylan Consulting Engineers is enclosed as drawing No E1004.

If required we are happy to meet to discuss any of the above, and clarify any points if required.

Yours Sincerely

Lianna Slowey
Town Planner

Appendix 1

Metering pillar example. Extract from ESB guidelines

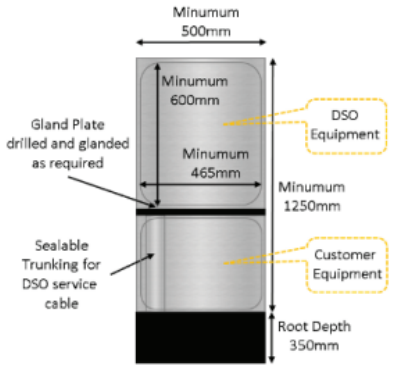
Option 1: Customer Service Pillar - W/C Meter Connection
Minimum Overall Dimensions

1250mm high above ground level x 500mm wide x 225mm deep
Root depth: 350mm

Minimum Dimensions for DSO Equipment
600mm high x 220mm wide x 225mm deep

Additional Requirements
Minimum 600mm from ground level to the bottom of DSO compartment.

The DSO equipment shall be fitted in the upper compartment of the enclosure with its own door. The customer equipment shall be fitted in the lower compartment of the enclosure with its own door. The exception to this, is a steel sealable trunking provided on the left-hand side of the customer compartment to allow the DSO service cable to access the DSO compartment.



ZapCharger Pro Column Standard

PRODUCT SHEET

Easy placement outdoors

Especially designed for easy installation and maintenance

ZapCharger Column Standard is based on the robust lamppost, designed for easy mounting of ZapCharger Pro charging stations in open landscapes. Plan your electric car charge with a stylish expression.

The column is heat-sealed and powder coated with a black surface. Mounting to the ground is easily done using the 4 bolt holes at the bottom that are made for standard base CC160.

ZapCharger Column Standard comes in two variants, Single and Twin. On Single, you can have one ZapCharger Pro charging station per column, if you want more flexibility, Twin will allow you to mount two ZapCharger Pro charging stations per column.

ZAPTEC

Technical specification

Colour
RAL9005

Material
Steel and aluminum

Surface treatment
Steel: Hot-dip galvanized and powder coated
Aluminum: powder coated

Protection class
Class I must be connected to PE

Degree of protection
IK10

Cable entry
Ø100mm

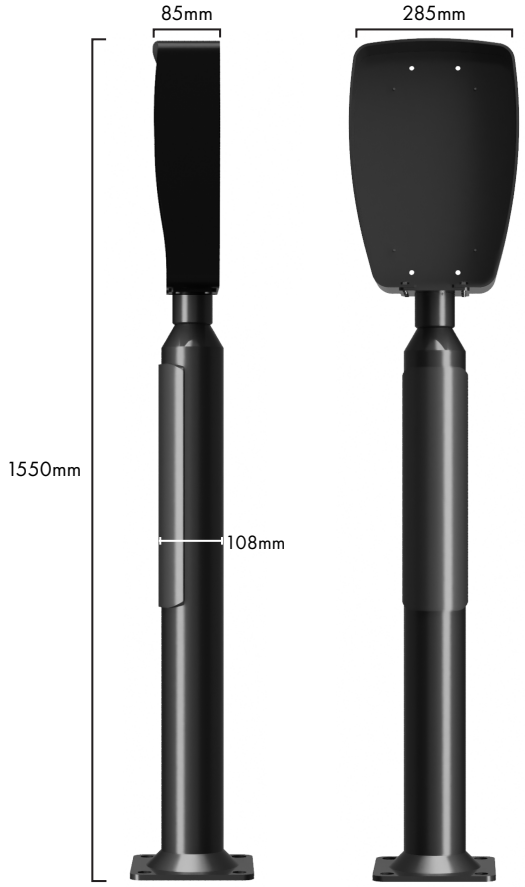
Attach to ground
CC160mm, Ø24mm

Coupling
Coupling clamp kit included, 5 x 4x25 / 50mm^2.
Elnr: 3640853.

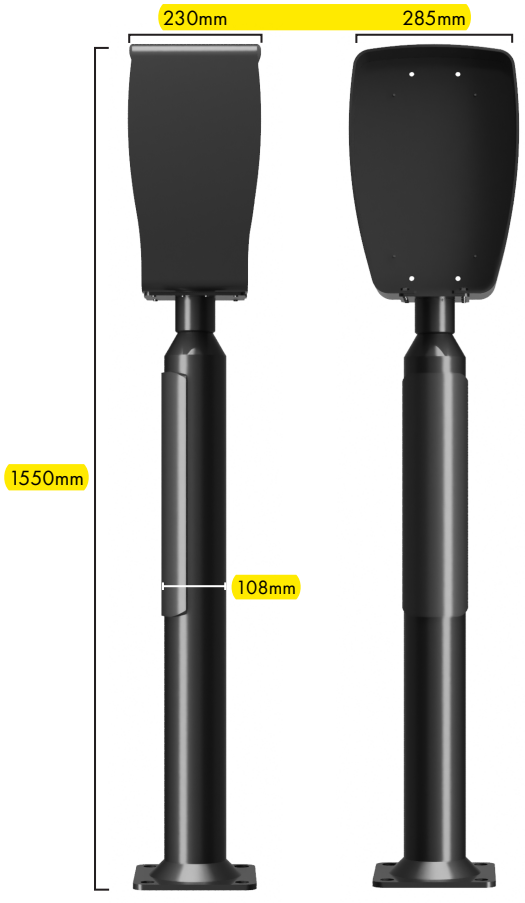
Mounting of charging station
The charging station's backplate is attached to the column with 4 M4 screws and nuts. (Supplied)

Example of base - Vik Ørsta
Anchoring frame CC160, M20x400
(no. 3640400)

Dredging base CC160 M20
(no. 3640427)



ZapCharger Single Column Standard
Article no. ZM000453



ZapCharger Twin Column Standard
Article no. ZM000454