

Our Ref :23-010.001
Your Ref :
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Date : 29th April 2024

South Dublin County Council
Land Use Planning & Transportation Dept,
County Hall,
Dublin, D24 A3XC

Re : Clonburris, Adamstown
SDCC Reference: SDZ22A/0017/C10 Final Grant Condition 10 Response

Dear Sir/Madam,

We refer to the Final grant of Planning Permission Condition 10 issued by South Dublin County Council in respect of Clonburris Development, Planning Register Reference SDZ22A/0017.

The Planning Condition Item is set out below (in bold Italics) with our response provided beneath.

Compliance Condition No. 10 states:

Public Realm Facilities for Charging Electric Vehicles. Prior to the commencement of development, the applicant/owner shall submit the following for the written 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).

REASON: In the interests of the proper planning and sustainable development of the area, to provide for improved urban air quality, reduced noise pollution and to support the transition to a low carbon future.

Response:

1.1 Proposed Allocation of Spaces

Electric car charging facilities in the public realm within the Clonburris development will be provided in 20% of all off-curtilage spaces. The locations of these spaces are indicated on the attached drawing, reference 23-010 E1003. The spaces for which active electric car charging will be provided are highlighted in red on this drawing.

In addition to the provision of active charging facilities, a ducting network will be installed during the construction phase to allow the future installation of E-Car charging facilities to all remaining off-curtilage parking spaces within the proposed development. The spaces for which provision for future electric car charging is to be made are highlighted in blue on this drawing.

1.2 Public Realm Electric Vehicle Charging Point Specification

Car charging points will meet the following specification:

- GPRS Networked suitable for commercial & on-street locations.
- RFID access control allowing regular users to pay using a contactless identification card which can be sourced from the charging point vendor.
- Mobile phone payment enabled using appropriate App
- Overcurrent & earth leakage detection per socket.
- Approved energy meter with utilisation logging/history.
- Full online monitoring and control through a GSM/GPRS modem for monitoring and billing.
- Open Charge Point Protocol (OCPP) compliant with back office support provided by the vendor.
- Integrated MCB – that allows for installation on a common circuit branch by the fact that the integrated MCB makes sure that both short circuit and overcurrent situations are handled according to installation- and product standards. The internal MCB complies with IEC EN 60898-1 and IEC EN60947-2.
- Integrated RCD Type B – This RCD is according to IEC EN 61008-1/IEC EN 62423 and has been verified externally with test reports issued by a third-party tester. Consequently, the construction complies with the mechanically coupled (4 poles) requirement and the 500A make and break and 3000A short circuit tolerance requirements.
- Electrical safety according to IEC EN 61851-1 and other relevant standards. This has been tested by a third-party tester and includes testing of isolation during overvoltage conditions.

The infrastructure provided at each group of car charging points will include an ESB meter, below ground ducting designed in conjunction with ESB Networks requirements and in accordance with their requirements and standards. Images of the type of Ecar charger equipment to be installed are provided below.



Typical ESB Meter Cabinet

Proposed Ecar Chargers for this development subject to formal tender process.

Zaptec Car Charger

The overall dimensions of a single charging station are 1497 H x 350 x 350 mm. The station is manufactured from Aluminium and powder coated in RAL9005 (Standard). Example below.



Figure 1 - Zaptec EV charger

EC Charging Car Charger

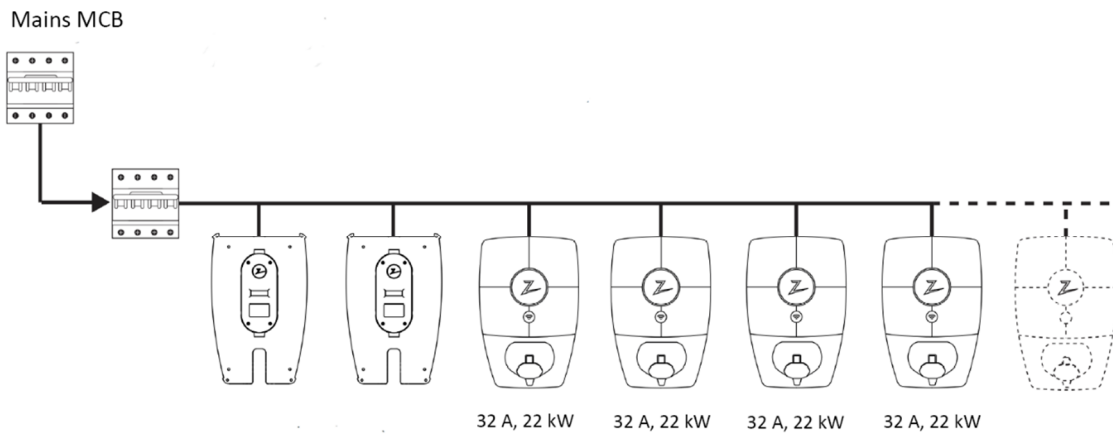
The details of proposed EC Charging stations are set out below:



Figure 2 - EC Charging EV charger

Physical dimensions of the charging station, including height, width, and depth are H1200 W300, D200.

Provided in Grey as standard. Colour options available for large quantities.
Compact and Space-Efficient Design. Steel casing (Weather Resistant).



Typical cabling schematic

1.3 Public Realm Metering & Management

1.3.1 Billing method for EV Charging Point Users

The EV Charging Points provided will be Open Charge Point Protocol (OCPP) compliant. Each meter will also be fitted with Radio Frequency Identification (RFID) capability to allow contactless payment via Near Field Communications (NFC) from a pre-registered payment card or from a smartphone app. The proposed operator of the EV Charging Points will also offer a telephone service with phone numbers printed on the charging point for occasional users of the facility.

The operator of the EV Charging Points will then collect the revenue from each user of the electric charging points via these payment methods and then pass this revenue onto the entity responsible for paying for the supply of electricity to the units. A commercial arrangement will need to be entered into between the Management Company of the development and the provider of the charging points.

1.3.2 Administration and Payment of Electricity Supply to EV Charging Points

Once the revenue associated with the use of the EV Charging Points has been collected, the monies collected have to be used to cover the costs of the electricity supplied.

The electric vehicle charging points which are located in the public realm will be connected fed from a local metered connection (located in an ESB approved meter cabinet) which in turn will be supplied from a nearby ESB Networks mini-pillar. A dedicated ESB Networks meter will be provided in the cabinet which will allow the electricity consumption to be metered by an electricity supplier. Each meter cabinet can supply multiple charging points subject to detailed design and loading requirements.

This arrangement can be repeated around the site with meter cabinets located close to each cluster of EV charging points. The Meter Point Reference Numbers (MPRNs) for each meter around the site will be assigned to a single electricity supply account and the management and payment of the bill for the electricity use at each of these points can be administered by the Management Company

This arrangement will ensure that the costs associated with the supply of electricity to the EV Charging Points will remain separate from all other electricity supply costs within the development. This will provide future flexibility in how these facilities are managed with the possibility that they could be incorporated into a network of nationwide chargers if such a network were to be developed.

1.4 Signage & Demarcation

All public/communal parking spaces that are provided with e-car charging facilities as symbolised on the drawing will be identified by either on-street markings or signage, or a combination of both. Typical road markings & signage images are indicated below.



We trust that the above information adequately addresses the requirements of the planning compliance condition.

Yours sincerely,

Kevin Farrell

Waterman Moylan

Encl. (1)