

Addendum to the
Environmental Impact
Assessment Report

NISA
North Irish Sea Array

Volume 4 - Onshore Chapters

Chapter 24

Traffic and Transportation



Contents

24.	Traffic and Transportation	24.1
24.1	Introduction	24.2
24.2	Methodology	24.2
24.3	Baseline Environment	24.5
24.4	Characteristics of the Proposed Development	24.15
24.5	Potential Effects	24.18
24.6	Mitigation and Monitoring Measures	24.32
24.7	Residual Effects	24.46
24.8	Transboundary Effects	24.57
24.9	Cumulative Effects	24.57
24.10	References	24.58

Tables

Table A24.1	2025 Traffic survey locations	24.3
Table A24.2	Characteristics of Road Infrastructure Route Section 1: Grid facility to Harry Reynolds Road	24.5
Table A24.3	Characteristics of Road Infrastructure Route Section 2: Harry Reynolds Road to R132 (Junction of Hamilton Road)	24.6
Table A24.4	Characteristics of Road Infrastructure Route Sections 3.1 and 3.2: R132 to Blakes Cross	24.6
Table A24.5	Characteristics of Road Infrastructure Route Section 5: Blakes Cross North along R129	24.7
Table A24.6	Characteristics of Road Infrastructure Route Section 6: Blakes Cross South to M1 Crossing	24.7
Table A24.7	Characteristics of Road Infrastructure Route Section 8: South of M1 Crossing to Roundabout at Fingallians GAA Club	24.7
Table A24.8	Characteristics of Road Infrastructure Route Section 9: East of Fingallians GAA Club	24.7
Table A24.9	Characteristics of Road Infrastructure Route Section 10.1 and 10.2: Estuary Road (west to east)	24.8
Table A24.10	Characteristics of Road Infrastructure Route Section 11: Estuary Road (Residential Section)	24.8
Table A24.11	Characteristics of Road Infrastructure Route Section 12: Along R106 to R107	24.8
Table A24.12	Characteristics of Road Infrastructure Route Section 13: Along R107 to Kinsealy	24.9
Table A24.13	Characteristics of Road Infrastructure Route Section 14 Option A: Kinsealy to Northern Cross	24.9
Table A24.14	Characteristics of Road Infrastructure Route Section 14 Option B: Hole in the Wall Route	24.9
Table A24.15	Characteristics of Road Infrastructure Route Section 15: Along R139 to Belcamp Substation	24.10
Table A24.16	Estimated Year of Construction (2027) Two-way Baseline Traffic Flows (vehicles) along Primary Construction Compound Delivery Routes and Construction Traffic Access Routes along the Onshore Cable Route (Predicted baseline, excluding construction traffic)	24.12
Table A24.17	Estimated Year of Construction (2027) Two-way Baseline Traffic Flows (vehicles) along Likely Diversion Routes before Full Road Closures	24.13

Table A24.18 Proposed Road Closures Due to Construction (in the absence of further mitigation measures)	24.17
Table A24.19 Projected Traffic Flows 2027 – AM Peak Period	24.19
Table A24.20 Projected Traffic Flows 2027 – PM Peak Period	24.20
Table A24.21 Full Road Closure Impact on Local Diversion Route Operations	24.21
Table A24.22 Partial Road Closure Impact on Local Diversion Route Operations	24.24
Table A24.23 Full Road Closure Impact on Strategic Diversion Route Operations	24.26
Table A24.24 Partial Road Closure Impact on Bus Services	24.30
Table A24.25 Full Road Closure Impact on Local Diversion Route Operations	24.35
Table A24.26 Partial Road Closure Impact on Local Diversion Route Operations	24.39
Table A24.27 Full Road Closure Impact on Strategic Diversion Route Operations	24.40
Table A24.28 Partial Road Closure Impact on Bus Services	24.43
Table A24.29 Temporary Residual Significant Full Road Closure Impact on Local Diversion Route Operations	24.47
Table A24.30 Temporary Residual Significant Partial Road Closure Impact on Local Diversion Route Operations	24.50
Table A24.31 Temporary Residual Significant Full Road Closure Impact on Strategic Diversion Route Operations	24.53

24. Traffic and Transportation

North Irish Sea Array Windfarm Ltd (NISA, hereafter referred to as ‘the Developer’) has been considering the Request for Further Information (RFI) issued by An Bord Pleanála (now An Coimisiún Pleanála) as well as the third-party submissions received following public consultation. At An Coimisiún Pleanála’s behest, the Developer has also continued to consult with stakeholders in respect of the 2024 planning application throughout 2024-2026. The Developer has refined elements of the design to respond to the third-party submissions, the continued public and stakeholder consultation and the RFI. Amendments are therefore required to Chapter 24: Traffic and Transportation of the 2024 Environmental Impact Assessment Report (EIAR). Full details of consultation undertaken can be found in Appendix A1.2 in the Addendum to the EIAR.

For the purposes of clarity, this document shall be read in conjunction with the Chapter 24 submitted as part of the 2024 EIAR.

For the purposes of clarity, any cross reference to a chapter, section, table, image, figure or appendix within this document is to another location within the Addendum to the EIAR unless explicitly stated otherwise. Any cross reference to anything included in the 2024 EIAR will be clearly labelled as such.

Text in bold is only used throughout this document to indicate where changes are required, and why they are required. Text in italics illustrates section(s) of the 2024 EIAR which are deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font. Where text has been replaced in normal font, bold text shall be used to indicate no further changes to this section (where relevant).

Tables which have been updated from the 2024 EIAR, or entirely new tables, have been included in the Addendum to the EIAR. These tables can be identified by the “A” prefix in the table caption. Any changes within the updated table, in comparison to tables within the 2024 EIAR, are indicated by grey shading in the relevant cell, column or row, as necessary. The exception here is where a table has been replaced in its entirety.

The sections relevant to Chapter 24 in the RFI are included below.

RFI Section	RFI	Relevance to Chapter
1 (b)	The scientific information provided as part of the planning application documentation should be based on up-to-date survey reports and data. Accordingly, the applicant is requested to confirm/provide justification/verification that the information submitted in support of the planning application remains relevant and appropriate at the point of submitting further information or to update same as required.	The timeframes associated with the RFI have necessitated a review of the datasets previously used in the 2024 EIAR to ensure any necessary updates to the baseline environment are captured. Therefore, a review of the baseline environment has been undertaken to comply with RFI 1 (b).
5	The Marine Institute in their observation raises concerns in relation to the methodology applied in the submitted cumulative effects assessment and the manner in which the information is presented, noting the lack of a standard Irish methodology in relation to CEA. The applicant is advised that guidance exists in the UK, namely Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment - GOV.UK, September 2024 (NSIP, 2024). The applicant is requested to revise the submitted cumulative assessment in line with NSIP (2024) and submit a standalone document to clearly demonstrate the CEA conclusions. In the interests of consistency and transparency, the applicant is requested to complete the assessment in accordance with the templates provided in the NSIP (2024), namely “Appendix 1: Matrix 1 – Identification of ‘other development’ for CEA” and “Appendix 2: Matrix 1 – Assessment matrix” (see attached Appendix B)...	A revised CEA, which considers the methodology and template provided in the Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment – GOV.UK, September 2024 (NSIP, 2024), has been prepared. The revised CEA is provided in Chapter 38 Cumulative and Inter-Related Effects, Appendix 38.1 – Onshore Long List and Appendix A38.2 Offshore Long List. The update to this chapter in relation to this, is provided in Section 24.9.

RFI Section	RFI	Relevance to Chapter
19 (a)	Having regard to the anticipated traffic disruption, the applicant is requested to consider, in consultation with Fingal County Council, mitigation measures to address the predicted length of road closures, including consideration of lane closures with significant traffic management measures, nighttime road closures and measures to reduce road closure timelines such as increased resources. The applicant is also requested to submit, further to consultation with Fingal County Council, proposals for a phasing plan.	An Bord Pleanála acknowledged concerns raised by Fingal County Council in relation to the scale and duration of onshore road closures proposed to facilitate the proposed development. The Developer engaged in further consultation with Fingal County Council (FCC) in 2025 (see Appendix A1.2 for further information on consultation with FCC). Following this consultation, additional mitigation measures have been included to further reduce potential impacts arising from the proposed development. As part of this consultation, the Developer also submitted an indicative phasing plan to FCC which will be further developed and finalised by the Developer and its appointed contractor(s) in consultation with FCC and other relevant stakeholders, prior to the commencement of construction, as agreed with FCC. Further details on the additional mitigation measures and the indicative phasing plan are provided in the Construction Traffic Management Plan (CTMP) which is included as part of the Onshore Construction Environmental Management Plan (CEMP). Any relevant changes are included in this report in Sections 24.4, 24.6.
19 (c)	The applicant is requested to review section 24.3 of Chapter 23 in relation to Baseline Environment to ensure any road network upgrade works, such as the installation of active travel measures/cycle paths at Corduff NS and along the R132 (The Five Roads to Corduff), and at any other location, are reflected accurately in the baseline and subsequent assessment.	To ensure compliance with RFI Section 19 (c), updated traffic count surveys were undertaken in 2025. The results of these surveys are presented in this chapter along with the updated assessment of this data. Any relevant changes are included in this report in Sections 24.2, 24.3, 24.5, 24.6, and 24.7.

24.1 Introduction

There are no changes to the section. Refer to Section 24.1 of Chapter 24 of the 2024 EIAR.

24.2 Methodology

There are no changes to the section. Refer to Section 24.2 of Chapter 24 of the 2024 EIAR.

24.2.1 Study Area

There are no changes to the section. Refer to Section 24.2.1 of Chapter 24 of the 2024 EIAR.

24.2.2 Traffic Data Collection and Collation

The only change required to Section 24.2.2 in Chapter 24 of the 2024 EIAR is in relation to the supporting text to account for updated traffic count data surveys required as per RFI Section 19 (c).

For the purposes of clarity, the following text shall be deleted from Section 24.2.2 of Chapter 24 of the 2024 EIAR:

“Traffic count data surveys were carried out in 2022 and 2023 to establish baseline conditions on the receiving road network as follows:”

And replaced with the following text:

Traffic count data surveys were carried out in 2022, 2023 and 2025 to establish baseline conditions on the receiving road network as follows:

In addition, the following text shall also be added to Section 24.2.2 of Chapter 24 of the 2024 EIAR:

- 2025: at 42 locations between 06:00 and 20:00 on Thursday 25th September 2025 (refer to Table A24.1).

To address the requirements of RFI Section 19 (c) and following consultation with Fingal County Council, the 2025 traffic survey programme included additional survey locations to widen the coverage of junctions along the onshore cable route and diversion corridors.

For robustness, Tables 24.2 and Table 24.3 shall be retained for information, however for the purposes of the assessment the 2022 and 2023 survey data is superseded by the 2025 survey data. A new table shall be added (Table A24.1) which incorporates the 2025 Traffic Survey locations, carried out on 25th September 2025.

Table A24.1 2025 Traffic survey locations

Junction No.	Arm Names	Survey years undertaken
1	Clonshaugh Road/R139 East/R139 West	2022 / 2023 / 2025
2	R107 Malahide Road North/R139 East/R107 Malahide Road South/R139 West	2022 / 2023 / 2025
3	The Hole in the Wall Road / R809 East / R809 Grange Road / R139 West	2023 / 2025
4	R124 North / R123 East / The Hole in the Wall Road / R123 West	2023 / 2025
5	R124 North / Station Road / R124 South	2023 / 2025
6	R124 North / The Old Road / R124 South / Chapel Road	2023 / 2025
7	R107 Malahide Road North/Balgriffin Road/R107 Malahide Road South/Balgriffin Cottages	2022 / 2023 / 2025
8	R107 Malahide Road North/R107 Malahide Road South/Baskin Lane	2022 / 2025
9	R107 Malahide Road North / Chapel Road / R107 Malahide Road South	2023 / 2025
10	R107 Malahide Road North/R107 Malahide Road South/Feltrim Road	2022 / 2023 / 2025
11	R106 Dublin Road North/R107 Malahide Road South/Swords Road	2022 / 2025
12	Estuary Road/Swords Road East/Swords Road West	2022 / 2023 / 2025
13	R132 East/R125 South/R132 West/R836 North	2022 / 2025
14	Estuary Road East/Seatown Road/Estuary Road	2022 / 2023 / 2025
15	R132 Lissenhall Road/Spittal Hill/R132 Swords Bypass/R125 Castlegrange Road	2022 / 2025
16	R132 North/L2136 Ascaill Thuirbhe/Jordanstown Road/Maxol	2022 / 2025
17	R132 North/R132 South/R129	2022 / 2023 / 2025
18	R132 North/Ministers Road/R132 South	2022 / 2023 / 2025
19	R132 North/R132 South/L1140/Applegreen access	2022 / 2025
20	R132 North/Old Coach Road/R132 South	2022 / 2023 / 2025
21	R132 Dublin Street/L5460 Hamilton Road/R132 South/L1360 West	2022 / 2023 / 2025
22	L1390 East/Stephenstown Industrial Estate/L1390 West/Stephenstown Link Road	2022 / 2025
23	Flemington Lane/Bridgefoot Road South/Bridgefoot Road North	2022 / 2025
24	Drogheda Street South/Harry Reynolds Road/Drogheda Street North	2022 / 2023 / 2025
25	Chapel Street East/Harry Reynolds Road South/Chapel Street West/Harry Reynolds Road North	2022 / 2025
26	Clonard Road East/Stephenstown Link Road/Clonard Road West/Castlemill Link Road	2022 / 2025
27	M1 Overpass/M1 Balbriggan Bypass Off-Ramp/Gormanston Road/M1 Balbriggan Bypass On-Ramp	2022 / 2023 / 2025
28	R108 Naul Road North / R129 East / R108 Naul Road South / R129 West	2023 / 2025
29	R125 Rathbeale Road East / R108 South / R125 Ashbourne Road	2023 / 2025

Junction No.	Arm Names	Survey years undertaken
30	Balheary Road / R125 West / R125 South / Castlegrange Green	2023 / 2025
31	New Street / R106 The Mall / R124 Church Road / R106 Main Street	2023 / 2025
32	Baldrumman East / L1145 Baldrumman / Baldrumman West	2025 (New Location)
33	Balheary Road North / Batter Lane / Balheary Road South	2025 (New Location)
34	Back Road East / Kinsealy Lane / Back Road West	2025 (New Location)
35	Estuary Road East / Seatown Road / Estuary Road West	2025 (New Location)
36	Old Coach Road North / Old Coach Road South / Unnamed Road	2025 (New Location)
37	Courtlyough / Unnamed Road / Hedgestown	2025 (New Location)
38	R122 East / L1125 Inch Road / R122 West / Private Access	2025 (New Location)
39	Quickpenny Lane North / Quickpenny Road / Quickpenny Lane South	2025 (New Location)
40	Dublin Road / R127 Rathmore Road / R127 Dublin Road / Local Road	2025 (New Location)
41	Sea Road / Yellow Walls Road East / Millview Road / Yellow Walls Road West	2025 (New Location)
42	Balgriffin Park / Clongriffin Avenue / Belmayne	2025 (New Location)

There are no other changes to this section. Refer to Section 24.2.2 of Chapter 24 of the 2024 EIAR.

24.2.3 Time Periods Assessed

The change required to Section 24.2.3 in Chapter 24 of the 2024 EIAR is in relation to the construction start date. As a result of the timeframes associated with responding to the RFI, the anticipated commencement of construction has changed from 2026/2027 to 2027/2028. In addition, the evening peak traffic period has been updated in this Chapter to reflect the 2025 survey dataset (as per RFI Section 19 (c)), which identified 16:45 to 17:45 as having the highest volume of traffic during the latest surveys.

For the purposes of clarity, the following text from Section 24.2.3 of Chapter 24 in the 2024 EIAR is deleted:

“The time periods assessed include the busiest periods - namely the morning (7:45 – 8:45) and evening peak periods (17:00 – 18:00) - and also daily flows (i.e., 24-hour period).

In terms of future assessment years, construction is expected to commence in 2026/27 (subject to planning consent). The construction phase is expected to last for two years, with the operational year assessed for 2029. The construction base year has therefore been assumed as 2026 as this is expected to be the busiest period during the construction phase.”

And replaced with the following text:

The time periods assessed include the busiest periods - namely the morning (7:45 – 8:45) and evening peak periods (16:45 – 17:45) - and also daily flows (i.e., 24-hour period).

In terms of future assessment years, construction is expected to commence in 2027/2028 (subject to planning consent). The construction phase is expected to last for two years, with the operational year assessed for 2029/2030. The construction base year has therefore been assumed as 2027 as the first year is expected to be the busiest period during the construction phase.

There are no other changes to this section. Refer to Section 24.2.3 of Chapter 24 of the 2024 EIAR.

24.2.4 Method for Assessment of Impacts

There are no changes to the section. Refer to Section 24.2.4 of Chapter 24 of the 2024 EIAR.

24.2.4.1 Construction and Operational Traffic Impacts

There are no changes to the section. Refer to Section 24.2.4.1 of Chapter 24 of the 2024 EIAR.

24.2.4.2 Full Road Closure Traffic Impacts on Local Diversion Routes

There are no changes to the section. Refer to Section 24.2.4.2 of Chapter 24 of the 2024 EIAR.

24.2.4.3 Full Road Closure Traffic Impacts on Strategic Diversion Routes

There are no changes to the section. Refer to Section 24.2.4.3 of Chapter 24 of the 2024 EIAR.

24.2.4.4 Partial Road Closure Traffic Impacts on Local Diversion Routes

There are no changes to the section. Refer to Section 24.2.4.4 of Chapter 24 of the 2024 EIAR.

24.2.4.5 Full Road Closure Traffic Impacts on Bus Services

There are no changes to the section. Refer to Section 24.2.4.5 of Chapter 24 of the 2024 EIAR.

24.2.4.6 Partial Road Closure Traffic Impacts on Bus Services

There are no changes to the section. Refer to Section 24.2.4.6 of Chapter 24 of the 2024 EIAR.

24.3 Baseline Environment

24.3.1 Local Transport Network and Services

In response to RFI Section 19 (c), the information in Section 24.3 has been updated to accurately reflect wider impacts in traffic patterns and changes in traffic associated with any road or cycle network upgrade works completed in the intervening period (since the consent application submission in June 2024) in the baseline environment. Furthermore, in some locations 2025 survey data has been used to capture localised impacts on diversion routes using location specific survey data rather than calculations based on adjacent survey data. Therefore, the changes required to Section 24.3.1 in Chapter 24 of the 2024 EIAR are in relation to Table 24.15 to 24.30. The tables, which presented the characteristics of road infrastructure along the cable route have been updated to show 2025 traffic data.

For the purposes of clarity, the tables from Section 24.3.1 of Chapter 24 of the 2024 EIAR have been updated as Table A24.2 to Table A24.15. Table 24.18 and Table 24.21 did not require updates following the 2025 traffic survey and review of road network upgrade works. These two tables remain unchanged from the 2024 EIAR and are therefore not reproduced in this document. All updated tables in this section are presented below, with changes highlighted in grey.

Table A24.2 Characteristics of Road Infrastructure Route Section 1: Grid facility to Harry Reynolds Road

Route Section 1: Grid facility to Harry Reynolds Road	
R132	
Function	Strategic route connecting Co. Louth/Armagh border with Dublin City, running adjacent to the M1
Existing Traffic Demand	7,825 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 9m.
Shoulder type	Grass verges outside town and footpaths in urban sections
Footpath	Yes
Cycle Lane	Yes (in urban sections)
Bus Lane	No

Table A24.3 Characteristics of Road Infrastructure Route Section 2: Harry Reynolds Road to R132 (Junction of Hamilton Road)

Route Section 2: Harry Reynolds Road to R132 (Junction of Hamilton Road)	
Harry Reynolds Road	
Function	Local route, running adjacent to the R132
Existing Traffic Demand	7,384 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 7m
Shoulder type	Grass verges
Footpath	Yes
Cycle Lane	Yes (partially along southern end of section)
Bus Lane	No

Table A24.4 Characteristics of Road Infrastructure Route Sections 3.1 and 3.2: R132 to Blakes Cross

Route Section 3.1 and 3.2: R132 to Blakes Cross	
R132 (Gardners Hill to Balrothery)	
Function	Strategic route connecting Balbriggan with Balrothery, running adjacent to the M1.
Existing Traffic Demand	12,420 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 12m
Shoulder type	Varies between grass verges and hard shoulders
Footpath	Footpaths at sections closest to settlement, no footpath in middle section of road.
Cycle Lane	Yes (intermittent sections along the eastern side of road)
Bus Lane	No
R132 (Balrothery to The Five Roads)	
Function	Strategic route connecting Co. Louth/Armagh border with Dublin City, running adjacent to the M1 via Balrothery.
Existing Traffic Demand	11,343 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 10-12m
Shoulder type	Hard Shoulder
Footpath	Yes (Footpath from Knock Cross past M1 Business Park)
Cycle Lane	No
Bus Lane	No
R132 (The Five Roads to Corduff)	
Function	Strategic route connecting Co. Louth/Armagh border with Dublin City, running adjacent to the M1 via Blakes Cross.
Existing Traffic Demand	9,454 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 10-12m
Shoulder type	Varies between hard shoulder and grass verges
Footpath	Yes (Shared pedestrian and cycle lane south of R132/Baldrumman junction)
Cycle Lane	Yes (Shared pedestrian and cycle lane south of R132/Baldrumman junction)
Bus Lane	No

Table A24.5 Characteristics of Road Infrastructure Route Section 5: Blakes Cross North along R129

Route Section 5: Blakes Cross to R129	
R129	
Function	Strategic route connecting R122 (Ballyboughal) to (R132 Blakes Cross)
Existing Traffic Demand	3,994 AADT [Note: Updated to reflect 2025 survey and error in the 2024 EIAR AADT value, which does not affect the overall assessment]
Width	The road has one lane in each direction with an overall carriageway width of roughly 8m
Shoulder type	Varies between grass verges and hard shoulders
Footpath	No
Cycle Lane	No
Bus Lane	No

Table A24.6 Characteristics of Road Infrastructure Route Section 6: Blakes Cross South to M1 Crossing

Route Section 6: Blakes Cross to M1 Crossing	
R132 Blakes Cross to Lissenhall	
Function	Strategic route connecting Blakes Cross with Dublin City, crossing the M1
Existing Traffic Demand	29,085 AADT
Width	The road has two lanes in each direction with an overall carriageway width of roughly 16-18m.
Shoulder type	Varies between hard shoulder and grass verges
Footpath	No
Cycle Lane	Yes (along sections near Blakes Cross)
Bus Lane	No

Table A24.7 Characteristics of Road Infrastructure Route Section 8: South of M1 Crossing to Roundabout at Fingallians GAA Club

Route Section 8: South of M1 Crossing to Roundabout at Fingallians GAA Club	
R132 (M1 Flyover to Estuary Roundabout)	
Function	Strategic route connecting Swords with Dublin City/ North County Dublin, running adjacent to the M1.
Existing Traffic Demand	32,637 AADT
Width	The road is a dual carriageway with a central grass verge. The overall carriageway width of roughly 28m.
Shoulder type	Hard shoulder
Footpath	Yes (partially along the eastern side of road towards the south of the section)
Cycle Lane	No
Bus Lane	No

Table A24.8 Characteristics of Road Infrastructure Route Section 9: East of Fingallians GAA Club

Route Section 9: East of Fingallians GAA Club	
Spittal Hill/Lissenhall	
Function	Local access road which provides a route between the R132 and Estuary Road.
Existing Traffic Demand	4,843 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 7m
Shoulder type	Grass verge

Route Section 9: East of Fingallians GAA Club	
Footpath	Yes
Cycle Lane	No
Bus Lane	No

Table A24.9 Characteristics of Road Infrastructure Route Section 10.1 and 10.2: Estuary Road (west to east)

Route Section 10.1 and 10.2: Estuary Road (west to east)	
Estuary Road (Lissenhall to Swords Sailing & Boating Club)	
Function	Local access road which provides a route between the R132 and R106. The route is of scenic value and during summer months experiences higher traffic flows, views of Malahide Estuary.
Existing Traffic Demand	4,181 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 6m along the coastal section,
Shoulder type	Grass verge
Footpath	Yes
Cycle Lane	No
Bus Lane	No

Table A24.10 Characteristics of Road Infrastructure Route Section 11: Estuary Road (Residential Section)

Route Section 11: Estuary Road (Residential Section) to R106	
Estuary Road (Swords Sailing and Boating Club to R106)	
Function	Local access road which provides a route between the R132 and R106.
Existing Traffic Demand	6,734 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 8m though the residential areas.
Shoulder type	Grass verge
Footpath	Yes
Cycle Lane	No
Bus Lane	No

Table A24.11 Characteristics of Road Infrastructure Route Section 12: Along R106 to R107

Route Section 12: Along R106 to R107	
R106	
Function	Strategic access road connecting Malahide and Swords.
Existing Traffic Demand	14,463 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 7m.
Shoulder type	Grass verge
Footpath	Yes
Cycle Lane	No
Bus Lane	No

Table A24.12 Characteristics of Road Infrastructure Route Section 13: Along R107 to Kinsealy

Route Section 13: Along R107 to Kinsealy	
R107 (From Junction of R106 to Kinsealy)	
Function	Strategic access road connecting Malahide and Fairview via Coolock and Balgriffin.
Existing Traffic Demand	12,968 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 6-7m.
Shoulder type	Grass verge
Footpath	Yes
Cycle Lane	No
Bus Lane	No

Table A24.13 Characteristics of Road Infrastructure Route Section 14 Option A: Kinsealy to Northern Cross

Route Section 14 Option A: Malahide Route	
R107 (From Kinsealy to Northern Cross)	
Function	Strategic access road connecting Malahide and Fairview via Coolock and Balgriffin.
Existing Traffic Demand	21,071 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 6-7m. Road widens on approach to northern cross to allow for two lanes in each direction with an overall carriageway width of approximately 17m.
Shoulder type	Grass verge
Footpath	Yes
Cycle Lane	No
Bus Lane	No

Table A24.14 Characteristics of Road Infrastructure Route Section 14 Option B: Hole in the Wall Route

Route Section 14 Option B: Hole in the Wall Route	
Chapel Road	
Function	Local Access Road connecting the R107 at Kinsealy to the R124 Plunkett Cottages
Existing Traffic Demand	8,669 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 5-6m.
Shoulder type	Grass verge
Footpath	Yes, there are footpaths at the western end of the road towards Kinsealy
Cycle Lane	Yes, short section along the southern side of the road at Newpark Drive
Bus Lane	No
R124	
Function	Strategic Access Road connecting Malahide in the north to the R123 in Balgriffin via Old Portmarnock.
Existing Traffic Demand	10,561 AADT
Width	The road has one lane in each direction with an overall carriageway width of roughly 7m.
Shoulder type	Varies between grass verge and footpath
Footpath	Yes
Cycle Lane	Yes, short section from Drumnigh Manor to Hole in the Wall Road
Bus Lane	No

Route Section 14 Option B: Hole in the Wall Route	
Hole in the Wall Road	
Function	Local Access Road connecting Balgriffin and Donaghmede, via Fr Collins Park
Existing Traffic Demand	15,365 AADT
Width	The road has one lane and bus lane in each direction with an overall carriageway width of roughly 11-15m.
Shoulder type	Varies between footpath and cycle lane
Footpath	Yes
Cycle Lane	Yes
Bus Lane	Yes
R139 Clarehall Avenue	
Function	Strategic Access Road connecting Baldoyle to the M50/M1 interchange via Donaghmede and Clarehall
Existing Traffic Demand	26,779 AADT
Width	The road has one lane and bus lane in each direction with an overall carriageway width of roughly 15m.
Shoulder type	Grass verge
Footpath	Yes
Cycle Lane	No
Bus Lane	Yes

Table A24.15 Characteristics of Road Infrastructure Route Section 15: Along R139 to Belcamp Substation

Route Section 15: Along R139 to Belcamp Substation	
R139	
Function	Strategic access road connecting Donaghmede to the M1 via Northern Cross and Belcamp.
Existing Traffic Demand	34,188 AADT
Width	The road has two lanes in each direction with an overall carriageway width of roughly 6-7m.
Shoulder type	Grass verge
Footpath	Yes
Cycle Lane	No
Bus Lane	No

There are no other changes to this section. Refer to Section 24.3.1 of Chapter 24 of the 2024 EIAR.

24.3.2 2026 Baseline Projected Travel Patterns

The only change required to Section 24.3.2 in Chapter 24 of the 2024 EIAR is in relation to Table 24.33 and Table 24.34, and the supporting text. The tables have been updated following the completion of 2025 traffic survey analysis and to include the update to the construction commencement date.

For the purposes of clarity, the following text from Section 24.3.2 of Chapter 24 in the 2024 EIAR shall be deleted:

“To assess the potential impact of the proposed development on the local road network, a future existing baseline of traffic flows (for the construction year of 2026/27) (excluding construction traffic) was established based on the traffic count survey data (refer to Section 24.2.2). The Traffic Infrastructure Ireland (TII) Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts PE-PAG-02039 were used to estimate AADT for the base year of 2026.

This involved converting the 14-hour traffic link counts to 24-hour totals. The 24-hour counts were further converted to using factors to AADT using a process based on factors developed based on the day of the week and the month the counts were undertaken.

And replaced with the following text:

To assess the potential impact of the proposed development on the local road network, a future existing baseline of traffic flows (for the construction year of 2027) (excluding construction traffic) was established based on the traffic count survey data (refer to Section 24.2.2).

The Traffic Infrastructure Ireland (TII) Project Appraisal Guidelines for National Roads Unit 16.1 - Expansion Factors for Short Period Traffic Counts PE-PAG-02039 were used to estimate AADT for the base year of 2027. This involved converting the 14-hour traffic link counts to 24-hour totals. The 24-hour counts were further converted to AADT using a TII process based on factors developed based on the day of the week and the month the counts were undertaken.

Table 24.33 and Table 24.34 shall be deleted from Section 24.3.2 of Chapter 24 of the 2024 EIAR and replaced in its entirety with Table A24.16 and Table A24.17 to reflect the updated construction year of 2027 and the 2025 traffic survey analysis.

Table A24.16 Estimated Year of Construction (2027) Two-way Baseline Traffic Flows (vehicles) along Primary Construction Compound Delivery Routes and Construction Traffic Access Routes along the Onshore Cable Route (Predicted baseline, excluding construction traffic)

Route Section	Junction	Links	AM Peak (07:45-08:45)		PM Peak (16:45-17:45)		14 hour		Typical 24 hour (AADT)	
			Veh	% HGV	Veh	% HGV	Veh	% HGV	Veh	% HGV
-	27	R132	770	3%	625	2%	7588	3%	7590	3%
1	24	Drogheda Street North	790	1%	742	0%	8107	1%	8109	1%
-	26	R122 Clonard Road	1232	1%	1175	0%	12365	2%	12368	2%
2	21	R132 South	1070	3%	1221	1%	12874	2%	12877	2%
3	20	R132 North	987	4%	1065	2%	11496	3%	11499	3%
3	18	R132 South	832	9%	1073	4%	9818	10%	9820	10%
5	17	R132 South	895	8%	1157	5%	10881	10%	10881	10%
6	16	R132	2522	6%	2655	4%	30185	7%	30192	7%
8	15	R132 Lissenhall Road	2686	5%	2931	2%	33849	5%	33857	5%
9	15	Spittal Hill / Lissenhall	392	2%	598	1%	5021	2%	5022	2%
10	14	Estuary Rd East	362	2%	583	1%	4333	1%	4334	1%
11	12	Estuary Rd West	434	1%	588	0%	5617	2%	5618	2%
12	11	Swords Rd East	1016	3%	1139	1%	12893	3%	12896	3%
13	10	R107 Malahide Rd	1309	3%	1270	1%	13441	3%	13445	3%
14A	7	R107 Malahide Rd	1297	4%	1441	1%	16683	4%	16687	4%
14B	6	R124 Drumnigh Rd	1098	1%	1103	1%	10945	1%	10948	1%
14B	5	R124 Drumnigh Rd	1094	1%	1094	1%	10933	1%	10936	1%
14B	4	R124 Drumnigh Rd	880	1%	952	1%	10297	2%	10299	2%
14B	4	Hole in the Wall Rd	742	1%	777	1%	8200	1%	8202	1%
14B	3	R139 Clarehall Avenue	1962	4%	1915	2%	24492	4%	24498	4%
14B	2	R139 Clarehall Avenue	2117	4%	2241	2%	27760	4%	27767	4%
15	2	R107 Malahide Rd	2513	7%	2590	3%	35477	6%	35485	6%

Route Section	Junction	Links	AM Peak (07:45-08:45)		PM Peak (16:45-17:45)		14 hour		Typical 24 hour (AADT)	
			Veh	% HGV	Veh	% HGV	Veh	% HGV	Veh	% HGV
15	1	R139 East	4048	5%	4496	2%	52419	5%	52431	5%

Table A24.17 Estimated Year of Construction (2027) Two-way Baseline Traffic Flows (vehicles) along Likely Diversion Routes before Full Road Closures

Route Section	Junction	Links	AM Peak (07:45-08:45)		PM Peak (16:45-17:45)		14 hour		Typical 24 hour (AADT)	
			Veh	% HGV	Veh	% HGV	Veh	% HGV	Veh	% HGV
1	38	R122	1801	4%	1664	2%	16832	5%	16835	5%
	24	Harry Reynolds Road	610	3%	756	1%	7652	2%	7653	2%
5	17	R132 South	895	8%	1157	5%	10881	10%	10883	10%
	29	R125 East	992	1%	1031	2%	9855	2%	9857	5%
	28	R108 Main St	507	4%	515	4%	4885	4%	4886	6%
9	14	Estuary Road	362	2%	583	1%	4333	1%	4334	1%
	14	Mantua Road	311	1%	448	1%	4228	1%	4229	1%
	15	R132	2790	4%	2490	2%	32087	4%	32094	4%
10.1	14	Mantua Road	311	1%	448	1%	4228	1%	4229	1%
	15	R132	2790	4%	2490	2%	32087	4%	32094	4%
	15	Spittal Hill/Lissenhall	392	2%	598	1%	5021	2%	5022	2%
10.2	12	Estuary Road	434	1%	588	0%	5617	2%	5618	2%
	12	R106	1212	3%	1322	1%	15833	2%	15837	2%
	15	R132	2790	4%	2490	2%	32087	4%	32094	4%
	14	Mantua Road	311	1%	448	1%	4228	1%	4229	1%
12	12	R106	1212	3%	1322	1%	15833	2%	15837	0%
	13	R132	2172	4%	2448	2%	27584	3%	27590	3%
	13	R125	1346	3%	1511	1%	18386	2%	27590	2%
	1	R139	4048	5%	4496	2%	52419	5%	52431	5%
	2	R107	1766	4%	1746	1%	21849	4%	21854	4%

Route Section	Junction	Links	AM Peak (07:45-08:45)		PM Peak (16:45-17:45)		14 hour		Typical 24 hour (AADT)	
			Veh	% HGV	Veh	% HGV	Veh	% HGV	Veh	% HGV
13	12	R106	1212	3%	1322	1%	15833	2%	15837	0%
	13	R132	2172	4%	2448	2%	27584	3%	27590	3%
	13	R125	1346	3%	1511	1%	18386	2%	27590	2%
	1	R139	4048	5%	4496	2%	52419	5%	52431	5%
14A	12	R106	1212	3%	1322	1%	15833	2%	15837	0%
	13	R132	2172	4%	2448	2%	27584	3%	27590	3%
	13	R125	1346	3%	1511	1%	18386	2%	27590	2%
	1	R139	4048	5%	4496	2%	52419	5%	52431	5%
14B.1	9	R107	1418	3%	1418	1%	15548	3%	15552	3%
	7	R123	776	2%	866	2%	9785	3%	9787	3%
	4	R124	880	1%	952	1%	10297	2%	10299	2%
14B.2	31	R106	907	4%	980	1%	11611	3%	11614	3%
	10	R107	709	4%	759	1%	8594	3%	8596	3%
	7	R123	776	2%	866	2%	9785	3%	9787	3%
14B.3	4	R123	785	2%	823	1%	9265	3%	9267	3%
	4	Hole in the Wall Road	742	1%	777	1%	8200	1%	8202	1%
	42	Belmayne	823	1%	687	1%	7358	2%	7359	2%

There are no other changes to this section. Refer to Section 24.3.2 of Chapter 24 of the 2024 EIAR.

24.4 Characteristics of the Proposed Development

24.4.1 Introduction

There are no changes to the section. Refer to Section 24.4.1 of Chapter 24 of the 2024 EIAR.

24.4.2 Construction Phase

There are no changes to the introductory text of this section. Refer to Section 24.4.2 of Chapter 24 of the 2024 EIAR.

24.4.2.1 Landfall and Grid Facility Area

The only change required to Section 24.4.2.1 in Chapter 24 of the 2024 EIAR is in relation to construction year assumptions for the grid facility contractor compound. The original construction period of “2026/27 and 2028/29” has been updated to “2027/28 and 2029/30” to reflect the revised programme information provided as part of the RFI response. However, whilst the programme has been updated to reflect a new construction period, the duration of construction remains unchanged from the 2024 EIAR.

For the purposes of clarity, the following text from Section 24.4.2.1 of Chapter 24 in the 2024 EIAR is deleted:

“The duration of construction works at the grid facility contractor compound will be approximately 24 months between 2026/27 and 2028/29. For the purpose of the assessment, it was robustly assumed that the export and import of earthworks related to the setup of the compound at the grid facility contractor compound will take place over a period of 2 months, with this occurring before the construction of the HDD compounds near the landfall area begins.

The duration of civil construction works at the landfall HDD contractor compound will be c. 10 months between 2026/27 and 2027/28. For the purpose of the assessment, it was robustly assumed that the export and import of earthworks related to the setup of the compound will take place over a period of 1 month.”

And replaced by:

The duration of construction works at the grid facility contractor compound will be approximately 24 months between 2027/28 and 2029/30. For the purpose of the assessment, it was robustly assumed that the export and import of earthworks related to the setup of the compound at the grid facility contractor compound will take place over a period of 2 months, with this occurring before the construction of the HDD compounds near the landfall area begins.

The duration of civil construction works at the landfall HDD contractor compound will be c. 10 months between 2027/28 and 2028/29. For the purpose of the assessment, it was robustly assumed that the export and import of earthworks related to the setup of the compound will take place over a period of 1 month.

There are no other changes to this section. Refer to Section 24.4.2.2 of Chapter 24 of the 2024 EIAR.

24.4.2.2 Onshore Cable Route

There are no changes to the section. Refer to Section 24.4.2.2 of Chapter 24 of the 2024 EIAR.

24.4.2.3 Road Closures

In response to RFI Section 19 (a) changes are required to Section 24.4.2.3 in Chapter 24 of the 2024 EIAR to provide an updated description of rolling temporary partial closures, addition of a new paragraph providing further details on installation progress rates/construction sequencing and additional mitigation measures agreed with FCC as outlined in Section 24.6.1.3 (sequential single lane closures are reduced from c. 200-300 m (2024 EIAR) to c. 150-200m to help to alleviate the impact of the partial road closures).

For the purposes of clarity, the Section 24.4.2.3 of Chapter 24 in the 2024 EIAR is deleted in its entirety and replaced with the following text:

As detailed in the Onshore Description Chapter and the Onshore Construction Chapter, the cables need to be laid within the public road, except in very limited circumstances, to comply with Eirgrid requirements. The Onshore Construction Chapter describes the construction strategy and details that for the purpose of constructing and laying the onshore cables within the public road, a number of partial and full road closures will be required.

Temporary full road closures required during the construction of the onshore cable route have been identified by considering the following:

- Local road widths, including any footways
- Constraints such as proximity of road-side trees, local infrastructure, and street furniture

The full road closures have been identified along narrower roads where the construction width is limited and where it would not be possible to lay the cable while safely maintaining partial traffic flows. In the case of full road closures local property access will still be maintained for car, active travel (pedestrians and cyclists) and service/emergency vehicles throughout, through the contractor's implementation of safe traffic management measures. Local diversion routes have been identified to maintain local community accessibility by car and active modes (See Appendix 24.1 in Volume 10). Strategic diversion routes have also been identified to mitigate the impact on local roads and will be recommended for general 'through' traffic where possible (See Appendix 24.1 in Volume 10). Bus diversion routes and bus stop relocations have been identified to ensure access to bus services is reasonably maintained where possible (See Appendix 24.1 in Volume 10). The strategic diversion routes will limit the volume of diverted general 'through' traffic along the bus diversion routes.

There will also be rolling temporary partial (single lane) closures (each approximately 150-200m in length) throughout the onshore cable route sections along the public road network. For temporary partial road closures, traffic flow will be maintained with the use of rolling temporary stop/go traffic signals along each section. Local diversion routes have been identified that will alleviate congestion along the corridor (See Appendix 24.1 in Volume 10). Local property access will be maintained for car, active travel and service/emergency vehicles throughout. Buses will be prioritised at stop/go locations where possible. Strategic diversion routes are not proposed for these partial closure locations.

Installation of the onshore cable from the grid facility to the existing Belcamp substation will be undertaken on a rolling basis. Where no obstacles or constraints exist within or near the onshore cable route, it is expected that progress rates for the trench excavation and installation of ducts will be approximately:

- 7 weeks/km; and
- 10 weeks/km if HDD falls within section.

Diversion routes will be managed according to the Contractor's Construction Traffic Management Plan (CTMP), refer to Section 24.6.1.

As outlined above, those living along the road closure section will be able to access their properties throughout the road closure. It is envisaged that the majority of local traffic with an origin or destination within close proximity to the road closure will likely use the signed local diversion routes whilst the majority of traffic travelling from farther afield will be intercepted at the nearest 'decision point' with diversion signage to direct them along the strategic diversion route where possible. In addition, some users will adjust their traffic patterns by temporarily altering departure and arrival times and/or by temporarily switching from car to other modes for some of their trips.

The durations and types of temporary road closures assessed are based on the approximate durations required to excavate the cable trench, lay the ducting and protective measures, construct the cable joint bays and reinstate both the trench and road surface. Further, much shorter temporary road closures (likely temporary partial road closures in most cases) will be needed for the cable installation and cable jointing.

The assessment approach used herein is to present the 'peak' impacts associated with partial and/or full road closures across all modes of transport to ensure they are not underestimated, and that proposed mitigation is as effective as possible. In the context of mitigation, it should be noted that local diversion routes identified for full closures can also be used by road users during temporary partial closures.

Full road closures are considered more impactful on these local diversion route operations than partial road closures, given traffic flow will be maintained on road sections for partial closures lessening the impact on local diversion routes. Accordingly, sections which will experience both full and partial road closures were assessed on the basis of full road closures.

Table A24.18 lists the route sections along the onshore cable route, whether full or partial road closures are identified and the approximate duration of closure in the absence of additional mitigation measures. The duration and type of road closures will be agreed with the relevant local authorities prior to construction. Mitigation measures to minimise the duration of full road closures are set out in Section 24.6.1.

Table A24.18 Proposed Road Closures Due to Construction (in the absence of further mitigation measures)

Route Section	Road	Closure Type	Approx. Duration of Closure (Pre-mitigation)
1	R132	Full (Temporary duration)	2-3 weeks
2	Harry Reynolds Road	Partial (Temporary duration)	15 weeks (sequential~200m partial closures along full section)
3	3.1 R132 (Harry Reynolds Road to Watercourse Crossing Wx09)	Partial (Temporary duration)	99 weeks (this overall duration will be made up of sequential ~200m partial closures along full section)
	3.2 R132 (Watercourse Crossing to North of Blakes Cross Wx09)		
4	Offline		
5	R129	Full (Temporary duration)	2 weeks
6	R132	Partial (Temporary duration)	27 weeks (this overall duration will be made up of sequential~200m partial closures along full section)
7	Offline		
8	R132	Partial (Temporary duration)	20 weeks (this overall duration will be made up of sequential~200m partial closures along full section)
9	Spittal Hill/Lissenhall	Full (Temporary duration)	1-2 weeks
10	10.1 Estuary Road	Full (Temporary duration)	5-6 weeks
	10.2 Estuary Road	Full (Temporary duration)	11-12 weeks
11	Estuary Road	Partial (Temporary duration)	5 weeks (this overall duration will be made up of sequential~200m partial closures along full section)
12	R106 Swords Road	Full (Temporary duration)	6-7 weeks
13	R107 Malahide Road	Full (Temporary duration)	10-11 weeks
14A	R107 Malahide Road	Full (Temporary duration)	1-2 weeks
14B	1. Chapel Road	Full (Temporary duration)	6-7 weeks
	2. R124 Drumnigh Road	Full (Temporary duration)	7-8 weeks
	3. Balgriffin Park	Full (Temporary duration)	1-2 weeks
15	R139	Partial (Temporary duration)	16 weeks

The impact of road closures on the following are discussed in Sections 24.5.2.5, 0 and 24.5.2.7:

- Local Diversion Route Operations
- Strategic Diversion Route Operations
- Bus Services

24.4.2.4 Abnormal Loads

There are no changes to the section. Refer to Section 24.4.2.4 of Chapter 24 of the 2024 EIAR.

24.4.3 Operational Phase

There are no changes to the section. Refer to Section 24.4.3 of Chapter 24 of the 2024 EIAR.

24.4.3.1 Landfall and Grid Facility Area

There are no changes to the section. Refer to Section 24.4.3.1 of Chapter 24 of the 2024 EIAR.

24.4.3.2 Onshore Cable Route

There are no changes to the section. Refer to Section 24.4.3.2 of Chapter 24 of the 2024 EIAR.

24.4.4 Decommissioning Phase

There are no changes to the section. Refer to Section 24.4.4 of Chapter 24 of the 2024 EIAR.

24.4.4.1 Landfall and Grid Facility Area

There are no changes to the section. Refer to Section 24.4.4.1 of Chapter 24 of the 2024 EIAR.

24.4.4.2 Onshore Cable Route

There are no changes to the section. Refer to Section 24.4.4.2 of Chapter 24 of the 2024 EIAR.

24.5 Potential Effects

There are no changes to the introductory text in this section. Refer to Section 24.5 of Chapter 24 of the 2024 EIAR.

24.5.1 Do-Nothing Scenario

There are no changes to the section. Refer to Section 24.5.1 of Chapter 24 of the 2024 EIAR.

24.5.2 Construction Phase

The only change required to the introductory text in Section 24.5.2 in Chapter 24 of the 2024 EIAR is in relation to the proposed construction commencement year. Therefore, the following text from Section 24.5.2 of Chapter 24 in the 2024 EIAR shall be deleted:

“Subject to obtaining planning approval and the relevant permits and licences, construction of the onshore elements of the proposed development will commence in 2026/27, with full operation likely to commence in 2029.”

And replaced with the following:

Subject to obtaining planning approval and the relevant permits and licences, construction of the onshore elements of the proposed development will commence in 2027, with full operation likely to commence in 2029/2030.

There are no other changes to this section. Refer to Section 24.5.1 of Chapter 24 of the 2024 EIAR.

24.5.2.1 Traffic Generation

There are no changes to the section. Refer to Section 24.5.2.1 of Chapter 24 of the 2024 EIAR.

24.5.2.2 Traffic Distribution

There are no changes to the section. Refer to Section 24.5.2.2 of Chapter 24 of the 2024 EIAR.

24.5.2.3 Traffic Assignment

There are no changes to the section. Refer to Section 24.5.2.1 of Chapter 24 of the 2024 EIAR.

24.5.2.4 Construction Traffic Impact

As noted in Section 24.3, the baseline environment has been updated in response to RFI Section 19 (c). Therefore, Section 24.5.2.4 requires an update to account for the 2025 traffic survey analysis and to provide further context in respect of predicted increases associated with baseline growth.

Therefore, the following text shall be deleted from Section 24.5.2.4 of Chapter 24 of the 2024 EIAR:

“The largest percentage increase in traffic flow will occur along the R132 to the north of the landfall and grid facility area in Balbriggan where increases in daily traffic of approximately 5% are expected during the construction phase”

And replaced with the following text:

The majority of route sections will experience temporary increases of 0-3% during peak traffic periods however the largest percentage increase in traffic flow will occur along the R132 to the north of the landfall and grid facility area in Balbriggan where increases in daily traffic of approximately 6% are expected in the PM peak traffic period during construction phase.

Table 24.40 and Table 24.41 shall both be deleted from Section 24.5.2.4 of Chapter 24 of the 2024 EIAR and replaced in their entirety with Table A24.19 and Table A24.20 to account for the updated 2025 traffic survey analysis and the revised construction commencement year (2027).

Table A24.19 Projected Traffic Flows 2027 – AM Peak Period

Road Impacted	Route Section	Without Development (2027)			Construction Phase (2027)			% Increase in HGV	% Increase in Vehicles
		AM Peak	HGV Only	% HGV	AM Peak	HGV Only	% HGV		
R132	R132	770	22	3%	804	42	5%	90%	4%
R132	1	859	16	2%	886	29	3%	84%	3%
Harry Reynolds Road	2	1070	32	3%	1090	39	4%	23%	2%
R132	3.1	987	43	4%	990	45	5%	5%	0%
R132	3.2	685	60	9%	700	66	9%	10%	2%
Offline	4	0	0		0	0	-	-	-
R129	5	895	70	8%	907	78	9%	11%	1%
R132	6	2522	161	6%	2608	220	8%	37%	3%
R132	7	2429	176	7%	2516	235	9%	33%	4%
R132	8	2686	121	5%	2757	169	6%	40%	3%
Spittal Hill/Lissenhall	9	392	9	2%	406	20	5%	124%	4%
Estuary Road	10.1	576	10	2%	583	15	3%	48%	1%
Estuary Road	10.2	434	6	1%	438	9	2%	47%	1%
Estuary Road	11	1158	33	3%	1165	39	3%	19%	1%

Road Impacted	Route Section	Without Development (2027)			Construction Phase (2027)			% Increase in HGV	% Increase in Vehicles
		AM Peak	HGV Only	% HGV	AM Peak	HGV Only	% HGV		
R106 Swords Road	12	893	24	3%	898	28	3%	15%	1%
R107 Malahide Road	13	1333	45	3%	1346	53	4%	17%	1%
R107 Malahide Road	14A	1297	49	4%	1310	57	4%	15%	1%
R124	14B	1098	15	1%	1104	20	2%	33%	1%
R139	15	2513	165	7%	2541	184	7%	11%	1%

Table A24.20 Projected Traffic Flows 2027 – PM Peak Period

Road Impacted	Route Section	Without Development (2027)			Construction Phase (2027)			% Increase in HGV	% Increase in Vehicles
		PM Peak	HGV Only	% HGV	PM Peak	HGV Only	% HGV		
R132	R132	625	10	2%	659	30	5%	199%	6%
R132	1	963	6	1%	990	19	2%	225%	3%
Harry Reynolds Road	2	1221	16	1%	1241	23	2%	46%	2%
R132	3.1	1065	20	2%	1068	22	2%	10%	0%
R132	3.2	836	42	5%	851	48	6%	14%	2%
Offline	4	0	0		0	0			
R129	5	1157	53	5%	1169	61	5%	14%	1%
R132	6	2655	101	4%	2741	160	6%	59%	3%
R132	7	2572	118	5%	2659	177	7%	50%	3%
R132	8	2931	57	2%	3002	105	3%	84%	2%
Spittal Hill/Lissenhall	9	598	8	1%	612	19	3%	139%	2%
Estuary Road	10.1	802	8	1%	809	13	2%	60%	1%
Estuary Road	10.2	588	2	0%	592	5	1%	140%	1%
Estuary Road	11	1299	16	1%	1306	22	2%	38%	1%
R106 Swords Road	12	928	16	2%	933	20	2%	23%	1%
R107 Malahide Road	13	1285	12	1%	1298	20	2%	63%	1%
R107 Malahide Road	14A	1441	17	1%	1454	25	2%	45%	1%
R124	14B	1103	6	1%	1008	15	1%	49%	1%
R139	15	2590	71	3%	2725	73	3%	35%	1%

In addition, the following text shall be deleted from Section 24.5.2.4 to reflect the updated 2025 traffic survey analysis:

“As presented in Table 24.40 and Table 24.41, the projected increases in traffic volumes along the construction traffic access routes of the onshore cable route are likely to be between 1-5% of the peak hour traffic and therefore the magnitude of the impact was considered to be low or negligible. The significance of the effect of the projected construction traffic impact on traffic operations will therefore be negative, slight, and temporary.”

And replaced with the following text:

As presented in Table A24.19 and Table A24.20, the projected temporary increases in traffic volumes along the construction traffic access routes of the onshore cable route are likely to be between 1-6% of the peak hour traffic and therefore the magnitude of the impact was considered to be low or negligible. The significance of the effect of the projected construction traffic impact on traffic operations will therefore be negative, slight, and temporary.

There are no other changes to this section. Refer to Section 24.5.2.4 of Chapter 24 of the 2024 EIAR.

24.5.2.5 Road Closure Impact on Local Diversion Route Operations

As noted in Section 24.3, the baseline environment has been updated in response to RFI Section 19 (c). Therefore, Section 24.5.2.5 requires an update to account for the 2025 traffic survey analysis and the revised construction commencement year (2027).

For the purposes of clarity, Table 24.42 and Table 24.43 from Chapter 24 of the 2024 EIAR shall be deleted and replaced with Table A24.21 and Table A24.22. The changes are highlighted in grey.

Table A24.21 Full Road Closure Impact on Local Diversion Route Operations

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Significance of Effect
1	Flemington Road	3247	8109	> 25%	2 to 3 weeks	Negative, Moderate, Temporary
	Flemington Lane	3331	8109	> 25%		Negative, Moderate, Temporary
	R122 Chapel Street	12368	8109	> 25%		Negative, Significant, Temporary
	Harry Reynolds Road	7905	8109	> 25%		Negative, Significant, Temporary
5	R132	10467	4150	> 25%	2 weeks	Negative, Significant, Temporary
	Ballough	982	4150	> 25%		Negative, Moderate, Temporary
	Colecot	282	4150	> 25%		Negative, Moderate, Temporary
5	Harlockstown Lane	1073	4150	> 25%	2 weeks	Negative, Moderate, Temporary
	Balheary Road	16359	4150	10% - 25%		Negative, Moderate, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Significance of Effect
	R125 Castlegrange Road	18482	4150	> 25%		Negative, Significant, Temporary
	R132	29903	4150	> 25%		Negative, Significant, Temporary
	Harlockstown Lane	1073	4150	> 25%		Negative, Moderate, Temporary
	Balheary Road	16359	4150	> 25%		Negative, Significant, Temporary
	Batter Lane	680	4150	> 25%		Negative, Moderate, Temporary
	R132	10883	4150	> 25%		Negative, Significant, Temporary
9	R132	32094	5022	10% - 25%	1 to 2 weeks	Negative, Moderate, Temporary
	Seatown Road	697	5022	> 25%		Negative, Moderate, Temporary
	Estuary Road	3943	5022	> 25%		Negative, Moderate, Temporary
10.1	Spittal Hill Lissenhall	5022	4334	> 25%	5 to 6 weeks	Negative, Significant, Temporary
	R132	32094	4334	10% - 25%		Negative, Moderate, Temporary
	Seatown Road	697	4334	> 25%		Negative, Moderate, Temporary
10.2	n/a	n/a	8960	n/a	11 to 12 weeks	Negative, Significant, Temporary
12	Estuary Road	5618	14995	> 25%	6 to 7 weeks	Negative, Significant, Temporary
	Old Yellow Walls Road	8247	14995	> 25%		Negative, Significant, Temporary
	R106 Dublin Road	10800	14995	> 25%		Negative, Significant, Temporary
	Mountgorry Way /	14705	14995	> 25%		Negative, Significant, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Significance of Effect
	Feltrim Road	9790	14995	> 25%		Negative, Significant, Temporary
	R107 Malahide Road	8596	14995	> 25%		Negative, Significant, Temporary
13	R106 Main Street	11614	8596	> 25%	10 to 11 weeks	Negative, Significant, Temporary
	R124 Church Road	5385	8596	> 25%		Negative, Significant, Temporary
	Chapel Road	8622	8596	> 25%		Negative, Significant, Temporary
	Back Road	7962	8596	> 25%		Negative, Significant, Temporary
	Kinsealy Lane	3208	8596	> 25%		Negative, Moderate, Temporary
	R106 Swords Road	12896	8596	> 25%		Negative, Significant, Temporary
	Mountgorry Way	14705	8596	> 25%		Negative, Significant, Temporary
	Feltrim Road	9790	8596	> 25%		Negative, Significant, Temporary
14A	Chapel Road	8622	12935	> 25%	1 to 2 weeks	Negative, Significant, Temporary
	R124	10948	12935	> 25%		Negative, Significant, Temporary
	R123	9267	12935	> 25%		Negative, Significant, Temporary
	Baskin Lane	7546	12935	> 25%		Negative, Significant, Temporary
	Clonshaugh Road	14210	12935	> 25%		Negative, Significant, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Significance of Effect
14B.1	R124	9026	8622	> 25%	6 to 7 weeks	Negative, Significant, Temporary
	Back Road	7962	8622	> 25%		Negative, Significant, Temporary
	Kinsealy Lane	3208	8622	> 25%		Negative, Moderate, Temporary
14B.2	Chapel Road	8622	10948	> 25%	7 to 8 weeks	Negative, Significant, Temporary
	Blackwood Lane	n/a	10948	Likely > 25%		Negative, Significant, Temporary
	Carrickhill Road	n/a	10948	Likely > 25%		Negative, Significant, Temporary
	Station Road	10036	10948	> 25%		Negative, Significant, Temporary
	Coast Road	n/a	10948	Likely > 25%		Negative, Significant, Temporary
14B.3	n/a	n/a	1081	Likely > 25%	1 to 2 weeks	Negative, Significant, Temporary

Table A24.22 Partial Road Closure Impact on Local Diversion Route Operations

Route Section	Partial Road Closure	2027 AADT	Local Diversion Routes	Approx. Duration of Partial Road Closure	Significance of Effect
2	Harry Reynolds Road (North of R122)	7,905	R132 Drogheda Street South – R122 Chapel Street	15 weeks (sequential~200m partial closures along full section)	Negative, Moderate, Temporary
			Hamlet Lane – Castlemill Road – Stephenstown Link Road – Balbriggan Outer Relief Road		
3	3.1 R132	11,762	Balbriggan Outer Relief Road – R122 Naul Road – M1.	99 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
			Matt Road – R122 Naul Road – M1		
			Old Coach Road – Knightswood – L1190 Old Coach Road		
	Unnamed Road (Knock Cross) – Unnamed Road (The Five Roads) – Hedgestown Lane				
	3.2 R132	9,820	Hedgestown Lane – L1155 Old Coach Road – L1160 Quickpenny Road –		

Route Section	Partial Road Closure	2027 AADT	Local Diversion Routes	Approx. Duration of Partial Road Closure	Significance of Effect
			L5245 Chapel Road – Church Road – Barrack Lane – L1400 Dublin Road – R127 Dublin Road		
4	Offline	n/a	n/a	n/a	n/a
6	R132	30,192	R129 – Harlockstown Lane – Balheary Road - R125 Castlegrange Road – R132 R129 – Harlockstown Lane – Balheary Road – Batter Lane -	27 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
7	Offline	n/a	n/a	n/a	n/a
8	R132	33,857	R132 – Batter Lane – Balheary Road – R125 Castlegrange Road	20 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
11	Estuary Road	5,618	Old Yellow Walls Road – Millview Road – R106 Swords Road	5 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
15	R139	35,485	R107 Malahide Road – Priorswood Road – Glin Road – Clonshaugh Avenue – Clonshaugh Road	16 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary

There are no other changes to this section. Refer to Section 24.5.2.5 of Chapter 24 of the 2024 EIAR.

24.5.2.6 Full Road Closure Impact on Strategic Diversion Route Operations

As noted in Section 24.3, the baseline environment has been updated in response to RFI Section 19 (c). Therefore, Section 24.5.2.6 requires an update to account for the 2025 traffic survey analysis and the revised construction commencement year (2027).

For the purposes of clarity, Table 24.44 shall be deleted from Chapter 24 of the 2024 EIAR and be replaced with Table A24.23. The changes are highlighted in grey.

Table A24.23 Full Road Closure Impact on Strategic Diversion Route Operations

Route Section	2027 AADT to be diverted	Diversion Route	2027 AADT along Diversion Route	Percentage Increase	Approx. Duration of Full Road Closure	Significance of Effect
1	8109	R122	16835	> 25%	2-3 Weeks	Negative, Significant, Temporary
		Harry Reynolds Road	7653	> 25%		Negative, Significant, Temporary
5	4150	R132	10883	> 25%	2 Weeks	Negative, Significant, Temporary
		R125 Castlegrange Road	23978	10% - 25%		Negative, Significant, Temporary
		R125 Rathbeale Road	9857	> 25%		Negative, Significant, Temporary
		R108	4886	> 25%		Negative, Moderate, Temporary
9	5022	Estuary Road	4334	> 25%	1-2 Weeks	Negative, Moderate, Temporary
		Mantua Road	4229	> 25%		Negative, Significant, Temporary
		R132 Lissenhall Road	32094	10% - 25%		Negative, Moderate, Temporary
10.1	4334	Mantua Road	4229	> 25%	5-6 Weeks	Negative, Significant, Temporary
		R132 Lissenhall Road	32094	10% - 25%		Negative, Moderate, Temporary
		Spittal Hill/ Lissenhall	5022	> 25%		Negative, Moderate, Temporary
10.2	6981	Estuary Road	5618	> 25%	11-12 Weeks	Negative, Significant, Temporary

Route Section	2027 AADT to be diverted	Diversion Route	2027 AADT along Diversion Route	Percentage Increase	Approx. Duration of Full Road Closure	Significance of Effect
		R106	15837	> 25%		Negative, Significant, Temporary
		R132	32094	10% - 25%		Negative, Moderate, Temporary
		Mantua Road	4229	> 25%		Negative, Significant, Temporary
12	12896	R106	15837	> 25%	6-7 Weeks	Negative, Significant, Temporary
		R132	27590	> 25%		Negative, Significant, Temporary
		R125	18390	> 25%		Negative, Significant, Temporary
		R139	52431	10% - 25%		Negative, Moderate, Temporary
		R107	21854	> 25%		Negative, Significant, Temporary
13	8596	R106	15837	> 25%	10-11 Weeks	Negative, Significant, Temporary
		R132	27590	> 25%		Negative, Significant, Temporary
		R125	18390	> 25%		Negative, Significant, Temporary
		R139	52431	10% - 25%		Negative, Significant, Temporary
14A	13083	R106	15837	> 25%	1-2 Weeks	Negative, Significant, Temporary
		R132	27590	> 25%		Negative, Significant, Temporary

Route Section	2027 AADT to be diverted	Diversion Route	2027 AADT along Diversion Route	Percentage Increase	Approx. Duration of Full Road Closure	Significance of Effect
		R125	18390	> 25%		Negative, Significant, Temporary
		R139	52431	10% - 25%		Negative, Significant, Temporary
14B.1	8622	R107	15552	> 25%	6-7 Weeks	Negative, Significant, Temporary
		R123	9787	> 25%		Negative, Significant, Temporary
		R124	10936	> 25%		Negative, Significant, Temporary
14B.2	10948	R106	11614	> 25%	7-8 Weeks	Negative, Significant, Temporary
		R107	8596	> 25%		Negative, Significant, Temporary
		R123	9787	> 25%		Negative, Significant, Temporary
14B.3	1081	R123	9267	10% - 25%	1-2 Weeks	Negative, Significant, Temporary
		Hole in the Wall Road	8202	10% - 25%		Negative, Significant, Temporary
		Belmayne	7359	10% - 25%		Negative, Significant, Temporary

There are no other changes to this section. Refer to Section 24.5.2.6 of Chapter 24 of the 2024 EIAR.

24.5.2.7 Road Closure Impact on Bus Services

As noted in Section 24.3, the baseline environment has been updated in response to RFI Section 19 (c). Therefore, Section 24.5.2.7 requires an update to account for the 2025 traffic survey analysis.

The following text shall be deleted from Section 24.5.2.7 of Chapter 24 of the 2024 EIAR:

“Bus services will be prioritised at stop/go lane closures along partial road closures, however, could potentially still incur significant delays along heavily trafficked routes. The traffic volumes were generally estimated to be between 8,000 AADT and 33,000 AADT and therefore the sensitivity of the existing environment was considered negligible to medium along partial road closures.”

And replaced with the following text:

Bus services will be prioritised at stop/go lane closures along partial road closures, however, could potentially still incur significant delays along heavily trafficked routes. The traffic volumes were generally estimated to be between 8,000 AADT and 34,000 AADT and therefore the sensitivity of the existing environment was considered negligible to medium along partial road closures.

Table 24.46 shall be deleted from Chapter 24 of the 2024 EIAR and be replaced with Table A24.24 due to the updated 2025 traffic survey analysis and the revised construction commencement year (2027). For completeness, as the significance of residual effect for the partial closure of Section 14A is greater than the full closure residual effect, this has also been included in the table. This does not change the significance of effect of partial road closures from the 2024 EIAR which remains negative, very significant or significant, and temporary. The changes are highlighted in grey.

Table A24.24 Partial Road Closure Impact on Bus Services

Route Section	Partial Road Closure	2027 AADT	Bus Service impacts	Number of bus services impacted	Approx. Duration of Partial Road Closure	Significance of Effect
2	Harry Reynolds Road	7,905	B1 (Rail Station – Millfield Centre) 191 (Stadalt Cross – Dublin)	1	15 weeks (sequential~200m partial closures along full section)	Negative, Moderate, Temporary
3	3.1 R132 (Harry Reynolds Road to Watercourse crossing Wx09)	11,762	101 (Drogheda – Airport – Dublin) 101X (Termon Abbey – Drogheda – Wilton Tce) 191 (Stadalt Cross – Dublin)	1	99 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
	3.2 R132 (Watercourse crossing Wx09 to north of Blakes Cross)	9,820	101 (Drogheda – Airport – Dublin)	1		
4	Offline	n/a	n/a	n/a	n/a	n/a
6	R132	30,192	33 (Balbriggan – Lower Abbey St) 33A (Balbriggan – Dublin Airport) 33n (Westmoreland Street – Balbriggan) 33X (Skerries – Custom House Qy/Stephens Green) 101 (Drogheda – Airport – Dublin)	10	27 weeks (sequential~200m partial closures along full section)	Negative, Very Significant, Temporary
7	Offline	n/a	n/a	n/a	n/a	n/a
8	R132	33,857	33 (Balbriggan – Lower Abbey St) 33A (Balbriggan – Dublin Airport) 33B (Portrane – Swords) 33E (Lower Abbey St – Balbriggan) 33n (Westmoreland Street – Balbriggan) 101 (Drogheda – Airport – Dublin)	10	20 weeks (sequential~200m partial closures along full section)	Negative, Very Significant, Temporary

Route Section	Partial Road Closure	2027 AADT	Bus Service impacts	Number of bus services impacted	Approx. Duration of Partial Road Closure	Significance of Effect
11	Estuary Road	5,618	32X (Malahide – UCD Belfield) 42 (Portmarnock -Eden Qy) 42D (DCU – Portmarnock) 42n (Dublin City South – Portmarnock) 102 (Dublin Airport – Sutton DART) 102P (Swords – Portmarnock) 102T (Swords -Sutton) 142 (UCD – Portmarnock)	15	5 weeks (sequential~200m partial closures along full section)	Negative, Moderate, Temporary
14A*	R107 Malahide Road	21,071	102c (Sutton – Balgriffin) 42 (Talbot St. - Sand's Hotel Portmarnock) 42n (D'Olier St. – Portmarnock) 43 (Talbot Park - Swords Business Park)	14	>4 weeks	Negative, Significant, Temporary
15	R139	35,485	n/a	0	16 weeks (sequential~200m partial closures along full section)	n/a

*Section 14A included, as the significance of residual effect for the partial closure of this section is greater than the full closure residual effect (Slight).

There are no other changes to this section. The significance of effect of the full road closures on bus services remains unchanged from the 2024 EIAR and is negative, moderate or significant, and temporary. In addition, the significance of effect of partial road closures also remains unchanged from the 2024 EIAR and is negative, very significant or significant, and temporary.

24.5.2.8 Abnormal Loads Impact on Traffic Operations

There are no changes to the section. Refer to Section 24.5.2.8 of Chapter 24 of the 2024 EIAR.

Therefore, the significance of the effect of the projected abnormal load volume impact on traffic operations remains unchanged from the 2024 EIAR and is negative, not significant and temporary.

24.5.3 Operational Phase

An administrative error has been noted in Section 24.5.3 in relation to the duration of impacts for the operational phase.

Therefore, the following text shall be deleted from Section 24.5.3 of Chapter 24 of the 2024 EIAR:

“Given the scale of increased traffic the projected worst case increases in traffic volumes are likely to be less than 5% of the peak hour traffic. The significance of the effect of the projected operational traffic impact on traffic operations will therefore be negative, not significant and temporary.”

And replaced with the following text:

Given the scale of increased traffic, the projected worst case increases in traffic volumes are likely to be less than 5% of the peak hour traffic. The significance of the effect of the projected operational traffic impact on traffic operations will therefore be negative, not significant and permanent.

There are no other changes required to this section. Refer to Section 24.5.3 of Chapter 24 of the 2024 EIAR.

24.5.4 Decommissioning

There are no changes to the section. Refer to Section 24.5.4 of Chapter 24 of the 2024 EIAR. Therefore, the significance of the effect of the projected decommissioning traffic impact on traffic operations remains unchanged from the 2024 EIAR and is negative, slight, and temporary.

24.6 Mitigation and Monitoring Measures

As noted in the introduction of this Chapter, following consultation with FCC in accordance with RFI Section 19 (a), additional mitigation measures agreed with FCC have been included to reduce potential traffic and transportation impacts arising from the proposed development. Details of the additional mitigation measures are provided in Section 24.6.1.3 and within the CTMP in Appendix A of Appendix A9.1.

However, there are no changes to the introductory text in this section. Refer to Section 24.6 of Chapter 24 of the 2024 EIAR.

24.6.1 Construction Phase

24.6.1.1 Construction Traffic Management Plan (CTMP)

As noted in Section 24.6, an indicative phasing plan has been agreed following consultation with FCC in accordance with RFI Section 19 (a). Details of the indicative phasing plan have been incorporated into the CTMP in Appendix A of Appendix A9.1. As part of the indicative phasing plan, additional mitigation measures were also agreed with FCC which are included in Section 24.6.1.3 below.

Therefore, whilst the CTMP has been updated to reflect the consultation with FCC, there are no changes required to this section. Refer to Section 24.6.1.1 of Chapter 24 of the 2024 EIAR.

24.6.1.2 *Embedded Mitigation Measures*

There are no changes to the section. Refer to Section 24.5.3 of Chapter 24 of the 2024 EIAR.

24.6.1.3 *Additional Mitigation Measures*

In accordance with RFI Section 19 (a), an indicative phasing plan has been agreed with FCC following consultation undertaken in 2025. As part of this consultation, additional mitigation measures have been incorporated to further minimise impacts on the traffic network arising from the proposed development. Further details on the indicative phasing plan are provided in the CTMP in Appendix A of Appendix A9.1.

Therefore, the following text shall be included in Section 24.6.1.3 of Chapter 24 of the 2024 EIAR:

Additional Mitigation following consultation on submissions

Several additional mitigation measures are being considered, over and above the suite of mitigation measures included in the 2024 EIAR, to address points raised in third party submissions, including that of Fingal County Council. These measures will help to further alleviate the potential impacts on traffic and transportation associated with the construction phase of the proposed cable route. The additional mitigation measures are as follows:

- Corduff National School is located on Section 3.1 of the cable route. It is proposed to undertake work in the area surrounding the school during the school holidays.
- It is proposed to undertake work on Sections 12 and 13 (Swords Road and Malahide Rd, close to Malahide Castle) outside of peak concert season (June and July) unless otherwise agreed with FCC.
- The design as it has developed now envisages that, in general, the sequential single lane closures can be reduced from c. 200-300 m (2024 EIAR) to c. 150-200m. This reduction should help to alleviate the impact of the partial road closures; and
- During daytime working hours, and particularly to manage peak traffic time flows and to ensure that buses are prioritised - all single lane closures which have traffic lights deployed to manage the lane closure traffic flows, will have a Traffic Management Engineer deployed on site to monitor and regulate traffic flows at each traffic light head as required, in order to mitigate and prevent unnecessary tailbacks either side of the lane closure.

There are no other changes required to this section. Refer to Section 24.6.1.3 of Chapter 24 of the 2024 EIAR.

24.6.1.4 *Impact of Additional Mitigation Measures*

The changes required to Section 24.6.1.4 in Chapter 24 of the 2024 EIAR is in relation to Table 24.48 to Table 24.50 and Table 24.52. The tables have been updated following the 2025 traffic survey analysis and the revised construction commencement year (2027) as per RFI Section 19 (c), clarification provided in Section 24.5.2.7 and considering the additional mitigation measures agreed with FCC outlined in Section 24.6.1.3.

As there are less significant impacts for locations identified for full road closure impacts. Therefore, following text shall be deleted from Section 24.5.3 of Chapter 24 of the 2024 EIAR:

“The impact of the additional mitigation measures is presented below in Table 24-48 to Table 24-52. Whilst the additional crews will reduce the duration of full road closures, the impact on local diversion route operations and strategic diversion route operations will remain negative, significant, and temporary for most locations identified. The impact on bus services operating along full road closures will improve from negative, moderate or significant and temporary; to negative, slight or moderate and temporary in a few cases.”

And replaced with the following text:

The impact of the additional mitigation measures is presented below in Table 24-48 to Table 24-52. Whilst the additional crews will reduce the duration of full road closures, the impact on local diversion route

operations and strategic diversion route operations will remain negative, significant, and temporary for some locations identified. The impact on bus services operating along full road closures will improve from negative, moderate or significant and temporary; to negative, slight or moderate and temporary in a few cases.

In addition, the following text shall be deleted from Section 24.5.3 of Chapter 24 of the 2024 EIAR:

“Road Closure Impact on Local Diversion Route Operations

The impact of the additional mitigation measures for full road closure impacts on local diversion route operations are presented below in Table 24-48. Whilst the additional crews will reduce the duration of full road closures, the impact on local diversion route operations will remain negative, significant, and temporary for most locations identified.”

And replaced with the following text:

Road Closure Impact on Local Diversion Route Operations

The impact of the additional mitigation measures for full road closure impacts on local diversion route operations are presented below in Table A24-25. Whilst the additional crews will reduce the duration of full road closures, the impact on local diversion route operations will remain negative, significant, and temporary for some locations identified.

For the purposes of clarity, Table 24.48 to Table 24.50 and Table 24.52 from Chapter 24 of the 2024 EIAR shall be deleted and replaced with Table A24.25 to Table A24.28. The changes are highlighted in grey.

Table A24.25 Full Road Closure Impact on Local Diversion Route Operations

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of Effect pre and post mitigation
1	Flemington Road	3247	8109	> 25%	2 to 3 weeks	1 to 2 weeks	Negative, Moderate, Temporary
	Flemington Lane	3331	8109	> 25%			Negative, Moderate, Temporary
	R122 Chapel Street	12368	8109	> 25%			Negative, Significant, Temporary
	Harry Reynolds Road	7905	8109	> 25%			Negative, Significant, Temporary
5	R132	10467	4150	> 25%	2 weeks	2 weeks	Negative, Significant, Temporary
	Ballough	982	4150	> 25%			Negative, Moderate, Temporary
	Colecot	282	4150	> 25%			Negative, Moderate, Temporary
	Harlockstown Lane	1073	4150	> 25%			Negative, Moderate, Temporary
	Balheary Road	16359	4150	10% - 25%			Negative, Moderate, Temporary
	R125 Castlegrange Road	18482	4150	10% - 25%			Negative, Moderate, Temporary
	R132	29903	4150	10% - 25%			Negative, Moderate, Temporary
	Harlockstown Lane	1073	4150	> 25%			Negative, Moderate, Temporary
	Balheary Road	16359	4150	10% - 25%			Negative, Moderate, Temporary
	Batter Lane	680	4150	> 25%			Negative, Moderate, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of Effect pre and post mitigation
	R132	10883	4150	> 25%			Negative, Significant, Temporary
9	R132	32094	5022	10% - 25%	1 to 2 weeks	1 to 2 weeks	Negative, Moderate, Temporary
	Seatown Road	697	5022	> 25%			Negative, Moderate, Temporary
	Estuary Road	3943	5022	> 25%			Negative, Moderate, Temporary
10.1	Spittal Hill Lissenhall	5022	4334	> 25%	5 to 6 weeks	2 to 3 weeks	Negative, Significant, Temporary
	R132	32094	4334	10% - 25%			Negative, Moderate, Temporary
	Seatown Road	697	4334	> 25%			Negative, Moderate, Temporary
10.2	n/a	n/a	8960	n/a	11 to 12 weeks	3 to 4 weeks	#N/A
12	Estuary Road	5618	14995	> 25%	6 to 7 weeks	3 to 4 weeks	Negative, Significant, Temporary
	Old Yellow Walls Road	8247	14995	> 25%			Negative, Significant, Temporary
	R106 Dublin Road	10800	14995	> 25%			Negative, Significant, Temporary
	Mountgorry Way /	14705	14995	> 25%			Negative, Significant, Temporary
	Feltrim Road	9790	14995	> 25%			Negative, Significant, Temporary
	R107 Malahide Road	8596	14995	> 25%			Negative, Significant, Temporary
13	R106 Main Street	11614	8596	> 25%	10 to 11 weeks	3 to 4 weeks	Negative, Significant, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of Effect pre and post mitigation
	R124 Church Road	5385	8596	> 25%			Negative, Significant, Temporary
	Chapel Road	8622	8596	> 25%			Negative, Significant, Temporary
	Back Road	7962	8596	> 25%			Negative, Significant, Temporary
	Kinsealy Lane	3208	8596	> 25%			Negative, Moderate, Temporary
	R106 Swords Road	12896	8596	> 25%			Negative, Significant, Temporary
	Mountgorry Way	14705	8596	> 25%			Negative, Significant, Temporary
	Feltrim Road	9790	8596	> 25%			Negative, Significant, Temporary
14A	Chapel Road	8622	12935	> 25%	1 to 2 weeks	1 to 2 weeks	Negative, Significant, Temporary
	R124	10948	12935	> 25%			Negative, Significant, Temporary
	R123	9267	12935	> 25%			Negative, Significant, Temporary
	Baskin Lane	7546	12935	> 25%			Negative, Significant, Temporary
	Clonshaugh Road	14210	12935	> 25%			Negative, Significant, Temporary
14B.1	R124	9026	8622	> 25%	6 to 7 weeks	2 to 3 weeks	Negative, Significant, Temporary
	Back Road	7962	8622	> 25%			Negative, Significant, Temporary
	Kinsealy Lane	3208	8622	> 25%			Negative, Moderate, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	Likely % Increase	Approx. Duration of Full Road Closure	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of Effect pre and post mitigation
14B.2	Chapel Road	8622	10948	> 25%	7 to 8 weeks	2 to 3 weeks	Negative, Significant, Temporary
	Blackwood Lane	n/a	10948	Likely > 25%			Negative, Significant, Temporary
	Carrickhill Road	n/a	10948	Likely > 25%			Negative, Significant, Temporary
	Station Road	10036	10948	> 25%			Negative, Significant, Temporary
	Coast Road	n/a	10948	Likely > 25%			Negative, Significant, Temporary
14B.3	n/a	n/a	1081	Likely > 25%	1 to 2 weeks	less than 1 week	Negative, Significant, Temporary

Table A24.26 Partial Road Closure Impact on Local Diversion Route Operations

Route Section	Partial Road Closure	2027 AADT	Local Diversion Routes	Approx. Duration of Partial Road Closure	Significance of Effect pre and post mitigation
2	Harry Reynolds Road	7,905	R132 Drogheda Street South – R122 Chapel Street	15 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
			Hamlet Lane – Castlemill Road – Stephenstown Link Road – Balbriggan Outer Relief Road		
3	3.1 R132	11,762	Balbriggan Outer Relief Road – R122 Naul Road – M1.	99 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
			Matt Road – R122 Naul Road – M1		
			Old Coach Road – Knightswood – L1190 Old Coach Road		
			Unnamed Road (Knock Cross) – Unnamed Road (The Five Roads) – Hedgestown Lane		
	3.2 R132	9,820	Hedgestown Lane – L1155 Old Coach Road – L1160 Quickpenny Road – L5245 Chapel Road – Church Road – Barrack Lane – L1400 Dublin Road – R127 Dublin Road		
4	Offline	n/a	n/a	n/a	n/a
6	R132	30,192	R129 – Harlockstown Lane – Balheary Road - R125 Castlegrange Road – R132	27 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
			R129 – Harlockstown Lane – Balheary Road – Batter Lane -		
7	Offline	n/a	n/a	n/a	n/a
8	R132	33,857	R132 – Batter Lane – Balheary Road – R125 Castlegrange Road	20 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
11	Estuary Road	5,618	Old Yellow Walls Road – Millview Road – R106 Swords Road	5 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
15	R139	35,485	R107 Malahide Road – Priorswood Road – Glin Road – Clonshaugh Avenue – Clonshaugh Road	16 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary

Table A24.27 Full Road Closure Impact on Strategic Diversion Route Operations

Route Section	2027 AADT to be diverted to be diverted	Diversion Route	2027 AADT along Diversion Route	Likely % Increase	Approx. Duration of Full Road Closure	Approx. Duration of Full Road Closure following Additional Mitigation	Significance of Effect pre and post mitigation
1	8,109	R122	16835	> 25%	2-3 Weeks	1-2 Weeks	Negative, Significant, Temporary
		Harry Reynolds Road	7653	> 25%			Negative, Significant, Temporary
5	4,150	R132	10883	> 25%	2 Weeks	2 Weeks	Negative, Significant, Temporary
		R125 Castlegrange Road	23978	10% - 25%			Negative, Significant, Temporary
		R125 Rathbeale Road	9857	> 25%			Negative, Significant, Temporary
		R108	4886	> 25%			Negative, Moderate, Temporary
9	5,022	Estuary Road	4334	> 25%	1-2 Weeks	1-2 Weeks	Negative, Significant, Temporary
		Mantua Road	4229	> 25%			Negative, Moderate, Temporary
		R132 Lissenhall Road	32094	10% - 25%			Negative, Moderate, Temporary
10.1	4,334	Mantua Road	4229	> 25%	5-6 Weeks	2-3 Weeks	Negative, Moderate, Temporary
		R132 Lissenhall Road	32094	10% - 25%			Negative, Moderate, Temporary
		Spittal Hill/ Lissenhall	5022	> 25%			Negative, Moderate, Temporary
10.2	6,981	Estuary Road	5618	> 25%	11-12 Weeks	3-4 Weeks	Negative, Moderate, Temporary

Route Section	2027 AADT to be diverted to be diverted	Diversion Route	2027 AADT along Diversion Route	Likely % Increase	Approx. Duration of Full Road Closure	Approx. Duration of Full Road Closure following Additional Mitigation	Significance of Effect pre and post mitigation
		R106	15837	> 25%			Negative, Significant, Temporary
		R132	32094	10% - 25%			Negative, Significant, Temporary
		Mantua Road	4229	> 25%			Negative, Significant, Temporary
12	12,896	R106	15837	> 25%	6-7 Weeks	3-4 Weeks	Negative, Moderate, Temporary
		R132	27590	> 25%			Negative, Moderate, Temporary
		R125	18390	> 25%			Negative, Significant, Temporary
		R139	52431	10% - 25%			Negative, Significant, Temporary
		R107	21854	> 25%			Negative, Significant, Temporary
13	8,596	R106	15837	> 25%	10-11 Weeks	3-4 Weeks	Negative, Moderate, Temporary
		R132	27590	> 25%			Negative, Significant, Temporary
		R125	18390	> 25%			Negative, Significant, Temporary
		R139	52431	10% - 25%			Negative, Significant, Temporary
14A	13,083	R106	15837	> 25%	1-2 Weeks	1-2 Weeks	Negative, Significant, Temporary
		R132	27590	> 25%			Negative, Moderate, Temporary

Route Section	2027 AADT to be diverted to be diverted	Diversion Route	2027 AADT along Diversion Route	Likely % Increase	Approx. Duration of Full Road Closure	Approx. Duration of Full Road Closure following Additional Mitigation	Significance of Effect pre and post mitigation
		R125	18390	> 25%			Negative, Significant, Temporary
		R139	52431	10% - 25%			Negative, Significant, Temporary
14B.1	8,622	R107	15552	> 25%	6-7 Weeks	2-3 Weeks	Negative, Significant, Temporary
		R123	9787	> 25%			Negative, Moderate, Temporary
		R124	10936	> 25%			Negative, Significant, Temporary
14B.2	10,948	R106	11614	> 25%	7-8 Weeks	2-3 Weeks	Negative, Significant, Temporary
		R107	8596	> 25%			Negative, Significant, Temporary
		R123	9787	> 25%			Negative, Significant, Temporary
14B.3	1,081	R123	9267	10% - 25%	1-2 Weeks	1 Week	Negative, Significant, Temporary
		Hole in the Wall Road	8202	10% - 25%			Negative, Significant, Temporary
		Belmayne	7359	10% - 25%			Negative, Moderate, Temporary

Table A24.28 Partial Road Closure Impact on Bus Services

Route Section	Partial Road Closure	2027 AADT	Bus Service impacts	Number of bus services impacted	Approx. Duration of Partial Road Closure	Significance of Effect pre mitigation	Additional Mitigation	Significance of Effect post mitigation
2	Harry Reynolds Road	7,905	B1 (Rail Station – Millfield Centre) 191 (Stadalt Cross – Dublin)	1	15 weeks (sequential~150-200m partial closures along full section)	Negative, Significant, Temporary	Bus diversion along local diversion routes – e.g. R132	Negative, Moderate, Temporary
3	3.1 R132 (Harry Reynolds Road to Watercourse crossing Wx09)	11,762	101 (Drogheda – Airport – Dublin) 101X (Termon Abbey – Drogheda – Wilton Tce) 191 (Stadalt Cross – Dublin)	1	99 weeks (sequential~150-200m partial closures along full section)	Negative, Significant, Temporary	Bus diversion along local diversion routes – e.g. M1 or R127 Dublin Road	Negative, Moderate, Temporary
	3.2 R132 (Watercourse crossing Wx09 to north of Blakes Cross)	9,820	101 (Drogheda – Airport – Dublin)	1				
4	Offline	n/a	n/a	n/a	n/a	n/a		
6	R132	30,192	33 (Balbriggan – Lower Abbey St) 33A (Balbriggan – Dublin Airport) 33n (Westmoreland Street – Balbriggan) 33X (Skerries – Custom House Qy/Stephens Green) 101 (Drogheda – Airport – Dublin)	10	27 weeks (sequential~150-200m partial closures along full section)	Negative, Very Significant, Temporary	Bus diversion along local diversion routes – e.g. R129 and Balheary Road	Negative, Moderate, Temporary
7	Offline	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Route Section	Partial Road Closure	2027 AADT	Bus Service impacts	Number of bus services impacted	Approx. Duration of Partial Road Closure	Significance of Effect pre mitigation	Additional Mitigation	Significance of Effect post mitigation
8	R132	33,857	33 (Balbriggan – Lower Abbey St) 33A (Balbriggan – Dublin Airport) 33B (Portrane – Swords) 33E (Lower Abbey St – Balbriggan) 33n (Westmoreland Street – Balbriggan) 101 (Drogheda – Airport – Dublin)	10	20 weeks (sequential~150-200m partial closures along full section)	Negative, Very Significant, Temporary	Bus diversion along local diversion routes – e.g. Balheary Road	Negative, Moderate, Temporary
11	Estuary Road	5,618	32X (Malahide – UCD Belfield) 42 (Portmarnock -Eden Qy) 42D (DCU – Portmarnock) 42n (Dublin City South – Portmarnock) 102 (Dublin Airport – Sutton DART) 102P (Swords – Portmarnock) 102T (Swords -Sutton) 142 (UCD – Portmarnock)	15	5 weeks (sequential~150-200m partial closures along full section)	Negative, Moderate, Temporary	Bus diversion along local diversion routes – e.g. Old Yellow Walls Road and R106	Negative, Moderate, Temporary
14A	R107 Malahide Road	21,071	102c (Sutton – Balgriffin) 42 (Talbot St. - Sand's Hotel Portmarnock) 42n (D'Olier St. – Portmarnock)	4	>4 weeks (sequential~150-200m partial closures along full section)	Negative, Very Significant, Temporary	Bus diversion along local diversion routes e.g R124	Negative, Moderate, Temporary

Route Section	Partial Road Closure	2027 AADT	Bus Service impacts	Number of bus services impacted	Approx. Duration of Partial Road Closure	Significance of Effect pre mitigation	Additional Mitigation	Significance of Effect post mitigation
			43 (Talbot Park - Swords Business Park)					
15	R139	35,485	n/a	0	16 weeks (sequential~150-200m partial closures along full section)	n/a	n/a	n/a

There are no other changes required to this section. Refer to Section 24.6.1.4 of Chapter 24 of the 2024 EIAR.

24.6.2 Operational Phase

There are no changes to the section. Refer to Section 24.6.2 of Chapter 24 of the 2024 EIAR.

24.6.3 Decommissioning

There are no changes to the section. Refer to Section 24.6.3 of Chapter 24 of the 2024 EIAR.

24.7 Residual Effects

There are no changes to the introductory text of this section. Refer to Section 24.7 of Chapter 24 of the 2024 EIAR.

24.7.1 Temporary Residual Significant Road Closure Impact on Local Diversion Routes

The only change required to Section 24.7.1 in Chapter 24 of the 2024 EIAR is in relation to Table 24.53 and Table 24.54. The tables have been updated following the 2025 traffic survey analysis as per RFI Section 19 (c).

For the purposes of clarity, Table 24.53 and Table 24.54 from Chapter 24 of the 2024 EIAR shall be deleted and replaced with Table A24.29 and Table A24.30. The changes are highlighted in grey.

Table A24.29 Temporary Residual Significant Full Road Closure Impact on Local Diversion Route Operations

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	% Increase	Approx. Duration of Full Road Closure	Significance of potential Impacts	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of residual impacts
1	R122 Chapel Street	12368	8109	> 25%	2 to 3 weeks	Negative, Significant, Temporary	1 to 2 weeks	Negative, Significant, Temporary
5	Ballough	982	4150	> 25%	2 weeks	Negative, Moderate, Temporary	2 weeks	Negative, Moderate, Temporary
	Colecot	282	4150	> 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
	Harlockstown Lane	1073	4150	> 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
	Balheary Road	16359	4150	10% - 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
	R125 Castlegrange Road	18482	4150	10% - 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
	Harlockstown Lane	1073	4150	> 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
	Balheary Road	16359	4150	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Batter Lane	680	4150	> 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
9	Seatown Road	697	5022	> 25%	1 to 2 weeks	Negative, Moderate, Temporary	1 to 2 weeks	Negative, Moderate, Temporary
10.1	Spittal Hill Lissenhall	5022	4334	> 25%	5 to 6 weeks	Negative, Significant, Temporary	2 to 3 weeks	Negative, Significant, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	% Increase	Approx. Duration of Full Road Closure	Significance of potential Impacts	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of residual impacts
	Seatown Road	697	4334	> 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
10.2	n/a	n/a	8960	Likely > 25%	11 to 12 weeks	#N/A	3 to 4 weeks	Negative, Significant, Temporary
12	Estuary Road	5618	14995	> 25%	6 to 7 weeks	Negative, Significant, Temporary	3 to 4 weeks	Negative, Significant, Temporary
	Old Yellow Walls Road	8247	14995	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	R106 Dublin Road	10800	14995	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Mountgorry Way /	14705	14995	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Feltrim Road	9790	14995	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	R107 Malahide Road	8596	14995	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
13	R106 Main Street	11614	8596	> 25%	10 to 11 weeks	Negative, Significant, Temporary	3 to 4 weeks	Negative, Significant, Temporary
	R124 Church Road	5385	8596	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Chapel Road	8622	8596	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Back Road	7962	8596	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	% Increase	Approx. Duration of Full Road Closure	Significance of potential Impacts	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of residual impacts
	Kinsealy Lane	3208	8596	> 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
	R106 Swords Road	12896	8596	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Mountgorry Way	14705	8596	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Feltrim Road	9790	8596	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
14A	Chapel Road	8622	12935	> 25%	1 to 2 weeks	Negative, Significant, Temporary	1 to 2 weeks	Negative, Significant, Temporary
	R124	10948	12935	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	R123	9267	12935	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Baskin Lane	7546	12935	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Clonshaugh Road	14210	12935	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
14B.1	R124	9026	8622	> 25%	6 to 7 weeks	Negative, Significant, Temporary	2 to 3 weeks	Negative, Significant, Temporary
	Back Road	7962	8622	Likely > 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Kinsealy Lane	3208	8622	Likely > 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary

Route Section	Local Diversion Route	2027 AADT	2027 AADT to be diverted	% Increase	Approx. Duration of Full Road Closure	Significance of potential Impacts	Approx. Duration of Full Road Closure Following Additional Mitigation	Significance of residual impacts
14B.2	Chapel Road	8622	10948	> 25%	7 to 8 weeks	Negative, Significant, Temporary	2 to 3 weeks	Negative, Significant, Temporary
	Blackwood Lane	n/a	10948	Likely > 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Carrickhill Road	n/a	10948	Likely > 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Station Road	10036	10948	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
	Coast Road	n/a	10948	Likely > 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
14B.3	n/a	n/a	1081	Likely > 25%	1 to 2 weeks	Negative, Significant, Temporary	less than 1 week	Negative, Significant, Temporary

Table A24.30 Temporary Residual Significant Partial Road Closure Impact on Local Diversion Route Operations

Route Section	Partial Road Closure	2027 AADT	Local Diversion Routes	Approx. Duration of Partial Road Closure	Significance of effect post mitigation
2	Harry Reynolds Road	7,905	R132 Drogheda Street South – R122 Chapel Street	15 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
			Hamlet Lane – Castlemill Road – Stephenstown Link Road – Balbriggan Outer Relief Road		
3	3.1 R132	11,762	Balbriggan Outer Relief Road – R122 Naul Road – M1.	99 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
			Matt Road – R122 Naul Road – M1		

Route Section	Partial Road Closure	2027 AADT	Local Diversion Routes	Approx. Duration of Partial Road Closure	Significance of effect post mitigation
			Old Coach Road – Knightswood – L1190 Old Coach Road Unnamed Road (Knock Cross) – Unnamed Road (The Five Roads) – Hedgestown Lane		
	3.2 R132	9,820	Hedgestown Lane – L1155 Old Coach Road – L1160 Quickpenny Road – L5245 Chapel Road – Church Road – Barrack Lane – L1400 Dublin Road – R127 Dublin Road		
6	R132	30,192	R129 – Harlockstown Lane – Balheary Road - R125 Castlegrange Road – R132 R129 – Harlockstown Lane – Balheary Road – Batter Lane -	27 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
8	R132	33,857	R132 – Batter Lane – Balheary Road – R125 Castlegrange Road	20 weeks	Negative, Significant, Temporary
11	Estuary Road	5,618	Old Yellow Walls Road – Millview Road – R106 Swords Road	5 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary
15	R139	35,485	R107 Malahide Road – Priorswood Road – Glin Road – Clonshaugh Avenue – Clonshaugh Road	16 weeks (sequential~200m partial closures along full section)	Negative, Significant, Temporary

There are no other changes required to this section. Refer to Section 24.7.1 of Chapter 24 of the 2024 EIAR.

24.7.2 Temporary Residual Significant Road Closure Impact on Strategic Diversion Routes

The only change required to Section 24.7.2 in Chapter 24 of the 2024 EIAR is in relation to Table 24.55. The table has been updated following the completion of 2025 traffic survey analysis as per RFI Section 19 (c).

For the purposes of clarity, Table 24.55 from Chapter 24 of the 2024 EIAR shall be deleted and replaced in with Table A24.31. The changes are highlighted in grey.

Table A24.31 Temporary Residual Significant Full Road Closure Impact on Strategic Diversion Route Operations

Route Section	2027 AADT to be diverted	Diversion Route	2027 AADT along Diversion Route	Percentage Increase	Approx. Duration of Full Road Closure	Significance of Effect pre mitigation	Approx. Duration of Full Road Closure following Additional Mitigation	Significance of Effect post mitigation
1	8109	R122	16835	> 25%	2-3 Weeks	Negative, Significant, Temporary	1-2 Weeks	Negative, Significant, Temporary
		Harry Reynolds Road	7653	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
5	4150	R132	10883	> 25%	2 Weeks	Negative, Significant, Temporary	2 Weeks	Negative, Significant, Temporary
		R125 Castlegrange Road	23978	10% - 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
		R125 Rathbeale Road	9857	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
9	5022	Mantua Road	4229	> 25%	1-2 Weeks	Negative, Moderate, Temporary	1-2 Weeks	Negative, Moderate, Temporary
10.1	4334	Mantua Road	4229	> 25%	5-6 Weeks	Negative, Moderate, Temporary	2-3 Weeks	Negative, Moderate, Temporary
10.2	6981	Estuary Road	5618	> 25%	11-12 Weeks	Negative, Significant, Temporary	3-4 Weeks	Negative, Significant, Temporary
		R106	15837	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary

Route Section	2027 AADT to be diverted	Diversion Route	2027 AADT along Diversion Route	Percentage Increase	Approx. Duration of Full Road Closure	Significance of Effect pre mitigation	Approx. Duration of Full Road Closure following Additional Mitigation	Significance of Effect post mitigation
		Mantua Road	4229	> 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
12	12896	R106	13148	> 25%	6-7 Weeks	Negative, Significant, Temporary	3-4 Weeks	Negative, Significant, Temporary
		R132	26248	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
		R125	11100	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
		R107	20996	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
13	8596	R106	9974	> 25%	10-11 Weeks	Negative, Significant, Temporary	3-4 Weeks	Negative, Significant, Temporary
		R132	26248	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
		R125	11100	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
		R139	33899	10% - 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary

Route Section	2027 AADT to be diverted	Diversion Route	2027 AADT along Diversion Route	Percentage Increase	Approx. Duration of Full Road Closure	Significance of Effect pre mitigation	Approx. Duration of Full Road Closure following Additional Mitigation	Significance of Effect post mitigation
14A	13083	R106	9974	> 25%	1-2 Weeks	Negative, Significant, Temporary	1-2 Weeks	Negative, Significant, Temporary
		R132	26248	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
		R125	11100	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
		R139	33899	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
14B.1	8622	R107	16122	> 25%	6-7 Weeks	Negative, Significant, Temporary	2-3 Weeks	Negative, Significant, Temporary
		R123	10496	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
		R124	10645	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
14B.2	10936	R106	11685	> 25%	7-8 Weeks	Negative, Significant, Temporary	2-3 Weeks	Negative, Significant, Temporary
		R107	10083	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary

Route Section	2027 AADT to be diverted	Diversion Route	2027 AADT along Diversion Route	Percentage Increase	Approx. Duration of Full Road Closure	Significance of Effect pre mitigation	Approx. Duration of Full Road Closure following Additional Mitigation	Significance of Effect post mitigation
		R123	10496	> 25%		Negative, Significant, Temporary		Negative, Significant, Temporary
14B.3	1081	R123	9535	10% - 25%	1-2 Weeks	Negative, Moderate, Temporary	1 Week	Negative, Moderate, Temporary
		Hole in the Wall Road	7336	10% - 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary
		Belmayne	6368	10% - 25%		Negative, Moderate, Temporary		Negative, Moderate, Temporary

24.7.3 Summary

There are no changes to the section. Refer to Section 24.7.3 of Chapter 24 of the 2024 EIAR.

Therefore, the summary of residual effects remains unchanged from the 2024 EIAR. The significance of effect of the residual impact of the road closures on local and strategic diversion route operations (both private vehicles and buses) on the most impactful route sections during construction is likely to be negative, significant but temporary. As per the 2024 EIAR, there are no residual impacts expected during operation and decommissioning phases.

24.8 Transboundary Effects

There are no changes to the section. Refer to Section 24.8 of Chapter 24 of the 2024 EIAR.

24.9 Cumulative Effects

The Cumulative Effects Assessment (CEA) is presented in Volume 6, Chapter 38: Cumulative and Inter-Related Effects. In response to RFI Section 5, the CEA has been updated to align with the UK Guidance document *Nationally Strategic Infrastructure Projects (NSIP) Advice on Cumulative Effects Assessment*. However, it should be noted that the overall conclusions of the CEA from a traffic and transportation perspective remain unchanged from the 2024 EIAR (as stated below).

Therefore, the entirety of Section 24.9 of Chapter 24 of the 2024 EIAR shall be deleted and replaced with the text herein:

A long list of “other existing and/or approved developments” which were deemed to be potentially relevant for inclusion in the cumulative impact assessment was compiled (refer to Volume 6, Chapter 38: Cumulative and Inter-related Effects (hereafter referred to as ‘Chapter 38’)). A screening exercise of the “long list” was carried out in order to determine whether each of those “other existing and/or approved developments” has the potential to give rise to likely significant cumulative effects with the proposed development from a traffic and transportation perspective. Many of the “other existing and/or approved developments” were screened out for a number of reasons including their location, scale and nature of the project. Those projects which were “screened in” were carried forward for assessment. The results of the assessment are presented in Section 38.2.3.15 of Chapter 38.

As noted in Section 24.7.3 above, during the construction phase, the significance of the effect of the residual impact of the road closures from the proposed development alone on local and strategic diversion route operations is likely to be negative, significant but temporary on the most impactful route sections.

Potential cumulative effects from Tier 1 onshore projects during the construction phase, were identified in locations where cumulative traffic and transport effects could occur. For the purposes of this assessment, it was assumed that the likely construction period for the screened-in projects would partially overlap with the planned construction period for the proposed development. The screened-in projects are located in proximity to one or more sections of the onshore cable route (Sections 1 to 15) and therefore the local and strategic diversion route operations associated with road closures required along Sections 1-15 are most likely to have a cumulative effect with the construction of these screened-in projects.

Tier 3 projects included Flemington LAP and Balrothery Active Travel Plan.

Due to the lack of confidence in the data with the Balrothery Active Travel Plan at the time of writing, potential cumulative effects with this project were screened out for assessment. Flemington LAP was carried forward for assessment in Stage 4 of the CEA.

Given that the proposed development alone has reported negative, significant but temporary residual effects on traffic, the significance of the cumulative effect of the impact of potential road closures on local and strategic diversion route operations in this area is likely to be at least negative, significant but temporary.

During the operational phase, the proposed development will have a minimal effect on traffic and transportation in the vicinity, and no cumulative effects are identified.

24.10 References

The only change required to Section 24.10 of Chapter 24 in the 2024 EIAR relates to the updated reference list. For the purposes of clarity, the following text from Section 24.10 of Chapter 24 in the 2024 EIAR is deleted:

“Transport Infrastructure Ireland (May 2019) Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections

Transport Infrastructure Ireland (June 2017) DN-GEO-03031 Rural Road Link Design

Transport Infrastructure Ireland (May 2019) DN-GEO-03036 Cross Sections and Headroom

National Roads Authority Traffic Data [online] Available at: www.nratrafficdata.ie [Accessed 01/02/2021]”

And replaced by:

Transport Infrastructure Ireland (October 2021) Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections

Transport Infrastructure Ireland (May 2023) DN-GEO-03031 Rural Road Link Design

Transport Infrastructure Ireland (May 2023) DN-GEO-03036 Cross Sections and Headroom

Transport Infrastructure Ireland Traffic Data [online] Available at: https://data.gov.ie/en_GB/dataset/traffic-counter-data?package_type=dataset [Accessed 19/01/2026]

There are no further changes to this section. Refer to Section 24.10 of Chapter 24 of the 2024.