

Addendum to the
Environmental Impact
Assessment Report

NISA
North Irish Sea Array

Volume 5 - Wider Schemes Chapters

Chapter 32

Population and Human Health



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32. Population and Human Health

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 (further details on the design refinements are provided in Appendix A5.1: Design Refinements). Amendments are therefore required to Chapter 32: Population and Human Health 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 32 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 to this is where tables are replaced in their entirety.

The sections relevant to Chapter 32 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). Any relevant changes are included in this report in Sections 32.2, 32.3 and 32.5.
2 (a)	The Irish Coast Guard (IRCG), through the Department of Transport, has raised concerns in relation to the layout of the proposed development with respect to search-and-rescue (SAR) access. The applicant is requested to consult with the IRCG, in addressing these concerns, and provide further information and clarification on such matters.	The Developer has prepared an updated layout in consultation with the IRCG and other stakeholders for both Project Options. The updated layouts have been assessed in Chapter 29. The changes to the array layouts have necessitated revisions to the SLVIA supported by updated Zone of Theoretical Visibility (ZTV) maps and verifiable photomontages. The effects of the updated layouts have been considered in this chapter as they relate to population and human health in Section 32.5.

RFI Section	RFI	Relevance to Chapter
5	<p>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).</p> <p>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”</p>	<p>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.</p> <p>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 32.9.</p>
10 (a)	<p>Having regard to information submitted in the EIAR, the NPWS underwater noise guidelines (NPWS, 2014), the strict protections afforded to marine mammals under the Wildlife Act 1976, as amended, in addition to observations from prescribed bodies and observers, the Board requires a comprehensive suite of noise abatement measures to be proposed and assessed in addition to the existing mitigation measures referenced in the planning application documentation...</p>	<p>The Developer has proposed a refinement to the foundation types used for the wind turbine generators (WTGs). Instead of either monopiles or jackets, only jackets will be used. Additionally, instead of installation with pin piles the jackets will be installed with suction buckets. This has resulted in the removal of piling from the construction strategy of the offshore infrastructure (see Chapter 8 for further details). The effects of the updated foundation types have been considered in this chapter as they relate to population and human health in Section 32.5.</p>
19 (c)	<p>The applicant is requested to review section 24.3 of Chapter [24] 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.</p>	<p>To ensure compliance with RFI Section 19 (c), updated traffic count surveys were undertaken in 2025. The results of these surveys are presented in Chapter 24. An updated assessment of potential effects on population and human health is presented in this chapter. Any relevant changes are included in this report in Section 32.5.</p>

32.1 Introduction

There are no changes required to this section. Refer to Section 32.1 of Chapter 32 of the 2024 EIAR.

32.2 Methodology

There are no changes required to the introductory text in this section. Refer to Section 32.2 of Chapter 32 of the 2024 EIAR.

32.2.1 Study Area

There are no changes required to this section. Refer to Section 32.2.1 of Chapter 32 of the 2024 EIAR.

32.2.2 Relevant Guidance

There are no changes required to this section. Refer to Section 32.2.2 of Chapter 32 of the 2024 EIAR.

32.2.3 Data Collection and Collation

In response to RFI Section 1 (b), this section accounts for updated statistics released by the Central Statistics Office (CSO) since the publication of the 2024 EIAR. Therefore, the following text shall be deleted from Section 32.2.3 of Chapter 32 of the 2024 EIAR:

- “Primary data sources (e.g., demographic data from Census 2022 and Census 2016 produced by the Central Statistics Office (CSO))”

And replaced with the following text:

- Primary data sources (e.g., demographic data from Census 2022 and Census 2016 produced by the Central Statistics Office (CSO) and any subsequent corrections to data issued by the CSO in respect of Census 2022)

There are no other changes required to this section. Refer to Section 32.2.3 of Chapter 32 of the 2024 EIAR.

32.2.4 Scope of Assessment

32.2.4.1 Population Assessment Scope

There are no changes required to this section. Refer to Section 32.2.1 of Chapter 32 of the 2024 EIAR.

32.2.4.2 Human Health Assessment Scope

There are no changes required to this section. Refer to Section 32.2.4.2 of Chapter 32 of the 2024 EIAR.

32.2.5 Assessment Methodology

There are no changes required to the introductory text in this section. Refer to Section 32.2.5 of Chapter 32 of the 2024 EIAR.

32.2.5.1 Population Assessment Methodology

There are no changes required to this section. Refer to Section 32.2.5.1 of Chapter 32 of the 2024 EIAR.

32.2.5.2 Human Health Assessment Methodology

There are no changes required to this section. Refer to Section 32.2.5.2 of Chapter 32 of the 2024 EIAR.

32.3 Baseline Environment

There are no changes required to the introductory text in this section. Refer to Section 32.3 of Chapter 32 of the 2024 EIAR.

32.3.1 Settlements and community facilities in the study area

There are no changes required to the introductory text in this section. Refer to Section 32.3.1 of Chapter 32 of the 2024 EIAR.

32.3.1.1 Balbriggan

This section has been updated to respond to RFI Section 1 (b). In the context of Balbriggan and the grid facility, Fingal County Council adopted the Flemington Local Area Plan in December 2024 for the lands immediately south of the grid facility. Therefore, the following text shall be deleted from Section 32.3.1.1 of Chapter 32 of the 2024 EIAR:

“The landfall site is located to the north of Balbriggan, in an area which consists predominantly of agricultural land with relatively few dwellings in the vicinity. The grid facility will be located in the townland of Bremore, west of the R132 and north of the residential areas along Flemington Lane. The site is located on greenfield, agricultural land with a surrounding boundary of hedgerow and mixed vegetation. The immediate surrounding fields are in pasture, with two dwellings adjacent to the grid facility site (Refer to Figure 7.3 of Volume 7).”

And replaced with the following text:

The landfall site is located to the north of Balbriggan, in an area which consists predominantly of agricultural land with relatively few dwellings in the vicinity. The grid facility will be located in the townland of Bremore, west of the R132 and north of the residential areas along Flemington Lane.

The site is located on greenfield, agricultural land with a surrounding boundary of hedgerow and mixed vegetation. The immediate surrounding fields are in pasture, with two dwellings adjacent to the grid facility site (Refer to Figure 7.3 of Volume 7). The fields adjacent to the southern boundary are zoned residential and are included in the Flemington Local Area Plan (LAP).

There are no other changes required to this section. Refer to Section 32.3.1.1 of Chapter 32 of the 2024 EIAR.

32.3.1.2 Rural communities in Fingal

The only change to this section is to correct a misprint in the 2024 EIAR which noted the cable route follows the R32 instead of the R132. Therefore, the following text shall be deleted.

“From Balrothery to Swords, the proposed onshore cable route follows the R32 through rural areas in the FCC jurisdiction.”

And replaced with the following text:

From Balrothery to Swords, the proposed onshore cable route follows the R132 through rural areas in the FCC jurisdiction.

There are no other changes required to this section. Refer to Section 32.3.1.2 of Chapter 32 of the 2024 EIAR.

32.3.1.3 Swords

There are no changes required to this section. Refer to Section 32.3.1.3 of Chapter 32 of the 2024 EIAR.

32.3.1.4 Seabury and Malahide Road

There are no changes required to this section. Refer to Section 32.3.1.4 of Chapter 32 of the 2024 EIAR.

32.3.1.5 Belcamp and North Dublin

There are no changes required to this section. Refer to Section 32.3.1.3 of Chapter 32 of the 2024 EIAR.

32.3.2 Population profile

32.3.2.1 Census Data

In response to RFI Section 1 (b), this section presents updated statistics released by the CSO since the publication of the 2024 EIAR. The CSO has provided minor amendments and corrections to its statistics for the population profile of the areas captured in Section 32.3.2.1 of Chapter 32 of the 2024 EIAR. Therefore, Section 32.3.2.1 of Chapter 32 of the 2024 EIAR shall be deleted in its entirety and replaced with the text and tables herein.

Table A32.1 shows the populations of the main settlements and jurisdictions in the study area in 2016 and 2022. The populations of all areas increased between the 2016 and 2022 Census, with the highest increases in Malahide and Balbriggan.

Table A32.1 Main Settlements (Source: CSO) (replaces Table 32.4 of Chapter 32 of the 2024 EIAR)

Settlement	Population 2016	Population 2022	Percentage Change Increase
Balbriggan	21,722	27,449	26.4%
Swords	39,248	45,916	17%
Malahide	16,550	18,608	12.4%
Fingal	296,020	330,506	11.6%
Dublin City	554,554	592,713	6.9%
State	4,761,865	5,149,139	8.1%

Table A32.2 shows the age profile in the main settlements and jurisdictions in the study area. Balbriggan has a younger population profile than the rest of the study area and Ireland as a whole. Dublin City has a lower than average proportion of children under 19 and above average numbers of people between 20 and 40. Malahide has below average numbers of older people in the 60-69 age bracket and above average in the 70+ age bracket.

Table A32.2 Age Profile Census 2022. Source: CSO (replaces Table 32.5 of Chapter 32 of the 2024 EIAR)

Settlement	Percentage of population in age range						
	0-19	20-29	30-39	40-49	50-59	60-69	70+
Balbriggan	33.6%	10.2%	14.0%	19.4%	11.2%	6.5%	5.2%
Swords	27.8%	11.8%	15.8%	17.1%	13.0%	8.3%	6.2%
Malahide	19.3%	7.6%	8.3%	11.8%	10.5%	8.7%	11.3%
Fingal	29.3%	11.3%	14.9%	17.4%	11.7%	7.9%	7.5%
Dublin City	20.1%	17.7%	18.7%	14.2%	11.3%	8.6%	9.5%
State	26.2%	11.7%	13.9%	15.2%	12.6%	9.9%	10.5%

Table A32.3 shows household occupancy types for the main settlements and jurisdictions in the study area. Dublin City and Balbriggan have a high proportion of rented accommodation and lower than average owner occupancy, along with Fingal and Swords. Malahide has high owner occupancy and low levels of social housing.

Table A32.3 Type of household occupancy Census 2022. Source: CSO (replaces Table 32.6 of Chapter 32 of the 2024 EIAR)

Settlement	Owned with mortgage or loan	Owned Outright	Rented from private landlord	Rented from local authority	Rented from voluntary body	Occupied free of rent	Not stated
Balbriggan	39.5%	18.9%	22.0%	13.0%	2.8%	0.8%	3.0%
Swords	40.7%	27.9%	20.0%	5.9%	1.4%	0.7%	3.3%
Malahide	34.8%	43.9%	15.5%	1.7%	0.6%	1.0%	2.6%
Fingal	38.5%	28.5%	19.7%	6.6%	1.7%	0.9%	4.1%
Dublin City	21.2%	26.1%	31.2%	11.5%	2.4%	1.3%	6.2%
State	28.9%	37.0%	18.0%	8.3%	1.6%	1.7%	4.4%

Table A32.4 shows the social class/workforce data for the main settlements and jurisdictions in the study area. The majority of the study area is close to the national average across all categories. However, Malahide has a significantly above average proportion of professional, managerial, and technical workers and low levels of skilled, semi-skilled and unskilled workers. Balbriggan has a below average proportion of professional, managerial, and technical workers.

Table A32.4 Social Class/Workforce Census 2022. Source: CSO (replaces Table 32.7 of Chapter 32 of the 2024 EIAR)

Settlement	Professional	Managerial/ Technical	Non-manual	Skilled	Semi-skilled	Unskilled	Other
Balbriggan	5.2%	28.4%	22.6%	16.1%	17.1%	3.9%	6.7%
Swords	6.9%	34.2%	22.7%	15.2%	12.8%	3.1%	5.1%
Malahide	15.2%	49.4%	17.8%	7.0%	5.9%	1.1%	3.5%
Fingal	9.3%	36.2%	19.6%	13.1%	11.6%	3%	7.1%
Dublin City	12.4%	36.1%	17.9%	10.7%	10.5%	2.9%	9.6%
State	9.8%	33.4%	18.6%	14.2%	13.6%	3.2%	7.3%

In Dublin City, 22% of the population report having a disability, which is in line with the national average of 22%. In Fingal, the proportion is lower at 19%

Table A32.5 shows self-rated health for the main settlements and jurisdictions in the study area. Self-rated health in Balbriggan and Swords is broadly in line with Fingal, Dublin City and national averages. In Malahide, self-rated ‘very good’ health is significantly higher than average.

Table A32.5 Perception of Health Census 2022. Source: CSO (replaces Table 32.8 of Chapter 32 of the 2024 EIAR)

Settlement	Very good	Good	Fair	Bad	Very bad	Not stated
Balbriggan	51.8%	31.4%	9.0%	1.8%	0.4%	5.5%
Swords	54.9%	30.8%	7.6%	1.2%	0.2%	5.3%
Malahide	63.9%	26.4%	5.7%	0.8%	0.1%	3.0%
Fingal	55.4%	28.8%	7.2%	1.2%	0.3%	7.2%
Dublin City	48.1%	27.7%	8.6%	1.6%	0.4%	13.6%
State	53.2%	29.7%	8.6%	1.4%	0.3%	6.7%

32.3.2.2 Pobal Deprivation Index

In response to RFI Section 1 (b), this section is revised to account for updated information in the Pobal Deprivation Index for Small Areas¹. However, the only change in the Pobal Deprivation Index relates to the Seabury, Malahide Road and Kinsealy area, and specifically Seabury.

Therefore, the following text shall be deleted from Section 32.3.2.2 of Chapter 32 of the 2024 EIAR:

“Seabury, Malahide Road and Kinsealy

- *East of the M1 Motorway, where the proposed onshore cable route follows Estuary Road, is classed as **affluent**.*
- *The residential area of Seabury is predominantly **affluent**, with some areas categorised as **very affluent** and **marginally above average**.*
- *The communities along Malahide Road, including Kinsealy, are predominantly **affluent**.”*

And replaced with the following text:

Seabury, Malahide Road and Kinsealy

- East of the M1 Motorway, where the proposed onshore cable route follows Estuary Road, is classed as **affluent**.
- The residential area of Seabury is predominantly **affluent**, with some areas categorised as **marginally above average**.
- The communities along Malahide Road, including Kinsealy, are predominantly **affluent**.

There are no other changes required to this section. Refer to Section 32.3.2.2 of Chapter 32 of the 2024 EIAR.

32.3.3 Vulnerable Groups in the Study Area

There are no changes required to this section. Refer to Section 32.3.3 of Chapter 32 of the 2024 EIAR.

32.4 Characteristics of the Proposed Development

There are no changes required to this section. Refer to Section 32.4 of Chapter 32 of the 2024 EIAR.

¹ Pobal HP Deprivation Indices Map. Available at <https://data.pobal.ie/portal/apps/experiencebuilder/experience/?id=3b0acba7eb694ffa85340a60f81d516c>. Accessed March 2026.

32.5 Potential Effects

32.5.1 Do-Nothing Scenario

There are no changes required to this section. Refer to Section 32.5.1 of Chapter 32 of the 2024 EIAR.

32.5.2 Construction Phase

32.5.2.1 Population

There are no changes required to this section. Refer to Section 32.5.2.1 of Chapter 32 of the 2024 EIAR.

32.5.2.2 Accessibility and Journey Patterns

As noted in Chapter 24, the baseline traffic environment has been updated in response to RFI Section 19 (c). Therefore, Section 32.5.2.2 requires an update to account for the 2025 traffic survey analysis and the consequent assessment of the impact on accessibility and journey patterns throughout the onshore development area. Further information on the updated analysis of the 2025 traffic survey data is provided in Chapter 24.

Therefore, the following text shall be deleted from Section 32.5.2.2 of Chapter 32 of the 2024 EIAR:

“Traffic generated during the construction phase of the proposed development has the potential to affect road users and increase journey times, reducing the accessibility of community facilities and services. Tables 24.29 and 24.30 of the Traffic and Transportation Chapter show the projected construction traffic flows on the onshore cable route for the AM and PM peak periods, with and without the proposed development. The projected percentage increases in traffic flow are low due to the relatively high level of existing traffic flows on the affected roads. Projected increases in traffic flow are between 1-5% of the daily peak hour traffic, with the highest increase of 5% in both the AM and PM peak occurring on the R132 on the north side of Balbriggan. The residual impact on overall traffic flows is assessed as negative, slight, and temporary in the Traffic and Transportation Chapter. Based on this assessment, the effects of increased traffic flows from the construction of the proposed development on accessibility and journey patterns is assessed as neutral.”

And replaced with the following text:

Traffic generated during the construction phase of the proposed development has the potential to affect road users and increase journey times, reducing the accessibility of community facilities and services. Tables A24.18 and Table A24.19 of the Traffic and Transportation Chapter show the projected construction traffic flows on the onshore cable route for the AM and PM peak periods, with and without the proposed development. The projected percentage increases in traffic flow are low due to the relatively high level of existing traffic flows on the affected roads. Projected increases in traffic flow are between 1-6% of the daily peak hour traffic, with the highest increase of 4% and 6% in both the AM and PM peak respectively, occurring on the R132 on the north side of Balbriggan. The residual impact on overall traffic flows is assessed as negative, slight, and temporary in the Traffic and Transportation Chapter. Based on this assessment, the effects of increased traffic flows from the construction of the proposed development on accessibility and journey patterns is assessed as neutral.

The following text in the subsection ‘Balbriggan’ shall also be deleted from Section 32.5.2.2 of Chapter 32 of the 2024 EIAR:

- *“Section 2, partial closure of Harry Reynolds Road, 15 weeks. Temporary significant traffic impacts on R132 Drogheda Street South – R122 Chapel Street; and Hamlet Lane – Castlemill Road – Stephenstown Link Road – Balbriggan Outer Relief Road; and”*

And replaced with the following text:

- Section 2, partial closure of Harry Reynolds Road, 15 weeks. Temporary moderate traffic impacts on R132 Drogheda Street South – R122 Chapel Street; and Hamlet Lane – Castlemill Road – Stephenstown Link Road – Balbriggan Outer Relief Road; and

The following text in the subsection ‘Rural communities in Fingal’ shall also be deleted from Section 32.5.2.2 of Chapter 32 of the 2024 EIAR:

- “Section 5, full closure of R129 at Blake’s Cross (junction with R132), 2 weeks. Temporary significant traffic impacts on Ballough, Colecot, Harlockstown Lane, Balheary Road, R125 Castlegrange Road, Balheary Road, Batter Lane, R132, R125 Castlegrange and R125 Rathbeale Road; and”

And replaced with the following text:

- Section 5, full closure of R129 at Blake’s Cross (junction with R132), 2 weeks. Temporary moderate traffic impacts on Ballough, Colecot, Harlockstown Lane, Balheary Road, and Batter Lane. Temporary significant traffic impacts on the R132, R125 Castlegrange Road and Balheary Road; and

The following text in the subsection ‘Swords’ shall also be deleted from Section 32.5.2.2 of Chapter 32 of the 2024 EIAR:

- “Section 9, full closure of Spittal Hill / Lissenhall, 1-2 weeks. Temporary significant traffic impact on Seatown Road and Mantua Road; and
- Section 10.1, full closure of Estuary Road, 2-3 weeks. Temporary significant traffic impacts on Spittal Hill / Lissenhall, Seatown Road and Mantua Road.”

And replaced with the following text:

- Section 9, full closure of Spittal Hill / Lissenhall, 1-2 weeks. Temporary moderate traffic impact on Seatown Road; and
- Section 10.1, full closure of Estuary Road, 2-3 weeks. Temporary significant traffic impacts on Spittal Hill / Lissenhall, and temporary moderate traffic impacts on Seatown Road.

The following text in the subsection ‘Seabury and Malahide Road (north)’ shall also be deleted from Section 32.5.2.2 of Chapter 32 of the 2024 EIAR:

- “Section 13, full closure of Malahide Road, 3-4 weeks. Temporary significant traffic impacts on R106 Main Street, R124 Church Road, Chapel Road, Back Road, Kinsealy Lane, R106 Swords Road, Mountgorry Way, Feltrim Road, R106, R132, R125 and R139”

And replaced with the following text:

- Section 13, full closure of Malahide Road, 3-4 weeks. Temporary significant traffic impacts on R106 Main Street, R124 Church Road, Chapel Road, Back Road, R106 Swords Road, Mountgorry Way, Feltrim Road, R106, R132, R125 and R139, and temporary moderate traffic impacts on Kinsealy Lane.

The following text in the subsection ‘Kinsealy, Portmarnock and Malahide Road (south)’ shall also be deleted from Section 32.5.2.2 of Chapter 32 of the 2024 EIAR:

- “Section 14B.1, full closure of Chapel Road, 2-3 weeks. Temporary significant traffic impacts on the R124, Back Road and Kinsealy Lane; and”

And replaced with the following text:

- Section 14B.1, full closure of Chapel Road, 2-3 weeks. Temporary significant traffic impacts on the R124 and Back Road, and temporary moderate traffic impacts on Kinsealy Lane; and

Amenity

This subsection of Section 32.5.2.2 requires an update to account for the updated assessments provided in Chapter 24 and 29.

The following text requires an update to reflect an error in Chapter 32 of the 2024 EIAR in reporting the residual effects at Viewpoint (VP) 48, VP51, VP 52 and VP53 which were set out in Table 29.48 of Chapter 29, Seascape, Landscape and Visual on the 2024 EIAR. In addition, the update to Chapter 29 has resulted in a review of the residual effects at VP50 and VP53 in the light of the adoption of the Flemington LAP. The following text shall therefore be deleted:

- *“The Seascope, Landscape and Visual Chapter has identified residual major-moderate adverse effects on viewpoints VP48 (the R132 east of the site) & VP53 (Flemington Lane), and moderate-slight adverse effects on VP51 and VP52 (rural hinterland setting to the northwest of Balbriggan) as a result of construction activities at the grid facility.”*

And replaced with the following text:

- The Seascope, Landscape and Visual assessment, as reported in chapter 29 of the 2024 EIAR, identified residual slight negative effects at VP48 (Flemington Lane (L1135) Southwest of Grid Facility) and VP51 (Knocknagin Road North of Grid Facility), moderate negative at VP55 (Flemington Lane (Bremore Cottages) south of Grid Facility), moderate-slight at VP54 (Bridgefoot Road Southwest of Grid Facility), slight-imperceptible at VP49 (Bremore Cottages Southeast of Site), and imperceptible at VP52 (Bridgefoot Road L1130 Northwest of Grid Facility). The Addendum to Chapter 29 determined that the residual visual impact at VP50 (R132 Northeast of Grid Facility) would be moderate negative and at VP 53 (Flemington Cemetery) would be slight-imperceptible negative

The text below shall be deleted from Section 32.5.2.2 of Chapter 32 of the 2024 EIAR to account for the updated assessment of the 2025 traffic count surveys provided in Chapter 24. This text also requires an update to reflect an administrative error which referenced Table 24-28 rather than Table 24-38. The Developer also notes that there was an inadvertent administrative error that cited the largest percentage increase in HGVs as 75% on the R132 north of Balbriggan instead of a 270% increase on the R132 north of Balbriggan.

“The Traffic and Transportation Chapter has identified significant residual effects on local and strategic diversion routes along the onshore cable route. Effects of HGVs have not been individually assessed but HGVs contribute to the traffic effects. Total additional daily HGV trips per section generated by the construction works are presented in Table 24.28 and the percentage increases in HGV flows in peak hours are presented in Tables 24.29-30. The highest numbers of HGV movements are on the R132, ranging from 135 to 592 additional trips per day. However, the percentage increase on minor roads is comparable to the R132 due to the lower numbers of existing HGV trips on these roads. The largest percentage increase in HGVs is on Section 1, the single carriageway section of the R132 north of Balbriggan (75%).”

And replaced with the following text:

The Traffic and Transportation Chapter has identified significant residual effects on local and strategic diversion routes along the onshore cable route. Effects of HGVs have not been individually assessed but HGVs contribute to the traffic effects. Total additional daily HGV trips per section generated by the construction works are presented in Table 24-38 and the percentage increases in HGV flows in peak hours are presented in Table A24.18 and Table A24.19. The highest numbers of HGV movements are on the R132, ranging from 135 to 592 additional trips per day. However, the percentage increase on minor roads is comparable to the R132 due to the lower numbers of existing HGV trips on these roads. The largest percentage increase in HGVs is on Section 1, the single carriageway section of the R132 north of Balbriggan (+225%).

There are no other changes required to Section 32.5.2.2 of Chapter 32. Therefore, the significance of effect remains unchanged from the 2024 EIAR, with significant negative and temporary effects on population due to impacts on accessibility and journey patterns at the following locations: Balbriggan, rural communities in Fingal, Seabury and Malahide Road (north), Kinsealy, Portmarnock and Malahide Road (south) during the construction phase of the proposed development.

It is also noted that following the updated Noise and Vibration assessment (see Chapter 30) in relation to the Flemington Local Area Plan, there is a significant temporary effect at a local level. However, as there are no significant noise effects arising at a population level, the significance of effect remains unchanged from the 2024 EIAR and there are no likely significant effects anticipated to amenity during the construction of the proposed development.

32.5.2.3 Human Health

This section requires an amendment due to the updated results of the 2025 traffic count surveys presented in Chapter 24. Therefore, the following text shall be deleted from Section 32.5.2.3:

“Increased HGV movements associated with the construction of the onshore infrastructure have the potential to impact on levels of active travel, as they reduce perceptions of comfort for these road users. The existing number of HGV movements on parts of the cable route is low and therefore the percentage increase in HGV movements is higher than the increase in overall traffic flows. Increases in peak HGV movements of more than 40% are predicted to occur in the following locations:

- *R132, north of Balbriggan: +260% (AM), +312% (PM)*
- *R132, Balbriggan (Section 1): +75% (AM), +270% (PM)*
- *Harry Reynolds Road, Balbriggan (Section 2): +62% (PM)*
- *R132 (Sections 6 & 7): +42% (PM)*
- *R132 (Section 8): +42% (AM), +51% (PM)*
- *Spittal Hill (Section 9): +100% (PM)*
- *Estuary Road (Section 10.1): +44% (AM), +58% (PM)*
- *Estuary Road (Section 11): +53% (PM)*
- *R107 Malahide Road (Sections 13 & 14A): +61% & +50% (PM)*
- *Chapel Road / R124 / Hole in The Wall Road (Section 14B): +43% (AM), +49% (PM)”*

And replaced with the following text:

Increased HGV movements associated with the construction of the onshore infrastructure have the potential to impact on levels of active travel, as they reduce perceptions of comfort for these road users. The existing number of HGV movements on parts of the cable route is low and therefore the percentage increase in HGV movements is higher than the increase in overall traffic flows. Increases in peak HGV movements of more than 40% are predicted to occur in the following locations:

- R132, north of Balbriggan: +90% (AM), +199% (PM)
- R132, Balbriggan (Section 1): +84% (AM), +225% (PM)
- Harry Reynolds Road, Balbriggan (Section 2): +23% (AM), +46% (PM)
- R132 (Sections 6 & 7): +37% & +33% (AM). +59% & +50% (PM)
- R132 (Section 8): +40% (AM), +84% (PM)
- Spittal Hill (Section 9): +124 (AM), 139% (PM)
- Estuary Road (Section 10.1): +48% (AM), +60% (PM)
- R107 Malahide Road (Sections 13 & 14A): 17% & 15% (AM), +63% & +45% (PM)
- Chapel Road / R124 / Hole in The Wall Road (Section 14B): +33% (AM), +49% (PM)

In addition, amendments have been made to the text in this section (under the sub-heading Green Space) to include the Fingal Coastal Way in response to RFI Section 1 (b). The inclusion of the Fingal Coastal Way does not change the overall significance rating of potential effects on green space. Therefore, the conclusion in the 2024 EIAR remains unchanged and there will be a temporary, negative and slight (not significant) health effect arising from the construction of the proposed development on green spaces. The text below shall therefore be deleted:

“The assessment of tourism and recreation effects in the Seascape, Landscape and Visual Chapter has identified a moderate-slight, temporary, negative visual impact of the landfall HDD compound on views from the coast road and low magnitude impacts on the naturalistic and tranquil setting for beach users. Construction works at the landfall site also have the potential to impact on the use of Bremore Beach.

There are a number of alternative beaches in the locality, including Tankardstown Bay and Balbriggan Beach, which will not be impacted. The coastal walking route via Bremore Beach will be closed for a short period during the construction works. This is assessed as a low magnitude impact on a medium sensitivity population, resulting in a temporary, negative, moderate (not significant) effect on health and wellbeing.”

And replaced with the following text:

The assessment of tourism and recreation effects in the Seascape, Landscape and Visual Chapter has identified a moderate-slight, temporary, negative visual impact of the landfall HDD compound on views from the coast road and low magnitude impacts on the naturalistic and tranquil setting for beach users. Construction works at the landfall site also have the potential to impact on the use of Bremore Beach and the proposed Fingal Coastal Way. While the proposed Fingal Coastal Way is a planned coastal greenway currently being progressed by Fingal County Council, sections of the coastline in this area are already used by walkers and recreational users. There are a number of alternative beaches in the locality, including Tankardstown Bay and Balbriggan Beach, which will not be impacted. The coastal walking route via Bremore Beach and the Fingal Coastal Way will both be closed for a short period during the construction works. This is assessed as a low magnitude impact on a medium sensitivity population, resulting in a temporary, negative, moderate (not significant) effect on health and wellbeing.

There are no other changes required to this section. Therefore, the significance of effect remains unchanged from the 2024 EIAR across all human health categories and there are no significant negative effects arising from the construction of the proposed development.

32.5.3 Operational Phase

32.5.3.1 Population

There are no changes to this section. Refer to Section 32.5.3.1 of Chapter 33 of the 2024 EIAR.

Therefore, the significance of effect remains unchanged from the 2024 EIAR and there are no significant negative effects on population during the operational phase of the proposed development.

32.5.3.2 Human Health

The Developer notes that Chapter 29 has been updated in response to the RFI (see Appendix A5.1 for further information) to reflect the revised WTG layouts. However, as there is no change in overall significance of effect during the operational phase, there are no changes required to Section 32.5.3.2. of Chapter 32 of the 2024 EIAR. Refer to Section 32.5.3.2 of Chapter 32 of the 2024 EIAR.

The significance of effect remains unchanged from the 2024 EIAR and is positive, significant and long-term for employment generation during the operational phase of the proposed development. There are no significant negative effects anticipated for human health from the proposed development.

32.5.4 Decommissioning

There are no changes to the introductory text of this section. Refer to Section 32.5.4 of Chapter 32 of the 2024 EIAR.

32.5.4.1 Population

There are no changes to this section. Refer to Section 32.5.4.1 of Chapter 32 of the 2024 EIAR.

Therefore, the significance of effect remains unchanged from the 2024 EIAR and there are no significant negative effects on population during the decommissioning phase of the proposed development.

32.5.4.2 Human Health

There are no changes to this section. Refer to Section 32.5.4.1 of Chapter 32 of the 2024 EIAR.

Therefore, the significance of effect remains unchanged from the 2024 EIAR and there are no potential effects on human health as a result of the decommissioning of the proposed development. All health effects are assessed as imperceptible.

32.6 Mitigation and Monitoring Measures

32.6.1 Construction Phase

There are no changes to this section. Refer to Section 32.6.1 of Chapter 32 of the 2024 EIAR.

32.6.2 Operational Phase

There are no changes to this section. Refer to Section 32.6.2 of Chapter 32 of the 2024 EIAR.

32.6.3 Decommissioning

There are no changes to this section. Refer to Section 32.6.3 of Chapter 32 of the 2024 EIAR.

32.7 Residual Effects

32.7.1 Construction Phase

There are no changes to this section. Refer to Section 32.7.1 of Chapter 32 of the 2024 EIAR.

Therefore, the construction phase residual effect remains unchanged from the 2024 EIAR and there are significant negative and temporary effects on population due to impacts on accessibility and journey patterns at the following locations: Balbriggan, Rural communities in Fingal, Seabury and Malahide Road (north), Kinsealy, Portmarnock and Malahide Road (south) during the construction phase of the proposed development.

There are no other significant construction phase effects arising from the proposed development on population and human health.

32.7.2 Operational Phase

There are no changes to this section. Refer to Section 32.7.2 of Chapter 32 of the 2024 EIAR.

Therefore, the operational residual effects remains unchanged from the 2024 EIAR and there are significant positive and long-term operational phase effects arising from the proposed development on economic regeneration. There are no significant negative effects arising from the operation of the proposed development.

32.7.3 Decommissioning

There are no changes to this section. Refer to Section 32.7.3 of Chapter 32 of the 2024 EIAR.

Therefore, the residual effect remains unchanged from the 2024 EIAR and there are significant positive and long-term operational phase effects arising from the proposed development on economic regeneration. There are no significant negative effects arising from the operation of the proposed development.

32.8 Transboundary Effects

There are no changes to this section. Refer to Section 32.8 of Chapter 32 of the 2024 EIAR.

32.9 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 population and human health perspective remain unchanged from the 2024 EIAR (as stated below).

Therefore, the entirety of Section 32.9 of Chapter 21 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 population and human health 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 38.2.3.23 of Chapter 38.

During the construction phase, potential cumulative effects from Onshore Projects were identified in locations where cumulative traffic and transport impacts occur in conjunction with significant effects on accessibility and journey patterns. Due to the nature of those projects which were screened in, the assessment concluded an outcome of potentially significant, negative and temporary effect due to the significant negative cumulative traffic effects predicted.

During the operational phase, the impact of the proposed development alone on economic growth combined with the Community Benefit Fund is assessed as a high magnitude impact on economic regeneration. The sensitivity of the population at a regional level is assessed as medium, resulting in a long-term, positive, significant health and wellbeing effect at the regional level. Given that the Phase One projects (Project IDs 2-5) will also be each providing a Community Benefit Fund, it is considered reasonable to assume that a cumulative positive significant (or greater) effect on health and wellbeing at a regional level will arise.

32.10 References

The Developer notes that references to the CSO statistics and the Pobal HP Deprivation Indices map were excluded from this section due to an administrative error in the 2024 EIAR. Therefore, the following references shall be included in Section 32.10 of Chapter 32 of the 2024 EIAR:

Central Statistics Office (CSO) (2023) Census of Population 2022. Available at: <https://www.cso.ie/en/statistics/population/censusofpopulation2022/> [Accessed March 2026]

CSO (2016) Census 2016 Reports. Available at: <https://www.cso.ie/en/census/census2016reports/> [Accessed March 2026]

Pobal HP Deprivation Indices Map. Available at <https://data.pobal.ie/portal/apps/experiencebuilder/experience/?id=3b0acba7eb694ffa85340a60f81d516c> [Accessed March 2026]

There are no other changes required to this section. Refer to Section 32.10 of Chapter 32 of the 2024 EIAR.