

Addendum to the
Environmental Impact
Assessment Report

NISA
North Irish Sea Array

Volume 2 - Introductory Chapters

Chapter 9

Construction Strategy – Onshore



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9. Construction Strategy – Onshore

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 9: Construction Strategy – Onshore 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 9 submitted as part of the 2024 EIAR.

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 is text from a section of the 2024 EIAR which is deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font.

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 section relevant to Chapter 9 in the RFI is included below.

RFI Section	RFI	Relevance to Chapter
13 (e)	The applicant is requested to review the draft [Flemington] LAP (or adopted LAP, where updated at time of this observation) and update the submitted application documentation accordingly, having regard in particular to potential for visual impacts from the substation on the draft LAP lands, potential traffic implications given the proposed access to the LAP lands directly adjoins the proposed access to the substation, and potential noise implications from the substation on the adjoining residential zoned lands.	Minor amendments to the grid facility compounds have been made to reduce potential noise and visual impacts to future residents of the LAP. These are detailed in Section 9.5.4.
19 (a)	The Board acknowledges concerns raised by Fingal County Council and a number of observers in relation to the scale and duration of onshore road closures proposed to facilitate the development. 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.	The Developer has prepared and agreed an indicative phasing plan with Fingal County Council which will be further developed and agreed with the local authorities prior to construction. Detailed information on the indicative phasing plan is provided in Chapter 24: Traffic and Transportation and within the Construction Traffic Management Plan (CTMP) included within the Onshore Construction Environmental Management Plan (CEMP) in Appendix A9.1. Additional mitigation measures have also been agreed following consultation with Fingal County Council and are described in Sections 9.6 and 9.8.

9.1 Introduction

There are no changes required to this section. Refer to Section 9.1 of Chapter 9 in the 2024 EIAR.

9.2 Approach to Construction Strategy

The Developer notes that a minor administrative error was included in the text for Section 9.2 of Chapter 9 in the 2024 EIAR. Therefore, the following text shall be deleted:

“f public roads: the proposed development boundary for these sections will generally be the width of the public road, and the working corridor width for construction purposes will generally be limited to one side of the carriageway.”

And amended with the following text:

For public roads: the proposed development boundary for these sections will generally be the width of the public road, and the working corridor width for construction purposes will generally be limited to one side of the carriageway.

There are no other changes required to this section. Refer to Section 9.2 of Chapter 9 in the 2024 EIAR.

9.3 Construction Programme and Phasing

As a result of the timeframes associated with responding to the RFI, the anticipated commencement of development has been delayed from 2026 to 2027. Subsequently, the completion of development is expected to occur in 2029. However, there is no change to the overall construction programme (circa 24 months) from what was included in the 2024 EIAR.

Therefore, the following text shall be deleted from Section 9.3 of Chapter 9 of the 2024 EIAR:

“Subject to obtaining planning consent and the relevant permits and licences, construction of the onshore elements of the proposed development is anticipated to commence in 2026/27, with completion expected in 2028/29 (circa 24 months of construction).”

And replaced with the following text:

Subject to obtaining planning consent and the relevant permits and licences, construction of the onshore elements of the proposed development is anticipated to commence in 2027, with completion expected in 2029 (circa 24 months of construction).

9.3.1 Landfall site

There are no changes required to this section, or Sections 9.3.1.1 and 9.3.1.2. Refer to Section 9.3.1, Section 9.3.1.1 and Section 9.3.1.2 of Chapter 9 in the 2024 EIAR.

9.3.2 Grid Facility

There are no changes required to this section. Refer to Section 9.3.2 of Chapter 9 in the 2024 EIAR.

9.3.3 Onshore Cable Route

In response to Section 19 (a) of the RFI, the Developer has engaged extensively with Fingal County Council to agree an indicative phasing plan which will be updated prior to the commencement of development in consultation with Fingal County Council and other relevant Stakeholders. Details on the indicative phasing plan are included in Chapter 24: Traffic and Transportation and in the Construction Traffic Management Plan (CTMP) included in the Onshore Construction Environmental Management Plan (CEMP) in Appendix A9.1.

However, the overall duration of works for the onshore cable route do not exceed the 24 months previously stated in the 2024 EIAR. Therefore, there are no changes required to this section. Refer to Section 9.3.3 of Chapter 9 of the 2024 EIAR.

9.4 Temporary Contractor Compounds

There are no changes required to the introductory text in this section. Refer to Section 9.4 of Chapter 9 in the 2024 EIAR.

9.4.1 Primary Contractor Compounds

There are no changes required to this section. Refer to Section 9.4.1 of Chapter 9 in the 2024 EIAR.

9.4.2 HDD Contractor Compounds

There are no changes required to this section. Refer to Section 9.4.2 of Chapter 9 in the 2024 EIAR.

9.4.3 Summary of Contractor Compounds, Working Areas and Associated Access Points

There are no changes required to this section. Refer to Section 9.4.3 of Chapter 9 in the 2024 EIAR.

9.5 Construction Methods

9.5.1 Pre-Construction Surveys

There are no changes required to this section. Refer to Section 9.5.1 of Chapter 9 of the 2024 EIAR.

9.5.2 Enabling Works

There are no changes required to this section, or Sections 9.5.2.1 to 9.2.2.5. Refer to Section 9.5.2 and Sections 9.5.2.1 to 9.5.2.5 of Chapter 9 of the 2024 EIAR.

9.5.3 Landfall Site

There is no change required to this section. Refer to Section 9.5.3 in Chapter 9 of the 2024 EIAR.

9.5.3.1 Horizontal Directional Drilling

There is no change required to this section. Refer to Section 9.5.3.1 in Chapter 9 of the 2024 EIAR.

9.5.3.2 Transition Joint Bays

There is no change required to this section. Refer to Section 9.5.3.2 in Chapter 9 of the 2024 EIAR.

9.5.3.3 Open Cut Trenching Onshore Export Cable

There is no change required to this section. Refer to Section 9.5.3.3 in Chapter 9 of the 2024 EIAR.

9.5.3.4 Cable Installation

There is no change required to this section. Refer to Section 9.5.3.4 in Chapter 9 of the 2024 EIAR.

9.5.3.5 Existing Railway Bridge (OBB 62)

The only change required to this section is to note that the access road to the landfall site is no longer referred to as ‘Bell’s Lane’. As noted in Section 7.3.6 of Chapter 7, upon reviewing the third-party submissions received during the statutory consultation period, the Developer noted a concern from a number of residents in Balbriggan regarding the permanent access required for the landfall site along Bell’s Lane. However, it is noted that this concern related to a different track to the south, also called Bell’s Lane, which, it is confirmed, will not be used as part of the proposed development for permanent access.

The permanent access track for the landfall site is situated at the northern edge of the proposed development boundary at a junction with the R132. For the purposes of clarity, this lane is now referred to as the ‘Landfall Access Road’. The junction with the R132 is indicated with a green star in Image A7.2.

Therefore, the following text shall be deleted:

“Access to the landfall area is along a cul de sac road Bell’s Lane - off the R132 and over an existing railway bridge (OBB62) over the Dublin-Belfast Railway line.”

And replaced with the following text:

Access to the landfall area is along a cul de sac road – the Landfall Access Road - off the R132 and over an existing railway bridge (OBB62) over the Dublin-Belfast Railway line.

There are no other changes required to this section. Refer to Section 9.5.3.5 in Chapter 9 of the 2024 EIAR.

9.5.4 Grid Facility

There is no change required to introductory text of this section. Refer to Section 9.5.4 in Chapter 9 of the 2024 EIAR.

9.5.4.1 Substation Platform Construction/Earthworks

There is no change required to this section. Refer to Section 9.5.4.1 in Chapter 9 of the 2024 EIAR.

9.5.4.2 Site Perimeter Fencing

As noted in Section 7.4 of Chapter 7, the Landscape Plan for the grid facility has been updated to provide additional planting of native woodland along the southern boundary of the site. This is to ensure further screening is in place between the proposed grid facility and the LAP lands as per RFI Section 13 (e). As part of the update to the Landscape Plan, concrete post and rail fencing have replaced palisade fencing as the grid facility property boundary fence. Palisade fencing will remain as perimeter fencing for both the Bremore substation and the compensation substation compounds as per the 2024 EIAR.

Therefore, the following text describing the construction strategy for concrete post and rail fencing shall be added to the end of Section 9.5.4.2:

Permanent concrete post and rail fencing will be installed following completion of earthworks. The property boundary fence will be erected using the following method:

- Marking the line of the fence and then the positions of the fence posts.
- Drilling or excavating holes using an excavator with suitable attachment to a depth required to ensure stability of the fence and in accordance with the EirGrid specification XDS-GFS-13-001-R3.
- Placing the fence posts and infilling the hole with concrete from a concrete skip attached to an excavator or direct from the concrete delivery lorry if access is available.
- Placing fence rails and support members between the fence posts.
- Installation of stranded PVC coated galvanised steel wire; and
- Placing of gate sections and support members at access points into the site.

The only other change required to this section is to note that palisade fencing is only included as boundary fencing for the substation compounds themselves, rather than the site perimeter to reduce the visual impact of the grid facility as per RFI Section 13 (e).

Therefore, the following text shall be deleted from Section 9.5.4.2 of Chapter 9 in the 2024 EIAR:

“Permanent fencing will be installed following completion of earthworks. The site perimeter fence will be erected using the following method:”

And replaced with the following text:

Permanent palisade fencing will be installed following completion of earthworks. The perimeter fence of the Bremore and Compensation substation compounds will be erected using the following method:

There are no other changes required to this section. Refer to Section 9.5.4.2 of Chapter 9 of the 2024 EIAR.

9.5.4.3 Ducts, Troughs and Earthing Grid

There is no change required to this section. Refer to Section 9.5.4.3 in Chapter 9 of the 2024 EIAR.

9.5.4.4 Site Foundations and Slabs

There is no change required to this section. Refer to Section 9.5.4.4 in Chapter 9 of the 2024 EIAR.

9.5.4.5 Steel Superstructure Erection, Wall Cladding, Roof Installation, Gutters and Rainwater Pipes

There is no change required to this section. Refer to Section 9.5.4.5 in Chapter 9 of the 2024 EIAR.

9.5.4.6 Electrical Equipment Fit Out

There is no change required to this section. Refer to Section 9.5.4.6 in Chapter 9 of the 2024 EIAR.

9.5.4.7 Drainage, Wastewater and Potable Water

As noted in Section 7.4.3.1 of Chapter 7, filter drains have replaced the stormwater swales in the updated landscape plan for the grid facility to allow the additional planting of native woodland along the southern boundary of the site in response to RFI Section 13 (e). Therefore, a revision was required to planning drawing 281240-ARP-ONS-GF-DR-CD-1201. This drawing has been updated and is included in the planning drawings in Appendix A7.1 as 281240-ARP-ONS-GF-DR-CD-1201.

The following text from Section 9.5.4.7 of Chapter 9 of the 2024 shall therefore be deleted:

“Details of the drainage, wastewater and potable water are provided on the planning drawings in Appendix 7.1 (Drawing Reference 281240-ARP-ONS-GF-DR-CD-1200 and 1201).”

And replaced with the following text:

Details of the drainage, wastewater and potable water are provided on the planning drawings in Appendix A7.1 (Drawing Reference 281240-ARP-ONS-GF-DR-CD-1200 and 281240-ARP-ONS-GF-DR-CD-1201).

9.5.4.8 Site Finishes and Surfacing

There is no change required to this section. Refer to Section 9.5.4.8 in Chapter 9 of the 2024 EIAR.

9.5.4.9 Acoustic Enclosures

As noted in Section 7.4 of Chapter 7, potential impacts from the grid facility on the Flemington LAP were raised in the RFI. Of these, the potential for operational noise impacts on future residents of the Flemington LAP were noted. Measures to further mitigate operational noise from the grid facility are now proposed.

Two options are proposed, one of which includes the addition of a three-sided partial enclosure with a roof for the shunt reactors in both the Bremore substation compound and the compensation compound. Alternatively, lower-noise shunt reactors and shunt reactor coolers may be available which would also achieve the required noise levels. These have been included to mitigate operational noise impacts to potential noise sensitive receptors. Further information on the noise impact assessment is included in Chapter 30: Noise and Vibration.

Therefore, this new section (9.5.4.9) has been added to describe the construction strategy of the acoustic enclosures should they be required.

Following the steps to lay the foundations for the grid facility compounds described in Section 9.5.4.4, and the installation of the shunt reactors, the following steps will be undertaken:

Installation of walls and finishes

- The walls of the acoustic enclosures will be built around the electrical equipment using prefabricated concrete blocks.
- All joints will be sealed using an acoustic sealant.

Roof panel installation

- Suitable equipment will be used to position and secure the prefabricated metal panels with foam or solid insulation interiors at the correct slope.

9.5.5 Onshore Cable Route

There is no change required to this section. Refer to Section 9.5.5 in Chapter 9 of the 2024 EIAR.

9.5.5.1 Enabling Works and Site Clearance

There is no change required to this section. Refer to Section 9.5.5.1 in Chapter 9 of the 2024 EIAR.

9.5.5.2 Site Access

There is no change required to this section. Refer to Section 9.5.5.2 in Chapter 9 of the 2024 EIAR.

9.5.5.3 Site Drainage Measures

There is no change required to this section. Refer to Section 9.5.5.3 in Chapter 9 of the 2024 EIAR.

9.5.5.4 Existing Utilities

There is no change required to this section. Refer to Section 9.5.5.4 in Chapter 9 of the 2024 EIAR.

9.5.5.5 Open Cut Trenching Methodology

There is no change required to this section. Refer to Section 9.5.5.5 in Chapter 9 of the 2024 EIAR.

9.5.5.6 Horizontal Directional Drilling (HDD)

There is no change required to this section. Refer to Section 9.5.5.6 in Chapter 9 of the 2024 EIAR.

9.5.5.7 Duct Installation

There is no change required to this section. Refer to Section 9.5.5.7 in Chapter 9 of the 2024 EIAR.

9.5.5.8 Joint Bays

There is no change required to this section. Refer to Section 9.5.5.8 in Chapter 9 of the 2024 EIAR.

9.5.5.9 Cable Installation

There is no change required to this section. Refer to Section 9.5.5.9 in Chapter 9 of the 2024 EIAR.

9.5.5.10 Cable Jointing

There is no change required to this section. Refer to Section 9.5.5.10 in Chapter 9 of the 2024 EIAR.

9.5.5.11 Crossings

There is no change required to this section. Refer to Section 9.5.5.11 in Chapter 9 of the 2024 EIAR.

9.6 Construction Traffic Management

As noted in Section 9.3.3, the Developer has engaged with Fingal County Council to agree an indicative phasing plan which will be finalised prior to the commencement of development as per RFI Section 19 (a).

In addition to the indicative phasing plan, the Developer has committed to a number of additional mitigation measures to further address RFI Section 19 (a). These are included in Chapter 24: Traffic and Transportation and the CTMP included in the CEMP in Appendix A9.1.

However, there are no changes required to this section. Refer to Section 9.6 of Chapter 9 of the 2024 EIAR.

9.7 Commissioning Activities

There is no change required to this section, or Sections 9.7.1 to 9.7.4. Refer to Section 9.7 and Sections 9.7.1 to 9.7.4 in Chapter 9 of the 2024 EIAR.

9.8 Site Management

9.8.1 Employment

There is no change required to this section. Refer to Section 9.8.1 in Chapter 9 of the 2024 EIAR.

9.8.2 Working Hours

In addition to the further mitigation proposed (see Section 9.6), 24-hour working has been assessed against the Design Manual for Roads and Bridges (DMRB) Guidance to ensure no significant effects will occur at a number of select locations. This may be considered an additional mitigation option in conjunction with the Local Authority and other stakeholders during the construction in response to RFI Section 19 (a). As was previously noted in Section 9.8.2 of Chapter 9 in the 2024 EIAR, any 24-hour work will be communicated to stakeholders and agreed with local authorities in accordance with the Communication Plan provided in the CEMP. Further information on the locations considered for 24-hour working is provided in Chapter 30: Noise and Vibration.

Therefore, there are no changes required to this section. Refer to Section 9.8.2 of Chapter 9 of the 2024 EIAR.

9.8.3 Hoarding and Fencing

There is no change required to this section. Refer to Section 9.8.3 in Chapter 9 of the 2024 EIAR.

9.8.4 Services and Site Lighting

There is no change required to this section. Refer to Section 9.8.4 in Chapter 9 of the 2024 EIAR.

9.8.5 Deliveries to Site

There is no change required to this section. Refer to Section 9.8.5 in Chapter 9 of the 2024 EIAR.

9.8.6 Security

There is no change required to this section. Refer to Section 9.8.6 in Chapter 9 of the 2024 EIAR.

9.8.7 Handling Materials

There is no change required to this section. Refer to Section 9.8.7 in Chapter 9 of the 2024 EIAR.

9.8.8 Community Liaison During Construction

In the 2024 EIAR, the Outline Communications Management Plan was mistakenly not included in the CEMP (Appendix 9.1 of the 2024 EIAR), which was reference in Section 9.8.8. The Developer has rectified this administrative error and has included the Outline Communications Management Plan as Appendix C in the CEMP which sets out the steps which will be taken in relation to community and stakeholder liaison.

However, no changes are required to this section. Refer to Section 9.8.8 in Chapter 9 of the 2024 EIAR.

9.9 Materials Management

There is no change required to the introductory text of this section. Refer to Section 9.9 in Chapter 9 of the 2024 EIAR.

9.9.1 Excavated Materials

There is no change required to this section. Refer to Section 9.9.1 in Chapter 9 of the 2024 EIAR.

9.9.2 Construction Materials Requirements

The only change required to this section is to account for the volume of extra concrete required for the post and rail fencing described in Section 9.5.4.2. Therefore, the quantities listed in Table 9.8 of Chapter 9 of the 2024 EIAR are copied in Table A9.1 below. The materials required for the concrete post and rail fencing are highlighted in grey for ease of reference and that is the only change required to this table as previously presented in the 2024 EIAR.

Table 9.8 of Chapter 9 of the 2024 EIAR shall be deleted and replaced with Table A9.1 below.

Table A9.1 Construction Materials (Replacing Table 9.)

Construction Material	Units	Landfall	Grid Facility	Onshore Cable Route
Surface course (asphalt)	m ³	0	300	500
Base/Binder course (asphalt)	m ³	0	1,200	2,000
Sub-Base (crushed stone)	m ³	0	6,200	2,400
Capping (crushed stone)	m ³	3,300	8,100	18,100
Cement Bound Granular Material (CBGM)	m ³	900	1,000	26,600
Water (for HDD)	m ³	11,400	0	26,400
Bentonite (for HDD)	kg	565,200	0	1,318,800
Concrete for HDD anchor block (per HDD compound)	m ³	108	0	1,188
Concrete (for substation foundation/slabs)	m ³	0	2,000	0
Concrete (for grid facility site boundary post and rail fencing)	m ³	0	55	0
Steel reinforcement (for substation foundations/slabs)	tonnes	0	150	0
Structural steel (for substation foundations/slabs)	tonnes	0	300	0
Steel cladding (for substation buildings walls/roofs)	m ²	0	10,500	0
HDPE ducting	m	15,400	9,600	292,000
Power cables (subsea export cable)	m	2,000	0	0
Power cables (onshore export cables)	m	7,800	7,200	0
Power cables (onshore cable route)	m	0	0	214,800
Earthing cable	m	4,600	2,400	71,600
Fibre Optic cable	m	4,600	2,400	71,600
Concrete (for joint bays, link boxes, comms chambers)	m ³	400	200	8,400
Temporary access tracks/contractor compound bases	m ²	7,900	10,000	29,400

9.10 Safety Management

9.10.1 Health and Safety

There is no change required to this section. Refer to Section 9.10.1 in Chapter 9 of the 2024 EIAR.

9.11 Environmental Management

There is no change required to this section. Refer to Section 9.11 in Chapter 9 of the 2024 EIAR.

9.11.1 General Measures

There is no change required to this section. Refer to Section 9.11.1 in Chapter 9 of the 2024 EIAR.

9.11.2 Landfall site

There is no change required to this section. Refer to Section 9.11.2 in Chapter 9 of the 2024 EIAR.

9.11.3 Grid Facility

There is no change required to this section. Refer to Section 9.11.3 in Chapter 9 of the 2024 EIAR.

9.11.4 Onshore Cable Route

There is no change required to this section. Refer to Section 9.11.4 in Chapter 9 of the 2024 EIAR.

9.11.5 Traffic Management Plan

As noted in Section 9.6, the Developer has committed to a number of additional traffic management measures to further address RFI Section 19 (a). These are included in Chapter 24: Traffic and Transportation and the CTMP included in the CEMP in Appendix A9.1.

However, there are no changes required to this section. Refer to Section 9.11.5 of Chapter 9 of the 2024 EIAR.

9.11.6 Resource and Waste Management Plan

There is no change required to this section. Refer to Section 9.11.6 in Chapter 9 of the 2024 EIAR.

9.11.7 Environmental Incident and Emergency Response Plan

There is no change required to this section. Refer to Section 9.11.7 in Chapter 9 of the 2024 EIAR.

9.12 Reinstatement & Landscaping

The Developer has noted that the section numbering in this section was presented incorrectly in Chapter 9 of the 2024 EIAR. Therefore, the sections have been amended here to Sections 9.12.1, 9.12.2, 9.12.3 as opposed to 9.12.1.1, 9.12.1.2 and 9.12.1.3.

9.12.1 Landfall site

There are no changes required to this section. Refer to Section 9.12.1.1 in Chapter 9 of the 2024 EIAR.

9.12.2 Grid Facility

The Landscape Plan for the grid facility has been updated to provide additional planting of native woodland along the southern boundary of the site. This is to ensure further screening is in place between the proposed grid facility and the LAP lands as per RFI Section 13 (e).

Therefore, the following text from Section 9.12.1.2 of Chapter 9 of the 2024 EIAR shall be deleted:

“Following completion of the compensation substation and Bremore substation works at the grid facility site, the landscaping infrastructure and planting will be constructed and established in accordance with the details provided in the Onshore Description Chapter and on the landscape drawing 281240-MCR-ONS-GF-DR-YE-1010 in Appendix 7.1.”

And replaced with:

Following completion of the compensation substation and Bremore substation works at the grid facility site, the landscaping infrastructure and planting will be constructed and established in accordance with the details provided in the Onshore Description Chapter and on the landscape drawing 281240-MCR-ONS-GF-DR-YE-1010 in Appendix A7.1.

There are no other changes required to this section. Refer to Section 9.12.1.2 of Chapter 9 of the 2024 EIAR.

9.12.3 Onshore Cable Route

There is no change required to this section. Refer to Section 9.12.1.3 in Chapter 9 of the 2024 EIAR.

9.13 Decommissioning Activities

There is no change required to this section. Refer to Section 9.13 in Chapter 9 of the 2024 EIAR.

9.14 References

The only change required to this section is to include the DMRB Guidance referenced in Section 9.8.2. Therefore, the following reference shall be included to the list in Section 9.14 of Chapter 9 in the 2024 EIAR:

National Highways, England (2020) Design Manual for Roads and Bridges (DMRB): LA111 Noise and vibration

There are no further changes required to this section. Refer to Section 9.14 of Chapter 9 in the 2024 EIAR.