Addendum to the
Natura Impact Statement

NISA
North Irish Sea Array

Volume 2: Appendices

Appendix A9
Onshore Construction Environmental Management Plan (CEMP)

Statkraft

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Onshore Construction Environmental Management Plan (CEMP)

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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 the Onshore Construction Environmental Management Plan (CEMP).

For the purposes of clarity, this document shall be read in conjunction with the Onshore CEMP of the 2024 Natura Impact Statement (NIS).

Any cross reference to a chapter, section, table, image, figure or appendix within this document is to another location within the Addendum to the NIS unless explicitly stated otherwise. Any cross reference to anything included in the 2024 NIS 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 NIS which is deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font.

Tables, figures and images which have been updated from the 2024 NIS, or entirely new, have been included in the Addendum to the NIS. These will be identified by the "A" prefix in the caption. Any changes within an updated table, in comparison to tables within the 2024 NIS, 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 Appendix A9 in the RFI are included below.

RFI Section	RFI	Relevance to Document
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 NIS to ensure any necessary updates to the baseline environment are captured. Therefore, a review of the baseline (in accordance with RFI Section 1 (b)) has resulted in an update of Sections 4.7, 5.4 and 5.6.
2 (a)	…A comprehensive review of relevant mitigation, in addition to what is currently contained in the submitted documentation, specifically appropriate noise abatement measures, which could be applied to the proposed development to reduce/restrict the propagation of noise through the marine environment and provide realistic values for the reduction in sound level possible from these technologies…	Design refinements have been made in response to this RFI. Reference to this in Appendix A9.1 is made in terms of an updated to Image 1.1 - Infrastructure of the proposed development and an increase in CO2eq emission savings expected during construction (see Section 2.0).

RFI Section	RFI	Relevance to Document
10 (a)	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.	Design refinements have been made in response to this RFI. Reference to this in Appendix A9.1 is made in terms of an updated to Image 1.1 - Infrastructure of the proposed development and an increase in CO2eq emission savings expected during construction (see Section 2.0).
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.	The Developer has updated the landscape plan at the grid facility to reduce the visual impacts of the grid facility on receptors associated with the Flemington Local Area Plan, which is referenced in this document (See Sections 3.1, 4.11 and 5.4).
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.	The Developer engaged in further consultation with Fingal County Council (FCC) in 2025. Following this consultation, additional traffic 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. This 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 forms part of this document (See Sections 4.6, 4.9, 5.5 and Appendix A).
20 (b)	Fingal County Council raise a number of issues in relation to tree protection/removal, landscaping plans and the submitted Habitat and Species Management Plan. The applicant is requested to address the issues raised.	In response to RFI Section 20 (b), an updated Tree Report has been included to ensure retained trees are protected during construction. Details on a tree felling and replacement plan and replanting have also been included, and an updated Habitat and Species Management Plan has also been completed. This has resulted in an update of mitigation measures in this topic (See Section 5.4).

1. Introduction

There are no changes to the section. Refer to Section 1 of Appendix 8 of the 2024 NIS

1.1 Purpose of the Onshore CEMP

There are no changes to the section. Refer to Section 1.1 of Appendix 8 of the 2024 NIS

1.2 Structure of this Onshore CEMP

There are no changes to the section. Refer to Section 1.2 of Appendix 8 of the 2024 NIS

1.3 Reference Documents

The change to this section is the correction of an administrative error in the referencing of documents. Therefore, the following reference documents will be deleted from Section 1.3 of Appendix 8 of the 2024 NIS:

> *"CIRIA (2002) Brownfield development sites: ground-related risks for buildings (X263)*
>
> *National Roads Authority; Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan (undated)"*

And replaced with the following:

> BRE (2002) Brownfield development sites: ground-related risks for buildings (BR 447)
>
> National Roads Authority (2007) Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan

There are no other changes to the section. Refer to Section 1.3 of Appendix 8 of the 2024 NIS

1.4 Updating the Onshore CEMP

There are no changes to the section. Refer to Section 1.4 of Appendix 8 of the 2024 NIS

2. Proposed Development Details

The change required in this section is due to design refinement made to the proposed development in response to RFIs (2 (a) and 10 (a)), third-party submissions and the continued public and stakeholder consultation (see Appendix A7 Design Refinements). To account for this, the change required to Section 2 in Appendix 8 of the 2024 NIS is in relation to Image 1.1. The image, which presented wind turbine generators (WTGs) with monopiles, has been updated to show the WTGs with jacket substructures and suction bucket foundation, and removes the previous depiction of an ownership boundary as it is not relevant to the graphical illustration of the proposed development. Accordingly, Image 1.1 shall be deleted and replaced with Image A1.1.

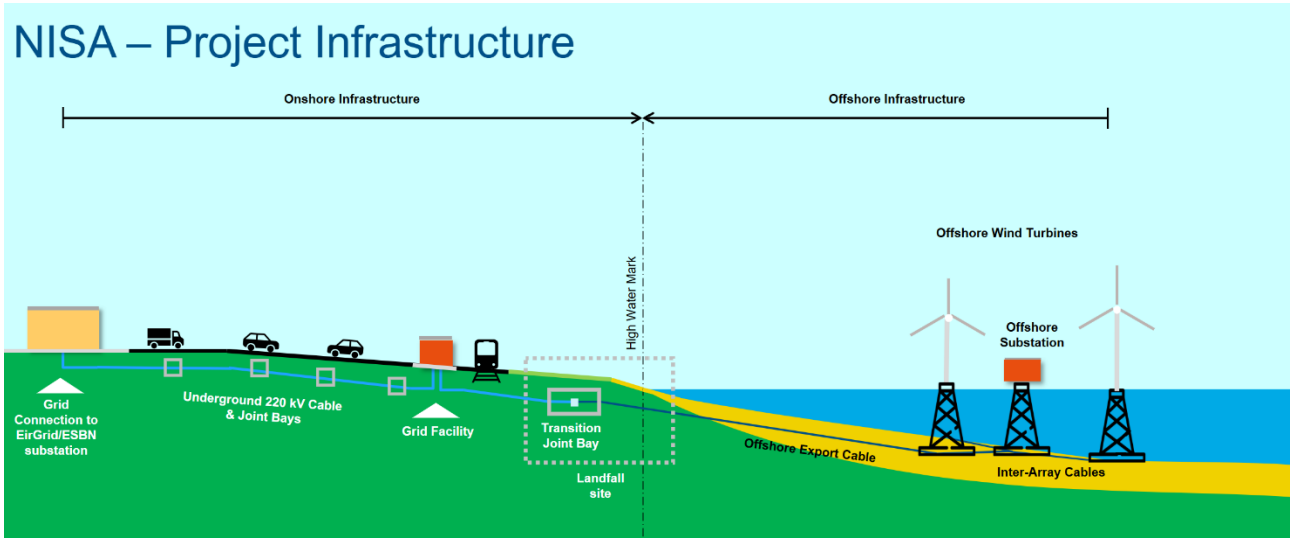

Image A1.1 Infrastructure of the proposed development – not to scale (Source: Arup) (Replacing Image 1.1 in Appendix 8 of the 2024 NIS)

There are no other changes to this section. Refer to Section 2 in Appendix 8 of the 2024 NIS

3. Project Team

3.1 Roles and Responsibilities

There are no changes to the section. Refer to Section 3.1 of Appendix 8 of the 2024 NIS.

3.2 Project Manager(s)

There are no changes to the section. Refer to Section 3.2 of Appendix 8 of the 2024 NIS.

3.3 Construction Manager(s)

There are no changes to the section. Refer to Section 3.3 of Appendix 8 of the 2024 NIS.

3.3.1 Site-Specific Method Statements

There are no changes to the section. Refer to Section 3.3.1 of Appendix 8 of the 2024 NIS.

3.3.2 General

There are no changes to the section. Refer to Section 3.3.2 of Appendix 8 of the 2024 NIS.

3.4 Design Engineer(s)

There are no changes to the section. Refer to Section 3.4 of Appendix 8 of the 2024 NIS.

3.5 Environmental Manager

There are no changes to the section. Refer to Section 3.5 of Appendix 8 of the 2024 NIS.

3.6 Ecological Clerk of Works (ECoW)

There are no changes to the section. Refer to Section 3.6 of Appendix 8 of the 2024 NIS.

3.7 Environmental Clerk of Works (EnCoW)

There are no changes to the section. Refer to Section 3.7 of Appendix 8 of the 2024 NIS.

3.8 Other Environmental Specialists

There are no changes to the section. Refer to Section 3.8 of Appendix 8 of the 2024 NIS.

3.9 Community Liaison and Stakeholder Liaison Officer

There are no changes to the section. Refer to Section 3.9 of Appendix 8 of the 2024 NIS.

3.10 Health and Safety Officer

There are no changes to the section. Refer to Section 3.10 of Appendix 8 of the 2024 NIS.

3.11 Contacts Sheet

There are no changes to the section. Refer to Section 3.11 of Appendix 8 of the 2024 NIS.

4. General Site Management and Environmental Requirements

4.1 Introduction

There are no changes to the section. Refer to Section 4.1 of Appendix 8 of the 2024 NIS.

4.2 General Measures

There are no changes to the section. Refer to Section 4.2 of Appendix 8 of the 2024 NIS.

4.3 Landfall site

There are no changes to the section. Refer to Section 4.3 of Appendix 8 of the 2024 NIS.

4.4 Grid Facility

There are no changes to the section. Refer to Section 4.4 of Appendix 8 of the 2024 NIS.

4.5 Onshore Cable Route

There are no changes to the section. Refer to Section 4.5 of Appendix 8 of the 2024 NIS.

4.6 Construction Traffic Management Plan (CTMP)

In accordance with RFI Section 19 (a), the Developer has committed to a number of additional traffic mitigation measures. These are included in Chapter 24: Traffic and Transportation and the updated CTMP included in Appendix A of this document.

There are no further changes required to this section. Refer to Section 4.6 of Appendix 8 of the 2024 NIS.

4.7 Resource and Waste Management Plan (RWMP)

In accordance with RFI Section 1 (b), the RWMP (Appendix B) has been updated. The timeframes associated with the RFI have necessitated a review of the datasets previously used in the 2024 planning application to ensure any necessary updates are captured. In addition, the landscape plan for the grid facility has been updated in response to RFI Section 13 (e). This update includes for the replacement of palisade fencing with concrete post and rail fencing for the perimeter boundary fence at the grid facility. This has resulted in an increase in concrete which is reflected in the RWMP.

There are no further changes required to this section. Refer to Section 4.7 in Appendix 8 of the 2024 NIS.

4.8 Good Housekeeping

There are no changes required to this section. Refer to Section 4.8 of Appendix 8 of the 2024 NIS

4.9 Working Hours

24-hour working 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). This 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. As was previously noted in the 2024 planning application , 24-hour work will be communicated to stakeholders and agreed with local authorities in accordance with the Communication Plan provided in Appendix C of this document. 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 4.9 of Appendix 8 of the 2024 NIS.

4.10 Site Security

There are no changes required to this section. Refer to Section 4.10 of Appendix 8 of the 2024 NIS.

4.11 Reinstatement and Landscaping

4.11.1 Landfall Site

There are no changes required to this section. Refer to Section 4.11.1 of Appendix 8 of the 2024 NIS.

4.11.2 Grid Facility

Following the submission of the consent application for the proposed development in June 2024, the Flemington Local Area Plan (LAP) was adopted in December 2024. The lands included within the LAP are adjacent to the grid facility boundaries along the southern extents.

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 Flemington LAP lands, as per RFI Section 13 (e).

Therefore, the following text from Section 4.11.3 of Appendix 8 of the 2024 NIS 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 of the EIAR. Where opportunities exist to establish elements of landscaping or planting early in the construction programme, these will be taken."

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 of the EIAR. Where opportunities exist to establish elements of landscaping or planting early in the construction programme, these will be taken.

There are no other changes required to this section. Refer to Section 4.11.2 in Appendix 8 of the 2024 NIS.

4.11.3 Onshore Cable Route

There are no changes required to this section. Refer to Section 4.11.3 in Appendix 8 of the 2024 NIS.

5. Schedule of Environmental Commitments

5.1 Introduction

There are no changes to the introductory text in this section. Refer to Section 5.1 in Appendix 8 of the 2024 NIS.

5.2 Land and Soils

5.2.1 Construction Phase

There are no changes required to this section. Refer to Section 5.2.1 in Appendix 8 of the 2024 NIS.

5.2.1.1 General

There are no changes required to this section. Refer to Section 5.2.1.1 in Appendix 8 of the 2024 NIS.

5.2.1.2 Mitigation of Potential Effects

The change to this section is a text update to reflect official nomenclature for reuse of material as a by-product from "Article 27" to "Regulation 27". The following paragraph of Section 5.2.1.2 of Appendix 8 in the 2024 NIS shall be deleted:

"The reuse of this material as a by-product on other construction sites would be subject to Article 27 notification to the EPA."

And be replaced with:

The reuse of this material as a by-product on other construction sites would be subject to Regulation 27 notification to the EPA.

There are no other changes required to this section. Refer to Section 5.2.1.2 of Appendix 8 of the 2024 NIS.

5.2.1.3 Monitoring during construction

There are no changes required to this section. Refer to Section 5.2.1.3 in Appendix 8 of the 2024 NIS.

5.3 Water

5.3.1 Construction Phase Mitigation Measures

There are no changes required to this section. Refer to Section 5.3.1 in Appendix 8 of the 2024 NIS.

5.3.1.1 Project wide mitigation measures

There are no changes required to this section. Refer to Section 5.3.1.1 in Appendix 8 of the 2024 NIS.

5.3.1.2 Specific mitigation and monitoring measures

There are no changes required to this section. Refer to Section 5.3.1.2 in Appendix 8 of the 2024 NIS.

5.4 Biodiversity

The Landscape Plan for the grid facility has been updated to provide additional planting of semi-mature 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).

However, there are no changes required to the introductory text in this section. Refer to Section 5.4 of Appendix 8 of the 2024 NIS.

5.4.1 Construction Phase

There are no changes to the section. Refer to Section 5.4.1 of Appendix 8 of the 2024 NIS.

5.4.1.1 Designated Sites

There are no changes to the section. Refer to Section 5.4.1.1 of Appendix 8 of the 2024 NIS.

5.4.1.2 Habitats

The change in this section is an increase in of the planting area reflecting the change to the Landscape Plan at the grid facility, as detailed in 5.4.

Therefore, the following text from Section 5.4.1.2 of Appendix 8 in the 2024 NIS shall be deleted:

"Trees and woodland will be planted around the periphery of the grid facility. This planting area will measure a total 8,325m^2."

And replaced with the following text:

Native trees and woodland will be planted around the periphery of the grid facility. This planting area will measure a total 9,737m^2.

In addition, the following text has been added to Section 5.4.1.2 (at the end of sub section titled *Measures to mitigate against habitat loss of hedgerows and trees/treelines)* of Appendix 8 of the 2024 NIS to address RFI Section 20 (b):

Where there is tree felling and hedgerow removal along the onshore cable route, the Developer will prepare and agree a felling and replacement plan with Fingal County Council, if required prior to construction.

There are no other changes to the section. Refer to Section 5.4.1.2 of Appendix 8 of the 2024 NIS.

5.4.1.3 Habitat Enhancement

There are no changes required to this section. Refer to Section 5.4.1.3 in Appendix 8 of the 2024 NIS.

5.4.1.4 Annex I Habitats

There are no changes required to this section. Refer to Section 5.4.1.4 in Appendix 8 of the 2024 NIS.

5.4.1.5 Terrestrial mammals

As a result of the updated badger surveys (completed as per RFI Section 1 (b)), which recorded an additional four setts, the change in this section is the addition of mitigation measures for badgers. Therefore, Section 5.4.1.5 of Appendix 8 in the 2024 NIS shall be deleted in its entirety and replaced with the following text and new Table A5.1.

Mitigation measure to ensure protection of badger setts from disturbance

A summary of the mitigation measures as they relate to each badger sett are presented in Table A9.1. Locations of badger setts are shown in Figures A23.5 to Figure A23.6 included below.

Legend

- Proposed Development Boundary
- Badger setts (Indicative locations 300m)

NISA
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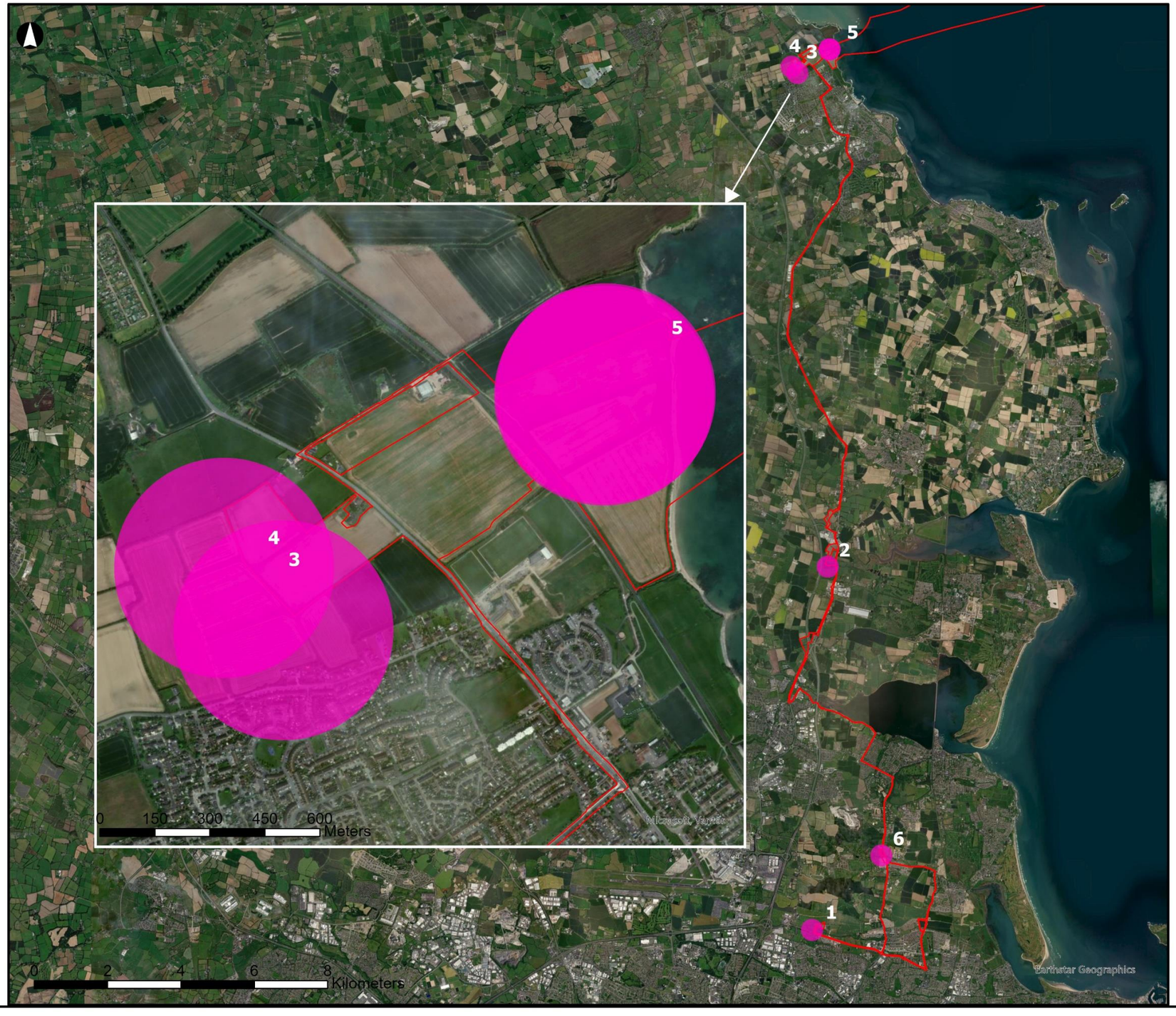
Project
North Irish Sea Array Offshore Wind Farm

Figure Title
Badger sett at Blakes Cross South, Wx22 (Sluice Stream) and Belcamp substation

Job No: 281240	**Figure No:**
Date: March 2026	**A23.5**
Scale: 1:100,000	
Status: Final	



Legend

- Proposed Development Boundary
- Badger setts (Indicative locations 300m)

NISA
North Irish Sea Array

ARUP

Project
North Irish Sea Array Offshore Wind Farm

Figure Title
Badger setts at Landfall site and Grid facility

Job No: 281240	**Figure No:**
Date: March 2026	**A23.6**
Scale: 1:100,000	
Status: Final	

As the usage of setts by badger can change over time, a pre-construction check of the activity status of all setts will be required within 12 months and at least 3 months of any construction works commencing within vicinity of setts.

In order to prevent any disturbance to badger setts, no heavy machinery shall be used within 30m of a badger sett at any time. No works shall be undertaken within 50m of active setts during the breeding season. Light machinery shall not be used within 20m of a sett entrance. Pile driving shall not be undertaken within 150m of active setts during the breeding season (December to June inclusive). Note: as outlined in Table A9.1, sett closure will occur prior to construction of the grid facility and will remain closed for the period of construction at this location. The sett will be reopened following the completion of construction at the grid facility.

Prior to works commencing, a non-interference zone of 30m will be established around each of the setts. If the sett is active, a non-interference zone will be extended to 50m during the breeding season (December to June inclusive).

The mitigation measures as they relate to each setts are summarised in Table A9.1.

For any setts identified during pre-construction surveys within 150m of the onshore development area, monitoring will be undertaken using trail cameras to confirm the status of the sett in line with NRA[1] (2006a) guidelines. If any sett occurring within 150m is confirmed to be a breeding sett, no works will occur within 50m of the sett during the badger breeding period (1 December to 30 June). A 50m exclusion zone will be implemented and demarcated to ensure protection of sett occurring within 50m from disturbance during the construction phase. Additionally, if a sett is confirmed to be a breeding sett no piling will occur within a 150m exclusion zone during the breeding period (1 December to 30 June).

Table A9.1 Mitigation measures for badger sett during construction.

Sett no.	Mitigation measure for badger sett
1	Pre-construction check of sett to establish current activity status within 12 months of any construction works commencing.
2	Pre-construction check of sett to establish current activity status within 12 months of any construction works commencing. If active pile driving works within 150m of the sett during the breeding season (December to June inclusive) will only be carried out with the approval of and, if required, under the supervision of an ECoW.
3	Pre-construction check of sett to establish current activity status within 12 months of any construction works commencing.

[1] National Roads Authority (NRA) currently known as Transport Infrastructure Ireland.

Sett no.	Mitigation measure for badger sett
	The sett will require temporary closure. The sett closure will occur prior to construction of the grid facility and will remain closed for the period of construction at this location. The sett will be reopened following the completion of construction at the grid facility. The sett will be closed under the supervision of an ECoW and will follow the steps outlined below as per Transport Infrastructure Ireland (TII) guidance (TII, 2006). • Monitor for a minimum of 5 days, using trail cameras, light sticks or sand pads, prior to any sett closure works to determine the level of activity. • If the sett is found to be active during monitoring, sett closure (exclusion works) will only be undertaken within the period July to November, inclusive, in any given year to avoid the badger breeding season. • If the sett is found to be inactive during monitoring (including during the breeding season confirming that there is no possibility of cubs below ground), sett closure (exclusion works) can take place during any season. • Erect a chain link or sheep net fence around the sett entrances at a distance of 5 m. Fence to be dug into the ground by a minimum of 30 cm and to be a final height of a minimum of 1 m from the ground surface. • Install a one-way badger gate (using a make with a proven track record in badger sett closures and obtained through an appropriate wildlife management or ecological equipment supplier) into the fence fabric. • Gates will be left installed, with regular inspections, over a minimum period of 21 days (including period with gates tied open) before the sett is deemed inactive. • Following exclusion, to ensure no badger re-enter the sett and to protect the sett from accidental destruction during construction works, badger resistance fencing will be erected around the sett and accompanied by appropriate signage.
4	Pre-construction check of sett to establish current activity status within 12 months of any construction works commencing. The sett will require temporary closure. The sett closure will occur prior to construction of the grid facility and will remain closed for the period of construction at this location. The sett will be reopened following the completion of construction at the grid facility. The sett will be closed under the supervision of an ECoW and will follow the steps outlined below as per Transport Infrastructure Ireland (TII) guidance (TII, 2006). • Monitor for a minimum 5 of days, using trail cameras, light sticks or sand pads, prior to any sett closure works to determine the level of activity. • If the sett is found to be active during monitoring, sett closure (exclusion works) will only be undertaken within the period July to November, inclusive, in any given year to avoid the badger breeding season. • If the sett is found to be inactive during monitoring (including during the breeding season confirming that there is no possibility of cubs below ground), sett closure (exclusion works) can take place during any season.

Sett no.	Mitigation measure for badger sett
	• Erect a chain link or sheep net fence around the sett entrances at a distance of 5 m. Fence to be dug into the ground by a minimum of 30 cm and to be a final height of a minimum of 1 m from the ground surface. • Install a one-way badger gate (using a make with a proven track record in badger sett closures and obtained through an appropriate wildlife management or ecological equipment supplier) into the fence fabric. • Gates will be left installed, with regular inspections, over a minimum period of 21 days (including period with gates tied open) before the sett is deemed inactive. • Following exclusion, to ensure no badger re-enter the sett and to protect the sett from accidental destruction during construction works, badger resistance fencing will be erected around the sett and accompanied by appropriate signage.
5	Pre-construction check of sett to establish current activity status within 12 months of any construction works commencing. No heavy machinery shall be used within 30m of badger setts at any time (unless agreed and supervised by an ECoW). Lighter machinery (generally wheeled vehicles) shall not be used within 20m of a sett entrance unless agreed and supervised by an ECoW. During pre-construction monitoring if the sett is deemed active, no works shall be undertaken within 50m of active setts during the breeding season. Pile driving shall not be undertaken within 150m of active setts during the breeding season (December to June inclusive). Non-interference zone of 30m (outside of breeding season- July to November inclusive) or 50m (if the sett is active during the breeding season – December to June inclusive) to be established as appropriate using temporary fencing and accompanied by appropriate signage. Works within the 30m/50m/150m distance bands will only be carried out with the approval of and, if required, under the supervision of an ECoW. Works within 50m of the sett will only be carried out during daylight hours so as not to disturb foraging badgers; unless otherwise agreed with ECoW.
6	Pre-construction check of sett to establish current activity status within 12 months of any construction works commencing. No heavy machinery shall be used within 30m of badger setts at any time, unless agreed and supervised by an ECoW. Lighter machinery (generally wheeled vehicles) shall not be used within 20m of a sett entrance, unless agreed and supervised by an ECoW. During pre-construction monitoring if the sett is deemed active, no works shall be undertaken within 50m of active setts during the breeding season.Pile driving shall not be undertaken within 150m of active setts during the breeding season (December to June inclusive). Non-interference zone of 30m (outside of breeding season- July to November inclusive) or 50m (if the sett is active during the breeding season – December to June inclusive) to be established as appropriate using temporary fencing and accompanied by appropriate signage. Works within the 30m/50m/150m distance bands will only be carried out with the approval of and, if required, under the supervision of an ECoW. Works within 50m of the sett will only be carried out during daylight hours so as not to disturb foraging badgers; unless otherwise agreed with ECoW.

5.4.1.6 Otter

There are no changes to the section. Refer to Section 5.4.1.6 of Appendix 8 of the 2024 NIS.

5.4.1.7 Amphibian and Reptiles

There are no changes to the section. Refer to Section 5.4.1.7 of Appendix 8 of the 2024 NIS.

5.4.1.8 Bats

The change in this section is an update to the use of terminology for Potential Roost Features (PRF), as per Collins (2023). This section has been updated to reflect this change along with any consequential mitigation measures to ensure protection of bats from loss of roots.

Therefore, the following bullets from Section 5.4.1.8 of Appendix 8 in the 2024 NIS shall be deleted:

- *"Low suitability trees will be subject to a visual inspection at height using an endoscope. If no bats are confirmed to use the tree it will be felled on the same day using sectional felling or soft felling technique. Limbs and tree sections will be left in situ on the ground for at least 24 hours before they are processed, to allow any bats to fly out.*
- *Trees of moderate suitability or higher will be subject to a roost emergence and re-entry survey to confirm there are no bats using the tree prior to felling. If no bats are found to use the tree, it will be felled on the same day using sectional felling or soft felling technique. Limbs and tree sections will be left in situ on the ground for at least 24 hours before they are processed, to allow any bats to fly out.*
- *For trees identified as having moderate PRF suitability, which could be used as a maternity roost, these will be felled during the period March-April and/or October-early November which is outside the maternity season and when bats are capable of flight.*
- *For trees identified as having low PRF suitability, subject to visual inspection as outlined above, these trees can be felled during the period March to early November as there is an unlikely risk of these features having suitability to hold a maternity roost."*

And replaced with the following bullets:

Mitigation measures to ensure protection of bats from loss of roosts

- PRF-I suitability trees will be subject to a visual inspection at height using an endoscope. If no bats are confirmed to use the tree it will be felled on the same day;
- Trees of PRF-M suitability or higher will be subject to three roost emergence or re-entry surveys, or three climbing inspections (separated by at least three weeks), undertaken between May and September to confirm there are no bats using the tree prior to felling (Collins, 2023 Table 6.4). Surveys will be carried out by a suitably qualified ecologist. If no bats are found to use the tree, it will be felled on the same day using sectional felling or soft felling technique. Limbs and tree sections will be left in situ on the ground for at least 24 hours before they are processed, to allow any bats to fly out. Cutting the roost feature will be avoided and the roost feature will be left facing upwards to allow any bats present to fly out easily (Reason and Wray (2023);
- For trees identified as having moderate PRF suitability which could be used as a maternity roost, the approach outlined above applies; and
- PRF-Ms will not be felled during the period mid-November to February when bats are not capable of flight (i.e. during the hibernation period).

During construction methodology is set out below:

- Felling will use sectional felling or soft felling technique. Limbs and tree sections will be left in situ on the ground for at least 24 hours before they are processed, to allow any bats to fly out; and
- To minimise habitat loss due to the removal of PRF trees and areas of treeline, bat boxes to the specification of a woodcrete box intended for bats that normally reside in tree cavities , or similar, will be installed in appropriate locations within lands under the control of the Developer, including lands at the grid facility and Blakes Cross North. A variety of types of bat boxes will be erected to provide bats with alternatives and a variety of conditions. Bat boxes will be installed by a suitably qualified ecologist, or the project ECoW.

There are no other changes to the section. Refer to Section 5.4.1.8 of Appendix 8 of the 2024 NIS.

5.4.1.9 Breeding Birds

There are no changes to the section. Refer to 5.4.1.9 of Appendix 8 of the 2024 NIS.

5.4.1.10 Wintering Birds

There are no changes to the section. Refer to Section 5.4.1.10 of Appendix 8 of the 2024 NIS.

5.4.1.11 Aquatic and Fisheries

There are no changes to the section. Refer to Section 5.4.1.11 of Appendix 8 of the 2024 NIS.

5.5 Traffic Transportation

5.5.1 Construction Phase

5.5.1.1 Embedded Mitigation Measures

There are no changes to the section. Refer to Section 5.5.1.1 of Appendix 8 of the 2024 NIS.

5.5.1.2 Additional mitigation measures

In accordance with RFI Section 19 (a), the Developer submitted an onshore cable route construction 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. 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 and additional mitigation measures are provided in the CTMP in Appendix A and in Section 5.5.1.2.

Therefore, the following text shall be included at the end of Section 5.5.1.2 of Appendix 8 of the 2024 NIS:

Additional Mitigation following Consultation on Submissions

Several additional mitigation measures are being considered, 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 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 5.5.1.2 of Appendix 8 of the 2024 NIS.

5.6 Onshore Archaeology, Architectural and Cultural Heritage

5.6.1 Construction Phase

5.6.1.1 Landfall site

There are no changes required to this section. Refer to Section 5.6.1.1 of Appendix 8 in the 2024 NIS.

5.6.1.2 Grid Facility

There are no changes required to this section. Refer to Section 5.6.1.2 of Appendix 8 in the 2024 NIS.

5.6.1.3 Onshore cable route

In response to RFI Section 1 (b), the baseline environment has been updated. Therefore, the change in this section is to note that a new medieval settlement has been recorded within the study area of the proposed onshore cable route (AH38). Accordingly, the mitigation measures for the proposed onshore cable route have been updated. In addition, a 2024 geophysical survey associated with a National Transport Authority project has shown that no archaeological anomalies associated with CH37 extend into the proposed development area. Therefore, CH37 has been removed from Table 0.2 as no mitigation is required for this feature.

To clarify, Table 0.2 of Section 5.6.1.3 of Appendix 8 in the 2024 NIS shall be deleted and replaced with Table A9.2. The changes in the table are highlighted in grey:

Table A9.2 Onshore Archaeology, Architectural and Cultural Heritage mitigation measures as part of the onshore cable route.

Ref.:	Description	Mitigation
AAP04	Watercourse and townland boundary.	Should the construction of the cable impact on the channel or banks of the watercourse (if offline open cut is required), an archaeological wade survey will be carried out in advance. This will be carried out under licence as issued by the DoHLGH.
CH04	Site of structures associated with Ballough	Should the onshore cable route be laid through CH04, the excavation of the trench will be subject to archaeological monitoring, carried out by a suitably qualified archaeologist contracted by the developer, under licence, as issued by the DoHLGH.
BH06	Milestone (not located during field inspection)	It is possible that this small item of roadside furniture has been removed. Further inspection, including the removal of vegetation, will be carried out. If the milestone is located, it will be hoarded off and protected during construction works in order to preserve the feature in-situ.
BH10	Milestone	The milestone will be hoarded off and protected during construction works in order to preserve the feature in-situ.
CH23	Site of post medieval structures	This is a greenfield area, which will be subject to a programme of geophysical survey and archaeological testing prior to the commencement of construction. This will be carried out under licence as issued by the DoHLGH.
AAP07	Watercourse	Should the construction of the cable impact on the channel or banks of the watercourse (if offline open cut is required), an archaeological wade survey will be carried out in advance. This will be carried out under licence as issued by the DoHLGH.
BH12	Daws Bridge	Should inline HDD be required to lay the cable beneath Daws Bridge, detailed design will be subject to assessment and supervision of a Grade 1 Conservation Architect. Archaeological monitoring may be also required for the works. Any archaeological works will be carried out under licence as issued by the DoHLGH.
AH38	Field System	This site will be avoided by the proposed cable route and preserved in-situ. Prior to the commencement of construction, the site will be set out by an archaeological surveyor and fenced off for the duration of construction works. No excavations, regrading, landscaping, compounds or storage of materials will be allowed in this area.
AH25	Holy well (site of)	This monument appears to have been removed in the past due to the construction of the existing road network; however, all excavation works within proximity of the site will be subject to archaeological monitoring, under licence as issued by the DoHLGH.
AAP08	Estuarine/coastal margin	The excavation of the trench through AAP08 will be subject to archaeological monitoring, under licence, as issued by the DoHLGH.
AAP09	Watercourse	Should the construction of the cable impact on the channel or banks of the watercourse (if offline open cut is required), an archaeological wade survey will be carried out in advance. This will be carried out under licence as issued by the DoHLGH.
AAP10	Watercourse	Should the construction of the cable impact on the channel or banks of the watercourse (if offline open cut is required), an archaeological wade survey will be carried out in advance. This will be carried out under licence as issued by the DoHLGH.
BH19	Milestone	The milestone will be hoarded off and protected during construction works in order to preserve the feature in-situ.
DL14/ Abbey-ville ACA	Designed landscape associated with Abbeyville	This is a greenfield area, which will be subject to a programme of geophysical survey and archaeological testing prior to the commencement of construction. This will be carried out under licence as issued by the DoHLGH.

Ref.:	Description	Mitigation
BH21	Milestone	The milestone will be hoarded off and protected during construction works in order to preserve the feature in-situ.
BH22	Bridge	Should the onshore cable route cross this bridge, detailed design will be subject to assessment and supervision of a Grade 1 Conservation Architect. Archaeological monitoring may be required for the works. Any archaeological works will be carried out under licence as issued by the DoHLGH.
AH30d	Ecclesiastical enclosure at Saint Doolaghs	The excavation of 130m of the cable trench through the road to the east of Saint Doolagh's ecclesiastical site will be subject to archaeological monitoring, under licence as issued by the DoHLGH.
AH30g	Cross at Saint Doolaghs	The cross will be hoarded off and protected during construction works in order to preserve the feature in-situ.
CH10	Bridge	All excavation works across the bridge will be subject to archaeological monitoring under licence, as issued by the DoHLGH.
AAP11	River Mayne	Should the construction of the cable impact on the channel or banks of the watercourse (if offline open cut is required), an archaeological wade survey will be carried out in advance. This will be carried out under licence as issued by the DoHLGH.
BH33	Belcamp House (surviving walled garden)	All excavation works adjacent to the wall will be subject to archaeological monitoring under licence, as issued by the DoHLGH.

There are no further changes required to this section. Refer to Section 5.6.1.3 of Appendix 8 in the 2024 NIS.

5.7 Material Assets

5.7.1 Construction Phase

There are no changes required to this section. Refer to Section 5.7.1 of Appendix 8 in the 2024 NIS.

5.8 Air

5.8.1 Construction Phase

There are no changes required to this section. Refer to Section 5.8.1 of Appendix 8 in the 2024 NIS.

5.8.1.1 Mitigation for all Working Areas

The change to this section is in relation to the updated air quality assessment (see Chapter 27 Air Quality). The following mitigation measure relating to construction traffic is added to Section 5.8.1.1 of Appendix A9.1 to address the impact which may arise in relation to air quality during construction works:

Construction Traffic

- The CTMP will be developed to mitigate potential construction traffic impacts. This will also have the effect of reducing air quality impacts. Refer to Chapter 24, Traffic and Transportation and the CTMP in Appendix A, for further details.

There are no further changes required to this section. Refer to Section 5.8.1.1 of Appendix 8 in the 2024 NIS.

5.8.1.2 Measures Specific to Earthworks

There are no changes required to this section. Refer to Section 5.8.1.2 of Appendix 8 in the 2024 NIS.

5.8.1.3 Measures Specific to Track-out

There are no changes required to this section. Refer to Section 5.8.1.3 of Appendix 8 in the 2024 NIS.

5.8.1.4 Measures Specific to the Grid Facility Construction Activities

There are no changes required to this section. Refer to Section 5.8.1.4 of Appendix 8 in the 2024 NIS.

5.8.1.5 Measures to be Applied at the Malahide Estuary

There are no changes required to this section. Refer to Section 5.8.1.5 of Appendix 8 in the 2024 NIS.

5.8.1.6 Construction Phase Monitoring Measures

There are no changes required to this section. Refer to Section 5.8.1.6 of Appendix 8 in the 2024 NIS.

5.9 Climate

5.9.1 Construction Phase

In line with the revised type and quantity of construction materials associated with the design refinements of the proposed development, the quantification of CO2eq emission savings expected as a result of mitigation measure implementation during construction has been updated.

Therefore, the following text from Section 5.9.1 in Appendix 8 of the 2024 NIS is deleted:

"A series of mitigation measures have been incorporated into the construction design with the goal of reducing the embodied carbon associated with the construction phase of the proposed development. These mitigation measures include:

- *The substitution, where feasible, of concrete containing Portland cement with concrete containing ground granulated blast furnace slag (GGBS). This measure has led to an estimated saving of c.2,800 tonnes of CO2eq in the current design of the proposed development;*
- *The proposed development will minimise wastage of materials due to poor timing or over ordering on site thus helping to minimise the embodied carbon footprint of the proposed development;*
- *Where practicable, opportunities for materials reuse will be incorporated within the extent of the proposed development including the use of reclaimed asphalt and recycled aggregate. This measure has led to an estimated saving of 2,545 tonnes of CO2eq; and*
- *Where practicable, materials will be sourced locally to reduce the embodied emissions associated with transport.*

The combined measures, including the incorporation of GGBS, recycled and reused material where practicable has led to an estimated saving of 5,340 tonnes of CO2eq."

And replaced with:

A series of mitigation measures have been incorporated into the construction design with the goal of reducing the embodied carbon associated with the construction phase of the proposed development. These mitigation measures include:

- The substitution, where feasible, of concrete containing Portland cement with concrete containing ground granulated blast furnace slag (GGBS). This measure has led to an estimated saving of c.1,200 tonnes of CO2eq in the current design of the proposed development;
- The proposed development will minimise wastage of materials due to poor timing or over ordering on site thus helping to minimise the embodied carbon footprint of the proposed development;
- Where practicable, opportunities for materials reuse will be incorporated within the extent of the proposed development including the use of reclaimed asphalt and recycled aggregate. This measure has led to an estimated saving of 4,215 tonnes of CO2eq; and
- Where practicable, materials will be sourced locally to reduce the embodied emissions associated with transport.

The combined measures, including the incorporation of GGBS, recycled and reused material where practicable has led to an estimated saving of 5,414 tonnes of CO2eq.

There are no other changes required to this section. Refer to Section 5.9.1 in Appendix 8 of the 2024 NIS

5.10 Seascape, Landscape and Visual

5.10.1 Construction Phase

There are no changes to this section. Refer to Section 5.10 in Appendix 8 of the 2024 NIS

5.11 Noise

5.11.1 Construction Phase

5.11.1.1 Temporary Noise Barriers

The change to this section is due to inclusion of the possibility of 24 hour works (as per RFI Section 19 (a)) and the updated construction assessment of the onshore cable route. Therefore, the following text shall be deleted:

"The onshore cable route works will progress relatively quickly and will be primarily carried out on roads where the works need to be kept to a minimum of working width to minimise the need for road closures. Therefore, no noise barriers have been assumed for the onshore cable route works other than at the following specific locations:"

And be replaced by the following:

The onshore cable route works will progress relatively quickly and will be primarily carried out on roads where the works need to be kept to a minimum working width to minimise the need for road closures. However, if night-time works are required, noise barriers will be provided where these works take place. Elsewhere, for daytime works only, no noise barriers have been assumed for the onshore cable route works other than at specific locations identified below:

There are no other changes required to this section. Refer to Section 5.11 in Appendix 8 of the 2024 NIS

5.11.1.2 Good Industry Practice

There are no changes to this section. Refer to Section 5.11.1.2 in Appendix 8 of the 2024 NIS

5.11.1.3 Communication

There are no changes to this section. Refer to Section 5.11.1.3 in Appendix 8 of the 2024 NIS

5.11.1.4 Noise and Vibration Monitoring

There are no changes to this section. Refer to Section 5.11.1.4 in Appendix 8 of the 2024 NIS

5.12 Resource and Waste Management

5.12.1 Construction Phase

There are no changes to this section. Refer to Section 5.12.1.1 in Appendix 8 of the 2024 NIS

5.12.1.1 General Mitigation Measures

There are no changes to this section. Refer to Section 5.12.1.2 in Appendix 8 of the 2024 NIS

5.12.1.2 Onshore Mitigation

There are no changes to this section. Refer to Section 5.12.1 in Appendix 8 of the 2024 NIS

5.13 Population and Human Health

5.13.1 Construction Phase

There are no changes to this section. Refer to Section 5.13.1 in Appendix 8 of the 2024 NIS

5.14 Socio-Economic, Tourism and Recreation

5.14.1 Construction Phase

There are no changes to this section. Refer to Section 5.14.1 in Appendix 8 of the 2024 NIS

5.15 Major Accidents and Disasters

5.15.1 Construction Phase

There are no changes to this section. Refer to Section 5.15.1 in Appendix 8 of the 2024 NIS

6. Emergency Response Plan

There are no changes to this section. Refer to Section 6 in Appendix 8 of the 2024 NIS

6.1 Introduction

There are no changes to this section. Refer to Section 6.1 in Appendix 8 of the 2024 NIS

6.2 Plan Objectives

There are no changes to this section. Refer to Section 6.2 in Appendix 8 of the 2024 NIS

6.3 Implementation of the Plan

There are no changes to this section. Refer to Section 6.3 in Appendix 8 of the 2024 NIS

6.4 Environmental Emergency Response Procedures

There are no changes to this section. Refer to Section 6.4 in Appendix 8 of the 2024 NIS

6.4.1 Spill Response

There are no changes to this section. Refer to Section 6.4.1 in Appendix 8 of the 2024 NIS

6.4.2 Reporting and Recording

There are no changes to this section. Refer to Section 6.4.2 in Appendix 8 of the 2024 NIS

6.4.3 Fire Control Measures

There are no changes to this section. Refer to Section 6.4.3 in Appendix 8 of the 2024 NIS

6.4.4 Extreme Weather Events

There are no changes to this section. Refer to Section 6.4.4 in Appendix 8 of the 2024 NIS

6.4.5 Unexpected Discoveries

There are no changes to this section. Refer to Section 6.4.5 in Appendix 8 of the 2024 NIS

6.4.6 Corrective Actions and Reporting

There are no changes to this section. Refer to Section 6.4.6 in Appendix 8 of the 2024 NIS

6.5 Emergency Contact List

There are no changes to this section. Refer to Section 6.5 in Appendix 8 of the 2024 NIS

7 Training and Auditing

There are no changes to this section. Refer to Section 7 in Appendix 8 of the 2024 NIS

7.1 Environmental Induction and Awareness Training

There are no changes to this section. Refer to Section 7.1 in Appendix 8 of the 2024 NIS

7.2 Toolbox Talks

There are no changes to this section. Refer to Section 7.2 in Appendix 8 of the 2024 NIS

7.3 Compliance, Reviews and Auditing

There are no changes to this section. Refer to Section 7.3 in Appendix 8 of the 2024 NIS

7.3.1 Environmental Compliance Report

There are no changes to this section. Refer to Section 7.3.1 in Appendix 8 of the 2024 NIS

7.3.2 Incident Investigation Reports

There are no changes to this section. Refer to Section 7.3.2 in Appendix 8 of the 2024 NIS

7.3.3 Environmental Records

There are no changes to this section. Refer to Section 7.3.3 in Appendix 8 of the 2024 NIS

7.3.4 Reviews

There are no changes to this section. Refer to Section 7.3.4 in Appendix 8 of the 2024 NIS

7.3.5 Auditing

There are no changes to this section. Refer to Section 7.3.5 in Appendix 8 of the 2024 NIS

7.3.6 Inspections

There are no changes to this section. Refer to Section 7.3.6 in Appendix 8 of the 2024 NIS

8 Communications and Complaints

8.1 Communication and Engagement

8.1.1 Internal Communication

There are no changes to this section. Refer to Section 8.1.1 in Appendix 8 of the 2024 NIS.

8.1.2 Community Liaison and Stakeholder Liaison

Due to an administrative error, Appendix C Outline Communications Management Plan was not included as an Appendix to the CEMP (Appendix 8 of the 2024 NIS) in the 2024 NIS. Therefore, Appendix C Outline Communications Management Plan is included in Appendix A9.1.

There are no changes to this section. Refer to Section 8.1.2 in Appendix 8 of the 2024 NIS.

8.1.3 Regular Consultation and Public Communications

There are no changes to this section. Refer to Section 8.1.3 in Appendix 8 of the 2024 NIS.

8.1.4 Advance Notice of Works

There are no changes to this section. Refer to Section 8.1.4 in Appendix 8 of the 2024 NIS.

8.2 Environmental Complaints

There are no changes to this section. Refer to Section 8.2 in Appendix 8 of the 2024 NIS.

Appendices

Appendix A: Construction Traffic Management Plan

Appendix B: Resource and Waste Management Plan

Appendix C: NISA Communications Plan in Support of Onshore CEMP

Appendix A: Construction Traffic Management Plan

Contents

Tables

1. Introduction

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text from Section 1 of the CTMP shall be deleted:

"This CTMP relates to road traffic associated with the construction of the onshore infrastructure of the proposed development. The contractor will further develop and update this CTMP, prior to construction, in accordance with the requirements set out in this document."

And replaced with the following text:

This CTMP relates to road traffic associated with the construction of the onshore infrastructure of the proposed development. The contractor will further develop and update this CTMP, prior to construction, in accordance with the requirements set out in this document, and in accordance with the construction sequencing, closure types and mitigation measures set out in the onshore cable route indicative phasing plan (indicative phasing plan) (Attachment A).

There are no other changes required to this section. Refer to Section 1 of the CTMP (Appendix A of Onshore CEMP).

1.1 Purpose and Scope

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 1.1 of the CTMP (Appendix A of Onshore CEMP):

- *"Provide the basis for the contractor to further develop the details of this CTMP."*

And replaced with the following text:

- Provide the basis for the contractor to further develop the details of this CTMP, incorporating the indicative phasing plan's requirements regarding reduced sequential single-lane closures, full/partial road closure definitions, offline construction sections, and time-specific construction constraints.

In addition, the following text shall also be added to Section 1.1 of the CTMP to include the scope of the indicative phasing plan agreed with FCC in response to RFI Section 19 (a):

This CTMP also records the project's response to the Request for Further Information (Section 19 (a)) issued by An Bord Pleanála (now An Coimisiún Pleanála), including consideration through consultation with Fingal County Council, of enhanced traffic management for lane closures and measures to reduce closure durations such as the deployment of additional resources.

There are no other changes required to this section. Refer to Section 1.1 of the CTMP (Appendix A of Onshore CEMP).

1.2 Implementation

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted:

"The Contractor's CTMP will be agreed with the relevant local authorities and An Garda Siochana."

And replaced with the following text:

The Contractor's CTMP will be agreed with the relevant local authorities, An Garda Siochana and other relevant stakeholders, and will demonstrate how the phasing, seasonal programming and RFI (Section 19 (a)) considerations have been incorporated in consultation with Fingal County Council.

There are no other changes required to this section. Refer to Section 1.2 of the CTMP (Appendix A of Onshore CEMP).

1.3 Document Revision

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 1.3 of the CTMP (Appendix A of Onshore CEMP):

"All of the information required to further develop the CTMP will be highlighted in the specification for the construction contract. The contractor will be required to include further details and/or confirmation, as described below."

And replaced with the following text:

All of the information required to further develop the CTMP will be highlighted in the specification for the construction contract. The contractor will be required to include further details and/or confirmation, as described below, including specific requirements from the indicative phasing plan such as additional work crews for full-closure sections, adjusted single-lane closure lengths, offline HDD locations, and time-dependent construction windows.

There are no other changes required to this section. Refer to Section 1.3 of the CTMP (Appendix A of Onshore CEMP).

2. Potential Construction Phase Effects and Mitigation Measures

The only change required to this section is to provide reference to the indicative phasing plan and additional mitigation measures agreed with FCC as per RFI Section 19 (a). As part of FCC consultation, additional mitigation measures have been incorporated to further minimise impacts on the traffic network arising from the proposed development.

Therefore, the following text shall be deleted from Section 2 of the CTMP (Appendix A of Onshore CEMP):

"The construction strategy will result in additional construction traffic at the landfall and grid facility area and also along the onshore cable route. The construction strategy includes a number of full and partial road closures along the onshore cable route to facilitate the construction of the onshore cable route within the road reserve."

And replaced with the following text:

The construction strategy will result in additional construction traffic at the landfall and grid facility area and also along the onshore cable route. The construction strategy includes a number of full and partial road closures along the onshore cable route to facilitate the construction of the onshore cable route within the road reserve, as further detailed in the indicative phasing plan, which defines closure types, sequencing by construction block[1], and the use of offline sections (Sections 4 and 7).

[1] This indicative phasing plan breaks the cable route construction into four "blocks". The reason for blocking sections together is to propose a construction phasing which progresses efficiently through sections of the cable route, with the construction of certain sections overlapping to reduce the overall timeline of the cable route construction.

In addition, the following text shall be deleted:

"The traffic assessment identified a number of mitigation measures to mitigate against any impacts. These included embedded mitigation measures in the construction strategy (such as the duration and sequencing of construction activities, identification of delivery routes, provision of parking and identification of diversion routes). Additional mitigation measures related to the deployment of additional crews to limit the duration of construction were also identified.

Notwithstanding, the traffic assessment determined that with the implementation of mitigation measures there will remain a temporary significant residual impact during the construction phase on local and strategic diversion route operations, from both the partial and full road closures associated with the proposed development."

And replaced with the following text:

The traffic assessment identified a number of mitigation measures to mitigate against any impacts. These included embedded mitigation measures in the construction strategy (such as the duration and sequencing of construction activities, identification of delivery routes, provision of parking and identification of diversion routes). In addition, sequential single-lane closures will generally be limited to c.150-200m, with a Traffic Management Engineer present during daytime working hours at stop/go installations to actively regulate two-way flows and mitigate tailbacks. Buses will be prioritised at stop/go installations where practicable. Deployment of additional crews to limit the duration of construction will be utilised where appropriate.

Notwithstanding, the traffic assessment determined that with the implementation of mitigation measures there will remain a temporary significant residual impact during the construction phase on local and strategic diversion route operations, from both the partial and full road closures associated with the proposed development. The additional measures in the indicative phasing plan, including shorter rolling single lane closures with active management, seasonal programming at sensitive locations, targeted use of offline construction and horizontal drilling methods, and defined diversion strategies are incorporated where deemed necessary to reduce the magnitude and duration of such effects where practicable. Furthermore, 24-hour working may be considered an additional mitigation option in conjunction with the Local Authority and other stakeholders during the construction. 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, assessed against the Design Manual for Roads and Bridges for 24-hour working, is provided in Chapter 30: Noise and Vibration.

There are no other changes required to this section. Refer to Section 2 of the CTMP (Appendix A of Onshore CEMP).

3. Specific Requirements

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3 of the CTMP (Appendix A of Onshore CEMP):

"The contractor will be required to ensure that the contents of this CTMP are further developed prior to the commencement of works."

And replaced with the following text:

The contractor will be required to ensure that the contents of this CTMP are further developed prior to the commencement of works, in alignment with the indicative phasing plan, including the four-block, quarter-based sequencing and section-specific arrangements. For clarity, the four-block, quarter-based sequencing refers to the division of the onshore cable route into four defined construction blocks, allowing works to

progress efficiently across grouped sections in a controlled and coordinated manner to manage traffic impacts and construction duration.

There are no other changes required to this section. Refer to Section 3 of the CTMP (Appendix A of Onshore CEMP).

3.1 Site Access and Egress

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.1 of the CTMP (Appendix A of Onshore CEMP):

"The Contractor shall adhere to the primary construction compound delivery routes and delivery routes for abnormal loads identified in Volume 4, Chapter 24: Traffic and Transportation and Volume 7, Figure 24.2. The Contractor shall also maintain local property access for car, active travel and service vehicles throughout construction."

And replaced with the following text:

The Contractor shall adhere to the primary construction compound delivery routes and delivery routes for abnormal loads identified in Volume 4, Chapter 24: Traffic and Transportation and Volume 7, Figure 24.2, and the indicative phasing plan. The Contractor shall also maintain local property access for car, active travel and service vehicles throughout construction, and shall plan access/egress in line with section-specific carriageway preferences to minimise cross-median movements and simplify traffic management.

In addition, the following text shall also be added to Section 3.1 of the CTMP to include the scope of the indicative phasing plan agreed with FCC in response to RFI Section 19 (a):

In addition, site access and egress operations shall incorporate dynamic management of single-lane closures as required under the indicative phasing plan, including the deployment of Traffic Management Engineers at traffic-light-controlled lane closures to prevent tailbacks during peak periods.

Where access to offline sections (e.g., Sections 4 and 7) is required, access routes shall follow the carriageway-specific constraints identified in the phasing plan (e.g., Northbound carriageway access preference in Sections 3.2, 6 and 7).

There are no other changes required to this section. Refer to Section 3.1 of the CTMP (Appendix A of Onshore CEMP).

3.2 Site Management

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.2 of the CTMP (Appendix A of Onshore CEMP):

"The Contractor shall provide adequate parking at all compounds to avoid queuing at the site entrances and prevent disruption to neighbouring businesses and residences and designated areas will be provided within the compounds for abnormal load unloading as outlined in Volume 4, Chapter 24: Traffic and Transportation.

In addition to the above the following measures are considered good practice and are to be incorporated into the Contractor's CTMP:

- *Site entrance gates will be set back from the main road to allow a vehicle to pull in off the road before the gate is opened; and*
- *Temporary traffic arrangements will be in place at compound access points to maintain local access and safely accommodate through traffic."*

And replaced with the following text:

The Contractor shall provide adequate parking at all compounds to avoid queuing at the site entrances and prevent disruption to neighbouring businesses and residences. In accordance with the commitments set out in Volume 4, Chapter 24: Traffic and Transportation, designated areas will be provided within the compounds for abnormal load unloading.

Parking provision, abnormal load unloading areas, and internal circulation arrangements shall be defined and confirmed by the Contractor as part of the detailed CTMP development prior to commencement of works. This shall also account for the dynamic sequencing requirements of the indicative phasing plan to ensure sufficient space for concurrent work crews in Blocks 1-4.

In addition to the above the following measures are considered good practice and are to be incorporated into the Contractor's CTMP:

- Site entrance gates will be set back from the main road to allow a vehicle to pull in off the road before the gate is opened.
- Temporary traffic arrangements will be in place at compound access points to maintain local access and safely accommodate through traffic and shall be coordinated with the rolling single-lane closures identified in multiple sections of the indicative phasing plan (e.g., reduced 150-200 m sequential lane lengths);
- Site management procedures shall ensure that, where single-lane closures are required adjacent to compound accesses, a Traffic Management Engineer is deployed during daytime hours to actively manage flows and prevent queueing at entry points; and
- Where compound access interacts with sections scheduled for time-sensitive or season-dependent works (e.g., Sections 3.2 near Corduff NS, Sections 12-13 near Malahide Castle), site management shall ensure that work zones, staging areas, and parking operations do not impede the required construction windows.

There are no other changes required to this section. Refer to Section 3.2 of the CTMP (Appendix A of Onshore CEMP).

3.3 Traffic Management Signage

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.3 of the CTMP (Appendix A of Onshore CEMP):

"The Contractor will undertake consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements. Such signage will be installed prior to works commencing on site.

Proposed signage will include warning signs to alert road users of the works access/egress locations and the presence of construction traffic. All signage will be provided in accordance with the Department of Transport's 'Traffic Signs Manual, Chapter 8: Temporary Traffic Measures and Signs for Roadworks (October 2021).

In summary, the contractor will ensure that the following elements are implemented:

- *Consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements;*
- *Provision of temporary signage indicating site access route and locations for contractors and associated suppliers; and*
- *Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details."*

And replaced with the following text:

The Contractor will undertake consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements. Such signage will be installed prior to works commencing on site and shall reflect the specific sequencing and timing constraints for each road section as set out in the indicative phasing plan (Blocks 1-4).

Proposed signage will include warning signs to alert road users of the works access/egress locations and the presence of construction traffic.

All signage will be provided in accordance with the Department of Transport's 'Traffic Signs Manual, Chapter 8: *Temporary Traffic Measures and Signs for Roadworks* (October 2019) and shall be supplemented where necessary by temporary signage required for sequential single-lane closures (150–200 m sections) and full closure diversion routes identified for individual sections in the indicative phasing plan.

In summary, the contractor will ensure that the following elements are implemented:

- Consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements;
- Provision of temporary signage indicating site access route and locations for contractors and associated suppliers;
- Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details;
- Installation of signage that clearly identifies rolling single-lane closures and associated stop/go signal locations as required under the indicative phasing plan's mitigation measures;
- Installation of signage at diversion route entry points for all full closures listed in the indicative phasing plan (e.g., Sections 5, 9, 10.1, 10.2, 12, 13, 14B), ensuring consistency with the strategic and local diversion routes presented in the individual phasing plan graphics; and
- Provision of advance notice signage for sections subject to seasonal restrictions (e.g., Corduff NS works in Section 3.2 during school holidays, and Sections 12 to 13 outside peak concert season).

There are no other changes required to this section. Refer to Section 3.3 of the CTMP (Appendix A of Onshore CEMP).

3.4 Timings of Material Deliveries to Site

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.4 of the CTMP (Appendix A of Onshore CEMP):

"The Contractor shall adhere to the duration and sequencing of construction activities at the landfall and grid facility area and along the onshore cable route as outlined in Volume 4, Chapter 24: Traffic and Transportation. Abnormal load deliveries restricted will be restricted to outside peak traffic times where practicable.

The following traffic management measures will be incorporated into the Contractor's CTMP during the construction stage of the proposed development:

- *Deliveries of materials will be planned and programmed to ensure that the materials are delivered to the extent possible, only as they are required at the compounds and along the onshore cable route and will avoid peak hours for set-up and removal of equipment where practicable;*
- *Works requiring multiple vehicle deliveries, such as concrete pours, will be planned so as to ensure there will be no queuing on the public roadways around the compounds and at the compounds and along the cable route section; and*
- *For any works related to the compounds or onshore cable route that require lane closures, the length of lane closure and the required working area will be kept as small as possible.*

- *All trucks will avoid school areas at drop off and collection times."*

And replaced with the following text:

The Contractor shall adhere to the duration and sequencing of construction activities at the landfall and grid facility area and along the onshore cable route as outlined in Volume 4, Chapter 24: Traffic and Transportation, and as further refined in the indicative phasing plan (Blocks 1-4).

Abnormal load deliveries will be restricted to outside peak traffic times where practicable and shall also be coordinated with the section-specific closure windows identified in the indicative phasing plan.

The following traffic management measures will be incorporated into the Contractor's CTMP during the construction stage of the proposed development:

- Deliveries of materials will be planned and programmed to ensure that the materials are delivered to the extent possible, only as they are required at the compounds and along the onshore cable route and will avoid peak hours for set-up and removal of equipment where practicable. Delivery schedules will be coordinated to avoid periods of rolling single-lane closures (150-200m), as identified in multiple sections of the indicative phasing plan;
- Works requiring multiple vehicle deliveries, such as concrete pours, will be planned so as to ensure there will be no queuing on the public roadways around the compounds and at the compounds and along the cable route section, taking into account the increased number of concurrently operating crews noted in the indicative phasing plan;
- For any works related to the compounds or onshore cable route that require lane closures, the length of lane closure and the required working area will be kept as small as possible and shall reflect the reduced sequential lane lengths (150-200 m) defined in the indicative phasing plan; and
- All trucks will avoid school areas at drop off and collection times and in the vicinity of Corduff National School shall comply with the indicative phasing plan requirement that trenching in Section 3.2 occurs only during school holidays.

In addition, the following text shall be deleted:

- *"HGV deliveries to specific areas of the site will be suspended on the days of any major local events, etc. that have the potential to cause larger than normal traffic volumes in the overlap areas;"*

And replaced with the following text:

- HGV deliveries to specific areas of the site will be suspended on the days of any major local events, etc. that have the potential to cause larger than normal traffic volumes in the overlap areas; and for Sections 12 and 13 shall avoid the peak concert season (June-July) in accordance with the indicative phasing plan requirements unless otherwise agreed with Fingal County Council.

There are no other changes required to this section. Refer to Section 3.4 of the CTMP (Appendix A of Onshore CEMP).

3.5 Traffic Management and Speed Limits

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.5 of the CTMP (Appendix A of Onshore CEMP):

"The following traffic management measures will be incorporated into the Contractor's CTMP during the construction stage of the proposed development:

- *All trucks entering the compounds will be restricted to suitable speed limits and will be directed to the relevant area by the banksman."*

And replaced with the following text:

The following traffic management measures will be incorporated into the Contractor's CTMP during the construction stage of the proposed development:

- All trucks entering the compounds will be restricted to suitable speed limits and will be directed to the relevant area by the banksman, with particular attention to speed control at locations where rolling single-lane closures (150-200 m) are in place, as identified in the indicative phasing plan.
- Speed limits approaching traffic light-controlled stop/go systems shall be reduced as required to prevent queuing within closure extents and to facilitate real-time traffic management by the Traffic Management Engineer.

There are no other changes required to this section. Refer to Section 3.5 of the CTMP (Appendix A of Onshore CEMP).

3.6 Road and Vehicle Cleaning

There are no changes to the section. Refer to Section 3.6 of the CTMP (Appendix A of Onshore CEMP).

3.7 Envisaged Construction Equipment

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.7 of the CTMP (Appendix A of Onshore CEMP):

"Construction equipment and vehicles required for each construction element/operation will be delivered to site by appropriate vehicles. Specific equipment and vehicles which are deemed to be required for the proposed development by the principal contactor, suppliers and staff are to be confirmed and included in the updated CTMP, prior to the commencement of construction."

And replaced with the following text:

Construction equipment and vehicles required for each construction element/operation will be delivered to site by appropriate vehicles. Specific equipment and vehicles which are deemed to be required for the proposed development by the principal contactor, suppliers and staff are to be confirmed and included in the updated CTMP, prior to the commencement of construction, to reflect locations where the indicative phasing plan specifies construction methodologies such as HDD (e.g., Section 4 - Wx11 HDD and Section 7 - M1 HDD crossing).

Equipment requirements shall also take account of the indicative phasing plan where it identifies the need for additional work crews in specific full-closure sections (e.g., Sections 1, 10.1, 10.2, 12, 13) to reduce construction durations.

There are no other changes required to this section. Refer to Section 3.7 of the CTMP (Appendix A of Onshore CEMP).

3.8 Road Condition

There are no changes to the section. Refer to Section 3.8 of the CTMP (Appendix A of Onshore CEMP).

3.9 Road Closures

The only change required to this section is to update Table 3.1 as per the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Table 3.1 from Section 3.9 of the CTMP (Appendix A of Onshore CEMP) shall be deleted and replaced by Table A1 below in order to provide further route section details and the relevant construction blocks as detailed in the initiative phasing plan. The changes are highlighted in grey:

Table A1 Proposed Road Closures Due to Construction

Section	Road	Closure Type	Approximate Duration of Road Closure	Construction Block
1	R132	Full + Partial (Temporary duration)	1-2 weeks	1
2	Harry Reynolds Road	Partial (Temporary duration)	15 weeks	1
3.1	R132	Partial (Temporary duration)	99 weeks	1
3.2	R132	Partial (Temporary duration)		1
4	Offline	N/A	N/A	2
5	R129	Full (Temporary duration)	2 weeks	2
6	R132	Partial (Temporary duration)	27 weeks	2
7	Offline	N/A	N/A	2
8	R132	Partial (Temporary duration)	20 weeks	2
9	Spittal Hill/Lissenhall	Full + Partial (Temporary duration)	1-2 weeks	3
10.1	Estuary Road	Full (Temporary duration)	2-3 weeks	3
10.2	Estuary Road	Full (Temporary duration)	3-4 weeks	3
11	Estuary Road	Partial (Temporary duration)	5 weeks	3
12	R106 Swords Road	Full (Temporary duration)	3-4 weeks	3
13	R107 Malahide Road	Full + Partial (Temporary duration)	3-4 weeks	4
14A	R107 Malahide Road	Full (Temporary duration)	1-2 weeks	4
14B.1	Chapel Road	Full + Partial (Temporary duration)	2-3 weeks	4
14B.2	R124	Full + Partial (Temporary duration)	2-3 weeks	4
14B.3	Balgriffin Park	Full (unlikely to be used)	1 week	4
14B.4	R139 Clarehall Avenue	Partial (Temporary duration)		4
15	R139	Partial (Temporary duration)	16 weeks	4

There are no other changes required to this section. Refer to Section 3.9 of the CTMP (Appendix A of Onshore CEMP).

3.10 Enforcement of Construction Traffic Management Plan

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.10 of the CTMP (Appendix A of Onshore CEMP):

"The following measures will be incorporated into the Contractor's CTMP during the construction stage of the proposed development"

And replaced with the following text:

The following measures will be incorporated into the Contractor's CTMP (and phasing plan) during the construction stage of the proposed development.

There are no other changes required to this section. Refer to Section 3.10 of the (Appendix A of Onshore CEMP).

3.11 Emergency Procedures During Construction

There are no changes to the section. Refer to Section 3.11 of the CTMP (Appendix A of Onshore CEMP).

3.12 Communication

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 3.12 of the CTMP (Appendix A of Onshore CEMP):

- *"Information relating to local and community events that could conflict with proposed traffic management measures and construction traffic in order to implement alternative measures to avoid such conflicts."*

And replaced with the following text:

- Information relating to local and community events that could conflict with proposed traffic management measures and construction traffic in order to implement alternative measures to avoid such conflicts, including community-sensitive scheduling requirements identified in the indicative phasing plan (e.g., works near Corduff National School undertaken during school summer holidays; works in Sections 12 and 13 scheduled outside peak concert season).

There are no other changes required to this section. Refer to Section 3.12 of the CTMP (Appendix A of Onshore CEMP).

4. Conclusion

The only change required to this section is to provide reference to the indicative phasing plan agreed with FCC as per RFI Section 19 (a).

Therefore, the following text shall be deleted from Section 4 of the CTMP (Appendix A of Onshore CEMP):

"This CTMP will form part of the construction contract and is designed to manage and reduce possible impacts which may occur during the construction of the proposed development."

And replaced with the following text:

This CTMP (including the indicative phasing plan) will form part of the construction contract and is designed to manage and reduce possible impacts which may occur during the construction of the proposed development.

There are no other changes required to this section. Refer to Section 4 of the CTMP (Appendix A of Onshore CEMP).

Attachment A - Onshore Cable Route Indicative Phasing Plan

Contents

Tables

Figures

1. Introduction

This document has been prepared in response to points raised in the submission by Fingal County Council on the NISA Offshore Wind Farm planning application and the subsequent Request for Further Information (RFI) issued by An Bord Pleanála (now An Coimisiún Pleanála), with respect to the construction of the onshore cable route. Section 19 (a) of the RFI states the following:

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.

To address these points, the developer has prepared an indicative construction phasing plan for the proposed development. The objective of this document is to provide Fingal County Council with more detailed information in respect of the indicative construction phasing. It is important to note that this indicative construction phasing plan, will be further developed and finalised by the developer and its appointed contractor(s) in consultation with Fingal County Council and other relevant stakeholders, prior to the commencement of the construction phase. However, it does provide an indication of the phasing plan, to inform further discussions between the parties as part of this consultation process.

The chapters of the EIAR listed below should be reviewed in respect of the wider context of the proposed development and in particular the proposed onshore cable route:

1. EIAR Volume 2 Chapter 7 - Description of the Proposed Development – Onshore
2. EIAR Volume 2 Chapter 5 – Consideration of Alternatives
3. EIAR Volume 2 Chapter 9 - Construction Strategy – Onshore
4. EIAR Volume 4 Chapter 24 – Traffic and Transportation
5. EIAR Volume 7A Figures for Chapter 24 - Traffic and Transportation
6. EIAR Volume 8 Appendix A9.1 Onshore CEMP - Appendix A CTMP

2. Overview of Preferred Cable Route

The onshore cable route runs for approximately 33-35km between the proposed grid facility just north of Balbriggan, to an existing electrical substation at Belcamp on the northern outskirts of Dublin. The majority of the route – approximately 29km out of the 33km – is contained within the footprint of existing roads including the R132, the R106 and other local roads.

Towards the southern end of the cable route, two options for the route are included – one along the R107 and one via the R124 –the alternative route providing flexibility to ensure integration with other existing utilities infrastructure including the planned route for power cables associated with the Metrolink project. The route via the R124 would add approximately 2km to the overall cable route (hence the cable route will be approximately 33 – 35km).

From the grid facility, two 220kV HVAC cable circuits will be laid underground from the proposed Bremore substation to the existing substation at Belcamp, in either a single trench arrangement (one trench accommodating all electrical cables, fibre-optic and earthing cables) or in twin-trench arrangement (with each cable circuit contained within its own trench). This variation in trench arrangement will be utilised to ensure the cable route can navigate through areas of high utility congestion and minimise the likelihood of disruption during the construction phase associated with works to existing utilities.

Where possible, the onshore cable will be laid in the public road in accordance with EirGrid Functional Specifications (CDS-GFS-00-001-R1). It should also be noted that upon energisation, this cable route will become an ESB asset.

The proposed development boundary will generally be limited to the width of the public road. The intention is to install the cables along the cable route along the centre line of a single lane as much as possible, however, constraints due to existing services within the road, may determine otherwise. In some instances, the route will encompass off-road sections in private land where it is technically not feasible to maintain the route entirely within the road.

For the purposes of reporting and analysis in respect of the existing road network, the EIAR that was submitted with the planning application (hereafter referred to as the 2024 EIAR) split the onshore cable route into 17 route sections. This document adopts the same cable route sections as those in the 2024 EIAR. The sections begin at the Grid Facility and end at Belcamp. There are two short offline sections through agricultural land (Section 4 and 7) that do not follow existing road alignments. Sections 6 and 13 also include the option for short offline sections.

Within another section (Section 14), there are two possible options for the cable route, to provide the developer with the flexibility needed at construction stage. Only one of these options will be utilised and this will be confirmed prior to construction. The two options assessed are as follows:

- Option A along Malahide Road (R107); and
- Option B along Chapel Road, R124 Drumnigh Road and Hole in the Wall Road

Table A2.1 below lists the cable route sections.

Table A2.1 Onshore Cable Route Sections

Route Section	Road Name
Section 1	R132 (Grid facility to Harry Reynolds Road)
Section 2	Harry Reynolds Road (Junction of Hamilton Rd)
Section 3.1	R132 (Harry Reynolds Road to Watercourse Crossing Wx09)
Section 3.2	R132 (Watercourse Crossing Wx09 to north of Blakes Cross)
Section 4	Cable Routing Offline
Section 5	R129
Section 6	R132 (Blakes Cross to Lissenhall)
Section 7	Cable Routing Offline
Section 8	M1 Flyover to Estuary Roundabout
Section 9	Spittal Hill/Lissenhall
Section 10.1	Estuary Road (Lissenhall to Seatown Road)
Section 10.2	Estuary Road (Seatown Road to Swords Sailing Club and Boating Club)
Section 11	Estuary Road (Swords Sailing Club and Boating Club to R106)

Route Section	Road Name
Section 12	R106
Section 13	R107 (From Junction of R106 to Kinsealy)
Section 14 Option A	R107 (From Kinsealy to Northern Cross)
Section 14 Option B	Chapel Road
	R124
	Hole in the Wall Road
	R139 Clarehall Avenue
Section 15	R139

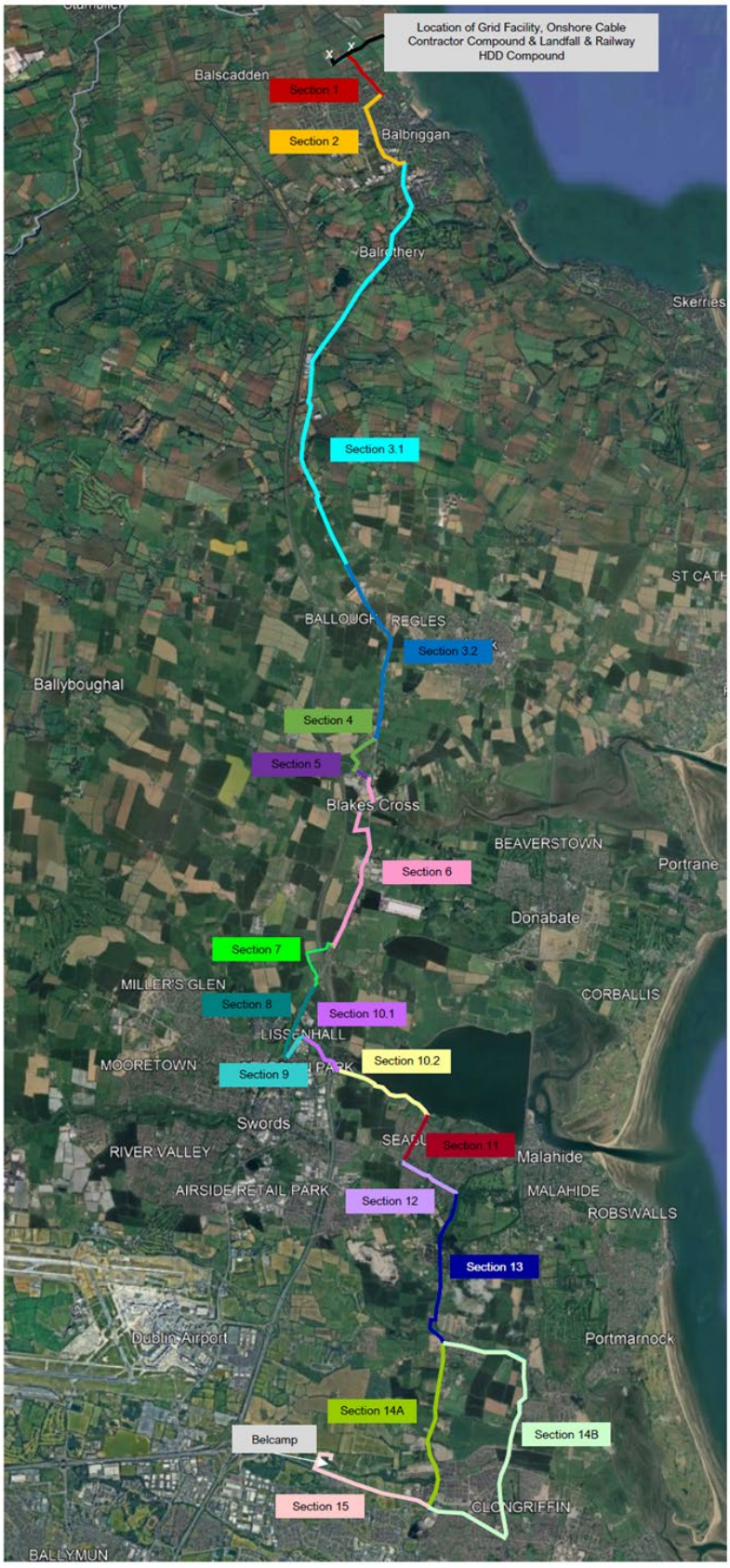


Figure A1: Onshore Cable Route

3. Proposed Construction Phasing

Since submitting the application to An Bord Pleanála (now An Coimisiún Pleanála) in June 2024, NISA has advanced the design for the onshore cable route. The progress made to date has directly informed this proposal for the construction phasing of the route.

As the project moves into the post-consent phase (if consented by An Coimisiún Pleanála), finalising of the design and contractor engagement, this indicative construction phasing plan will be refined to reflect the most effective and efficient approach. The phasing plan can only be finalised following ground-truthing of the proposed alignment and the appropriate construction planning by the appointed contractor(s). The indicative phasing plan as shown identifies the anticipated window within which construction for each section will take place (e.g. Section 1 will be undertaken in Year1 Q1 – it is not expected to require the full duration of Year1 Q1), while acknowledging that this may not be reflective of the final construction timeline given that there is still uncertainty as to the consent timeline for example.

As well as preparing the indicative construction phasing plan, NISA has also been considering other points raised by third parties, including Fingal County Council in respect of the proposed development. The developer is considering what additional measures, if any, can be proposed which could further mitigate the identified significant, temporary, effects of the proposed onshore cable construction. These measures, if feasible, would supplement the mitigation strategies already outlined in the EIAR. Section 5 below details the proposed additional mitigation measures being considered.

NISA has engaged with utility owners (ESB, EirGrid, GNI, Uisce Éireann, Fingal County Council, Dublin City Council) to obtain agreements for interfacing and crossing their utilities. NISA has engaged with utility owners to obtain as-constructed information of their assets. NISA has also carried out intrusive and non-intrusive investigations to verify the as constructed information. The proposed cable location within the public road as detailed in Table A3.1 below is based on the information provided by utility owners and the investigations carried out. However, the final location of the cable in the public road will be determined by further ground truthing investigations carried out by the appointed contractor(s) prior to construction.

To lay the cables in the public road, and as outlined in the EIAR, partial (single lane) and in some instances, full road closures will be required. Appropriate diversions will be put in place to minimise traffic disruption during the works. An assessment of likely required road closures during the onshore cable route construction is provided in Volume 4, Chapter 24: Traffic and Transportation of the EIAR.

Measures relating to construction traffic management are set out in the Construction Traffic Management Plan (included in the Onshore CEMP (Appendix 9.1 Volume 8) and in Volume 4, Chapter 24: Traffic and Transportation of the EIAR. The Construction Traffic Management Plan (CTMP) will be further developed by the contractor in consultation with relevant stakeholders, including Fingal County Council, prior to construction, to include the final details, locations, anticipated durations, and sequencing of lane and road closures

Chapter 24 of the EIAR describes how road closures impact on either Local Diversion Routes, Strategic Diversion Routes or Bus Services and identifies the significance of the effect. It is acknowledged that significant, temporary, negative effects have been identified for areas of the cable route construction.

Regardless of the nature of the closure, road classification, diversion route or significance of impact (slight, moderate or significant), all residual effects on **all** road networks are **temporary**.

An indicative proposal for the sequencing and phasing of the construction of the onshore cable route is outlined in Figure 2. As detailed above, the final construction phasing plan will be confirmed by the appointed contractor(s) prior to construction (and post consent) in consultation with local authorities.

Unless specifically outlined otherwise, the construction of the cable route will be in accordance with the open-cut trench methodology outlined in Chapter 9 of the EIAR.

Full and partial road closures will be in accordance with Chapter 8 of the Traffic Signs Manual. For offline sections, appropriate traffic management will be employed at site access and egress points. The CTMP will outline all necessary traffic management details for these areas.

The intention is to undertake water crossings by in-line open cut trench, however there may be situations where an in-line Horizontal Directional Drilling (HDD) is required as an alternative solution. All water crossings, the preferred method and alternative methods of construction are outlined in Table 9.6 in Chapter 9 of the EIAR.

The indicative phasing plan is illustrated in Figure A2 below. This indicative phasing plan breaks the cable route construction into four "blocks". The reason for blocking sections together is to propose a construction phasing which progresses efficiently through sections of the cable route, with the construction of certain sections overlapping to reduce the overall timeline of the cable route construction. This phasing plan proposal presents a mostly linear progression through the cable route, with certain sections proposed at specific times during the year to minimise traffic disruption on local receptors. For example, responding to specific points raised in third party submissions, it is now proposed by way of additional mitigation, to undertake phase section 3b over the summer period to avoid construction outside Corduff National School during school term time.

It is noted that linear progression may not be possible depending on the start date of construction. The final construction programme will consider the specific mitigation measures defined in the EIAR and the additional mitigation measures detailed in Section 5 below and will ensure that the phasing of the construction minimises traffic disruption where possible.

Figure A2 below provides further detail on each section of the cable route. Details are included on the possible location of the cable in the public road. This information is based on the locations of existing utilities as-constructed information. The final location of the cable in the public road is subject to further ground truthing to be carried out by the appointed contractor(s) prior to construction. Further detail on the proposed diversion routes for the full and partial road closures listed in Table A3.1 are provided in Section 4 below.

		Year 1				Year 2			
	Road Section	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Block 1	Section 1								
	Section 2								
	Section 3.1								
	Section 3.2								
Block 2	Section 4								
	Section 5								
	Section 6								
	Section 7								
	Section 8								
Block 3	Section 9								
	Section 10.1								
	Section 10.2								
	Section 11								
	Section 12								
Block 4	Section 13								
	Section 14 A/B								
	Section 15								
	Cable Installation								

Summer Months

Figure A2: Indicative Phasing Plan

Table A3.1: Onshore Cable Route Sections

Route Section + Road Name	Diversion Route	Type of Closure	Approx. Road Width (m)	Approx. Distance (kms)	Construction Block	Description	Other Relevant Information
Section 1 R132	R122, Harry Reynolds Road	Full + Partial	9	0.6	1	Grid Facility to Harry Reynolds Road. Single carriageway in each direction. Approximately half of this route section passes through a rural area with hedgerows on both sides, while the remaining portion is located near the outskirts of Balbriggan, where footpaths and residential entrances are present. Full road Closure from Grid Facility to Bremore Cottages. Partial road (single lane) closure for the remainder. The proposed construction is to have sequential single lane closures for the partial road closures and full road closures for the areas indicated. Cable in Northbound carriageway initially. Cable transitions to Southbound carriageway after approx. 450m (within Partial Closure). Alignment of the cable route is influenced by constraints from exiting utilities – Gas, Storm & Foul.	Additional work crews have been considered (and detailed in the 2024 EIAR) for the section of full road closure to reduce the timeframe required for construction. Wx01 – Bremore Stream 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 2 Harry Reynolds Road	Harry Reynolds Road	Partial	7	1.8	1	This section extends to the junction with Hamilton Road. The road is predominantly within a residential and commercial area, with grass verges and footpaths on either side of the road. The proposed construction is to have sequential single lane (partial road) closures. Cable located in the Westbound carriage way up to roundabout. Alignment of the cable route is influenced by constraints from exiting utilities – Gas, Water & Storm. There are newly constructed cycle lanes (2-way) adjacent to the Eastbound carriageway between the R132 junction and the roundabout. The cable continues in the same carriageway from the roundabout towards Hamilton Road, this carriageway is now travelling in the Southbound direction. Alignment of the cable route is influenced by constraints from exiting utilities – Gas, Water & Storm There are newly constructed cycle lanes (1-way each side) adjacent to both carriageways south of the roundabout. The Southbound cycleway incorporates SuDS features and newly planted trees.	Wx02 – Bracken River 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 3.1 R132	R132	Partial	10-12	8.0	1	From Harry Reynolds Road to Wx09 The road is predominantly within a rural area, with a mix of grass verges, footpaths, hedgerows and hard shoulders on either side of the road. The proposed construction is to have sequential single lane (partial road) closures. Cable located in the Southbound carriageway for approx. 350m. (near “Old Castleland”), with alignment of the cable route influenced by constraints from exiting utilities – Storm, Gas and large diameter Watermain. Cable in Northbound carriageway until junction with Castleland (approx. 300m), again with alignment of the cable route influenced by constraints from exiting utilities – Storm, Gas and large diameter Watermain. Cable returns to Southbound carriageway until the flyover by Hedgestown NS/ Jordanstown Water Reservoir. At this location it is proposed to divert the cable from the R132 and follow the slip roads. This is to limit the disruption and road closures anticipated with staying on R132 by this junction. Again, alignment of the cable route is influenced by constraints from exiting utilities – Watermains & Storm After this flyover the cable is in the Northbound carriageway, with alignment of the cable route influenced by constraints from exiting utilities – Storm, Gas and Watermain. Being in the Northbound carriageway, makes access to a potential offline option for Wx09 more straight forward.	Wx03 – Knock Stream Wx04 – Balrothery Stream Wx05 – Balrickard Stream Wx06 – Rowans Big Stream Wx07 – Rowans Little Stream Wx08 – Courtlough Stream This section of the cable route crosses a GNI Gas Transition Main in two different locations. All works will be undertaken in accordance with the GNI Code of Practice for Working in the Vicinity of Transmission Pipelines (2021). 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 3.2 R132	R132	Partial	10-12	3.0	1	The road is predominantly within a rural area, with a mix of grass verges, footpaths, hedgerows and hard shoulders on either side of the road. The proposed construction is to have sequential single lane (partial road) closures Cable in Northbound carriageway for full section.	Corduff NS is located on this section of the route. By way of additional mitigation, to address points raised in third party submissions, works will be phased so that cable trenching will be carried out during the school holidays in the vicinity of the school, see Section 3.2 above.

Route Section + Road Name	Diversion Route	Type of Closure	Approx. Road Width (m)	Approx. Distance (kms)	Construction Block	Description	Other Relevant Information
						Corduff NS is located on this section of the route. Access to Section 4 (offline section) is from the Northbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains & Storm	Wx09 – Oberstown Stream Wx10 –Aldrumman Stream This section of the cable route crosses a GNI Gas Transition Main in one location. All works will be undertaken in accordance with the GNI Code of Practice for Working in the Vicinity of Transmission Pipelines (2021). 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 4 Offline	NA	NA	NA	0.7	2	Offline section of cable route Includes the crossing of the East-West Interconnector Wx11 is also located in this section, and it is intended to complete the crossing by HDD.	Wx11 – Ballough Stream This section of the cable route crosses the East-West Interconnector. The interconnector in this location is at a depth of approximately 10 m, so the cable ducts can be laid above the interconnector using standard trench details. Consultation with Eirgrid has been undertaken and final details will be agreed prior to construction. The Ballough Stream has hydrological connectivity with the Rogerstown SAC which is situated adjacent to the proposed development boundary on the eastern side of the R132 at the southern end of this section. Mitigation measures are outlined in the EIAR and NIS to protect the SAC.
Section 5 R129	R132, R125, R108	Full	8	0.3	2	The purpose of this section is to return the cable route back onto the R132. The proposed construction requires a full road closure over this section, with local access to properties, premises within this section provided throughout. Cable in Northwest-bound carriageway for full section. Alignment of the cable route is influenced by constraints from exiting utilities – Watermain & Storm	
Section 6 R132	R132	Partial	16-18	3.0	2	Blakes Cross to Lissenhall. The road is predominantly within a rural area, with a mix of grass verges, footpaths, hedgerows and hard shoulders on either side of the road. The proposed construction is to have sequential single lane (partial road) closures Initially in Northbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains. Northbound carriageway eases access to offline option section for Wx12 and Wx13. It is envisaged that the stone arch bridges for these crossings will require this offline option. After this offline section the cable is in the Northbound carriageway until Turvey Avenue. Alignment of the cable route is due to constraints from exiting utilities – Watermains & Foul. Cable transitions to the Southbound carriageway after Turvey Avenue. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Foul and High Voltage Cable. Continues in Southbound carriageway until the roundabout junction with Batter Lane. Cable reverts to the Northbound carriageway when the constraints imposed by the existing services enables this. The Northbound carriageway is the preference because the access to the offline M1 crossing in Section 7 is from this carriageway. The intention is to avoid crossing the median.	Wx12 – Deanestown Stream Wx13 – Ballyboghill Stream Wx14 – Turvey Stream 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.

Route Section + Road Name	Diversion Route	Type of Closure	Approx. Road Width (m)	Approx. Distance (kms)	Construction Block	Description	Other Relevant Information
Section 7 Offline	NA	NA	NA	1.0	2	Offline section of cable route. Purpose is to enable the crossing of M1 via HDD. There is a planning application for a Park and Ride facility in the eastern section of the M1 crossing. Further consultation is being carried out with the National Transport Authority to coordinate the works.	
Section 8 R132	R132	Partial	28	1.2	2	From end of offline section to Estuary Road Roundabout. This dual carriageway is predominantly within a rural area, with a mix of grass verges, footpaths, hedgerows and hard shoulders on either side of the road. The proposed construction is to have sequential single lane (partial road) closures Cable is located in the Southbound carriageway. Alignment of the cable route is influenced by future plans for Metrolink to the west combined with the constraints imposed by existing utilities - Watermains, Storm, Gas & Foul. Completing Wx15, Wx16 and Wx17 are envisaged as being more straightforward in the Southbound carriageway. The transition to Section 9 is more straightforward in the Southbound carriageway.	Wx15 – Staffordstown Stream Wx16 – Broadmeadow River Wx17 – Ward River 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 9 Spittal Hill / Lissenhall	Estuary Road, Mantua Road, Lissenhall Road	Full + Partial	7	0.4	3	Estuary Road Roundabout to Estuary Road. The proposed construction is to have sequential single lane closures for the partial road closures and full road closures for the areas indicated. Cable is located in the Northbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul (related to the adjacent treatment plant).	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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 10.1 Estuary Road	Mantua Road, Lissenhall Road, Spittal Hill	Full	6	0.8	3	Along Estuary Road from Lissenhall to Seatown Road. The road is predominantly within a residential area, with a mix of grass verges and footpaths at the side of the road. The proposed construction requires a full road closure over this section, with local access to properties, premises within this section provided throughout. For this section, the preference is for the cable to be in the Westbound carriageway where possible, however initially the cable is located in the Eastbound carriageway as a result of the cable bending radius coming from Section 9. After approx. 200-250 m the cable transitions to the Westbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul (related to the adjacent treatment plant). The cable crosses the outfall from the adjacent wastewater treatment plant. The cable continues in the Westbound carriageway, passing under the M1 bridge structure. After this, the intent is for the cable to remain as far south as practicable, potentially being in the southern verge at times.	Additional work crews have been considered (and detailed in the 2024 EIAR) for the full road closure to reduce the timeframe required for construction. Wx18 – Seapoint Stream The Malahide Estuary SAC and SPA is situated adjacent to the proposed development boundary along this section. Works have been programmed (and if possible, will be) carried out within the summer months to limit potential impacts on wintering waterbirds.
Section 10.2 Estuary Road	Estuary Road, R106, R132, Mantua Road	Full	6	1.6	3	Estuary Road from Seatown Road to Swords Sailing & Boating Club. The road is predominantly within a residential area, with a mix of grass verges and footpaths at the side of the road. The proposed construction requires a full road closure over this section, with local access to properties, premises within this section provided throughout. The cable is located in the Westbound carriageway until just before Malahide RFC when it changes to the Eastbound carriageway.	Additional work crews have been considered (and detailed in the 2024 EIAR) for the full road closure to reduce the timeframe required for construction. Wx19 – Greenfields Stream The Malahide Estuary SAC and SPA is situated adjacent to the proposed development boundary along this section. Works have been programmed (and if possible, will be) carried out within the summer months to limit potential impacts on wintering waterbirds.

Route Section + Road Name	Diversion Route	Type of Closure	Approx. Road Width (m)	Approx. Distance (kms)	Construction Block	Description	Other Relevant Information
						The cable continues in the Eastbound carriageway to Swords Sailing & Boating Club. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul.	
Section 11 Estuary Road	Estuary Road	Partial	8	0.8	3	Estuary Road from Swords Sailing & Boating Club to Swords Road (R106). The road is predominantly within a residential area, with a mix of grass verges and footpaths at the side of the road. The proposed construction is to have sequential single lane (partial road) closures. The cable transitions carriageway just at the entrance to Swords Sailing & Boating Club. The cable continues in the Northbound carriageway until Seabury Lane junction. The cable transitions to the Southbound carriageway from Seabury Lane junction until Section 12. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul.	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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 12 R106	R106, R132, R125, R139, R107	Full	7	1.0	3	Swords Road from Estuary Road junction to Malahide Road junction. The road is predominantly within a residential area, with a mix of grass verges and footpaths at the side of the road. The proposed construction requires a full road closure over this section, with local access to properties, premises within this section provided throughout. The cable is in the Westbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul. At Killeen Park the cable diverts offline to the North of the road to cross Wx20 via open-cut trench. It is anticipated that there will be insufficient cover in the bridge to cross in-line. After the crossing, the cable comes back into the road in the Eastbound carriageway, just after the junction with Abington. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul. Additionally, the preference is to be in the Eastbound carriageway for this section to make the bend at the junction more favourable and to lessen traffic impacts during construction.	Additional work crews have been considered (and detailed in the 2024 EIAR) for the full road closure to reduce the timeframe required for construction. Wx20 – Gaybrook Stream Sections 12 and 13 (Swords Road and Malahide Rd, close to Malahide Castle) to be done outside of peak concert season (June and July) unless otherwise agreed with FCC. This is an additional mitigation measure being considered for this section.
Section 13 R107	R106, R132, R125, R139	Full + Partial	6-7	2.5	4	Malahide Road from Swords Road junction to Kinsealy. The road is predominantly within a residential area, with a mix of grass verges and footpaths at the side of the road. The proposed construction is to have sequential single lane closures for the partial road closures and full road closures for the areas indicated. The cable is in the Southbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul. There are also new footpaths being constructed in this area. At a point north of Feltrim Road the cable transitions to the Northbound carriageway Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul. Near Abbeyville the cable diverts offline to complete Wx22. The cable comes back into the road, in the Northbound carriageway, just north of the junction with Chapel Road. This route section includes 2 areas that require a full road closure. From the junction of Swords Road and Malahide Road to the junction of Malahide Road and Feltrim Road. A stretch in the vicinity of Abbeyville, north of Kinsealy. Based on the design to date, it is anticipated that this offline section will likely be utilised and therefore the second full road closure is likely not required. However, as this cannot yet be fully confirmed, our consent approach (including two options) remains unchanged.	Additional work crews have been considered (and detailed in the 2024 EIAR) for the section of full road closure to reduce the timeframe required for construction.Wx21 – Hazelbrook Stream Wx22 – Sluice Stream Sections 12 and 13 (Swords Road and Malahide Rd, close to Malahide Castle) to be done outside of peak concert season (June and July) unless otherwise agreed with FCC. This is an additional mitigation measure being considered for this section. 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.

Route Section + Road Name	Diversion Route	Type of Closure	Approx. Road Width (m)	Approx. Distance (kms)	Construction Block	Description	Other Relevant Information
						The remainder of the route requires a partial (single lane) road closure.	
Section 14 Option A R107	R106, R132, R125, R139	Full (unlikely to be used)	6-7	2.5	4	Malahide Road from junction with Chapel Road to Northern Cross. The road is predominantly within a residential area, with a mix of grass verges and footpaths at the side of the road. The proposed construction requires a full road closure over this section, with local access to properties, premises within this section provided throughout. The design to date indicates that this route is unlikely to be utilised. However, as above, as this cannot yet be fully confirmed, our consent approach (including two options) remains unchanged. If the design reverts to this option, further particulars in respect of this route will be provided.	Additional work crews have been considered (and detailed in the 2024 EIAR) for the full road closure to reduce the timeframe required for construction. Wx23A – Cuckoo Stream Wx24A – Mayne Stream
Section 14 Option B.1 Chapel Road	R107, R123, R124	Full + Partial	5-6	5.5	4	Chapel Road from junction with Malahide Road to R124. The route is predominantly within a residential area, with a mix of grass verges, footpaths and bicycle lanes at the side of the road. The proposed construction is to have sequential single lane closures for the partial road closures and full road closures for the areas indicated. The cable is in the Eastbound carriageway until just before the junction with the R124. This is to ease positioning the cable in the Northbound carriage way in section 14B.2 Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul. This route section includes 1 area that requires a full road closure. Along Chapel Road from Beechwood to the junction with R124. The remainder of the route requires a partial (single lane) road closure.	Additional work crews have been considered (and detailed in the 2024 EIAR) for the section of full road closure to reduce the timeframe required for construction. Wx23B – Cuckoo Stream Wx23C – Mayne Stream Wx24B – Cuckoo Stream Wx24C – Mayne Stream 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.
Section 14 Option B.2 R124	R106, R107, R123	Full + Partial	7			On the R124 from the junction with Chapel Road to R123. The proposed construction is to have sequential single lane closures for the partial road closures and full road closures for the areas indicated. The cable is in the Northbound carriageway for a distance of approx. 200-250m. The cable then transitions to the southbound carriageway to maintain clearance from utilities. This is for a short duration of approx. 200m. The cable then reverts back to the Northbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul. The cable remains in the Northbound carriageway up to the junction with Drumnagh Manor, then is transitions to the Southbound carriageway until the R123. This route section includes 1 area that requires a full road closure. Along R124 from the junction with Chapel Road to the junction with Drumnigh Manor. The remainder of the route requires a partial (single lane) road closure.	
Section 14 Option B.3 Hole in the Wall Road/Balgriffin Park	R123, Hole in the Wall Road, Belmayne	Full (unlikely to be used)	11-15			From junction of R123 and R124 to junction of Hole In The Wall Road and Belmayne, via Balgriffin Park. The proposed construction requires a full road closure over this section, with local access to properties, premises within this section provided throughout. The design to date indicates that this route is unlikely to be utilised. However, as above, as this cannot yet be fully confirmed, our consent approach (including two options) remains unchanged. If the design reverts to this option, further particulars in respect of this route will be provided.	
Section 14 Option B.4 R139 Clarehall Avenue	TBC	Partial	5-6			The cable continues from the junction of the R123 and R124 to the junction of the R129 and R107. The proposed construction is to have sequential single lane (partial road) closures The cable is in the Southbound carriageway until just before the roundabout with R139, there is transitions to the Northbound carriageway. It is likely that the bridge at Hole In The Wall Road will be completed via HDD, anticipating that there will be insufficient depth in the bridge deck for open cut trench. The cable continues on the R139 in the Eastbound carriageway until just before the junction with R107. This is to avoid the future route of the aviation fuel pipeline.	

Route Section + Road Name	Diversion Route	Type of Closure	Approx. Road Width (m)	Approx. Distance (kms)	Construction Block	Description	Other Relevant Information
						Alignment of the cable route is influenced by constraints from exiting utilities – Watermains, Storm, Gas & Foul.	
Section 15 R139	R139	Partial	15	2.3	4	R139 from Northern Cross to Belcamp Substation. The road is predominantly within a non-residential area, with a mix of grass verges and footpaths on at the side of the road. The proposed construction is to have sequential single lane (partial road) closures. The cable is in the Westbound carriageway. Alignment of the cable route is influenced by constraints from exiting utilities – HV Cables, Watermains, Storm, Gas & Foul. Alignment of the cable is also influenced by the proposed route for the Aviation Fuel Pipeline. The cable turns across the R139 and enters Belcamp Substation.	Wx25 – Mayne Stream 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. During daytime working hours, and particularly to manage peak traffic time flows - 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.

4. Route Sections & Diversions Graphics

This section provides graphics of the route sections and the proposed local diversion routes, strategic diversion routes and bus services diversion routes for the partial and full road closures along each section of the cable route.

Local diversion routes have been identified to maintain local community accessibility by car and active modes. Strategic diversion routes have also been identified to mitigate the impact on local roads and will be recommended for general 'through' traffic where possible. Bus diversion routes and bus stop relocations have been identified to ensure access to bus services is reasonably maintained where possible. The strategic diversion routes will limit the volume of diverted general 'through' traffic along the bus diversion routes.

For temporary partial (single lane) 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. 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. Diversion routes will be managed according to the Contractor's Construction Traffic Management Plan (CTMP).

4.1 Route Section 1

Figure A3 - Route Section 1

Figure A4 - Route Section 1 Diversion Route

Figure A5 - Route Section 1 Full Road Closure Bus Diversion Route

4.2 Route Section 2

Figure A6 - Route Section 2

Figure A7 - Route Section 2 Diversion Route

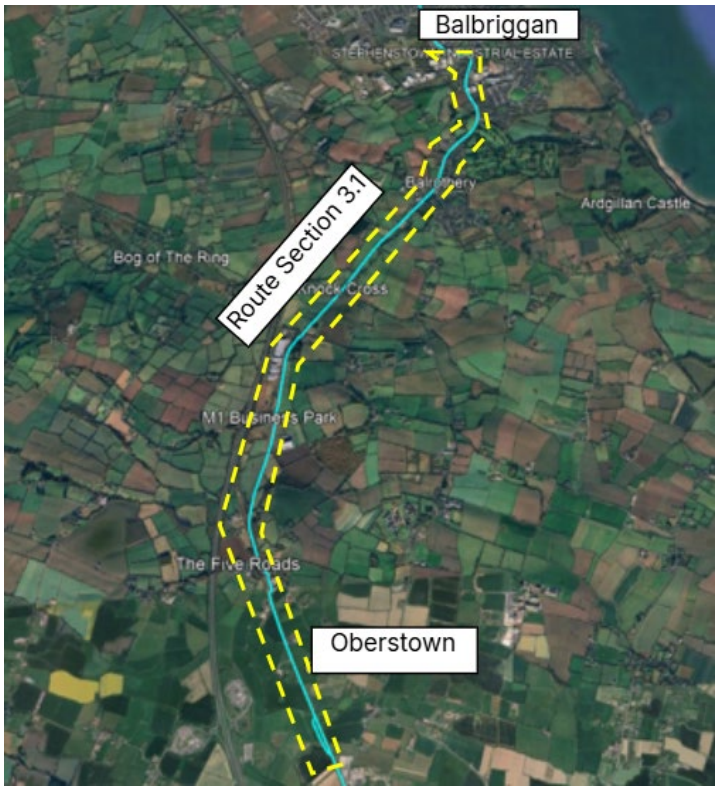


Figure A8 - Route Section 3.1

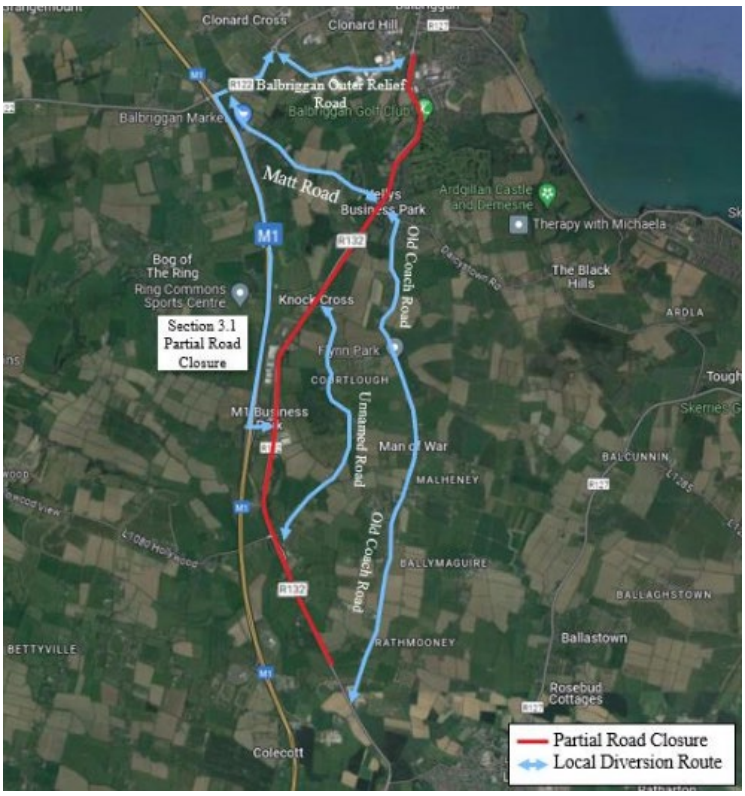


Figure A9 - Route Section 3.1 Diversion Route

4.3 Route Section 3

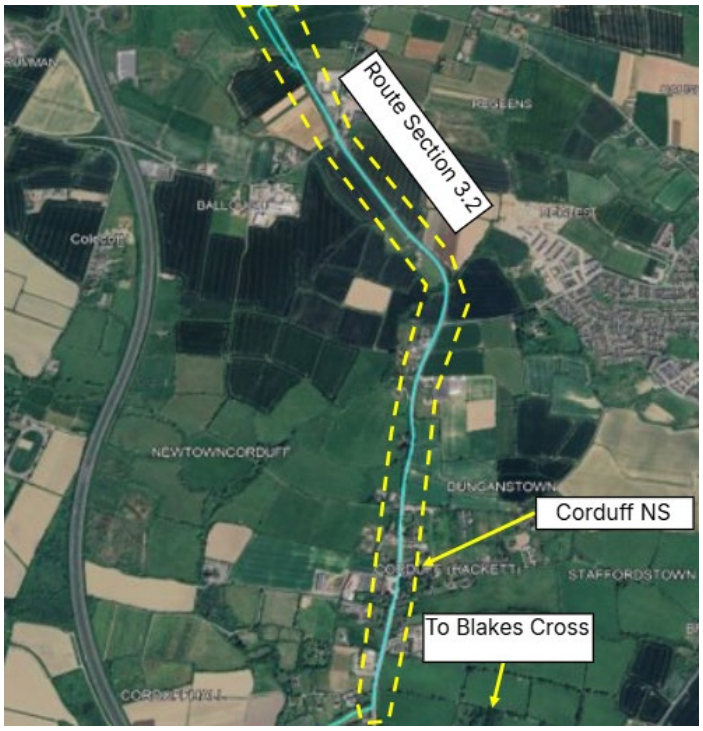


Figure A10 - Route Section 3.2

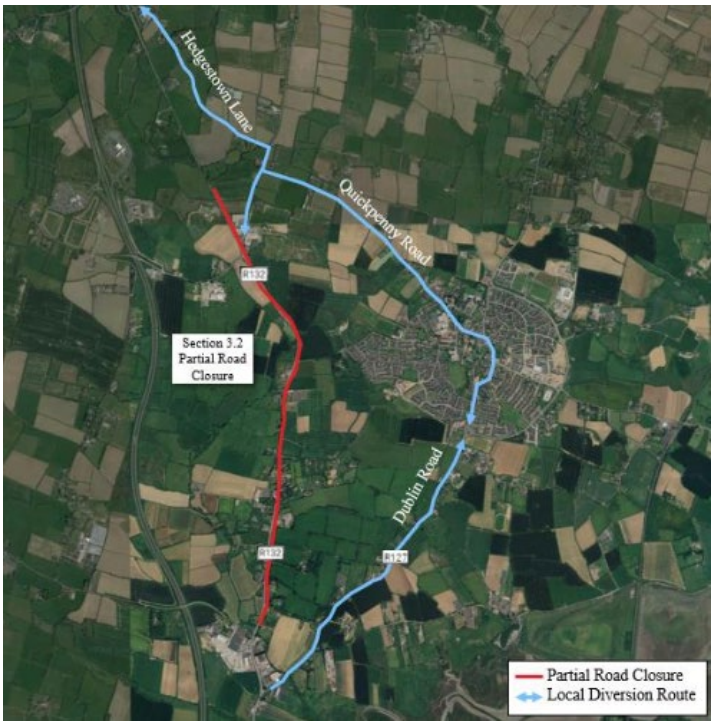


Figure A11 - Route Section 3.2 Diversion Route

4.4 Route Section 4

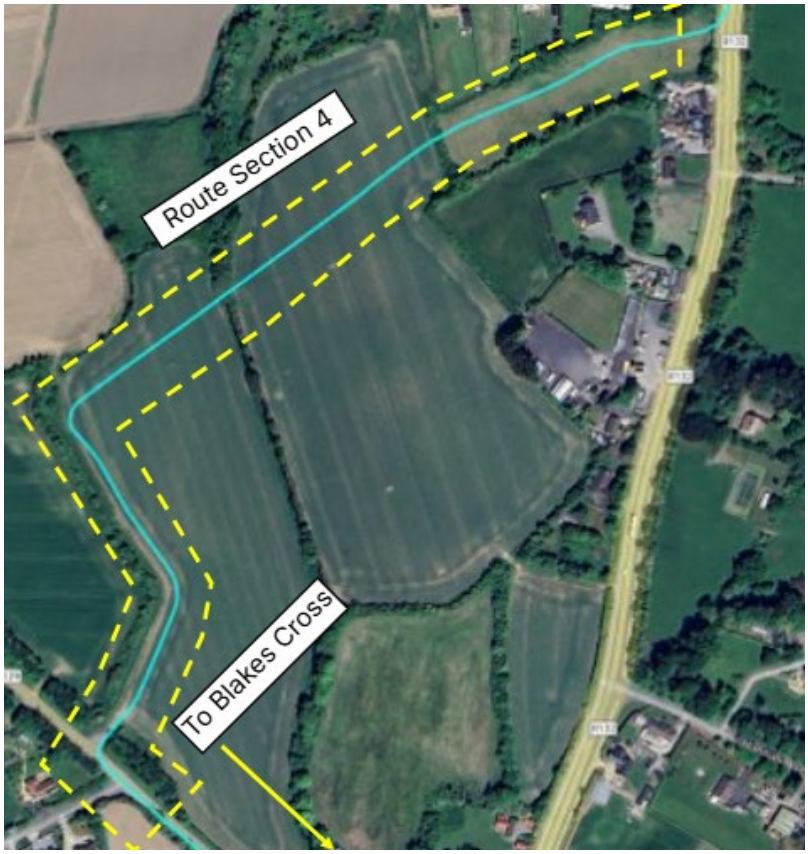


Figure A12 - Route Section 4

4.5 Route Section 5

Figure A13 - Route Section 5

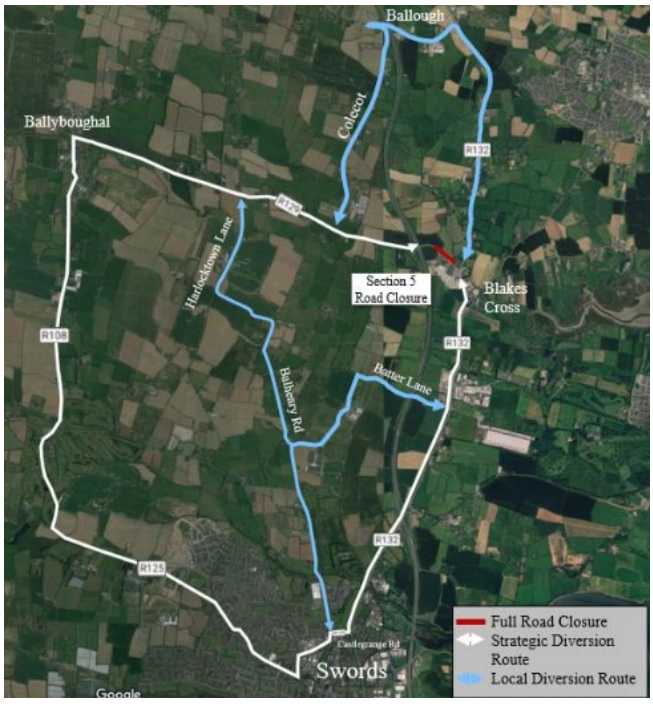


Figure A14 - Route Section 5 Diversion Routes

4.6 Route Section 6

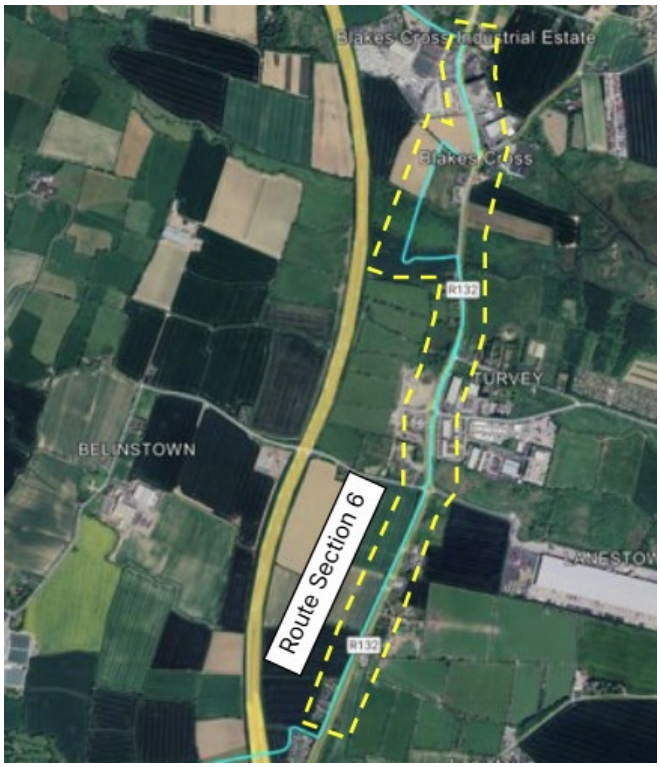


Figure A15 - Route Section 6

Figure A16 - Route Section 6 Diversion Routes

4.7 Route Section 7

Figure A17 - Route Section 7

4.8 Route Section 8

Figure A18 - Route Section 8

Figure A19 - Route Section 8 Diversion Route

4.9 Route Section 9

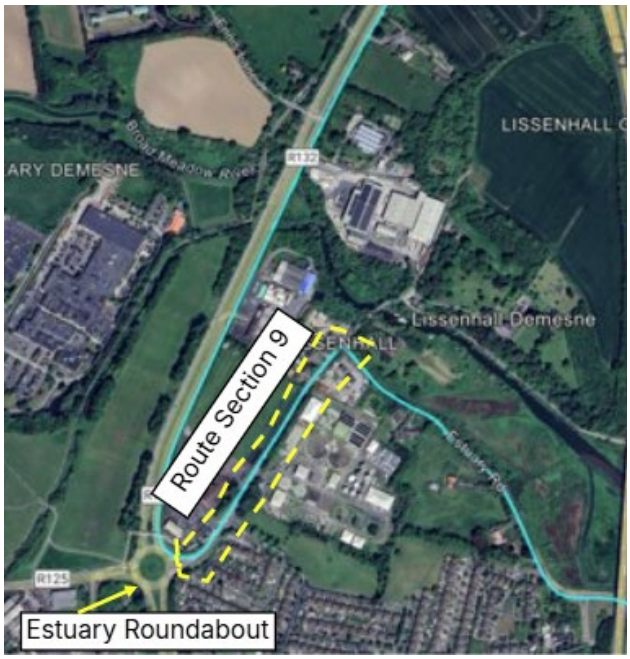


Figure A20 - Route Section 9

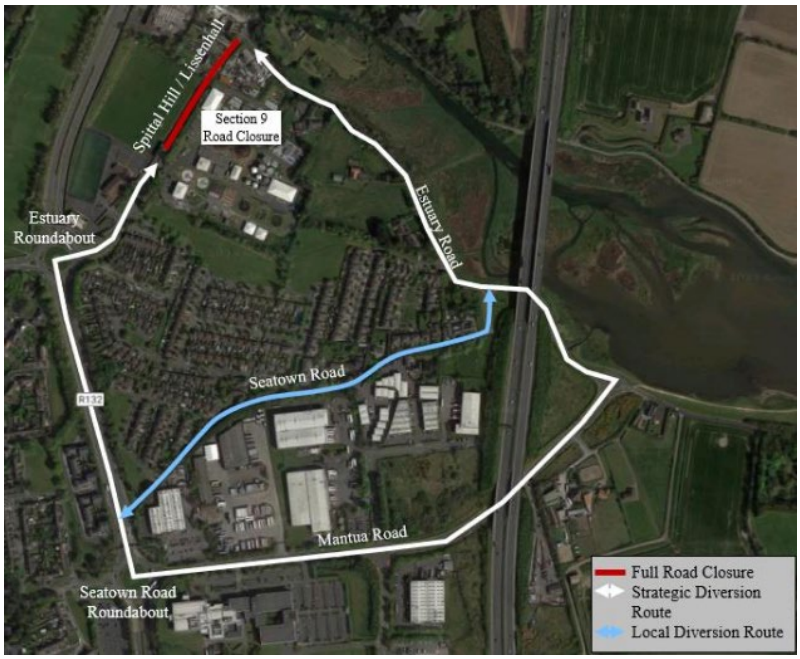


Figure A21 - Route Section 9 Diversion Routes

4.10 Route Section 10.1

Figure A22 - Route Section 10.1

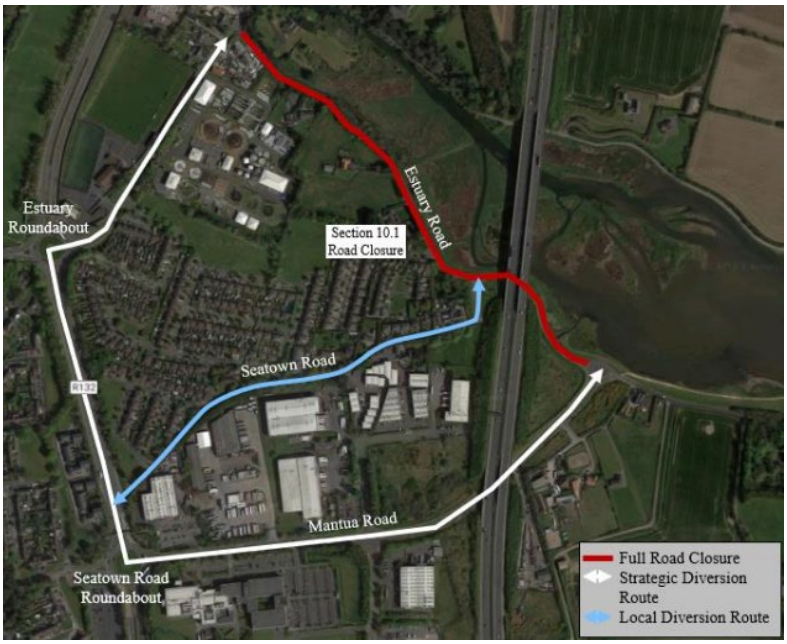


Figure A23 - Route Section 10.1 Diversion Routes

4.11 Route Section 10.2

Figure A24 - Route Section 10.2

Figure A25 - Route Section 10.2 Diversion Route

4.12 Route Section 11

Figure A26 - Route Section 11

Figure A27 - Route Section 11 Diversion Route

4.13 Route Section 12

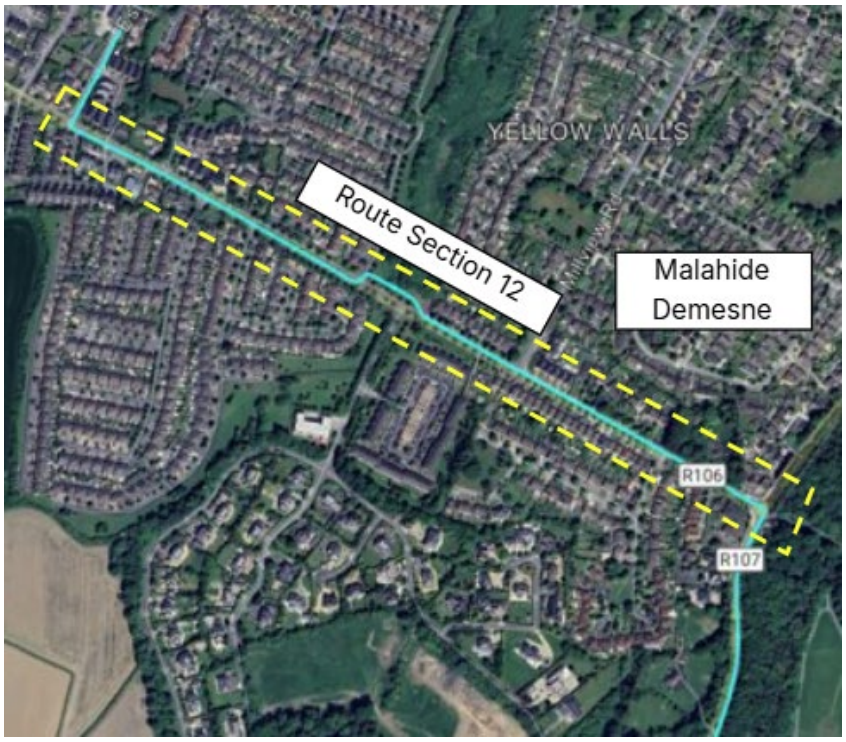


Figure A28 - Route Section 12

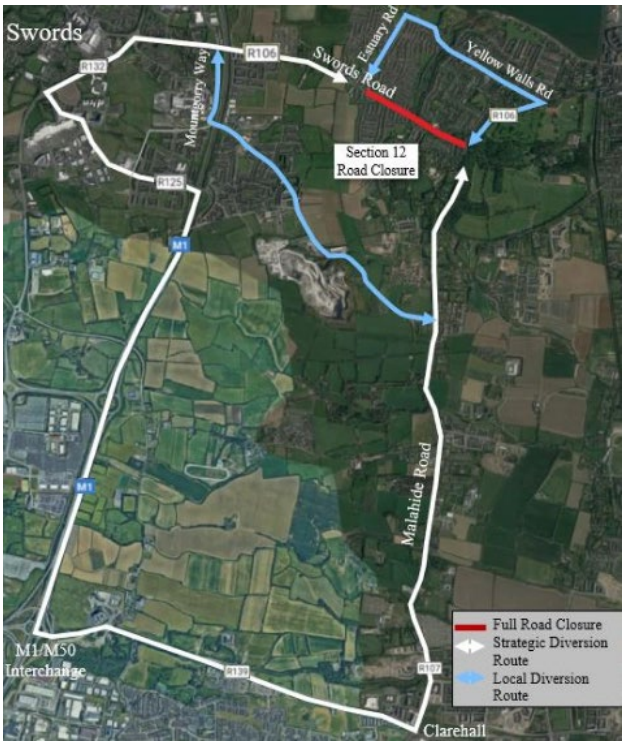


Figure A29 - Route Section 12 Diversion Routes

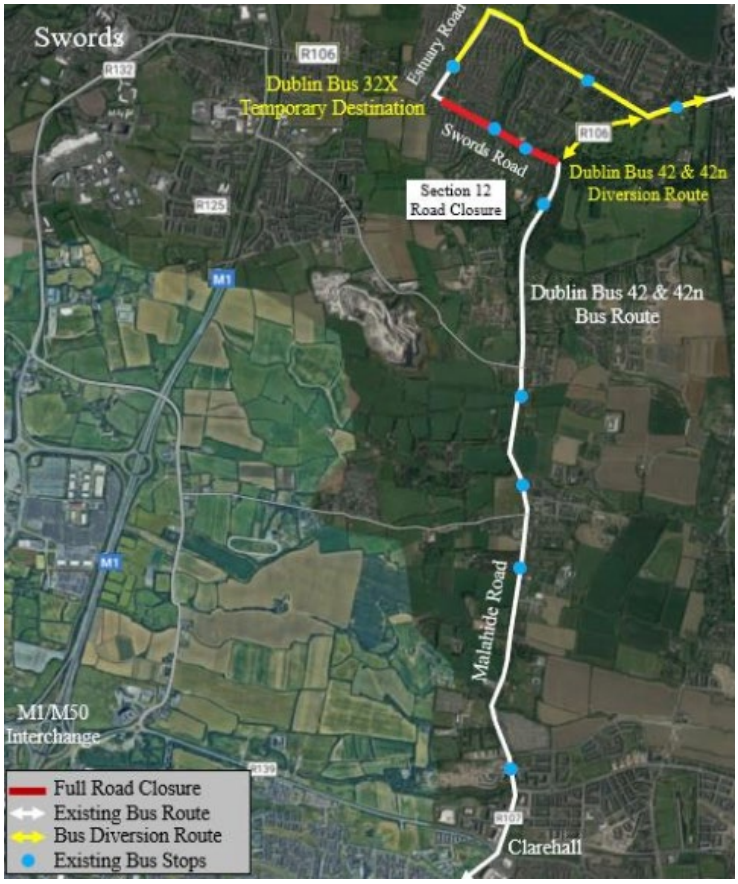


Figure A30 - Route Section 12 Full Road Closure Bus Diversion Route

4.14 Route Section 13

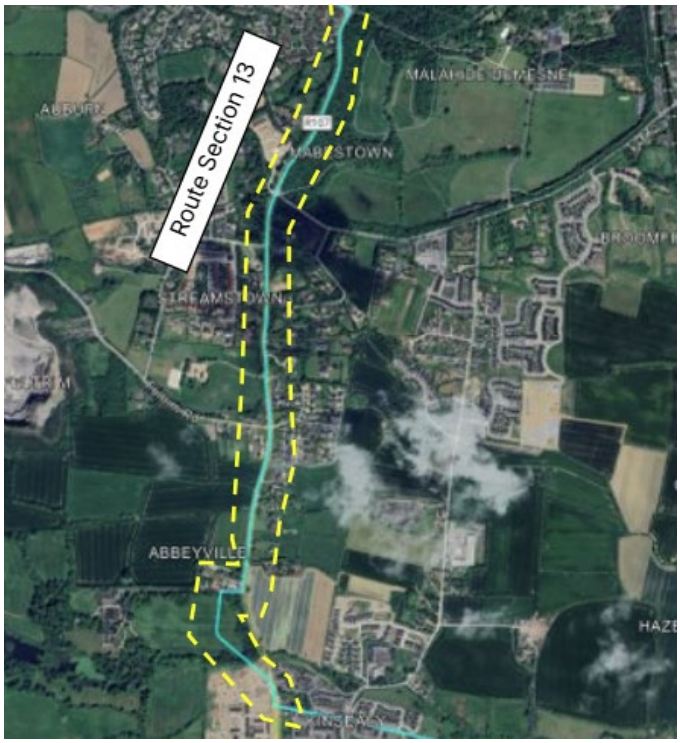


Figure A31 - Route Section 13

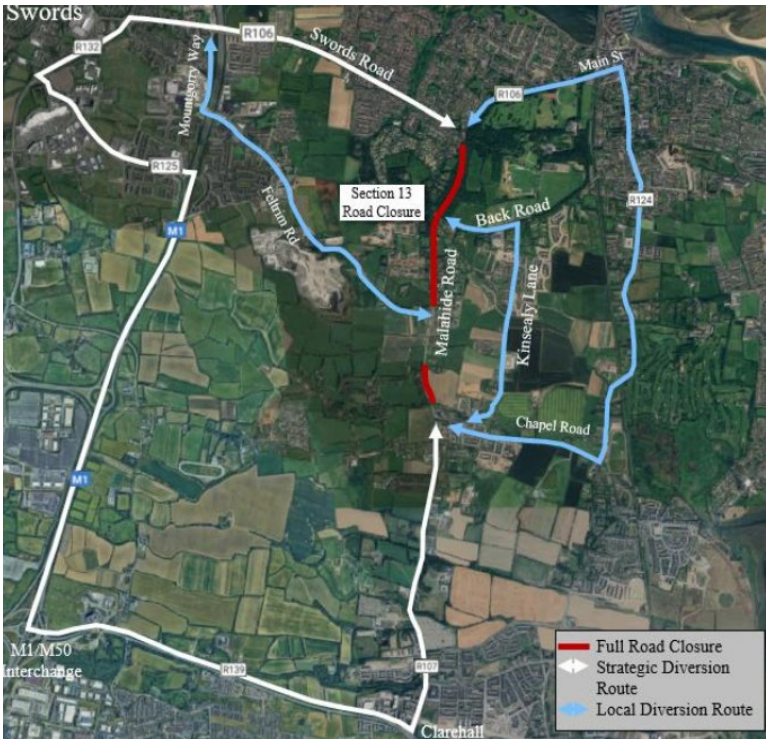


Figure A32 - Route Section 13 Diversion Routes

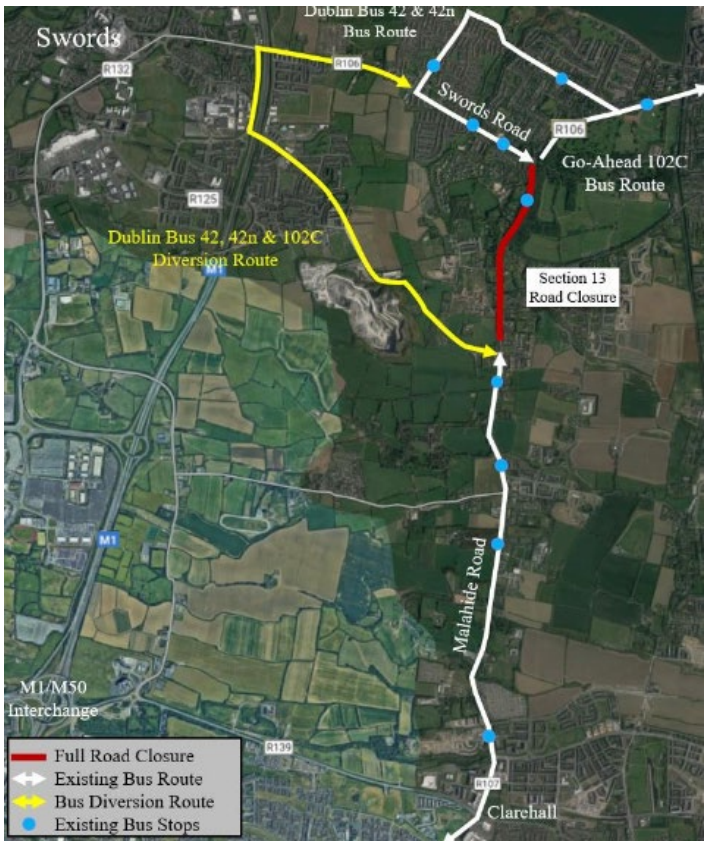


Figure A33 - Route Section 13 Full Road Closure Bus Diversion Route

4.15 Route Section 14A

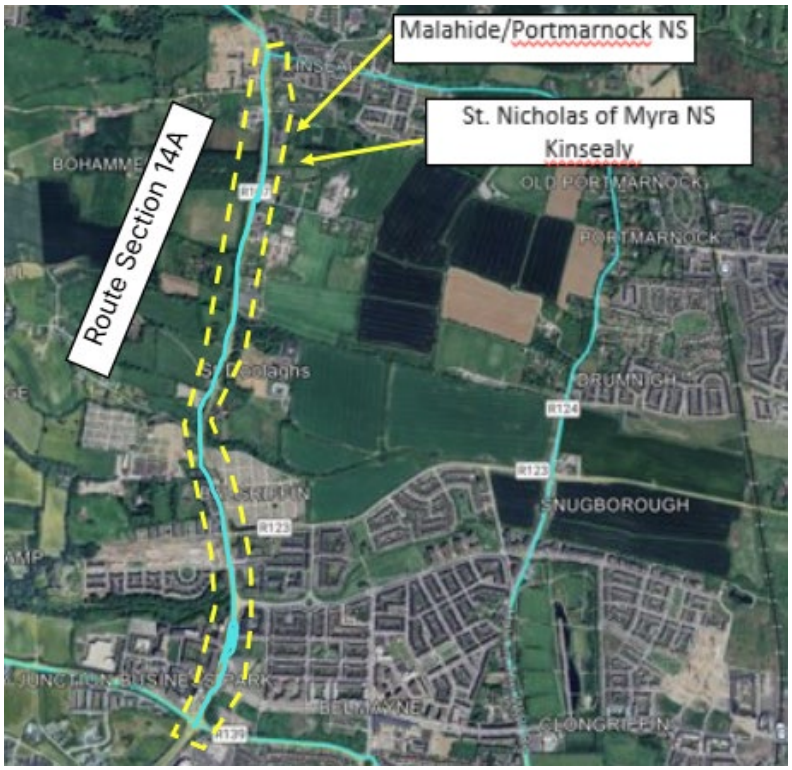


Figure A34 - Route Section 14A

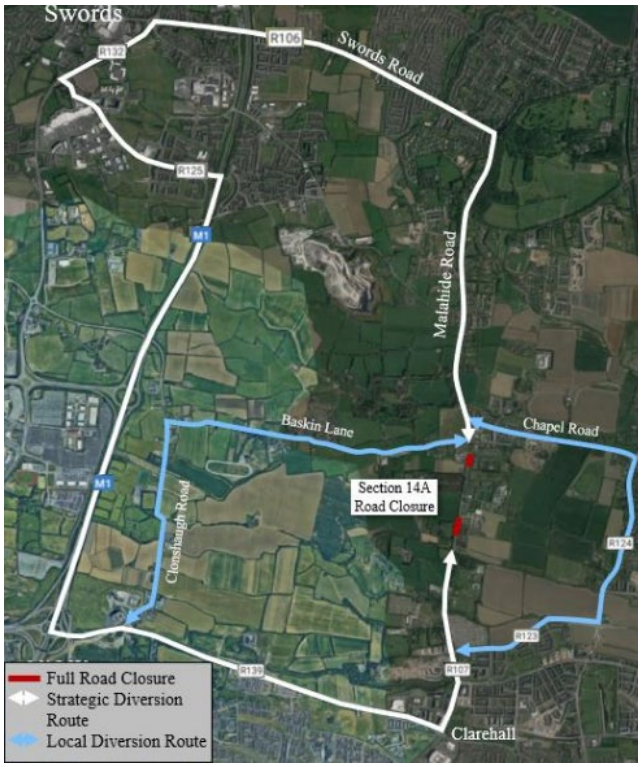


Figure A35 - Route Section 14A Diversion Routes

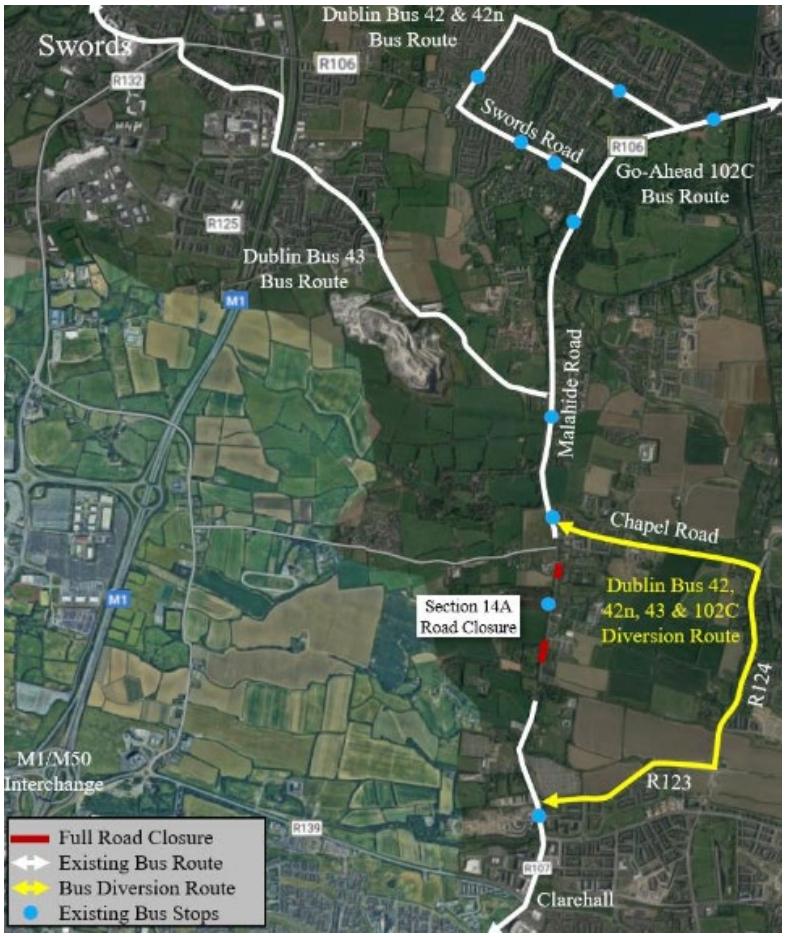


Figure A36 - Route Section 14A Full Road Clouse Bus Diversion Routes

4.16 Route Section 14B

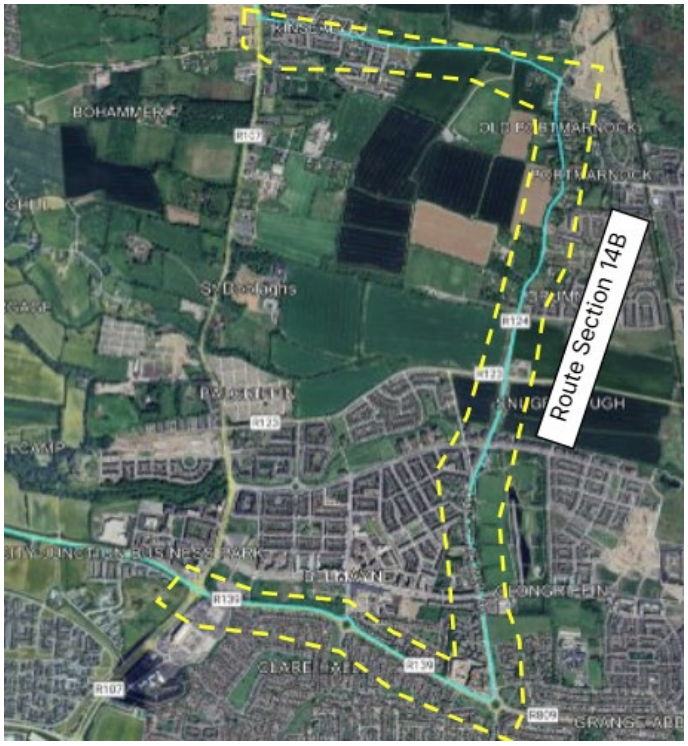


Figure A37 - Route Section 14B

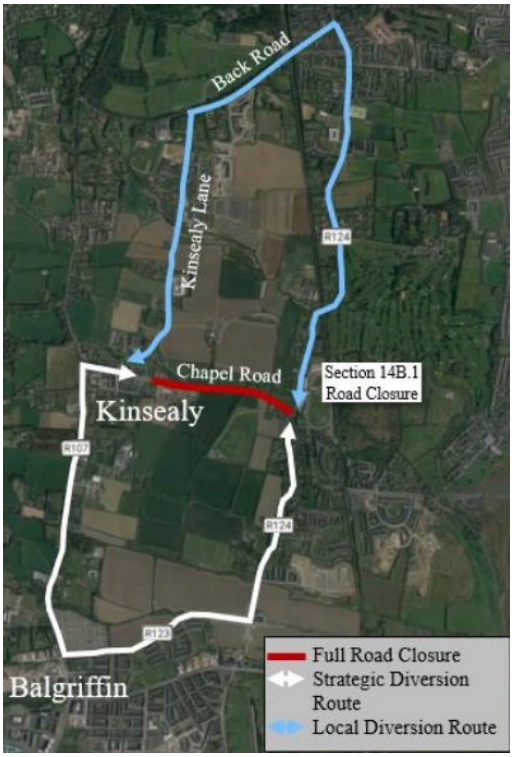


Figure A38 - Route Section 14B.1 Diversion Route

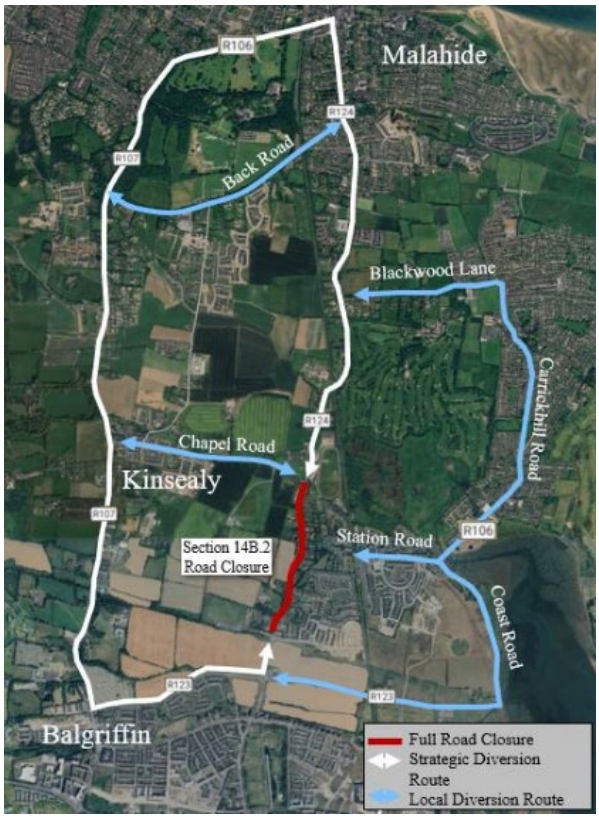


Figure A39 - Route Section 14B.2 Diversion Route

Figure A40 - Route Section 14B.3 Diversion Route

4.17 Route Section 15

Figure A41 - Route Section 15

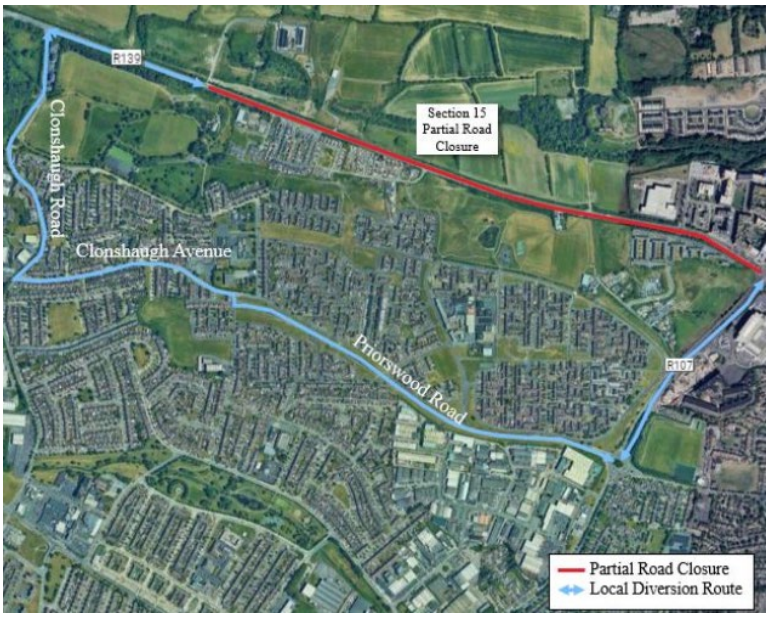


Figure A42 - Route Section 15 Diversion Route

5. Additional Mitigation Measures being Considered

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 being considered 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 summer holidays.
- It is proposed to undertake 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.
- During daytime working hours, and particularly to manage peak traffic time flows - 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.

Appendix B: Construction Resource and Waste Management Plan

Contents

Appendices

1. Introduction

1.1 Overview

To comply with RFI 1 (b), the only change to this section is to update the guidance documents which were considered when preparing the addendum to Appendix B of Appendix 8 of the 2024 NIS.

Therefore, the following should be deleted from Section 1.1 of Appendix B of Appendix 8 of the 2024 NIS:

- *"The EU Construction & Demolition Waste Management Protocol (European Commission, 2016)."*

And replaced with the following:

- The EU Construction & Demolition Waste Management Protocol (2024 updated edition) (European Commission, 2024).

There are no further changes to this section. Refer to Section 1.1 of Appendix B of Appendix 8 of the 2024 NIS.

1.2 Waste Management Objectives for the Project

To comply with RFI Section 1 (b), the change to this section is to update reference to guidance documents which were published after the 2024 planning application.

Therefore, the following text is deleted from Section 1.2 of Appendix B of Appendix 8 of the 2024 NIS:

"The Department of Environment, Climate and Communications published the 'Whole-of-Government Circular Economy Strategy 2022-2023' (DECC, 2021) in December 2021. The Strategy aims to support and implement measures that significantly reduce Ireland's circularity gap (i.e., a measurement of the total amounts of (re)cycled materials as a proportion of the total material inputs into the global economy each year (DECC, 2021)), so that Ireland's rate is above the EU average by 2030."

And replaced with the following:

The Department of Climate, Energy and the Environment published the 'Whole-of-Government Circular Economy Strategy 2026-2028' (DCEE, 2026) in February 2026. The Strategy is informed by Ireland's Circularity Gap Report and aims to support and implement measures that significantly reduce Ireland's circularity gap by increasing Ireland's Circular Material Use Rate (i.e. a measurement of the share of waste material recovered and fed back into the economy in overall material use (DCEE, 2026)) by two percentage points per year, with the objective of reaching 12% by 2030.

There are no further changes to this section. Refer to Section 1.2 of Appendix B of Appendix 8 of the 2024 NIS.

1.3 Waste Management Legislation, Policy and Guidelines

There are no changes to this section. Refer to Section 1.3 of Appendix B of Appendix 8 of the 2024 NIS.

2. Roles and Responsibilities

There are no changes to this section. Refer to Section 2 of Appendix B of Appendix 8 of the 2024 NIS.

3. Key Materials, Quantities and Costs

3.1 Introduction

There are no changes to this section. Refer to Section 3.1 of Appendix B of Appendix 8 of the 2024 NIS.

3.2 Site Clearance Waste Arisings

There are no changes to this section. Refer to Section 3.2 of Appendix B of Appendix 8 of the 2024 NIS.

3.3 Excavation Waste Arisings

There are no changes to this section. Refer to Section 3.3 of Appendix B of Appendix 8 of the 2024 NIS.

3.4 Construction Waste Arisings

There are no changes to this section. Refer to Section 3.4 of Appendix B of Appendix 8 of the 2024 NIS.

3.5 Onshore Resources

As noted in Section 4.11 of the CEMP, the landscape plan for the grid facility has been updated in response to RFI Section 13 (e). This update includes for the replacement of palisade fencing with concrete post and rail fencing for the perimeter boundary fence at the grid facility. This has resulted in an increase of approximately 55m^3 of concrete. With a conversion factor of 2.4 tonnes per m^3, this equates to 132 tonnes of additional concrete required for the onshore construction phase.

For clarity Table 2 of the 2024 Appendix B is deleted and replaced with Table A1. The change has been highlighted in grey. There are no other changes to the quantity of construction materials required for onshore construction.

Table A1: Estimated quantity of construction materials required for onshore infrastructure

Material	Estimated quantity
Surface course (asphalt)	1,900 tonnes
Base / binder course (asphalt)	7,700 tonnes
Sub-base (crushed stone)	18,900 tonnes
Capping (crushed stone) incl. compound / access track stone	64,900 tonnes
Cement bound granular mixture	68,400 tonnes
Water (HDD)	37,800 m3
Bentonite (HDD)	1,900 tonnes
Concrete for HDD anchor block (per HDD compound)	3,100 tonnes
Concrete (for substation foundation / slabs)	4,800 tonnes
Concrete (for grid facility site boundary post and rail fencing)	132 tonnes
Steel reinforcement (for substation foundations / slabs)	150 tonnes
Structural steel (for substation buildings)	300 tonnes
Steel cladding (for substation buildings walls / roofs)	10,500 m2
HDPE ducting	317,000 m
Power cables (onshore export circuit – comprising various materials, including metals, plastics and composite materials)	15,000 m
Power cables (onshore transmission circuit – comprising various materials, including metals, plastics and composite materials)	214,800 m
Earthing cable (comprising various materials, including metals, plastics and composite materials)	78,600 m

Material	Estimated quantity
Fibre optic cable (comprising various materials, including metals, plastics and composite materials)	78,600 m
Concrete (for joint bays, link boxes, comms chambers)	21,600 tonnes
Temporary access tracks / contractor compound bases	47,300 m2

There are no further changes to this section. Refer to Section 3.5 of Appendix B of Appendix 8 of the 2024 NIS.

3.6 Costs of Resource Management

To comply with RFI Section 1 (b), the change to this section is to update landfill levy which was increased in September 2024 after the submission of the 2024 planning application.

Therefore, the following should be deleted from Section 3.6 of Appendix B of Appendix 8 of the 2024 NIS:

"Typically, the current cost of disposal of waste to landfill in Ireland exceeds €170 per tonne. In accordance with the Waste Management (Landfill Levy) Regulations 2015, the 'landfill levy' is €75 per tonne for waste disposed to landfill. Disposal of hazardous waste can cost from €350 upwards."

And replaced with the following:

Typically, the current cost of disposal of waste to landfill in Ireland exceeds €170 per tonne. In accordance with the Waste Management (Landfill Levy) Regulations 2015, the 'landfill levy' is €85 per tonne for waste disposed to landfill. Disposal of hazardous waste can cost from €350 upwards.

There are no further changes to this section. Refer to Section 3.6 of Appendix B of Appendix 8 of the 2024 NIS.

4. Site Management

There are no changes to this section. Refer to Section 3.4 of Appendix B of Appendix 8 of the 2024 NIS.

4.1 Site Clearance and Excavation Waste Management

There are no changes to this section. Refer to Section 4.1 of Appendix B of Appendix 8 of the 2024 NIS.

4.1.1 Regulation 27

There are no changes to this section. Refer to Section 4.1.3 of Appendix B of Appendix 8 of the 2024 NIS.

4.1.2 Soil Recovery at Sites Holding Waste Facility Permits or EPA Waste Licences

There are no changes to this section. Refer to Section 4.1.3 of Appendix B of Appendix 8 of the 2024 NIS.

4.2 Construction Waste Management

There are no changes to this section. Refer to Section 4.2 of Appendix B of Appendix 8 of the 2024 NIS.

4.3 Waste Collection

There are no changes to this section. Refer to Section 4.3 of Appendix B of Appendix 8 of the 2024 NIS.

4.4 Waste Recovery and Disposal Off-site

To comply with RFI Section 1 (b), the change to this section is to update reference to the EPA (industrial emissions or waste licence) websites.

Therefore, the following should be deleted from Section 4.4 of the 2024 Appendix B:

"Lists of sites currently licensed by the EPA (industrial emissions or waste licence) are available on the following websites:

- *https://epawebapp.epa.ie/terminalfour/waste/index.jsp (for waste licensed sites); and*
- *https://epawebapp.epa.ie/terminalfour/ippc/index.jsp (for industrial emission licensed facilities)."*

And replaced with:

- Lists of sites currently licensed by the EPA (industrial emissions or waste licence) are available on the following website:
- https://www.epa.ie/our-services/licensing/licencesearch/.

There are no further changes to this section. Refer to Section 4.4 of Appendix B of Appendix 8 of the 2024 NIS.

4.5 Record Keeping and Auditing

There are no changes to this section. Refer to Section 4.5 of Appendix B of Appendix 8 of the 2024 NIS.

5. Site Infrastructure

There are no changes to this section. Refer to Section 5 of Appendix B of Appendix 8 of the 2024 NIS.

6. References

To comply with RFI Section 1 (b), the change to this section is to update references. Therefore, the following should be deleted from Section 6 of the 2024 Appendix B of Appendix 8 of the 2024 NIS:

"European Commission (2016). EU Construction and Demolition Waste Management Protocol."

And replaced with:

European Commission (2024). EU Construction and Demolition Waste Management Protocol.

There are no further changes to this section. Refer to Section 6 of Appendix B of Appendix 8 of the 2024 NIS.

Appendix A

Responsibilities as set out in the EPA Guidelines

There are no changes to this section. Refer to Appendix A Responsibilities as set out in the EPA Guidelines, Appendix B of Appendix 8 of the 2024 NIS.

Appendix B

Legislation, Policy and Guidelines

In the 2024 Appendix B to the Construction Resource and Waste Management Plan, black bold italic text was used for the title of each section. For the purposes of this RFI update, the section titles are in red bold italic text. As elsewhere in the documents, updates to respond to the RFI, the changes required, and the reason for the change, is shown in black bold text.

European Legislation

Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (Text with EEA relevance)

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Directive (EU) 2018/851 amending Directive 2008/98/EC on waste

In response to RFI Section 1 (b), there is an administrative error in the reference numbers of the directive and the statutory instrument referred to in the text. Therefore, the section heading is corrected, and the following text is deleted:

"The Directive was transposed into national law in August 2020 - S.I. No. 322 of 2020."

And replaced by with the following text:

The Directive was transposed into national law in August 2020 by S.I. No. 323 of 2020, European Union (Waste Directive) Regulations 2020.

There are no other changes to the text in this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Commission Decision of 18 December 2014 (2014/955/EU) and 2025/934, amending Decision 2000/532/EC on the list of waste pursuant to Directive 2008/98/EC of the European parliament and of the Council (2014/955/EEC) and Commission Regulation (EU) No 1357/2014 of 18 December 2014, replacing Annex III to Directive 2008/98/EC of the European Parliament and of the Council on waste and repealing certain Directives

In response to RFI Section 1 (b), it is noted that Commission Decision 2000/532/EC has been further amended by Decision 2025/934 to update the List of Waste to address battery-related waste. Therefore, the section heading has been updated, and the following text is added to the section:

Commission Decision 2000/532/EC has been further amended by Decision 2025/934 to update the List of Waste to address battery-related waste. Waste codes have been introduced for new battery-related wastes in the List of Waste, and the amendment replaces the current non-hazardous waste code for alkaline batteries with a new waste code according to which all alkaline batteries are classified as hazardous waste.

There are no other changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Directive (EU) 2025/1892 amending Directive 2008/98/EC on waste

In response to RFI Section 1 (b), a new subsection is added to address Directive 2025/1892 which amended Directive 2008/98/EC. Therefore, text is added as follows:

Directive (EU) 2025/1892 of 10 September 2025 amended Directive 2008/98/EC on waste. The Directive addresses food and textile waste and introduces new requirements for the management of these wastes. The Directive sets binding targets for the reduction of food waste in food processing and manufacturing, and in retail, food services, restaurants and households by 2030. The Directive is of relevance to the proposed development. The temporary construction compounds will have staff and welfare facilities which will generate small quantities of food waste.

National Legislation

Circular Economy and Miscellaneous Provisions Act 2022

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Waste Management Acts, 1996, as amended and Regulations Made under the Acts

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Waste Management (Collection Permit) Regulations 2007, S.I. No 820 of 2007, as amended

In response to RFI Section 1 (b), it is necessary to correct an administrative error in the document title. It is noted that the Waste Management (Collection Permit) Regulations, S.I. No 820 of 2007 were also amended by the Waste Management (Collection Permit) (Amendment) Regulations, S.I No 63 of 2023. Therefore, the section heading is corrected, and the final sentence of text is revised.

The following text is deleted:

"These regulations were amended and updated in 2008, 2012 and 2016."

And replaced with the following:

These regulations were amended in 2008, 2012, 2016 and 2023.

There are no other changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Waste Management (Shipments of Waste) Regulations 2007, S.I. No. 419 of 2007

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

European Union (Waste Directive) Regulations 2011, S.I. No. 126 of 2011

In response to RFI Section 1 (b), it is necessary to correct an administrate error in the title of the regulations, and to clarify the text with reference to S.I. 126 of 2011. Therefore, the section heading is corrected, and the section is deleted in its entirety and replaced with:

The amended regulations, which were adopted in 2011, significantly changed the provisions of the Waste Management Acts, 1996 to 2008. The 2011 regulations were amended by S.I. No. 323/2020 - European Union (Waste Directive) Regulations 2020.

The 2011 Regulations define "waste", "hazardous waste", "waste disposal" and "waste recovery" and set out tests which must be complied with in order for material to be described as a "by-product" or as achieving "end of waste" status.

The Regulations formally set out the following waste hierarchy which must be applied as a priority order in waste prevention and management legislation and policy:

- Prevention
- Preparation for re-use
- Recycling
- Other recovery (including energy recovery); and
- Disposal

The Regulations require that all statutory waste management plans and hazardous waste management plans in existence at the commencement of the Regulations to be evaluated by 31 December 2012 and, where appropriate, be revised to be brought into line with Directive 2006/12/EC on Waste.

The Regulations also require the Environment Protection Agency to establish a waste prevention programme by December 2011.

European Union (Waste Directive) Regulations 2020 S.I. No. 323/2020

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

European Policy

8th Environmental Action Programme, European Commission (2022)

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

European Commission Circular Economy Strategy (2015; 2018; 2020)

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

European Commission, 2020. Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – A new Circular Economy Action Plan For a cleaner and more competitive Europe. COM (2020).

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

European Commission (2019) European Green Deal

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

National Policy

The National Waste Management Plan for a Circular Economy 2024-2030

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Climate Action Plans 2024 and 2025

In response to RFI Section 1 (b), the change required is the addition of a reference to the Climate Action Plan 2025. Therefore, the document titles have been updated, and the following text is added.

The Climate Action Plan (CAP) 2025 represents the fourth annual update to Ireland's CAP 2019 and was published on 15th April 2025. It is the third statutory update to the plan since the Climate Action and Low Carbon Development (Amendment) Act 2021 was signed into law. Climate Action Plan 2025 builds upon CAP 24 by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024. The Plan provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and achieve climate neutrality by no later than 2050, as committed to in the Climate Action and Low Carbon Development (Amendment) Act 2021.

Several actions are presented in CAP 2025 which are of direct relevance to waste management in the proposed development.

There are no other changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

A Waste Action Plan for a Circular Economy – Ireland's National Waste Policy 2020-2025

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Whole of Government Circular Economy Strategy 2026-2028: Accelerating Action

In response to RFI Section 1 (b), the change required is the addition of a reference to the Whole of Government Circular Economy Strategy 2026-2028: Accelerating Action. Therefore, a new section is added as follows:

The new Whole of Government Circular Economy Strategy, published in 2026, represents a comprehensive, ambitious roadmap to embed circularity across Ireland's economy. The Strategy is structured around six priority sectors: construction (the built environment), the bioeconomy (including agriculture), retail, packaging, textiles, and electronics and electronic equipment. The Strategy includes wide-ranging measures,

from sector-specific targets in construction, to cross-cutting reforms in procurement, standards, and education.

A number of national targets for the construction and demolition sector are set within the Strategy, including:

- 45% reduction in GHG emissions (against 2018 levels) by 2030 for commercial and public buildings
- Reducing construction and demolition waste arisings by 12% by 2030, in line with the National Waste Management Plan for a Circular Economy 2024-2030
- Setting a target for a minimum of 10% recycled content in construction materials procured by public bodies by 2028.

Regional Policy

The Eastern Midlands Region Waste Management Plan 2015-2021

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Construction and Demolition Waste Soil and Stone Recovery / Disposal Capacity – Eastern Midlands Region / Connacht Ulster Region / Southern Region and RPS (2016) and Update Report (2020)

In response to RFI Section 1 (b), the change required is the addition of a reference to the 2020 Update of the 2016 Report. Therefore, the section heading is amended, and the following text is added:

The update report delivers a 10-year forecast of the volumes of soil and stone, concrete, and other construction and demolition waste generation.

With respect to soil and stone arisings, the report examines the national recovery and disposal outlets, i.e. soil recovery facilities, inert landfills and non-hazardous landfills. This allows for the estimation of currently available and future capacity to meet market demand.

There are no other changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Dublin City Development Plan 2022-2028

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Fingal County Council Development Plan 2023-2029

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

Guidelines

EPA (2021) Best Practice Guidelines for the Preparation of Resource Management Plans for Construction and Demolition Projects

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

European Commission EU Construction & Demolition Waste Management Protocol 2016 and 2024 revision

In response to RFI Section 1 (b), the change required is the addition of a reference to the 2024 revision of the 2016 Protocol. Therefore, the section heading is amended, and the following text is added:

In 2024 the European Commission published a revised EU Construction and Demolition Waste Management Protocol. The objective of the revision was to build on the work done in previous editions by updating the Protocol and the waste audit guidelines in light of the evolution of technologies, practices and legislation. The revised protocol will support industry in a shift to a circular economy by considering stakeholders' needs and the diversity of construction and demolition waste management practices across the EU27 Member States. The general aims of the protocol remain as stated in the 2016 document.

There are no other changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

EPA (2019) Guidance on Soil and Stone By-products in the context of Article 27 of the European Communities (Waste Directive) Regulations 2011

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

EPA (2020) By Product - Guidance Note. A guide to by-products and submitting a by-product notification under Article 27 of the European Communities (Waste Directive) Regulations, 2011

There are no changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS.

EPA (2020) End of Waste Draft Guidance Part 1 and Part 2

In response to RFI Section 1 (b), the change required is a minor amendment to the section heading, to include the word 'draft', as these are draft guidance documents. Therefore, the section heading is amended.

There are no other changes required to this section. Refer to Appendix B of Appendix 8 of the 2024 NIS

References

For completeness, the change is the addition of Section "References", to provide references for the documents referred to in the text.

Dublin City Council (2022) Dublin City Development Plan 2022-2028

Environmental Protection Agency (2021) Best practice guidelines for the preparation of resource & waste management plans for construction & demolition projects

Environmental Protection Agency (2019) Guidance on Soil and Stone By-products in the context of Article 27 of the European Communities (Waste Directive) Regulations 2011

Environmental Protection Agency (2020) By Product - Guidance Note. A guide to by-products and submitting a by-product notification under Article 27 of the European Communities (Waste Directive) Regulations, 2011

Environmental Protection Agency (2020) End of Waste Draft Guidance Document Part 1 and Part 2

Eastern Midlands Region (2015) The Eastern Midlands Region Waste Management Plan 2015-2021

Eastern Midlands Region / Connacht Ulster Region / Southern Region and RPS (2016) Construction and Demolition Waste Soil and Stone Recovery / Disposal Capacity

Eastern Midlands Region / Connacht Ulster Region / Southern Region and RPS (2020) Construction and Demolition Waste Soil and Stone Recovery / Disposal Capacity – Update Report

European Commission (2014) Commission Decisions of 18 December 2014 (2014/955/EU) and 2025/934, amending Decision 2000/532/EC on the list of waste pursuant to Directive 2008/98/EC of the European parliament and of the Council (2014/955/EEC), Commission Regulation (EU) No 1357/2014 of 18 December 2014, replacing Annex III to Directive 2008/98/EC of the European Parliament and of the Council on waste and repealing certain Directives

European Commission (2015) Circular Economy Action Plan

European Commission (2018) Circular Economy Action Plan

European Commission (2019) Communication from the Commission The European Green Deal COM (2019) 640 final

European Commission (2020) Circular Economy Action Plan

European Commission, 2020. Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – A new Circular Economy Action Plan For a cleaner and more competitive Europe. COM (2020)

European Commission (2024) 8th Environmental Action Programme

European Commission (2024) EU Construction & Demolition Waste Management Protocol including guidelines for pre-demolition and pre-renovation audits of construction works. Updated edition 2024

European Commission (2025) Commission Delegated Decision (EU) 2025/934 of 5 March 2025 amending Decision 2000/532/EC as regards an update of the list of waste in relation to battery

European Union (2008) Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives,

European Union (2018) Directive (EU) 2018/851 of the European Parliament and of the Council of 30 May 2018 amending Directive 2008/98/EC on waste

European Union (2025) Directive (EU) 2025/1892 of the European Parliament and of the Council of 10 September 2025 amending Directive 2008/98/EC on waste

Fingal County Council (2023) Fingal County Council Development Plan 2023-2029

Government of Ireland (1996) No. 10 of 1996 Waste Management Act, 1996

Government of Ireland (2007) S.I. No. 419 of 2007 Waste Management (Shipments of Waste) Regulations 2007

Government of Ireland (2007) S.I. No 820 of 2007 Waste Management (Collection Permit) Regulations 2007

Government of Ireland (2011) S.I. No. 126 of 2011 European Communities (Waste Directive) Regulations 2011

Government of Ireland (2020) A Waste Action Plan for a Circular Economy Ireland's National Waste Policy 2020-2025

Government of Ireland (2020) S.I. No. 323/2020 - European Union (Waste Directive) Regulations 2020

Government of Ireland (2022) No. 26 of 2022 Circular Economy and Miscellaneous Provisions Act 2022

Government of Ireland (2024) Climate Action Plan 2024

Government of Ireland (2025) Climate Action Plan 2025

Government of Ireland (2026) Whole of Government Circular Economy Strategy 2026-2028: Accelerating Action

Regional Waste Management Planning Offices (2024) National Waste Management Plan for a Circular Economy 2024-2030

Appendix C

List of Waste Codes

In accordance with RFI Section 1 (b), the change to this appendix is the update to the List of Waste Codes in accordance with Commission Delegated Decision (EU) 2025/934 of 5 March 2025 amending Decision 2000/532/EC as regards an update of the list of waste in relation to battery-related waste. The changes are highlighted in grey.

Relevant Waste EWC (European Waste Codes) Codes and Corresponding Waste Descriptions

03	**Wastes from Wood Processing and the Production of Panels and Furniture, Pulp, Paper, and Cardboard**
03 02	Wastes from Wood preservation
03 02 01*	non-halogenated organic wood preservatives
03 02 02*	organochlorinated wood preservatives
03 02 03*	organometallic wood preservatives
03 02 04*	inorganic wood preservatives
03 02 05*	other wood preservatives containing hazardous substances
03 02 99	wood preservatives not otherwise specified
13	**Oil Wastes and Wastes of Liquid Fuels (except edible oils, and those in chapters 05, 12 and 19)**
13 07	Wastes of Liquid Fuels
13 07 01*	fuel oil and diesel
13 07 02*	petrol
13 07 03*	other fuels (including mixtures)
15	**Waste Packaging; Absorbents, Wiping Cloths, Filter Materials and Protective Clothing not Otherwise Specified**
15 01	Packaging (including separately collected municipal packaging waste)
15 01 01	paper and cardboard packaging
15 01 02	plastic packaging
15 01 03	wooden packaging
15 01 04	metallic packaging
15 01 05	composite packaging
15 01 06	mixed packaging
15 01 07	glass packaging
15 01 09	textile packaging
15 01 10*	packaging containing residues of or contaminated by hazardous substances
15 01 11*	metallic packaging containing a hazardous solid porous matrix (for example asbestos), including empty pressure containers
16	**Wastes not otherwise specified in the List**
16 02	Wastes from Electrical and Electronic Equipment
16 02 09*	transformers and capacitors containing PCBs
16 02 10*	discarded equipment containing or contaminated by PCBs other than those mentioned in 16 02 09
16 02 11*	discarded equipment containing chlorofluorocarbons, HCFC, HFC
16 02 12*	discarded equipment containing free asbestos

16 02 13*	discarded equipment containing hazardous components1 other than those mentioned in 16 02 09 to 16 02 12
16 02 14	discarded equipment other than those mentioned in 16 02 09 to 16 02 13
16 02 15*	hazardous components removed from discarded equipment
16 02 16	components removed from discarded equipment other than those mentioned in 16 02 15
16 06	Wastes from the manufacture, supply and use of batteries
16 06 01*	waste lead-acid batteries
16 06 02*	waste nickel-cadmium batteries
16 06 03*	waste mercury-containing batteries
16 06 04*	waste alkaline-based batteries (other than those mentioned in 16 06 03)
16 06 05	other batteries and accumulators
16 06 06*	separately collected electrolyte from waste batteries
06 07*	waste lithium-based batteries
16 06 08*	waste nickel-based batteries other than those mentioned in 16 06 02 (for example NiMH, Na-$NiCl_2$)
16 06 09*	waste zinc-based batteries, including silver oxide batteries
16 06 10*	waste sodium-based batteries containing hazardous substances (except 16 06 11)
16 06 11*	waste sodium sulphur batteries
16 06 12	other waste sodium-based batteries (except 16 06 10 and 16 06 11)
16 06 13*	mixed waste batteries
16 06 14*	other waste batteries containing hazardous substances
16 06 15	waste batteries not otherwise specified other than those mentioned in 16 06 12 and 16 06 14
16 06 22*	lead-acid battery manufacturing waste containing hazardous substances (for example lead paste)
16 06 23	lead-acid battery manufacturing waste other than that mentioned in 16 06 22
16 06 24*	lithium-based battery manufacturing waste containing hazardous substances (for example cathode cut-offs, cathode slurry, off specification battery cells, modules and/or packs)
16 06 25	lithium-based battery manufacturing waste other than those mentioned in 16 06 24 (for example anode cut-offs)
16 06 26*	nickel-based battery manufacturing waste containing hazardous substances (for example liquid and solid cathode material)
16 06 27	nickel-based battery manufacturing waste other than that mentioned in 16 06 26
16 06 28*	alkaline-based battery manufacturing waste containing hazardous substances
16 06 29	alkaline-based battery manufacturing waste other than that mentioned in 16 06 28
16 06 30*	zinc-based battery manufacturing waste containing hazardous substances
16 06 31	zinc-based battery manufacturing waste other than that mentioned in 16 06 30
16 06 32*	sodium-based battery manufacturing waste containing hazardous substances
16 06 33	sodium-based battery manufacturing waste other than that mentioned in 16 06 32
16 06 34*	battery manufacturing waste containing hazardous substances other than that mentioned in 16 06 22, 16 06 24, 16 06 26, 16 06 28, 16 06 30 and 16 06 32
16 06 35	battery manufacturing waste other than that mentioned in 16 06 23, 16 06 25, 16 06 27, 16 06 29, 16 06 31 and 16 06 33’
17	**Construction and Demolition Waste (Including Excavated Soil from Contaminated Sites)**
17 01	Concrete, bricks, tiles and ceramics
17 01 01	concrete
17 01 02	bricks
17 01 03	tiles and ceramics
17 01 06*	mixtures of, or separate fractions of concrete, bricks, tiles and ceramics containing hazardous substances

17 01 07	mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06
17 02	Wood, glass and plastic
17 02 01	wood
17 02 02	glass
17 02 03	plastic
17 02 04*	glass, plastic and wood containing or contaminated with hazardous substances
17 03	Bituminous mixtures, coal tar and tarred products
17 03 01*	bituminous mixtures containing coal tar
17 03 02	bituminous mixtures other than those mentioned in 17 03 01
17 03 03*	coal tar and tarred products
17 04	Metals (including their alloys)
17 04 01	copper, bronze, brass
17 04 02	aluminium
17 04 03	lead
17 04 04	zinc
17 04 05	iron and steel
17 04 06	tin
17 04 07	mixed metals
17 04 09*	metal waste contaminated with hazardous substances
17 04 10*	cables containing oil, coal tar and other hazardous substances
17 04 11	cables other than those mentioned in 17 04 10
17 05	Soil (including excavated soil from contaminated sites), stones and dredging spoil
17 05 03*	soil and stones containing hazardous substances
17 05 04	soil and stones other than those mentioned in 17 05 03
17 05 05*	dredging spoil containing hazardous substances
17 05 06	dredging spoil other than those mentioned in 17 05 05
17 05 07*	track ballast containing hazardous substances
17 05 08	track ballast other than those mentioned in 17 05 07
17 06	Insulation materials and asbestos-containing construction materials
17 06 01*	insulation materials containing asbestos
17 06 03*	other insulation materials consisting of or containing hazardous substances
17 06 04	insulation materials other than those mentioned in 17 06 01 and 17 06 03
17 06 05*	construction materials containing asbestos
17 08	Gypsum-based construction material
17 08 01*	gypsum-based construction materials contaminated with hazardous substances
17 08 02	gypsum-based construction materials other than those mentioned in 17 08 01
17 09	Other construction and demolition wastes
17 09 01*	construction and demolition wastes containing mercury
17 09 02*	construction and demolition wastes containing PCB (for example PCB-containing sealants, PCB-containing resin-based floorings, PCB-containing sealed glazing units, PCB-containing capacitors)
17 09 03*	other construction and demolition wastes (including mixed wastes) containing hazardous substances
17 09 04	mixed construction and demolition waste other than those mentioned in 17 09 01, 17 09 02 and 17 09 03

Appendix D

Typical Content – Detailed Construction Resource and Waste Management Plan

There are no changes to this section. Refer to Appendix D Typical Content – Detailed Construction Resource and Waste Management Plan, Appendix B of Appendix 8 of the 2024 NIS.

Appendix E

Resource and Waste Inventory Template

There are no changes to this section. Refer to Appendix E Resource and Waste Inventory Template, Appendix B of Appendix 8 of the 2024 NIS.

Appendix C: NISA Outline Communications Plan in Support of Onshore CEMP

1. Communications approach for NISA – Onshore Construction

The intention of this document is to set out what is expected in relation to the external communications protocol for delivery of NISA onshore construction – to include landfall, onshore grid facility and full extent of the cable route.

1.1 Pre- Construction Start

- NISA project management team will:
    - Designate a dedicated NISA Community Liaison Officer (CLO) to act as a direct link with the NISA communities, stakeholders and the project construction team/contractors.
    - Working with the contractors and the construction team to create a schedule of proposed works for the project as its progresses to establish and deliver on a clear external communications plan.
    - Create a project key contacts document including all relevant contractor details.
    - Manage business register and submit all details to the subcontractor for consideration.

- NISA CLO will:
    - Define the geographical parameters of the project area.
    - Develop a full and comprehensive, GDPR compliant, database of all businesses, residents, local county councils, local emergency services and community groups who may experience temporary disruption during construction.
    - Relay local information on events, other proposed works in the areas to the construction team to enable them to complete works on a timely manner.
    - Organise and deliver:
        - Dedicated construction project website
        - A project email address
        - Project CLO phone number
    - Delivery of communications for all residents across the designated project area (to be distributed ahead of construction commencing). To include:
        - NISA project CLO name and contact details
        - Contractor details and contact number
        - Outline means of communication that will be used throughout project e.g., phone, meetings, email and website updates
        - Planned construction start time frames
    - Liaise with local communities to gather feedback on optimum ways to support the construction roll out and share with the project management team and contractors e.g.:
        - Collaborative approach to scheduling / sequencing of works
        - Provision of community supports to navigate traffic management plan
        - Where feasible, enhancement to construction areas during reinstatement (pathways, temporary access tracks)

1.2 COMMENCEMENT OF CONSTRUCTION

- NISA CLO will:
  - Will organise a delivery of information letters to designated project area with details of works that will be commencing e.g.: area of works, details and timeframe of work to be carried out, traffic management plans etc.
  - Provide contact details for updates, concerns or queries
  - Ensure letter drop to entire designated project area associated with landfall, onshore grid facility and full grid route.

- NISA CLO will also create project detail communications to be distributed to include:
  - A leaflet/brochure to be distributed within the community with brief information on the following:
    - Who the NISA developers are and what we represent?
    - Evolution and timeline of the Project
    - Description and details of the project infrastructure – on and offshore
    - Contractor Details
    - CLO Contact Details
    - Website Link for all updates linked by QR Code on each leaflet/brochure
    - On- going commitment to doing things in the right way and engaging proactively with the local community
    - Details on commencement of the Community Benefit Fund and Fund Administrator details
    - Encourage community and business engagement and feedback Two-way open transparent communication

1.3 PLANNED WORKS INTERFACING PUBLIC – ONGOING THROUGHOUT CONSTRUCTION PROCESS

- Contractor – To provide details of all relevant works (including those outlined below) at least 2-4 weeks prior to commencement, to the NISA CLO

- NISA Project Management Team / CLO – To provide a letter drop to affected areas within the community for following works in advance of commencement of:

  - Landfall site: construction works for the landfall above the High Water Mark (HWM)
  - Grid facility: construction works associated with the construction of the grid facility - which includes the compensation substation and Bremore substation;
  - Onshore Cable Route: construction works associated with the construction of the onshore cable route and connection into the existing electricity transmission network at Belcamp substation
  - Contractor Compounds
  - HDD Compounds
  - Associated ancillary works

The NISA team will endeavour to take into consideration ongoing activities in the area and work with the communities that the proposed works will take place.

- Contractor – To provide regular information for updates to the project website on works as project progresses
- NISA CLO will arrange publishing updates on the project website.
- NISA CLO to manage letter drops and be present in the community as the public face of NISA onshore construction elements, where possible.

- Gather and record feedback and opinions from the public and where necessary work with the construction team on best to resolve these issues.

1.4 NISA UPDATE BROCHURE 1 (WITHIN 2-4 MONTHS ON COMMENCEMENT OF PROJECT)

- NISA project management team and CLO to provide an updated brochure within 2-4 months of commencing of works to include:
    - Background to the project
    - Outline progression of works
    - Explain any aspects of the works required e.g. the reinstatement process for the grid works and likely duration of temporary surface to allow for settlement etc.
    - Reiterate commitment to engagement
    - Outline commitment to safety
    - Provide information on community benefit funding and any progress on projects
    - Feedback form for the public to complete.
    - Attached form that community groups businesses can register to receive information on the community benefit fund.

1.5 NISA UPDATE BROCHURE 2 (1 YEAR OF COMMENCING WORKS)

- NISA project management team and CLO to provide an updated brochure within 1 year of commencing of works to include:
    - Background to the project
    - Outline progression of works and any updates to scheduling – to include progress images
    - Reiterate commitment to engagement
    - Outline commitment to safety
    - Introduce the Community Benefit Fund Committee and the NISA CBF Guidelines
    - Provide updates on community benefit funding and any progress on projects
    - Works completed to date
    - Programme outlining resolution of issues
    - Detailed programme of works and enhancements completed to date

1.6 PROACTIVE COMMUNITY ENGAGEMENT

- NISA CLO will:
    - Engage with key community influencers including:
        - Local schools/universities
        - Relevant local committees
        - Local tourism networks
        - Local businesses, business networks and chambers of commerce
        - Local sporting clubs
        - Public Participation Networks
        - Emergency Services
        - Environmental groups
    - Organise local information sessions such as:

        - Project team visits to schools/sporting groups/business networks for Q&A
        - Attendance at local community fairs and events
    - Work to promote positive engagement with the local community in relation to the project and community benefit fund opportunities
    - Establish regular proactive engagement with key stakeholders along the cable route where 24/7 or emergency access will be required
- Project management team will:
    - Facilitate, support and attend organised local public engagements
- Contractor will:
    - Facilitate, support and attend organised local public engagements
- Community Benefit Fund:
    - NISA CLO will work closely with the CBF Administrator and committee to ensure all communications which took place prior to consenting and construction have been actioned
    - NISA CLO will engage with CBF Administrator to oversee all governance and reporting as per O-RESS 1 Guidelines
    - NISA CLO will continue to actively promote the NISA CBF to ensure maximum awareness and participation

2. Roles and Responsibilities – Construction Phase 3rd Party queries and complaints

The intention of this section is to provide a high-level overview of the general roles and responsibilities of the project manager, community liaison officer and the contractor in relation to 3rd party queries and complaints in relation to NISA

2.1 NISA Project Management Team

Role – Ensure that NISA is delivered to the highest standards and that all queries/correspondence from third parties are logged and replied to/followed up where appropriate. Where remedial actions are required because of works, the NISA Project Management Team will work with the contractor to ensure that issues are closed out in a reasonable and acceptable manner.

Responsible for

- Ensuring that project stakeholder management is carried out correctly
- Liaise and follow up with contractor to ensure that 3rd party issues are dealt with in a timely and suitable manner
- Providing NISA CLO with up to-date project information including any issues highlighted to them by the contractor
- PM responsible for directing the contractor where appropriate in relation to contract/project obligations to 3rd parties
- Weekly call with the NISA CLO on issues

2.2 NISA Construction CLO

Role – To act as the main point of contact between the public and the NISA project. To provide information as appropriate and facilitate meetings on a one-to-one basis. Where required, the CLO will facilitate meetings between the project team and 3rd parties. To deal

with any queries or complaints that do not require input from the construction team and to endeavour to minimise the escalation of issues through engagement.

Responsible for:

- Being available as the main NISA point of contact for the project
- Maintaining an up to-date comms log and liaise with the PM
- Facilitating meetings with the contractor and 3rd parties where required
- Follow up to ensure that project is taking action where required to progress outstanding issues
- Ensure that the contractors advise of delays in a timely manner so the CLO can inform the communities
- Report and record and Health and Safety Issues
- Manage and coordinate all correspondence through the project designated phone number, website contact form and email address
- Weekly call with the PM on issues

2.3 CONTRACTOR / CONTRACTORS REPRESENTATIVE

Role – To deal with any 3rd party engagements that are directed to them from the public and to highlight any potential issues to the NISA Project Management Team & CLO . To attend any meetings with 3rd parties as may be required and to provide solutions/remedial action where required for issues related to work carried out. The CLO should be present where available or NISA team when meeting with the public etc

Responsible for:

- Represent NISA to the highest standard throughout the entirety of the project.
- To inform the NISA team of any engagement with the community that may develop into an issue in the future.
- Report any potential issues from the site e.g., delays or issues to Health and Safety, to NISA team too appropriately manage forward communications
- Contractor to have a tracker/ log of all incidences with the local stakeholders to be issued on a weekly basis with reporting.
- To engage proactively with 3rd parties to, where possible, avoid any potential issues being highlighted
- To engage proactively with 3rd parties to seek remedial solutions to issues arising from works carried out.
- To take on board local views (where possible) in relation to queries or complaints raised regarding planned or completed works and to respect the local community & area including working with the view of causing minimal disruption throughout the entire construction phase.