North South 400 kV Interconnector Development

ESB Networks

CEMP TMP & RWMP Addendum – Material Storage Yard (Addendum No. 1)

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Change History of Report

Date	New Revision	Author	Summary of Change

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1 INTRODUCTION

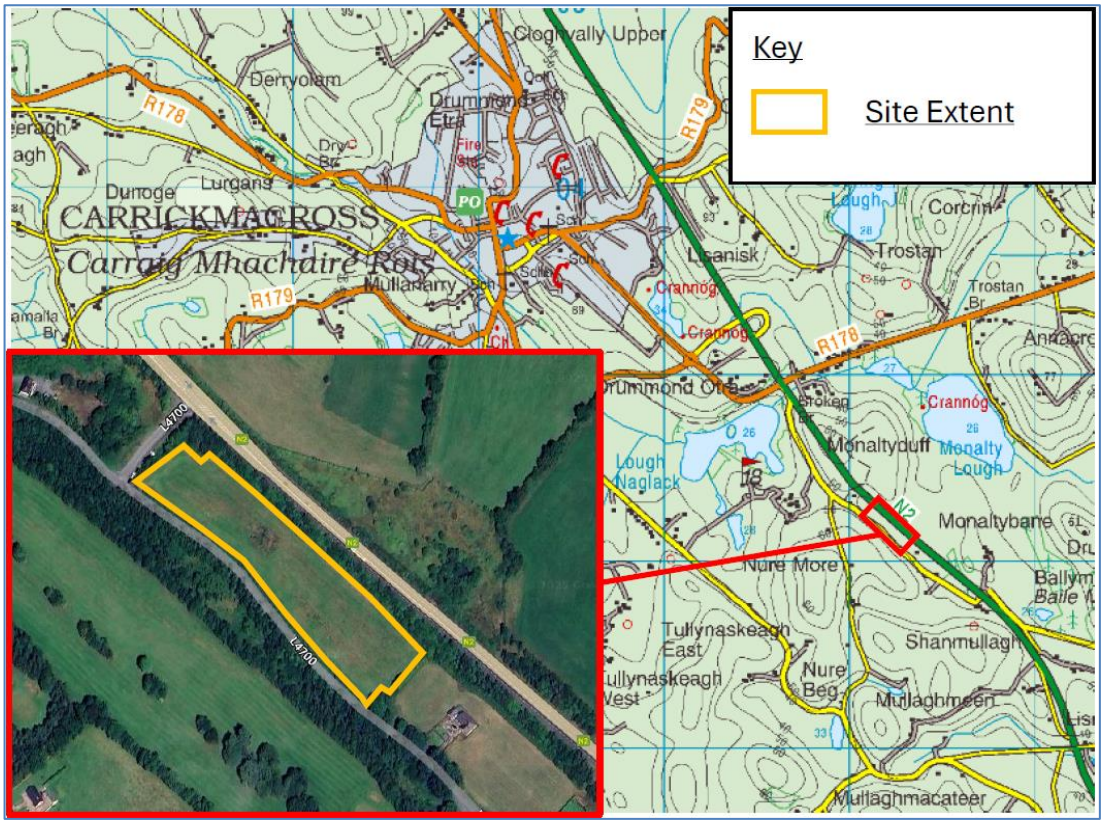
This document is an addendum document to the previously submitted documents prepared to satisfy Condition 3 of ABP Planning Ref: 02.VA0017.

This document should be read in conjunction with the Construction Environmental Management Plan, the Traffic Management Plan and the Resource and Waste Management Plan previously submitted to Monaghan County Council.

This Construction Environmental Management Plan (CEMP) is being prepared for the sections of the North South 400kV Interconnector Development in the Republic of Ireland specifically those that traverse the local authority boundaries of Monaghan County Council, Cavan County Council and Meath Council. This development received a grant of planning from An Bord Pleanála (ABP) in December 2016 (ABP Planning Ref: 02.VA0017). Please refer to Section 2 of the CEMP for a description of the permitted development.

This document contains additional and more specific detail on the construction and environmental management of the Material Storage Yard including those associated with the Enabling Works stage of the construction of the Materials Storage Yard. Condition 7 is also applicable to the material storage yard.

The yard is 1.4ha in area and is located immediately adjacent to the southern side of the N2. It is accessed via a local road (L4700). The location of the yard is shown in Error! Reference source not



found..**1** below

Figure 1-1: Material Storage Yard Location

2 CEMP ADDENDUM

This section will focus on the following items associated with the environmental features and management of the Material Storage Yard:

- Existing Environment
- Noise Barrier Fencing
- Enabling Works
- Establishment of Material Storage Yard
- Reinstatement and Restoration Works
- Storage of Creosote Poles

2.1 EXISTING ENVIRONMENT

This section of the report summarises the existing environment at the Material Storage Yard site as set out in the Environmental Impact Statement (EIS) submitted as part of the planning application, along with more up-to-date survey information including;

- Topographical survey undertaken on 24/07/2023
- Ecology Walkover survey undertaken on 20/05/2025
- Information obtained from the Geological Surveys of Ireland Database (GSI) 2025.

Further pre-construction confirmatory surveys will record existing conditions in advance of work commencing.

2.1.1 ECOLOGY

The principal habitat that occurs at the proposed construction material storage yard comprises of improved agricultural grassland being managed for grazing.

The grass swathes are dominated by perennial rye grass (*Lolium perenne*) with frequent red clover(*Trifolium pratense*), buttercup(*Ranunculus acris*) and dandelion(*Taraxacum vulgaria*) (**Figure(s) 2.1&2.2**).

Low managed hedgerows and post and rail fencing occur around much of the perimeter of the site with semi-natural hedgerow occurring along the southern boundary.

Hedgerows were dominated by hawthorn (*Cretaegus monogyna*) and sycamore (*Acer psuedoplatanus*) with frequent bramble (*Rubus fructicosus*), elder (*Sambucus nigra*), honeysuckle (*Lonicera periclymenum*) throughout. Hedgerow understory was dominated by speedwells (*Veronica persica*), herb Robert (*Geranium robertianum*), bracken (*Pteridium aquilinum*) and lords-and-ladies (*Arum maculatum*).

Treelines were semi-mature and were dominated by hawthorn, sycamore and hazel (*Corylus avellana*). Other more rare species included ash (*Fraxinus excelsior*), elder and lodgepole pine (*Pinus contorta*).

There was no evidence of any Annex I habitats throughout the site. The agricultural grassland is considered to be of a low ecological value.

Figure 2-1: Grassland Habitat. Southeast facing

Figure 2-2: Entrance to site. Northeast facing

2.1.2 MAMMALS & TERRESTRIAL SPECIES

The following provides details from more recent walkover surveys conducted by ESB Ecologists in May 2025

Badgers

- Badger snuffle holes and mammal tracks were recorded along the southern boundary of the site.

- The northern boundary of the site showed little to no activity due to the mammal proof fencing which is likely in place to prevent mammal access to the N2 national road which is directly north-east of the site.

Bats

- There was no evidence of mammal dwellings within or along the boundaries of the site.
- There were two semi-mature sycamore trees located in the southeastern corner of the site, any likelihood for potential roosting features (surveyed from ground level) was considered to be negligible due to the age of the trees and limiting crevices, holes and cracks
- The treelines and hedgerows were assessed as optimal for bat migratory and foraging routes
- No evidence of bats (e.g. actual sightings, droppings, feeding remains, scratch marks, urine stains) was observed during the inspection of the trees

Birds

No active bird nests were obvious on the day of the survey. Several sightings of Chaffinch, Collared Dove, Stonechat, Pied wagtail & Mistle thrush were observed within the site.

2.1.3 INVASIVE NON-NATIVE SPECIES (INNS)

No 'Third Schedule' invasive species were identified within the boundary of the proposed development area.

2.1.4 DESIGNATED SITES

There are no European designated sites within the vicinity of the Material Storage Yard. The nearest European designated sites are located as follows:

- Dundalk Bay SAC located ca. 20km to the East of the Material Storage Yard.
- Stabannan-Braganstown SPA (site code 004091) located ca. 16km to the Southeast of the Material Storage Yard.

None of the European designated sites are directly hydrological linked or dependant on the Material Storage Yard site.

2.2 NOISE BARRIER FENCING

CEMP - Section 4.7.1 references the installaiton of noise barriers along the boundary of the Material storage yard.

The installation of the noise barrier fencing will comply with the mitigaiton measures outlined in the main CEMP, Appendix 4 Mitigation Measures (EIS & NOS 2015) **Ref no(s) - 7.2 & 7.3**

The following features to comprise the installation of the noise barrier fencing:

- A standalone fence, 2 meters in height and fully continuous with no gaps, positioned offset from the boundary fence of the material storage yard. Refer to Figure 2.3 for an example.
- The fence will be constructed of material with a mass of >7kg/m^2 and have no gaps/joints
- The fence will only be constructed along three sides of the boundary fence and not required between the boundary between the construction material storage yard and the N2 National Primary Road
- **Appendix 2** provides a descriptive design detail of non concrete environmental noise barriers

Figure 2-3: Material Storage Yard Location

2.3 ENABLING WORKS

The enabling works to construct the storage yard will comprise:

- Stripping a layer of topsoil across the site. The underlying subsoil will undergo plate bearing tests. Any soft spots identified will be excavated and replaced with compacted 6F2 material.
- Terram 1000 geotextile membrane will be installed where topsoil has been excavated to enhance soil stabilisation, prevent material migration and protect the underlying subsoil.
- A layer of compacted 6F2 stone underlain by a layer of compacted UGM-A stone will be used to fill the volume of topsoil removed. These layers will underlie the entire site to form a working compound surface.
- Construction of a 2.6 m high steel palisade fence surrounding the entire site, with a standalone 2 m high timber acoustic fence along the south, east and west boundary.
- Installation of a concrete apron at the entrance in the south of the site, which will join the L4700 Local Road. This concrete apron narrows to join a 6 m wide gravel road leading into the centre of the site. A 600 mm culvert will be placed beneath the site entrance.

- Close-off of the existing entrance to the site in the north-eastern corner of the L4700.
- An impermeable reinforced concrete slab with a minimum thickness of 200 mm will be installed at the demarcated refuelling area and waste collection area located to the west of the site entrance in the south of the site.
- Construction of an alarmed oil interceptor, silt fence/trap, settlement lagoon, grass swale and grass berm in the east of the site which forms the SuDs (sustainable urban drainage system) for the site. The settlement lagoon is proposed to be 15 x 3 x 0.4 m.
- New water main connection in the south-east corner of the site for use in the wheel wash and portable toilets.
- Installation of a foul wastewater tank adjacent to the portable toilet area in the south-west of the site. No connection to public foul sewer or wastewater treatment plant is proposed for the Material Storage Yard.
- Removal of existing telecom pole.
- Additional ancillary works as detailed in the construction drawings.

The enabling works are expected to have a duration of 4 to 6 weeks.

2.4 ESTABLISHMENT OF MATERIAL STORAGE YARD

Following the enabling works, the storage yard will comprise the following layout:

- Prefabricated staff offices, a nut & bolt store, portable toilets and staff parking will be located in the south-west corner of the site.
- The northern half and south-east of the site will be used for storage of poles, hardware & general materials, steel members, conductor drums, intermediate towers and other angled towers.
- A parking area for construction vehicles with a wheel wash will be created to the east of the site entrance.
- Implementation of traffic management and site security.
- A segregated waste collection and refuelling area will be established on the concrete pad to the west of the site entrance.

The proposed Material Storage Yard layout including all elements described above is presented in further detail in **Appendix 1.**

2.5 REINSTATEMENT AND RESTORATION WORKS

Upon completion of construction of the overhead line, the Material Storage Yard will be fully decommissioned and reinstated as near as practicable to its pre-construction condition. It is intended for the site to return to agricultural use upon reinstatement and restoration. The

estimated duration of reinstatement and restoration works is 10 weeks, due to commence within 4 weeks of completion of the overhead line works.

The anticipated restoration works are as follows:

1) Removal of plant, equipment and excess materials;
2) Removal of ground structures including site offices, storage containers, portable toilets, nut and bolt store and the wheel wash;
3) Removal of below ground drainage and services including:
    - Internal on-site surface and foul water drains including all manholes, benching and stone surrounds to manholes;
    - Oil interceptor and foul holding tank;
    - Water supply pipes;
    - LV supply ducts;
    - Comms ducts;
    - French drains and catch pits;
    - Culvert and road gullies at the site entrance.
4) Removal of ground level surfaces including:
    - Reinforced concrete entrance apron slab;
    - Refuelling and waste area slab;
    - Stone fill layers;
    - Geotextile membrane.
5) Removal of palisade fencing:
    - Palisade perimeter fence and noise barrier and associated foundations;
    - Palisade gate at southern site entrance and associated foundations;
    - Silt fence and associated foundations.
6) Re-levelling of ground profile:
    - Re-level the site using topsoil to restore the area to the original ground level.
7) Reseeding of grass
    - Evenly distribute grass seed and follow immediately with light raking to ensure the cover of the topsoil covers the grass seed.
8) Reinstatement of site entrance
    - Site entrance ramp and embankment to be reinstated to original levels with the concrete apron removed
    - Reinstatement of the grass verge

- Reinstate tarmac in a section at the road edge where the concrete apron is removed.

9) Reinstatement of hedgerows

Hedgerows and planting to be reinstated to match the existing site layout. This is scheduled to take place during the middle of the first dormant season following the reinstatement of the existing entrance and removal of the fence.

2.6 STORAGE OF CREOSOTE POLES

The following points to be applied on site when storing creosote poles:

- Poles shall not be stored in close proximity to water courses e.g., drains, lakes, ponds, rivers, streams, or wells.
- The storage area shall be laid out so as to serve its function safely and securely in storing wood-poles, and loading and unloading, whilst catering for the range of wood-pole lengths and sizes which will be utilised.
- The ground will consist of a level stone hardcore base and it will be free from standing water, mud, vegetation, or obstructing debris.
- Creosote absorbent matting will be installed on the ground where the wood-poles are to be stored.
- Wood-poles will not come into contact with the ground and instead they will be elevated off the ground by using skids underneath.
- Stanchions (which shall be secure and steady), will be used to support the wood-poles on each side (corner) of a stack.
- Stanchion height shall not exceed 1.5m above ground level, and wood-poles stored between the stanchions will not be piled above the level of the stanchions.

Figure 2.4 shows typical examples of pole storage setup across ESB sites

Figure 2-4: Placement of poles over absorbent matting contained within stanchions

3 TMP ADDENDUM

The accompanying Traffic Management Plan (TMP) to the main CEMP provides details on the compliance to Condition 3.

Table 1.1 of the main TMP provides reference to particulars of Condition 3 which demonstrates compliance to Condition 3 within the Material Storage Yard.

Appendix 3 on the approach to the Material Storage Yard. In accordance with Chapter 8 of the Department of Transport Tourism and Sport "*Temporary Traffic Measures and signs for Roadworks*" August 2019, a Site Logistics Traffic Layout has been produced by Greenon Traffic Management Ltd - **See Appendix 3.** This layout shall be adhered to by the appointed contractor.

The contractor will update this live document with additional site items required including pre and Post Condition Surveys as per Condition 3(d) .

4 RWMP ADDENDUM

The site has previously been used as a storage compound for the construction of the N2 National Primary Road which is adjacent to the north-eastern boundary. The site has historically been used as an agricultural field prior to c. 2001 when it appears it was excavated during the construction of the N2 road. 2013 aerial imagery shows the site has been returned to its original condition and has returned to its primary use as agricultural land.

A site visit in February 2025, confirmed from a visual inspection that the site remains in agricultural use as improved grassland, in use for grazing with surrounding hedgerows.

The material storage yard will be constructed in advance of the overhead line works.

The purpose of the yard is for the storage of construction materials, primarily the steel tower structures, and machinery associated with the construction of the proposed overhead line. The yard will include materials storage areas, chemical storage, segregated waste storage, bunded refuelling areas, temporary site offices, welfare facilities and staff parking.

No stockpiles of soils generated during overhead line excavation works will be stored in this compound for the duration of the wider scope of works. Stockpiles of the stripped topsoil from the storage yard area as outlined below may be stored for the period that the storage yard is in situ and reused in the reinstatement of the site. A temporary stockpile of the stripped topsoil may also be stored for a short duration before re-use either on site during enabling works to construct the grass berm or for future re-use offsite subject to environmental testing, classification and any appropriate assessment. The temporary stockpile will be situated on an impermeable surface and covered to protect against surface run-off.

4.1 CONSTRUCTION AND DEMOLITION MATERIALS MANAGEMENT

Waste management at the Material Storage Yard will be carried out in accordance with the principles outlined in Section 4 of the main Resource & Waste Management Plan (RWMP).

Site management with responsibility for ordering of material shall ensure that materials are ordered so that the quantity delivered, the timing of the delivery, and the storage is not conducive to the creation of unnecessary waste.

Waste generated by the Material Storage Yard is expected to be limited to construction waste during the construction stage, soil and stones during enabling works and site restoration which will be limited to topsoil, subsoil and stone fill, and municipal / segregated recyclable waste throughout the project duration.

4.1.1 MIXED CONSTRUCTION & DEMOLITION WASTE

Following segregation, any residual mixed C&D waste will be collected in containers or skips specifically for mixed C&D waste; these will be removed offsite for subsequent offsite separation and recycled at a waste disposal / recovery facility in accordance with all relevant waste management legislation.

A non-exhaustive list of anticipated types of waste generated during construction, operation and restoration of the storage yard are outlined below.

4.1.1.1 Topsoil [EPA Waste Classification Code 17 05 04]

This is the surface soil usually including an organic layer where layer plants, bushes etc. have roots and which is turned over by farming activities.

Topsoil will be removed during the enabling works of the material storage yard. It will be excavated during stripping of the surface to form the compound surface, and during the excavation of the grass swale. Where it is reasonably practicable, topsoil shall be re-used on-site during construction of the grass berm (total re-used volume of topsoil and subsoil estimated to be 82 m^3) in order to minimise the amount of waste generated and to re-use topsoil. If off-site re-use is deemed to be required, greenfield topsoil waste will be assessed in accordance with relevant waste acceptance criteria for soil recovery facilities and waste landfills, whichever is necessary. Topsoil waste shall be removed from site by a licensed haulier and transported to a suitable licensed waste disposal facility or waste transfer station.

Greenfield soil and stone may be suitable for recovery at a suitable soil recovery facility so long as the waste soil meets the waste acceptance criteria outlined by the EPA Guidance Document Guidance on waste acceptance criteria at authorised soil recovery facilities. Soils destined for disposal at suitable soil recovery facilities will comply with these guidelines. Where appropriate, a soil and stone waste assessment will be completed by an appointed competent Environmental Consultant / Contaminated Land Consultant using the HazWasteOnline™ Tool and Waste Acceptance Criteria (WAC) testing as well as Soil Recovery Facilities (SRFs) disposal options.

4.1.1.2 Subsoil [EPA Waste Classification Code 17 05 04]

Subsoil is the soil strata located beneath the topsoil.

Subsoil will be removed for the construction of the grass swale. Where it is reasonably practicable, excavated subsoil shall be re-used on-site during construction of the grass berm (total re-used volume of topsoil and subsoil estimated to be 82 m^3) in order to minimise the amount of waste generated and to re-use subsoil. Greenfield subsoil waste will be assessed in accordance with relevant waste acceptance criteria (WAC) for soil recovery facilities and waste landfills, whichever is necessary. If required, excess greenfield subsoil shall be re-used subject to suitable classification, and/or removed from site by a licensed haulier and transported to a suitable licensed waste disposal facility or waste transfer station.

Greenfield soil and stone waste may be suitable for re-use subject to suitable classification and/or recovery at a suitable soil recovery facility as long as the waste soil meets the waste acceptance criteria outlined by the EPA Guidance Document Guidance on waste acceptance criteria at authorised soil recovery facilities. Soil waste destined for disposal at suitable soil recovery facilities will comply with these guidelines. Where appropriate, a soil and stone waste assessment will be completed by the appointed competent Environmental Consultant using the HazWasteOnline™ Tool and Waste Acceptance Criteria (WAC) testing as well as Soil Recovery Facilities (SRFs) disposal options.

4.1.1.3 Rock and Stone [EPA Waste Classification Code 17 05 04]

Hardcore material will be laid at the site of the proposed material storage yard. Upon completion of the project, this hardcore material will be excavated in order to return the site to its former condition. This excess hardcore material shall be treated as waste. The hardcore material shall be

removed from site by a suitable licensed haulier and transported to a suitable licensed waste disposal facility or waste transfer station by a licenced haulier.

4.1.1.4 Concrete [EPA Waste Classification Code 17 01 01]

Concrete waste from the apron and impermeable slab will be generated when returning the material storage yard to its former condition. The waste concrete shall be removed for reuse / recycling periodically. A licensed haulier shall be employed to transport the concrete materials to a licensed facility from the material storage yard.

4.1.1.5 Metal [EPA Waste Classification Code 17 04 07]

Metallic waste consists of any items of hardware, conductor off-cuts, tower steelwork, nuts/bolts, rebar, station equipment or any other pieces of metal used for any of the construction activities which are not required for the permanent overhead line and station structures.

Excess metal materials on site after a tower has been erected and conductor has been strung shall be segregated from other waste at source and stored at the construction site. At each construction site, metal materials shall be stored in a dedicated skip in order to optimise reuse / recycling. A licensed haulier shall be employed to transport the metal materials to a licensed waste facility from the material storage yard.

4.1.1.6 Plastic [EPA Waste Classification Code 15 01 02]

Plastic waste is considered as any plastic material generated from the construction activities primarily as a result of packaging of construction materials.

Plastic materials on site shall be segregated from other waste at source and stored at the construction site. At each construction site, plastic materials shall be stored in a dedicated skip in order to optimise reuse / recycling. A licensed haulier shall be employed to transport the plastic materials to a licensed waste facility from the material storage yard.

4.1.1.7 Cardboard / Paper [EPA Waste Classification Code 20 01 01]

Cardboard / paper waste is any cardboard / paper material generated from the construction activities primarily as a result of packaging of construction materials.

Cardboard / paper materials on site shall be segregated from other waste at source and stored at the construction site. At each construction site, cardboard / paper materials shall be stored in a dedicated skip in order to optimise reuse / recycling. A licensed haulier shall be employed to transport the cardboard / paper materials to a licensed waste facility from the material storage yard.

4.1.1.8 Timber [EPA Waste Classification Code 17 02 02]

Timber waste is any timber generated from conductor drums, material pallets, formwork, cut offs and vegetation management.

Timber that is free from paints, preservatives etc. shall be segregated from other waste at source and taken off site at the end of each day and stored in the material storage yard. Within the yard, timber materials shall be stored in a dedicated skip in order to optimise reuse / recycling. A licensed haulier shall be employed to transport the timber materials to a licensed waste facility from the storage yard.

4.1.1.9 Settled Solids and Road Sweepings [EPA Waste Classification Code 17 09 04]

The wheel wash located in the storage yard will generate solids from washed off vehicles which would be considered waste. Any road sweepings picked up by road sweepers at the site entrance would also be considered waste.

A licensed haulier shall be employed to transport the settles solids and road sweepings to a licensed waste facility from the storage yard.

4.1.2 POTENTIALLY HAZARDOUS OR HAZARDOUS WASTE

4.1.2.1 Machinery Fuel / Oil and Solvents [EPA Waste Classification Code 13 02 & 13 07]

The storage yard includes a bunded refuelling area which will be used to refuel site machinery. A dedicated storage tank will be used for fuel storage, and all refuelling activities will be supervised for the duration of the project.

Precautionary measures should be taken to avoid potential spillages of fuels including:

- use of secondary containment, e.g. bunds around oil storage tanks;
- use of drip trays around mobile plant;
- supervising all deliveries and refuelling activities; and
- designating and using specific impermeable refuelling areas isolated from surface water drains.

No raw materials or fuels will be stored within, or in the vicinity of Natura Sites or within 50m of water courses, nor will there be any servicing or refuelling of vehicles within, or in the vicinity of, Natura sites or 50m of water courses.

In accordance with the project EIS, the potential impact on the underlying subsurface strata from material spillages, all oils, fuels and solvents used during construction will be minimised by appropriate storage using temporary proprietary bunded surface (i.e., contained bunded plastic surface). Refuelling of construction vehicles and the addition of hydraulic oils or lubricants to vehicles will take place away from surface water gullies or drains, and generally within the proposed construction materials storage compound. No refuelling will be allowed within 50m of a stream / river. Spill kits and hydrocarbon absorbent packs will be stored in this area and operators will be fully trained in the use of this equipment.

Oil, petrol and other fuel containers will be double-skinned and bunded to be able to contain 110% volume. Bund specification will conform to the current best practice for oil storage such as Enterprise Ireland‘s Best Practice Guide BPGCS005 Oil Storage Guidelines.

The material storage yard will also have an alarmed oil-water interceptor installed to prevent the migration of mobile contaminants off-site via drainage in the event of a spill incident.

4.1.2.2 Foul Effluent [EPA Waste Classification Code 20 03 06]

Temporary facilities will be provided for the material storage yard. The contractor will provide chemical toilets and a holding tank and arrange regular collection by a licensed company for discharge to the nearest local authority sewage treatment plant.

The contractor should ensure to use eco-friendly practices and treat and dispose of the wastewater in compliance with environmental regulations. Wastewater will only be removed by an appropriately licensed haulier.

4.1.3 POTENTIALLY CONTAMINATED OR CONTAMINATED GROUND

4.1.3.1 Soils and Rock [EPA Waste Classification Code 17 05 03]

The proposed construction material yard is currently a greenfield site which will be prepared for this temporary use. The construction of the yard will generate waste topsoil and subsoil, which will be re-used on-site or removed to a licensed waste recovery facility and / or landfill.

Although it is not anticipated, in the unlikely event that potentially contaminated ground is encountered during enabling works, in accordance with the Mitigation Measures outlined in the EIS, all excavated materials will be visually assessed by the appointed Environmental Consultant and / or site foreman for signs of possible contamination, such as staining or odour, samples of this soil will be analysed for the presence of possible contaminants in order to ensure that historical pollution of the soil has not occurred. However, this will be confirmed by the contractor once appointed.

If potentially contaminated or contaminated ground is encountered, the contractor will contract a suitably qualified and experienced environmental consultant. The environmental consultant will assess and conclude on the level of risk to environmental and human health receptors and outline next steps required (if any). ESB shall be notified if and when potentially or contaminated ground is identified.

4.1.3.2 Litter Control, Site Clearing and Pest Control

The appointed contractor shall ensure that all sites and storage areas are cleaned and maintained on a daily basis to ensure good housekeeping and minimise the risk of slips, trips and falls to site personnel. All skips, mini skips and bin receptacles will be appropriately labelled. The Waste Storage Area will be kept in a tidy state and secure at all times. Skips covers are to be in place for litter and pest management.

Litter bins shall be provided at all site locations. Site construction waste will be segregated and stored in designated skips as previously outlined.

Where necessary, the contractor will be required to provide wheel washing facilities and any other necessary measures to remove mud and any other harmful material from vehicles exiting the material storage yard. The wheel wash facility shall be located in a bunded area with a means to capture settled solids and oily water from washed down vehicles.

4.1.3.3 Canteen Waste

The on-site staff canteen will generate food and packaging waste. Dedicated containers will be provided to permit easy segregation of these wastes; brown bins will be provided for compostable food waste, green bins will be provided for dry recyclables (packaging, hard plastic, paper, cardboard, tetrapak etc.) and black bins will be provided for any residual waste. This waste will be stored on-site prior to removal by a refuse contractor.

4.2 LOCAL WASTE & EXTRACTION FACILITIES

The appointed contractor will utilise local facilities for licenced waste activities and stone deliveries. **Table(s) 4.1 & 4.2** provide details of local facilities.

The selected locations will be updated in the live CEMP document.

Table 4-1: Licensed Waste Facility Locations in Monaghan

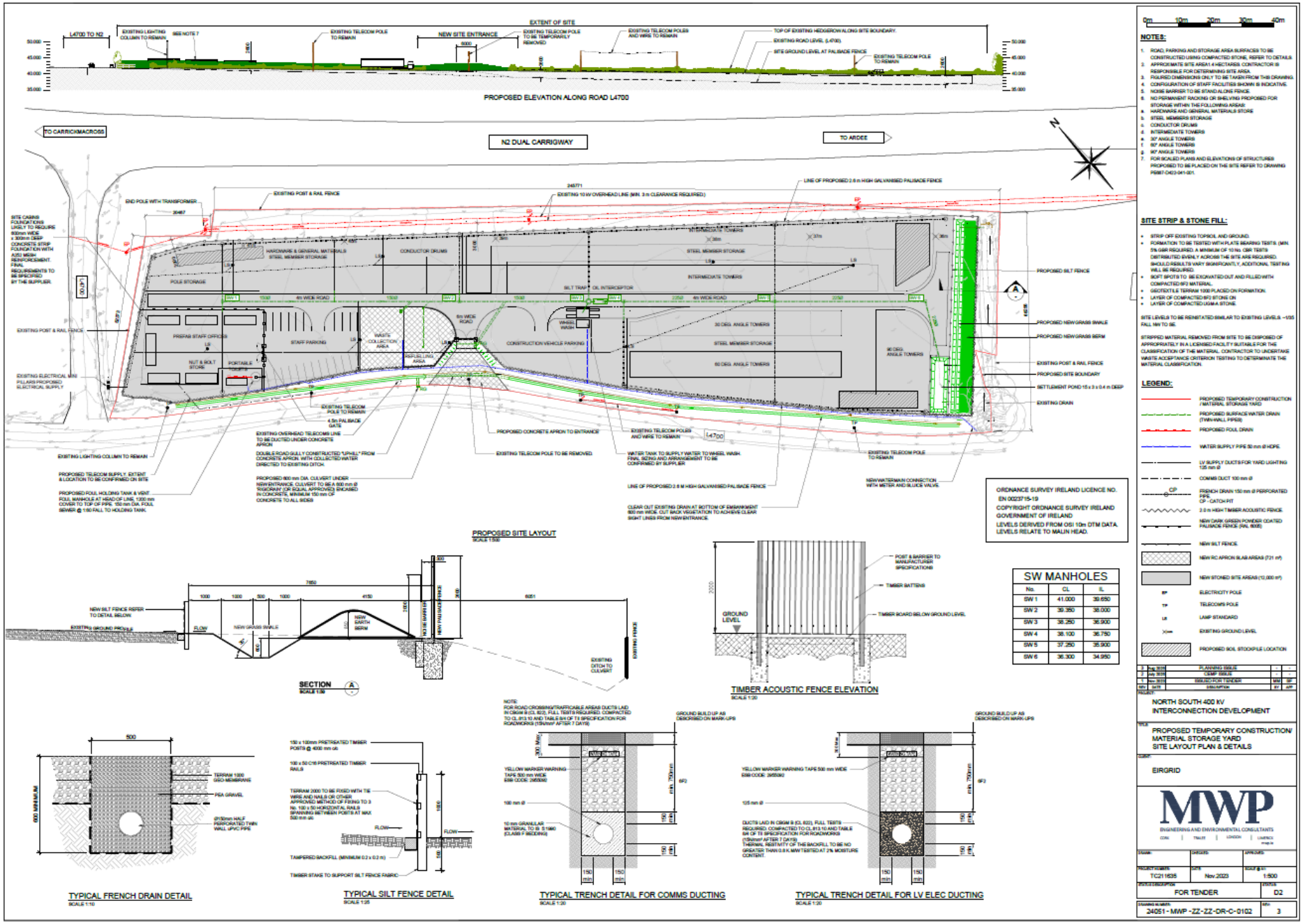
Authorisation Reference Number	Name	Address	Expiry Date	Waste Code*	Waste Description*
WFP-MN-11-0009-09	Blue Dolphin Environmental Limited	Kincorragh Smithborough Co Monaghan	09/07/2029	17 01 01 17 02 01 17 02 03 17 04 07 17 05 04 17 09 04 20 01 01	Concrete Wood Plastic Mixed Metals Soil and Stone Mixed Construction and Demolition Wastes Paper and Cardboard
WFP-MN-19-0002-01	Finnegan Waste Recycling Limited	Monalia Donaghmoyne Carrickmacross Co Monaghan	22/04/2029	17 01 01 17 04 07 17 05 04 17 09 04 20 01 01	Concrete Mixed Metals Soil and Stone Mixed Construction and Demolition Wastes Paper and Cardboard
WFP-MN-21-0004-01	Flamewood Ltd	Moraghy Castleblaney Co. Monaghan	20/09/2026	17 01 01 17 01 02 17 05 04	Concrete Bricks Soil and stones
WFP-MN-16-0002-03	John Treanor	Glen Beg Carrickroe Emyvale Co. Monaghan	23/01/2027	15 01 01 15 01 02 15 01 03 15 01 06 17 02 01 17 04 07	Paper and cardboard packaging Plastic packaging Wooden packaging Mixed packaging Wood Mixed metals
WFP-MN-20-0004-02	McElvaney's Waste and Recycling	Scotch Corner Recycling Centre Letterbane Annyalla Castleblayney, Co. Monaghan	07/09/2026	15 01 02 20 01 08 20 03 01	Plastic packaging Biodegradable kitchen and canteen waste Mixed municipal waste

Table 4-2: Nearby Stone Quarries

Name	Address
Carrickamore Quarries	Carrickamore, Carrickmacross, Co. Monaghan, A81 YK88
Limestone Industries Ltd	Mokeeran, Carrickmacross, Co. Monaghan
Roadstone	Barley Hill, Ardagh, Kingscourt, Co. Meath
Wright Quarry Products	Swans Cross, Co. Monaghan, H18 Y427
O'Reilly Concrete Quarry	Taghart South, Bailieborough Road, Co. Cavan
Kilsaran	Gallstown, Grangebellew, Co. Louth, A92 XR97
Aughey Bros	Carrickanoran, Co. Monaghan

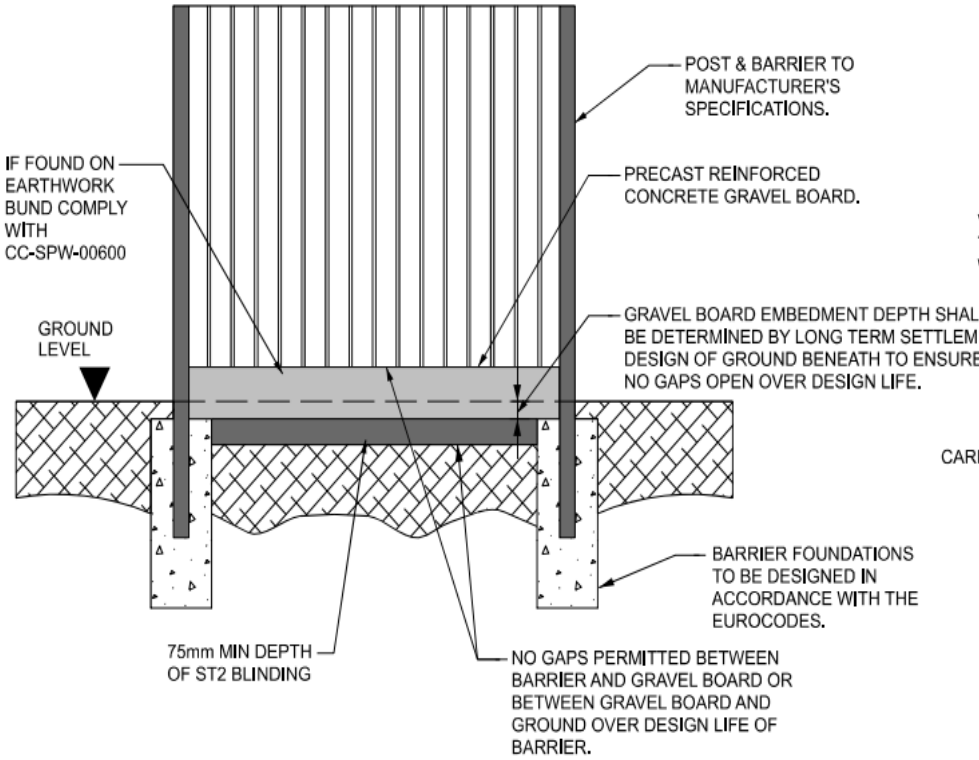
APPENDIX 1
PROPOSED SITE LAYOUT

North South 400 kV Interconnector -CEMP, TMP & RWMP Addendum – Material Storage Yard

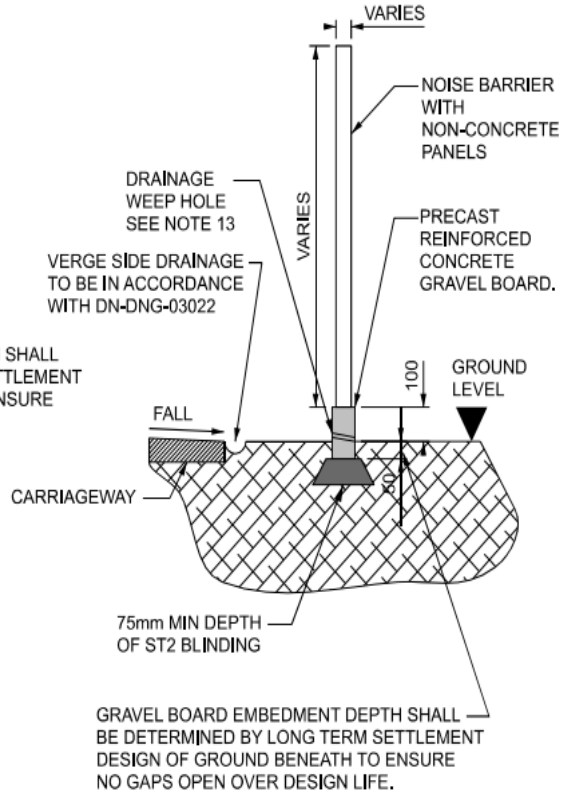


SW MANHOLES		
No.	CL	IL
SW 1	41.000	39.650
SW 2	39.350	38.000
SW 3	38.250	36.900
SW 4	38.100	36.750
SW 5	37.250	35.900
SW 6	36.300	34.950

APPENDIX 2
NOISE BARRIER DESIGN AND CONSTRUCTION FEATURES



ON-CONCRETE ENVIRONMENTAL NOISE BARRIER ELEVATION



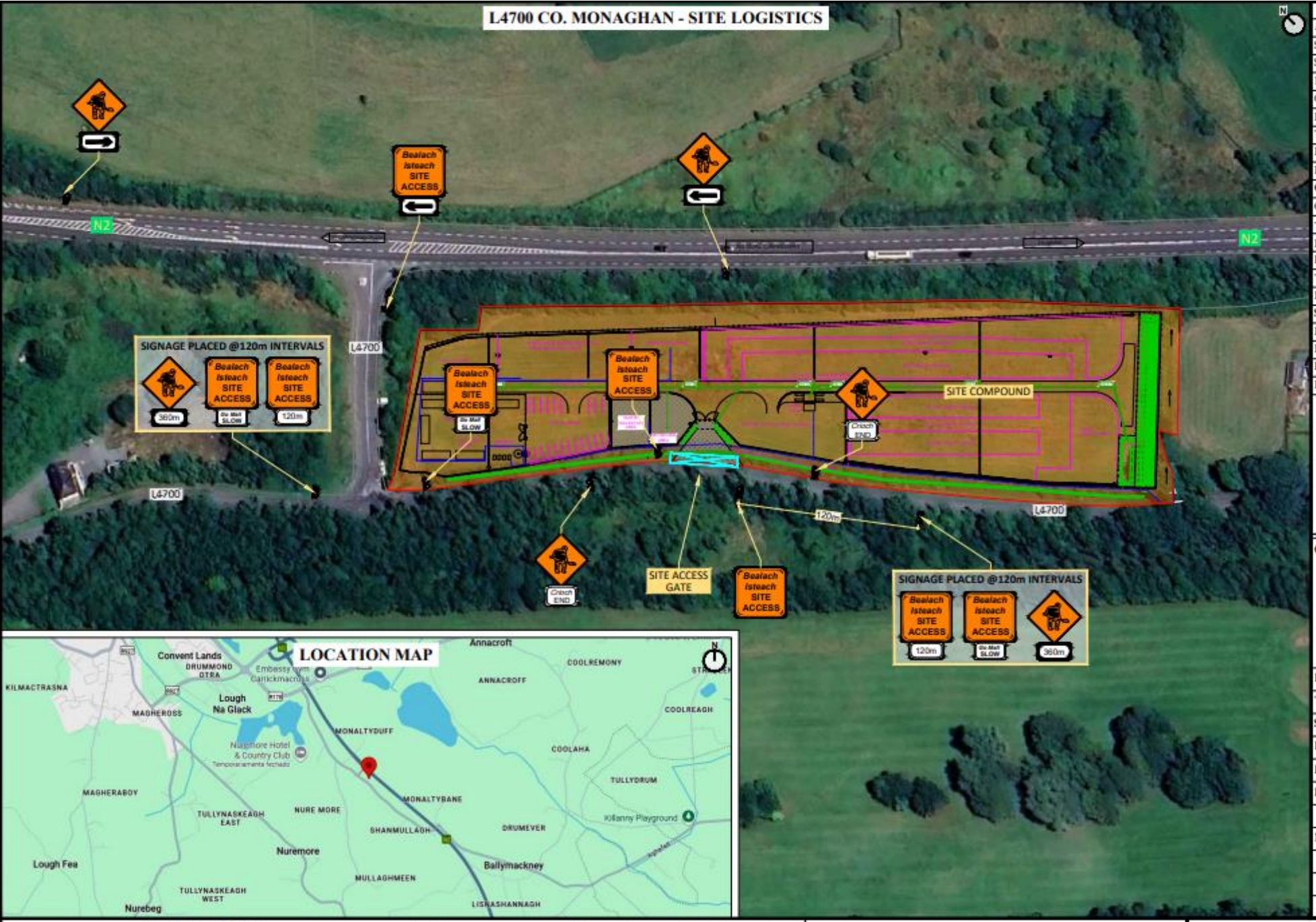
GRAVEL BOARD CROSS SECTION

NOTES :-

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL NON-CONCRETE ENVIRONEMENTAL NOISE BARRIERS SHALL BE SUPPLIED WITH A PRECAST CONCRETE GRAVEL BOARD.
3. THE MINIMUM COVER TO REINFORCEMENT SHALL BE IN ACCORDANCE WITH THE DN-STR-03012.
4. MINIMUM EXPOSURE CLASS TO BE XC4.
5. REINFORCED CONCRETE SHALL BE A MINIMUM GRADE C32/ 40.
6. ALL GRAVEL BOARD FACES ARE TO HAVE AN F4 FINISH.
7. ALL STRUCTURAL CONCRETE SHALL BE SPECIFIED IN ACCORDANCE WITH CC-SPW-01700.
8. EMBEDMENT OF GRAVEL BOARD TO BE A MINIMUM OF 50mm. DEEPER EMBEDMENT TO BE DETERMINED AS REQUIRED ON A CASE BY CASE BASIS.
9. THIS SCD IS AN INDICATIVE DETAIL SHOWING MINIMUM REQUIREMENTS. FULL DESIGN AND DETAILING SHALL BE UNDERTAKEN ON A SCHEME SPECIFIC BASIS.
10. THIS SCD IS ONLY TO BE USED IN ASSOCIATION WITH A UNIQUE STRUCTURAL DESIGN. THIS DESIGN IS TO BE CARRIED OUT IN ACCORDANCE WITH THE TII REQUIREMENTS FOR THE USE OF EUROCODES FOR THE DESIGN OF ROAD STRUCTURES.
11. ALL ENVIRONMENTAL NOISE BARRIERS SHALL BE SUPPLIED IN ACCORDANCE WITH CC-SPW-00300.
12. DETAILING OF THE GRAVEL BOARD SHALL BE THE SOLE RESPONSIBILITY OF THOSE SUPPLYING AND INSTALLING THE BARRIER.
13. SURFACE AND SUB-SURFACE DRAINAGE ADJACENT TO THE CARRIAGEWAY SHALL BE IN ACCORDANCE WITH DN-DNG-03022 REQUIREMENTS. WEEP HOLES SHALL BE PROVIDED WHERE REQUIRED. THE INVERT LEVEL OF THE WEEP HOLE, SIZE AND FREQUENCY ALONG THE NOISE BARRIER GRAVEL BOARD IS TO BE DESIGNED SUCH THAT THE GRAVEL BOARD DOES NOT ADVERSELY AFFECT THE ALLOWABLE SURCHARGED FLOW WIDTHS OUTLINED IN DN-DNG-03022. THE MAXIMUM HEIGHT OF THE WEEP HOLE INVERT SHOULD BE SET SO THAT IT IS NO HIGHER THAN THE EDGE OF THE PAVEMENT. DESIGNERS SHOULD ALSO CONSIDER THE EFFECTS OF THE NOISE BARRIER GRAVEL BOARD IN MORE EXTREME RAINFALL EVENTS WHEN DESIGNING THE WEEP HOLES, TO ALLOW FOR APPROPRIATE ROUTING OF SURCHARGED FLOW AND PREVENT VERGE EROSION AT THE GRAVEL BOARD INTERFACE.

APPENDIX 3
TRAFFIC MANAGEMENT LAYOUT PLAN

L4700 CO. MONAGHAN - SITE LOGISTICS



Design Parameter - Level 2(i)	
Advance Warning Signage - Type B	
Sign size (mm)	600
Sign Visibility (m)	90
Number of Signs	3
Cumulative Distance (m)	360
Distance Between Signs (m)	120
Taper	
Lane Taper Rate [A]	1 in 40
Hard Shoulder Taper Rate [A]	1 in 40
Cones	
Cone Height (mm)	750
Taper Spacing (m) [B]	3
Longitudinal Spacing (m) [B]	12
Lamps (unlit areas only)	
Taper Spacing (m)	6
Longitudinal Spacing (m)	24
Safety Zones	
Longitudinal (m)	45
Lateral (m)	1.2
Lanes	
Lane Width (m) [C]	3

A. 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, if 2.5m.

Client:

Energy for generations

Project:	North-South Interconnector
Title:	Site Logistics Plan
Site Loc.:	L4700, Co. Monaghan
Plan no.:	WO1107/00/001 (R00)
Date:	18/08/2025
Designed by:	LG **Verified by:** SC

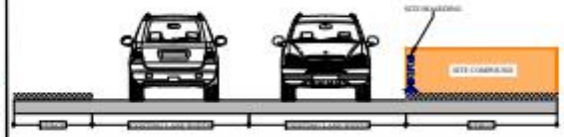
Revisions

No.:	Date:	Design by:

GENERAL NOTES

1. All vehicles must come to a halt when pedestrians are crossing the roadway.
2. Traffic Management personnel are to oversee pedestrian movements and control site access.
3. Pedestrian barriers must be used to safeguard pedestrians from the work zone.
4. All temporary walkways must have a high-quality, even surface and be kept clear of any obstacles.
5. Daily inspections and upkeep of the traffic management setup are required to ensure both safety and compliance with the design.
6. Access to all residential and commercial properties must be preserved at all times.
7. The exact placement of signage must be finalized on-site.
8. This traffic management plan can only be enacted by a trained TTOS, who must conduct a risk assessment prior to implementation. The TTOS must hold a valid CSCS card (for signing, lightning and guarding at road works) as per the Construction Regulations 2006.
9. The contractor is responsible for providing ramped access where there is a change in road surface level, particularly where temporary surfaces are in use.
10. The contractor must complete a site-specific risk assessment before installing any traffic management systems to confirm that the site conditions match those considered during the design phase.
11. All work must comply with local authority guidelines and be included in the project-specific safety and health plan.
12. The contractor must review and verify all information in these drawings prior to starting any construction phase.

CROSS SECTION



LEGEND

- Temporary Traffic Sign
- Traffic Cones
- Site Area

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