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CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN (CEMP) REVISION 006

EXPLANATORY NOTE

16th January 2024

Project: Laois Kilkenny Electricity Reinforcement Project – Unit 1: A new 400kV/110kV Substation at Coolnabackey townland, Co. Laois.

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INTRODUCTION

An Addendum to the Unit 1 CEMP (CEMP ADDENDUM) for the Laois Kilkenny Reinforcement project – ABP Reg. Refs, VA0015 was prepared and submitted to Laois County Council (LCC) on 16th November 2023, in response to a Request for Further Information (RFI) from LCC on 20th October 2023 in relation to the discharge of Planning Condition No. 11 for the permitted development.

The CEMP ADDENDUM submitted on 16th November 2023 provided the information required in response to the RFI as part of the consultation period.

Subsequent to this submission, further consultation ensued as part of a separate, independent Risk Assessment of the Coolnabacky Site by Laois County Council, resulting in an amendment to some of the information provided in both the CEMP, submitted September 2023, and the CEMP ADDENDUM, Submitted November 2023. Further information in relation to the Risk Assessment was submitted in consultation with LCC on 6th December 2023, 15th December 2023, 2nd January 2024 and 7th January 2024.

For the purposes of the public file, and for monitoring of planning compliance during the construction stage, a revised CEMP – Revision 006 (Rev 006) has been prepared, incorporating all information in the submissions made during the consultation period.

CEMP Rev 006 serves only to reflect the information contained in existing submissions and does not present any new information for review.

This CEMP Explanatory Note is intended to aid in the review of CEMP Rev 006, as follows:

- This Explanatory note consolidates the Further Information previously submitted to LCC in relation to the CEMP and the Risk Assessment exercises, and summarises information, where relevant, which has driven a change or addition to the content of the CEMP.
- This Explanatory Note also details where, within the revised CEMP, information has been amended as a result.

This Explanatory Note is divided into the following categories:

- 1- Information submitted in response to the CEMP RFI in November 2023 (as described in Paragraph 1 above), and the sections of the CEMP which have been amended to reflect this submission.
- 2- Information (where relevant to the CEMP) submitted in response to the supplementary, independent risk assessment by LCC, (as described in paragraph 3 above), and the sections of the CEMP which have been amended to reflect this submission.
- 3- Specific details of all amendments made within the revised CEMP, presented in sequential order according to sections of the CEMP. This shall also include information on the changes made to the list of Figures, Tables and other numbered items within the revised CEMP as a result.

For clarity, it shall be noted that references within this Explanatory Note to any “**Figures**” or “**Appendices**” are made in line with the latest revision of the CEMP (Rev 006) and the latest figure/appendix no. contained within. This Explanatory Note does not contain any Appendices.

1 INFORMATION SUBMITTED IN RESPONSE TO THE REQUEST FOR FURTHER INFORMATION ON CEMP REVISION 5, 16th NOVEMBER 2023:

1.1 RFI Item No. 1 – Vehicle Wheel Wash Area

LCC, as part of the RFI Process for the CEMP, sought additional information and amendments to the location of the wheel wash, as follows:

“A Revised Site Layout is required illustrating the wheel wash area, located a minimum of 5 metres from any adjoining surface water land drain or watercourse and outside of any overhead lines exclusion zones. Design details of the wheel wash area, soiled water holding tanks and proposed method of soiled water disposal/treatment shall also be clarified.”

The following sections of the CEMP have been amended to incorporate the relevant content of ESB’s Response to RFI Submitted on 16th November 2023:

- Section 5.8: Waste Management
- Appendix 2: Site Logistics Plan.

The following sections have been introduced into CEMP Rev 006 to incorporate additional detail on the wheel wash facility as submitted:

- Section 5.9: Site Wheel Wash. Appendix 2A: Wheel Wash Details

Specific amendments are detailed in **Section 3** herein.

1.2 RFI Item No. 2 – Historic Boreholes

LCC, as part of the RFI Process for the CEMP, sought additional information in relation to the Boreholes on site:

“Three previously referenced boreholes are unaccounted for. Confirmation is required from the Developer that, should any of the unaccounted-for boreholes be uncovered during the site development works, the Developer shall notify the Planning Authority whereby decommissioning of the boreholes will be carried out in accordance with the SEPA document ‘Good Practice for Decommissioning Redundant Boreholes and Wells’ and in consultation with the Planning Authority”.

The following section of the CEMP has been amended to incorporate the relevant content of ESB’s Response to RFI Submitted on 16th November 2023 as a result:

- Section 3.2.1.2: Decommissioning of BH04 and BH05 –

Specific amendments are detailed in **Section 3** herein.

1.3 RFI Item No. 3 – Drawings

LCC, as part of the RFI Process for the CEMP, sought additional information in relation to the elements of Unit 5, the Ballyragget-Coolnabacky Overhead Line which interact with the Coolnabacky Site development, as follows:

“The developer is requested to submit updated drawings & associated documentation to take account of the elements of the Unit 5 Laois Kilkenny Electricity Reinforcement Project that will be constructed within the site boundary of the Unit 1 development.”

The following section of the CEMP have been amended to incorporate the relevant content of ESB’s Response to RFI Submitted on 16th November 2023 as a result:

- Appendix 6: ESB Drainage Drawings and Details.

The following section has been introduced into CEMP Rev 006 to incorporate additional detail on the elements of unit 5 as submitted:

- Section 2.1.1: Unit 5- Ballyragget – Coolnabacky OHL Interface

Specific amendments are detailed in **Section 3** herein.

2 INFORMATION SUBMITTED IN RESPONSE TO THE SEPARATE INDEPENDENT RISK ASSESSMENT AT THE COOLNABACKY SITE

2.1 Supplementary Information: Excavation depths

LCC, as part of the independent risk assessment, sought clarity and additional information on all planned and existing excavations on site.

The following sections of the CEMP have been amended to incorporate ESB's responses to the Independent Risk Assessment Submitted on 15th December 2023 and 2nd January 2024, as a result:

- Section 3.3.2: Current Conceptual Model Refinement
- Section 3.3.3: Summary Conceptual Model
- Section 10: Summary and Conclusions

The following section has been introduced into CEMP Rev 006 to incorporate additional detail on the excavation depths as submitted:

- 2.1.2: Existing Infrastructure

Specific amendments are detailed in **Section 3** herein.

2.2 Supplementary Information: Drainage design and oil separator function

LCC, as part of the independent risk assessment, sought additional information and amendments to the drainage design, seeking specifically to extend the areas Klargester Full Retention Oil Separator drainage network to all impermeable Compound Access Roads, including those areas where oil filled equipment will not be present.

The following sections of the CEMP have been amended to incorporate ESB's responses to the Independent Risk Assessment Submitted on 15th December 2023 and further information submitted on 7th January 2024 as a result:

- Section 4.1.6.3: Klargester full retention Oil Separator
- Appendix 3: Earthmoving Plan
- Appendix 6: ESB Drainage Drawings and Details.

Specific amendments are detailed in **Section 3** herein.

3 AMENDMENTS MADE TO CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

3.1 Specific amendments made within the content of the CEMP Rev 006

This section provides a detailed description of the specific amendments made within the Construction Environmental Management Plan CEMP Rev 006, to incorporate all information contained in existing submissions into a single document for the planning file. These amendments are detailed in Tabular Format and presented in sequential order, in line with the content of the CEMP Document.

CEMP Section:	2.1: Site and Project Overview
Amended to include:	Amendment note 1: Contents of Response to CEMP RFI Submitted by ESB on 16 th November 2023, Item No. 3, "Drawings" And Amendment note 2: Contents of Supplementary information provided in response to Independent Risk Assessment, submitted by ESB on 15 th December 2023 and 2nd January 2024, relating to excavation depths at the Coolnabacky Site.
Amendment note 1:	Insert new subsection: 2.1.1
<p>"2.1.1 Unit 5- Ballyragget – Coolnabacky OHL Interface</p> <p>The interface mast BC150 for Unit 5 is located within the substation site of Unit 1. This is the final structure in the Ballyragget to Coolnabacky 110kV OHL circuit which will connect Coolnabacky substation to Ballyragget substation in Co. Kilkenny. The foundations and lower section of the Interface Mast BC150 was constructed as part of the Ballyragget – Coolnabacky OHL in early 2022, under a previous compliance submission to LCC in December 2021. The remaining structure will be assembled under the Unit 5 Ballyragget to Coolnabacky Overhead Line project. At the interface mast, the Ballyragget to Coolnabacky circuit transitions from an Overhead Line to an Underground Cable before traversing around the northern and eastern perimeter of the site and terminating in the Coolnabacky 110kV substation.</p> <p>Future work (electrical work) associated with Unit 5 which will occur at the Coolnabacky Unit 1 site will include the stringing of the overhead line and pulling of the cables into position before terminating accordingly. All works will be carried out in full compliance with the commitments set out in the appropriate CEMPs for Units 1 and Unit 5."</p>	

Amendment note 2: Insert new subsection 2.1.2

“2.1.2: Existing Infrastructure.

There are five existing overhead line (OHL) structures, or masts, on site with associated foundations, measuring in depth from 3.2m to 4.1m, as shown in the table below.

Table 1: Details of Existing Overhead Line Structures at Coolnabackey Site

Circuit/Unit	Description	Quantity	Size
New Ballyragget Coolnabackey 110 kV Overhead Line (Unit 5)	Line Cable interface mast (LCIM) base and foundations in place LCIM 150	1no. mast (4 foundations per)	4.3m x 4.3m 1.5m thick (varies) at depth of 3.205m
Athy Portlaoise 110 kV Modifications (Unit 8)	New Temporary LCIMs complete and OHL diversion in place AM98, AM98A, AM99	3no. masts (4 foundations per/ 12 foundations) Fully Constructed	4.3m x 4.3m 1.5m thick (varies) at depth of 3.205m
New Coolnabackey 400 kV Overhead Line (Unit 2)	End Mast base and foundations in place	1no. mast (4 foundations)	9m x 9m 1.5 thick (Varies) at depth of 4.1m from lowest ground level

The Conceptual model in Section 3.3.2 of CEMP Rev 006 illustrates the latest understanding of potential interaction between existing infrastructure units and the shallow aquifer.”

CEMP Section:

3.2.1.2. Decommissioning of BH04 and BH05

Amended to include:

Contents of Response to CEMP RFI submitted by ESB on 16th November 2023, Item no. 2, “Historic Boreholes”.

Amendment note:

Inserted paragraph at end of existing text

“Should any unaccounted boreholes be uncovered during the site development works, ESB will notify the Planning Authority and will also decommission boreholes in accordance with the SEPA document ‘Good Practice for Decommissioning Redundant Boreholes and Wells’ and in consultation with the Planning Authority.”

CEMP Section:

3.3.2 Current Conceptual Model Refinement

Amended to include:

Contents of Supplementary information provided in response to Independent Risk Assessment, submitted by ESB on 15th December 2023 and 2nd January 2024, relating to excavation depths at the Coolnabackey Site.

Amendment note 1:

Updated Text as underlined

The Paragraph in Section 3.3.2 of the CEMP which reads:

"Figures 6 & 7 show the cross sections illustrating the latest understanding of potential interaction between infrastructure units and the shallow aquifer."

Is replaced with:

"Figures 6, 7 and 8 show the cross sections illustrating the latest understanding of potential interaction between infrastructure units and the shallow aquifer"

Amendment note 2: Inserted Figure 8.

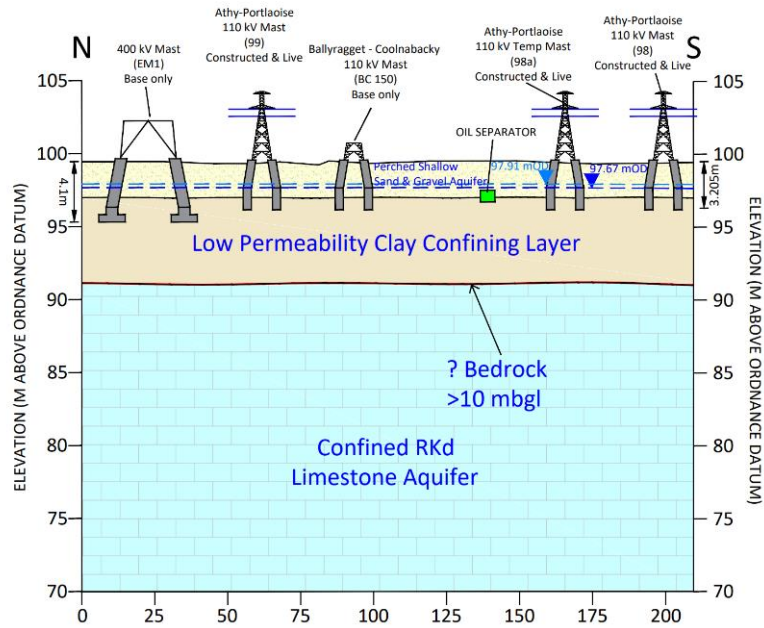


Figure 8: North- South Cross Section detailing existing Structures and Oil Separator

CEMP Section:	3.3.3 Summary Conceptual Model
Amended to include:	Contents of Supplementary information provided in response to Independent Risk Assessment, submitted by ESB on 15th December 2023 and 2nd January 2024, relating to excavation depths at the Coolnabacky Site.
Amendment note:	Updated Text as underlined
The paragraph in Section 3.3.3 of the CEMP which reads:	
"The maximum depth of excavation will be <u>2.14m below ground level</u> , and based on groundwater level data, this will require some dewatering of the shallow gravel aquifer. "	
Is replaced with:	
"The maximum depth of excavation will <u>not be greater than 3m</u> . Based on groundwater level data, this will require some dewatering of the shallow gravel aquifer. "	

CEMP Section:	4.1.6.3 Klargester Full Retention Oil Separator
Amended to include:	Contents of Supplementary information provided in response to Independent Risk Assessment, submitted by ESB on 7 th January 2024, relating to the drainage network served by the oil separator at the Coolnabacky Site.
Amendment note 1:	Updated Text as underlined
<p>The Paragraph in Section 4.1.6.3 which reads:</p> <p><u>“The area of the substation compound which will hold oil filled equipment (transformer bunds, impermeable access routes etc) will be linked to an underground drainage network which will drain to the underground Klargester oil separator. Water from the oil separator will discharge to settlement pond no. 2, located to the south of the site.”</u></p> <p>Is replaced with:</p> <p><u>“All impermeable areas of the substation compound access roads will be linked to an underground drainage network which will drain to the underground Klargester oil separator. Water from the oil separator will discharge to settlement pond no. 2, located to the south of the site as shown in Appendix 6 – Compound Drawing No. PE493-D108-125-002-005. The design also includes kerbing around all compound access roads, which will be cambered sufficiently to direct stormwater toward the underground separator drainage gulleys.”</u></p>	
Amendment note 2:	Updated Text as underlined
<p>The Paragraph in Section 4.1.6.3 which reads:</p> <p><u>“This Section (Section 4.1.6.3) refers to the underground Class 1 full retention oil separator. The oil separator will function during the operational phase of the substation but will be installed during the construction phase. The full retention oil separator is designed to serve the bund dewatering systems from the transformer bunds and the impermeable surface areas surrounding the bunds and access road.”</u></p> <p>Is replaced with:</p> <p><u>“This Section (Section 4.1.6.3) refers to the underground Class 1 full retention oil separator. The oil separator will function during the operational phase of the substation but will be installed during the construction phase. The full retention oil separator is designed to serve the bund dewatering systems from the transformer bunds and the impermeable surface areas <u>of the substation compound access roads.</u>”</u></p>	
Amendment note 3:	Replace Image, updated caption as underlined
The Following Figure:	

Coolnabacky 400kV/110 kV Substation: CEMP Revision 006 Explanatory Note

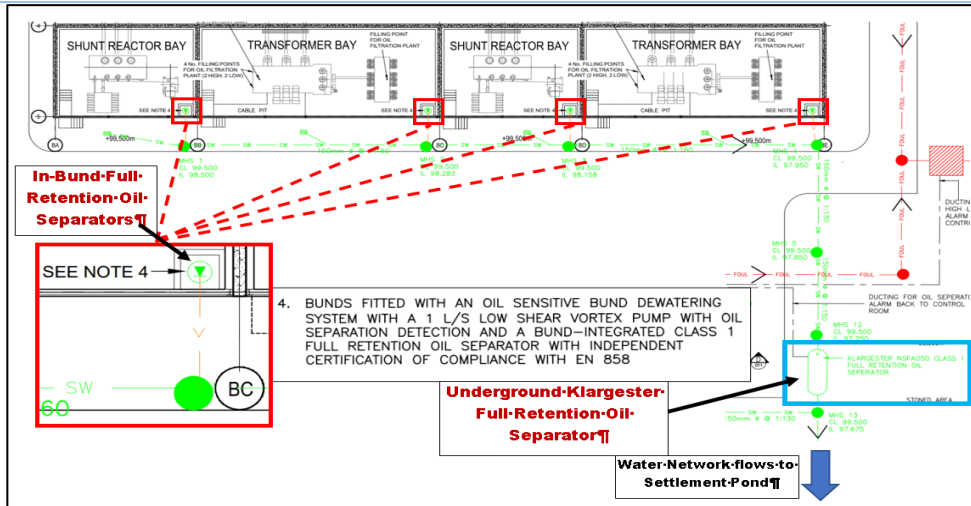


Figure 11: Extract from Compound Drainage Layout PE493-D108-125-002-001 showing all Full Retention Oil Separators within the substation compound

Is replaced with:

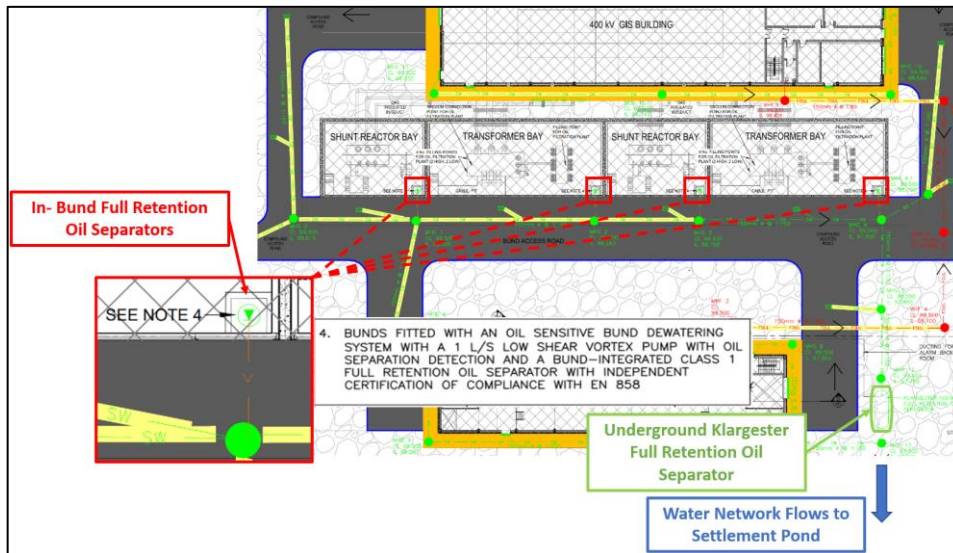


Figure 11: Extract from Compound Drainage Layout PE493-D108-125-002-005 showing all Full Retention Oil Separators within the substation compound

CEMP Section:	5.8 Waste Management
Amended to include:	Contents of Response to CEMP RFI submitted by ESB on 16th November 2023, Item No. 1. "Vehicle Wheel Wash Area"
Amendment note:	Replace Image

The Following Figure:

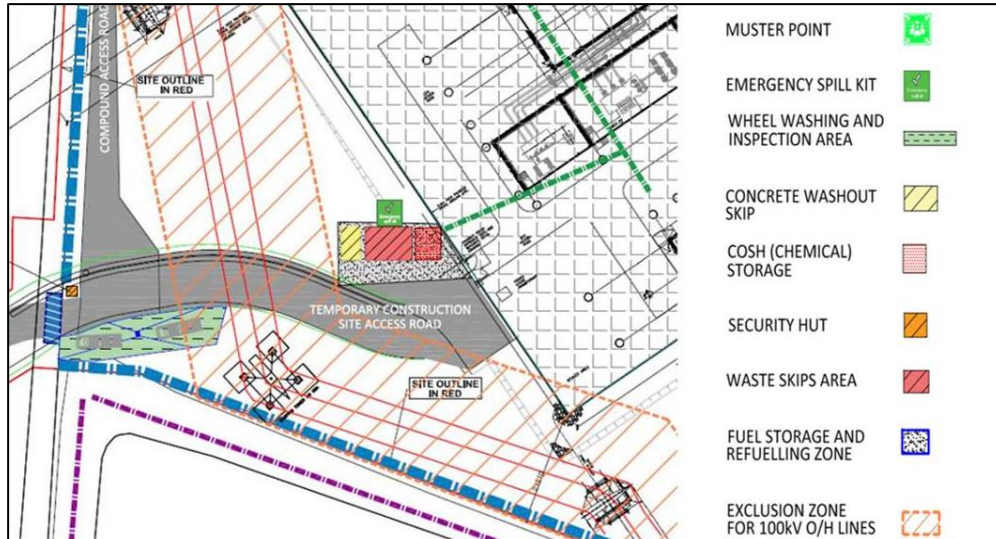


Figure 16: Waste Control Area

Is replaced with:

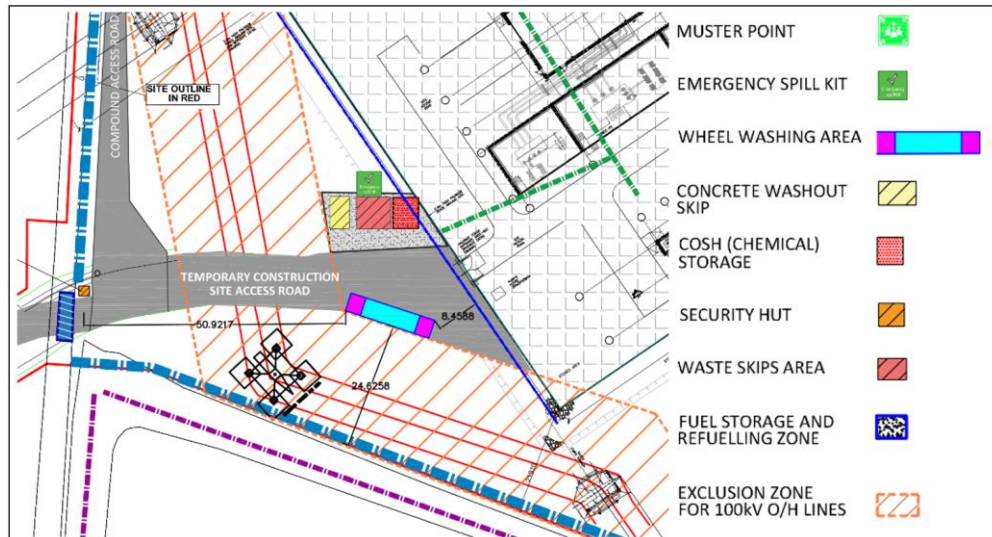


Figure 16: Waste Control Area

CEMP Section:	5 Environmental Management
Amended to include:	Contents of Response to CEMP RFI submitted by ESB on 16 th November 2023, Item No. 1 “Vehicle Wheel Wash Area” .
Amendment note 1:	Inserted new subsection 5.9

“5.9 Site Wheel Wash

The Wheel wash area as depicted in Appendix 2.- Site Logistics Plan maintains a minimum of 5m distance from any adjoining surface water land drain or watercourse and is located outside of the overhead line exclusion zone in the vicinity.

5.9.1 Wheel Wash Design

The proposed wheel wash is an EcoBath system, which is typically used throughout the construction industry. See details below:

- The Eco bath is essentially a large, contained tank of water, which allows a vehicle to drive through, in order to clean its wheels (Figure 16);
- A stone ramp shall be constructed at either end of the EcoBath (Figure 17). These stone access ramps shall be inspected regularly and upgraded, where necessary;
- Once the EcoBath and ramps are installed, the bath is filled with water to the required levels;
- There is no requirement for any power, services or drainage connection to the EcoBath for the duration of its use and operation;
- There are 2 no. rumble track features within the EcoBath. Once a vehicle drives across the rumble tracks, this triggers the tracks to flex the tyre treads open and vibrate the wheels to agitate and remove any adherent material;
- The rumble tracks are largely submerged in water thus assisting the cleaning process (Figure 16 & 17);
- The length of the EcoBath system allows for approximately 3.8-wheel revolutions in the cleaning process. If necessary, a vehicle can pass through the EcoBath several times to ensure wheels are cleaned effectively;
- Prior to leaving site, the condition of all vehicles will be inspected ; and
- All inspection records will be made available on request

5.9.2 Monitoring, Treatment & Disposal

- Daily monitoring and inspection of the wheel wash area will include monitoring water levels, water clarity and base sediment levels;
- The inspections will inform the effective maintenance regime of the EcoBath;
- Water will be removed, as required, allowing the removal of settled deposits at the base;
- The frequency of emptying/cleaning may need to be increased depending on factors such as frequency of use, changes to work scopes, seasonal conditions, site conditions, etc. This frequency will be determined by recommendations arising from daily checks/inspections and Site Environmental Monitoring/Auditing processes;
- All water and settled deposits will be removed using a suction pump and/or vacuum system by a licenced waste contractor;
- The waste will then be removed from site to be treated appropriately - this will be at the licenced

waste contractor's discretion;

- Similarly, if water levels are too high (e.g. during adverse weather) the waste contractor will remove any surplus water for disposal as outlined above;
- Once all water and sediment has been removed, the EcoBath will be inspected for any adherent residual materials and then replenished with clean water;
- Water will not be disposed of/ treated / reused on site throughout the duration of the project ; and
- A copy of all Waste Collection Permits and Waste Facilities Permit/Licences of all waste suppliers will be kept on site.”

Amendment note 2: Inserted Figures 17 and 18.



Figure 17: Eco Bath in use. Rumble tracks submerged in water



Figure 18: Stone access ramps in place

CEMP Section:	10- Summary and Conclusions
Amended to include:	Contents of Supplementary information provided in response to Independent Risk Assessment, submitted by ESB on 15th December 2023 and 2nd January 2024, relating to excavation depths at the Coolnaback Site.
Amendment note:	Updated Text as underlined

The Paragraph in Section 10 which reads:

“**Section 3** of the CEMP covers extensive historic site investigations from 2012 to 2021 and identifies the depth of drilling in those campaigns. It states that of the deepest boreholes drilled, none of these boreholes penetrated the groundwater aquifer, so there was no potential pollution pathway to the bedrock aquifer. It describes the current boreholes onsite and the future management of the decommissioning of 2 no. boreholes and the installation of 1 no. borehole. It was concluded that from all five rounds of site investigations, bedrock was not encountered or confirmed, extrapolating that the bedrock aquifer is considered as typically > 10 m below the site. It is noted that the bedrock is overlain by a consistent layer of 6-7m of low permeability Clay. This layer limits any interconnectivity between surface/near surface activities and the bedrock aquifer and protects the deep aquifer in the unlikely event of the boreholes acting as a contamination pathway. The site investigation campaign also suggests that the perched water table (from the shallow aquifer) may be intercepted at typical depths of 0.80m, therefore dewatering will be required as maximum depth of excavations are 2.14m below ground.”

Is replaced with:

“**Section 3** of the CEMP covers extensive historic site investigations from 2012 to 2021 and identifies the depth of drilling in those campaigns. It states that of the deepest boreholes drilled, none of these boreholes penetrated the groundwater aquifer, so there was no potential pollution pathway to the bedrock aquifer. It describes the current boreholes onsite and the future management of the decommissioning of 2 no. boreholes and the installation of 1 no. borehole. It was concluded that from all five rounds of site investigations, bedrock was not encountered or confirmed, extrapolating that the bedrock aquifer is considered as typically > 10 m below the site. It is noted that the bedrock is overlain by a consistent layer of 6-7m of low permeability Clay. This layer limits any interconnectivity between surface/near surface activities and the bedrock aquifer and protects the deep aquifer in the unlikely event of the boreholes acting as a contamination pathway. The site investigation campaign also suggests that the perched water table (from the shallow aquifer) may be intercepted at typical depths of 0.80m, therefore dewatering will be required as maximum depth of excavations are up to 3m below ground.”

CEMP Section:	Appendix 2- Site Logistics Plan
Amended to include:	Contents of Response to CEMP RFI submitted by ESB on 16 th November 2023, Item No. 1 “Vehicle Wheel Wash Area”
Amendment note:	Revised Drawing
SITE LOGISTIC PLAN REV 04 is replaced by SITE LOGISTIC PLAN REV 05	
<ul style="list-style-type: none"> • Revision on Drawing includes relocated wheel wash area, outside of the recommended exclusion zone of the overhead lines. The exclusion zone is depicted by a dashed orange line; • Greater than 5m from any watercourse. The location of the land drain, represented by the red site boundary line is approximately 8m from the wheel wash. The wheel wash area is over 50m from the watercourse along the western site boundary. 	
Amendment note 2:	Insert new Sub Appendix 2A
Appendix 2A Inserted to incorporate Wheel Wash details provided with RFI	
Appendix Contains: Drawing and Specifications for Ecobath Wheel Wash	

CEMP Section:	Appendix 3: Earth moving Plan
Amended to include:	Contents of Supplementary information provided in response to Independent Risk Assessment, submitted by ESB on 7 th January 2024, relating to the drainage network served by the oil separator at the Coolnabacky Site.
Amendment note:	Revised Drawings
<p>Drawings included in Earth Moving Plan have been updated to remove site compound drainage detail, for the avoidance of conflicts with the latest revisions included in Appendix 6. This applies to the drawings for</p> <p>Stage 1: Erect Site Fencing e</p> <p>Stage 2: Permanent Berm Works & Compound Works</p> <p>Stage 3: Excavate and Install Drainage Ponds to Drainage Ponds Works</p>	

CEMP Section:	Appendix 3: Earth moving Plan
Stage 5: 110 kV Building Footprint Excavation Works	
Stage 6: Remainder of Civils & Excavation Works	

CEMP Section:	Appendix 6- ESB Drainage Drawings and Details
Amended to include:	a) Contents of Response to CEMP RFI submitted by ESB on 16 th November 2023, Item No. 3, "Drawings" And; b) Contents of Supplementary information provided in response to Independent Risk Assessment, submitted by ESB on 7 th January 2024, relating to the drainage network served by the oil separator at the Coolnaback Site.
Amendment note:	Revised Drawings
Site Drainage Drawing no. PE493-D108-125-001-001 is replaced by PE493-D108-125-001-004. Compound Drainage Drawing no. PE493-D108-125-002-001 is replaced by PE493-D108-125-002-005. Revisions on both drawings include: <ul style="list-style-type: none"> a) Addition of detail relating to Unit 5 Ballyragget Coolnaback Overhead Line. In response to CEMP RFI Item No.3 (section 1.3 of this document) and submitted to LCC on 16th November 2023; b) Amended Drainage Layout to extend Oil Separator network to all impermeable site compound access roads, changed legend colouring for surface areas in response the Independent Risk Assessment (section 2.2 of this document) and submitted to LCC on 7th January 2024. 	

3.2 Resulting amendments to Numbering of Appendices, Tables and Figures

Appendices

The following table details the amendments made to the numbering of Appendices within the CEMP. New or revised appendices in CEMP Rev 006 are highlighted in red. The numbers associated with the current revision are listed on the Left hand Column. Numbering from the previous revision is included in italics on the Right Hand Column for reference.

APPENDICES		
CEMP Rev 6	Description	CEMP Rev5
Appendix 1	Relevant Legislation List to the Project	<i>Appendix 1</i>
Appendix 2	Site Logistics Plan	<i>Appendix 2</i>
Appendix 2A	Wheel Wash Details	<i>N/A</i>
Appendix 3	Earthmoving Plan	<i>Appendix 3</i>
Appendix 4	Traffic Management Plan	<i>Appendix 4</i>
Appendix 5	Resource & Waste Management Plan	<i>Appendix 5</i>
Appendix 6	ESB Drainage Drawings and Details	<i>Appendix 6</i>

APPENDICES		
Appendix 7	Preliminary Development Programme and Gantt Chart	<i>Appendix 7</i>
Appendix 8	Summary & Risk Impact Assessment of Historic Ground Investigations 2023	<i>Appendix 8</i>
Appendix 9	Site Investigations Reports:	<i>Appendix 9</i>
Appendix 9A	Tobin Assessment of Unauthorised Development on Aquifer 2017	<i>Appendix 9A</i>
Appendix 9B	Causeway – Coolnabacky 400 kV GIS Substation Ground Investigation 2018	<i>Appendix 9B</i>
Appendix 9C	IE Consulting – Hydrological & Hydrogeological Review 2021	<i>Appendix 9C</i>
Appendix 9D	Coolnabacky Addendum Report 2021	<i>Appendix 9D</i>
Appendix 9E	Assessment of Tufa Springs March 2022	<i>Appendix 9E</i>
Appendix 9F	Coolnabacky Petrifying Springs & Assessment December 2022	<i>Appendix 9F</i>
Appendix 9G	Draft RAMS for Decommissioning and Installation of Boreholes 2023	<i>Appendix 9G</i>
Appendix 10	Groundwater and Surface Water Monitoring Results	<i>Appendix 10</i>
Appendix 11	Emergency Response Plan	<i>Appendix 11</i>
Appendix 12	Environmental Management Procedures	<i>Appendix 12</i>
Appendix 13	Kilwex Project Organisational Structure	<i>Appendix 13</i>
Appendix 14	Site Ecological Walkover Report	<i>Appendix 14</i>
Appendix 15	Proposed Water Monitoring Report	<i>Appendix 15</i>
Appendix 16	Hydrological Mitigation and Monitoring During Construction Map	<i>Appendix 16</i>
Appendix 17	Baseline Monitoring Report – Noise & Vibration, Dust and Water Monitoring	<i>Appendix 17</i>
Appendix 18	ESB Bund Test Report Template & Bund Arrangement Drawings	<i>Appendix 18</i>

Tables

The following table details the amendments made to the numbering of Tables within the CEMP. The numbers associated with the current revision are listed on the Left hand Column. New or revised appendices in CEMP Rev 006 are highlighted in red. Numbering from the previous revision is included in italics on the Right Hand Column for reference.

TABLES		
CEMP Rev 6	Description	CEMP Rev5
Table 1	Details of Existing Overhead Line Structures at Coolnabacky Site	<i>N/A</i>
Table 2	Documentation associated with hydrogeological assessments and site investigations	<i>Table 1</i>
Table 3	History of Boreholes and Trial Pits	<i>Table 2</i>
Table 4	Existing Boreholes	<i>Table 3</i>
Table 5	Monitoring Programme Documentation to date	<i>Table 4</i>
Table 6	Extract from Technical Specification for Klargester Full Retention Oil Separators	<i>Table 5</i>
Table 7	Full Retention Oil Separator Maintenance Schedule	<i>Table 6</i>
Table 8	Contact Details for Main Contractor Kilwex Ltd	<i>Table 7</i>
Table 9	ESB Contacts	<i>Table 8</i>
Table 10	Third Party Contact	<i>Table 9</i>

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Table 11	Mitigation Measures from the Environmental Impact Statement and Natura Impact Statement	<i>Table 10</i>
Table 12	Environmental Monitoring Measures	<i>Table 11</i>
Table 13	Audit & Inspection Schedule	<i>Table 12</i>

Figures

The following table details the amendments made to the numbering of Figures within the CEMP. The numbers associated with the current revision are listed on the Left hand Column. New or revised appendices in CEMP Rev 006 are highlighted in red. Numbering from the previous revision is included in italics on the Right Hand Column for reference.

FIGURES		
CEMP Rev 006	Description	CEMP Rev5
Figure 1	Construction location Coolnabacky 400/110kV Substation Site	<i>Figure 1</i>
Figure 2	Coolnabacky 400/110kV (Unit 1) Preliminary Development Programme	<i>Figure 2</i>
Figure 3	Locations of Historic Investigation Boreholes and Trial Pits across the Site	<i>Figure 3</i>
Figure 4	Conceptual Model Presented in AWN Consulting Ltd. Report (DB/09/4848HR02)	<i>Figure 4</i>
Figure 5	Conceptual Model Presented in Tobin Report (Sep, 2017)	<i>Figure 5</i>
Figure 6	North-South Cross Section	<i>Figure 6</i>
Figure 7	Southwest-Northeast Cross Section	<i>Figure 7</i>
Figure 8	North- South Cross Section detailing existing Structures and Oil Separator	N/A
Figure 9	Silt Fencing	<i>Figure 8</i>
Figure 10	French drain typical Section	<i>Figure 9</i>
Figure 11	Extract from Compound Drainage Layout PE493-D108-125-002-005 showing all Full Retention Oil Separators within the substation compound	<i>Figure 11</i>
Figure 12	Top Image above depicts location of OHL mast locations (Unit 5 Ballyragget – Coolnabacky Project) in relation to the Coolnabacky site at BC 150. Yellow markings represent planning access	<i>Figure 11</i>
Figure 13	Typical Bund Layout for 400 kV Transformer	<i>Figure 13</i>
Figure 14	Dewatering Arrangement - Settlement Pond Construction	<i>Figure 14</i>
Figure 15	Dewatering Arrangement for Main Construction Works	<i>Figure 15</i>
Figure 16	Waste Control Area	<i>Figure 16</i>
Figure 17	Eco Bath in use. Rumble tracks submerged in water	N/A
Figure 18	Stone access ramps in place	N/A
Figure 19	Kilwex Organisational Structure	<i>Figure 17</i>
Figure 20	Monitoring Location of Noise, Dust and Vibration Equipment	<i>Figure 18</i>

4 CONCLUSION

This Explanatory Note provides a summary of all existing information contained in submissions made to LCC during the CEMP Consultation period, and for ease of reference provides a detailed description of the resulting amendments made to the CEMP to reflect this information.