An Roinn Iompair
Department of Transport

zevi Zero Emission Vehicles Ireland

ARUP

National Road Network EV Charging Plan (NRNEVCP), formerly named 'National En-Route EV Charging Network Plan (NEEVCNP)'

SEA Statement

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Ove Arup & Partners Ireland Limited
One Albert Quay
Cork
T12 X8N6
Ireland
arup.com

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1. Introduction

1.1 The Purpose of the SEA Statement

This Statement forms part of the Strategic Environmental Assessment (SEA) of Department of Transport (DoT) and Zero Emissions Vehicles Ireland (ZEVI)'s adopted National Road Network EV Charging Plan ('The Plan'), formerly named 'National En-Route EV Charging Network Plan'. SEA is a systematic, on-going process for evaluating (at the earliest possible stage) the quantity and consequences of implementing certain plans and programmes on the environment. This SEA Statement is the final stage of the SEA process and is required under the European Communities Regulations 2004[1] (EU SEA Regulations) and national legislation[2] (SEA Regulations).

The purpose of the SEA Statement is to provide information on the decision-making process, and to document environmental considerations, the views of stakeholders and outline how recommendations arising from the SEA have been taken into account in the Plan. The four key requirements of this SEA Statement are to highlight:

- The incorporation of environmental considerations;
- Stakeholder involvement;
- Alterations considered; and
- Monitoring.

The SEA Statement is chronological in nature and includes the following:

- An outline of the methodology for undertaking a SEA;
- Scoping - an overview of the scoping process and summary of how the submissions received from stakeholders have been taken into account;
- Environmental Assessment- description of how environmental considerations have been integrated into the SEA;
- Alternatives - an outline of the reasons for choosing the plan to be adopted, in light of the other reasonable alternatives considered;
- Monitoring - an overview of the measures to monitor the plan going forward; and
- Final Appraisal - evaluation of the effectiveness of the SEA.

This SEA Statement will accompany the adopted National Road Network EV Charging Plan 2024-2030 and be made available to the public.

1.2 National Road Network EV Charging Plan 2024-2030

Ireland's National Road Network EV Charging Plan 2024-2030 (NRNEVCP) is a national document that provides a national roadmap for the deployment of EV charging infrastructure across the Trans-European Transport Network (TEN-T) and primary and secondary national roads in Ireland. The Plan area with which the NRNEVCP is concerned is displayed in **Figure 1.1.**

[1] European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations, as amended by European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2004

[2] Planning and Development (Strategic Environmental Assessment) Regulations, as amended by the Planning and Development (strategic Environmental Assessment) (Amendment) Regulations

The NRNEVCP provides details on the implementation and deployment requirements for establishing EV charging infrastructure across the country to meet the requirements of the Alternative Fuels Infrastructure Regulation (AFIR). In addition, the Plan aims to meet these requirements ahead of demand with the goal of achieving 2030 targets for the AFIR by 2025.

The Plan is the first part of a complete National Road Network EV Charging Plan for the Country. Given the timescales of this plan and the current fleet uptake, the key focus is the deployment of infrastructure for passenger vehicles, Light Goods Vehicles (LGVs) and Heavy-Duty Vehicles (HDVs).

The time horizon for the NRNEVCP covers the period from 2024 to 2030 to align with Climate Action Plan 2023 and 2024 (CAP 23 and CAP24) objectives for achieving electrification of 30% private car fleet by 2030 and end of sale of all new petrol and diesel vehicles by 2035.

The timeline for delivering HDV infrastructure will take up to four years while infrastructure planned for passenger cars / LDV on the motorway / dual carriageway network can take approximately three years and three months.

The achievement of the NRNEVCP will be guided by to 2030 targets from the CAP24.

Figure 1.1 National Road Network Categories, Ireland (TEN-T Core, TEN-T Comprehensive and Non Ten-T Roads in Ireland) | Source: National Road Network EV Charging Plan; Fig. 16

1.3 Timing of the SEA

The preparation of the NRNEVCP and SEA process were carried out in parallel to ensure that environmental considerations were taken into account into the plan making process.

The timeline for these steps is set out in **Table 1.1**.

Table 1.1: Timeline of the NRNEVCP and SEA Iterative Process

National Road Network EV Charging Plan 2024-2030, formerly named 'National En-Route EV Charging Network Plan 2023-2030'	SEA
Preparation of NRNEVCP	Commencement of SEA Scoping Consultation: **23rd June 2023** for four weeks
Consultation on NRNEVCP: **25th September 2023 – 10th November 2023 (public)** **10th January – 7th February 2024 (environmental authorities)**	Public consultation on SEA Environmental Report and AA Screening and Natura Impact Statement (NIS): **25th September 2023 – 10th November 2023.** Consultation with environmental authorities on the SEA Environmental Report, AA Screening and NIS: **10th January – 7th February 2024**
Publication of NRNEVCP and SEA Statement: **March 2024**	

Section 4 of this SEA Statement provides a description as to how environmental considerations were incorporated into the plan making process.

2. SEA Methodology

2.1 Overview

This section highlights how the SEA was undertaken for the NRNEVCP. The SEA methodology is based on legislative requirements and relevant Environmental Protection Agency (EPA) guidance and will ensure compliance with the SEA Directive and associated legislation. The EPA's SEA Pack (Version 18/02/2020) was also used as a source of information during the scoping process.

The NRNEVCP (Arup and ZEVI and DoT), the SEA Environmental Report (Arup) and the Appropriate Assessment (Arup) were prepared in an iterative manner whereby multiple revisions of each document were prepared, each informing subsequent iterations of the others. To facilitate this iterative approach, numerous discussions were held between ZEVI and the DoT, and Arup. The key stages outlined in **Figure 2.1** were identified and are discussed in the following sections.

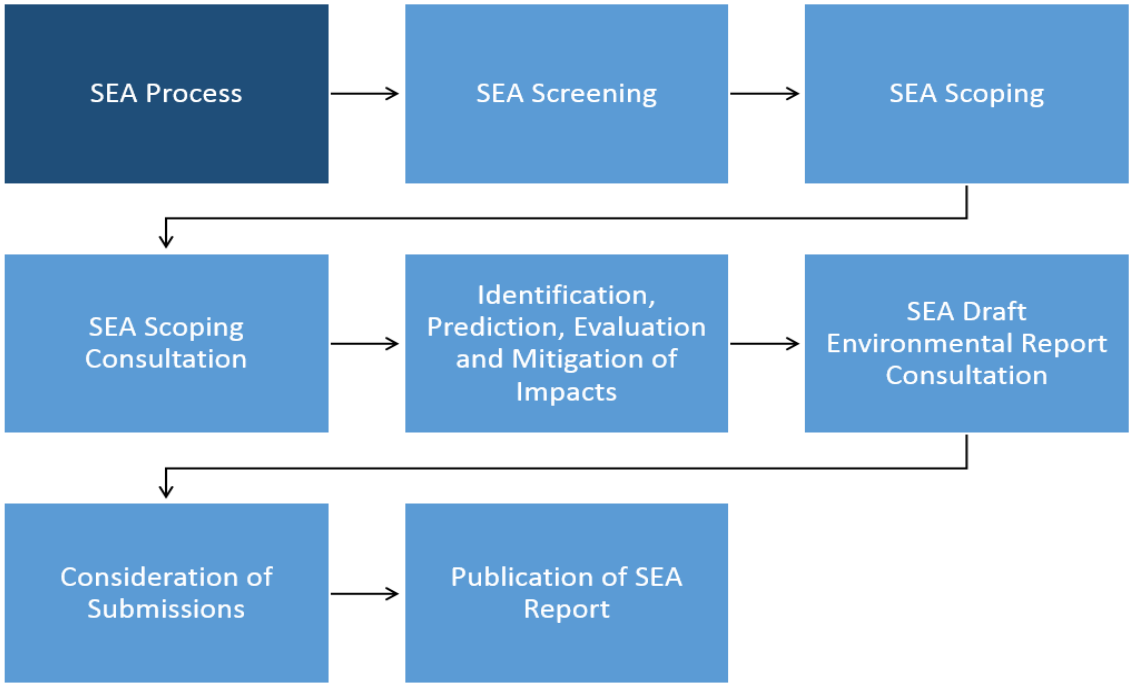

Figure 2.1 Key Stages of the SEA Process

2.2 Screening

Screening is the process for deciding whether a particular Plan would warrant SEA at the earliest possible opportunity, it also facilitates the assessment findings so that they can be factored into the Plan development process. A screening assessment was undertaken as part of this SEA process to determine if the NRNEVCP required a SEA.

The SEA screening assessment of the NRNEVCP concluded that the NRNEVCP is of a type of Plan/Programme (P/P) which falls within the remit of the SEA Directive/SEA Regulations. Further, the NRNEVCP is prepared by a national authority and is considered a P/P that is required by legislative provisions. The NRNEVCP is not considered to be exempt, and it is a P/P prepared for the transport sector to provide electric vehicles charging infrastructure across Ireland, that has the potential to set a framework for the development consent for projects listed in the EIA Directive. Thus, the NRNEVCP required mandatory SEA.

Ultimately, it was determined that the NRNEVCP is considered a type of P/P which falls within the remit of the SEA Directive, and that it requires mandatory SEA, based on findings outlined within the Applicability Stage (Stage 1 of the SEA Screening process which determined the applicability of SEA to the P/P-maker and P/P and/or where relevant to confirm if mandatory SEA is required). The NRNEVCP was therefore taken forward to SEA Scoping.

2.3 Scoping

2.3.1 Scoping Process

Scoping is the process for establishing the range of environmental issues to be covered in the SEA and the level of detail that the assessment will investigate. Scoping also allows input from the environmental authorities and stakeholders to be incorporated. Essentially, responses submitted as part of the scoping process provide greater focus on the evolution of the adopted NRNEVCP.

The considerations addressed during the scoping process for the NRNEVCP are as follows:

- The key elements of the NRNEVCP to be assessed;
- The environmental aspects to be assessed as part of the SEA;

- Identification of relevant international, national and local plans, objectives and environmental standards that may influence or impact on the NRNEVCP;
- Development of draft environmental objectives, indicators and targets to allow the evaluation of impacts as part of the SEA; and
- Identification of any reasonable alternative means or scenarios for achieving the strategic goals of the NRNEVCP.

The SEA Scoping was a key part of the assessment process as it set out the extent of the SEA and provided information to allow consultation with defined statutory bodies and environmental authorities on the scope and level of detail to be considered and incorporated at an early stage in the assessment.

2.3.2 Scoping Consultation

The Scoping Report was issued for comment by defined environmental authorities on 23rd June 2023. The statutory consultees were given a period of four weeks to respond with any observations or submissions on the content of the SEA Scoping Report.

The Scoping Report summarised the key environmental issues and outlined relevant plans and programmes that were likely to affect or be affected by the NRNEVCP.

This information was then used to set out a series of SEA Objectives, Indicators, and associated Targets. The Objectives and Targets established aims and thresholds which would be taken into consideration to effectively assess the impact of the NRNEVCP on the environment.

Indicators are used to track the achievements of Objectives and Targets, describe the baseline situation, monitor the impact on the environment and predict impacts.

2.3.3 Scoping Responses

Four submissions were received in response to the SEA Scoping Report, from the Environmental Protection Agency (EPA), Geological Survey Ireland (GSI), the Department for Communities – Historic Environment Division (HED), and the Department of Agriculture, Environment and Rural Affairs (DAERA) – Northern Ireland Environment Agency (NIEA) – SEA Team. All comments, observations and submissions contained therein were considered and incorporated into the assessment process, as considered relevant. **Appendix A.1** of this report contains a summary of the submissions received on the SEA Scoping Report and how they were responded to.

The SEA Directive requires that where the NRNEVCP has potential for transboundary environmental effects these must be addressed within the SEA. In accordance with SEA Directive and EPA Guidance, the relevant statutory consultee in Northern Ireland was also contacted during the Scoping consultation period.

2.4 Baseline Assessment

Gathering relevant information that describes the current environment within the plan area is an integral part of the SEA process. The SEA Directive requires that certain information on the existing environment is presented to help assess the implementation of the NRNEVCP, as well as helping establish how the environment would change if the NRNEVCP is not implemented.

Baseline information has been collected from readily available sources, and a Geographical Information System (GIS) was used to graphically present and analyse relevant information. The baseline of the plan area, i.e. the area to which the adopted NRNEVCP applies, is reported in Section 5 of the Environmental Report ('Current State of the Environment'). The findings of EPA Ireland's National Inventory Report 2022 (EPA, 2022), EPA Water Quality in Ireland 2022 (EPA, 2023) and 2020 State of the Environment Report (EPA, 2020) which were integrated into the SEA Environmental Report, among other European and national regulations, including but not limited to, Alternative Fuel Infrastructure Regulation (AFIR) (EC, 2023) and ZEVI's Electric Vehicle Charging Infrastructure Strategy 2022-2025 (ZEVI, 2022).

2.5 Environmental Assessment

2.5.1 Overview

The environmental assessment ran in parallel to the development of the adopted NRNEVCP.

The environmental assessment comprised a review of the baseline data, identification of likely impacts and development of appropriate mitigation measures for the NRNEVCP.

An appraisal matrix was developed to facilitate the assessment of the objectives outlined in the NRNEVCP.

The matrix led assessment provided a holistic, integrated, and interactive approach to the formation of the objectives in the adopted NRNEVCP. The assessment also considered the findings of the Appropriate Assessment (AA) screening and Natura Impact Statement (NIS) reports.

A number of iterations of this assessment matrix were undertaken, between the SEA/AA Team and ZEVI / DoT - refer to Section 2.5.4 and Section 2.5.5.

2.5.2 Objectives, Indicators and Targets

The objectives, indicators and targets are the aspects for which the NRNEVCP is assessed against. The proposals within the NRNEVCP are assessed against a range of environmental objectives and targets established for the purpose of the SEA. Further, indicators that are recommended in the SEA are utilised over the lifetime of the NRNEVCP to quantify the level of impact that the proposed plan may have on the environment.

A range of SEA Objectives, Indicators and Targets were recorded in the SEA ER which went out for public consultation from the 25th September 2023 until 10th November 2023. Following review of submissions, some updates were made to the same, and the final SEA ER has been updated to incorporate these changes.

A summary of the final Objectives, Indicators and Targets is included in **Table 2.1**.

Table 2.1: SEA Objectives, Indicators and Targets

Environmental Component	Strategic Environmental Objectives	Targets	Indicators
Population & Human Health	**Environmental Protection Objective (EPO):** **Protect, enhance, and improve human health and wellbeing.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Population and Human Health: • Protect and enhance human health and well-being. • Provide improved and increased EVCI.	• No deterioration in human health as a result of environmental factors. • Improve the number and scale of EVCI across Ireland.	• Changes in trends in perceived health status. • Mode share of electrified public transport (passenger and freight) • Scale and location of EVCI in Ireland.
Biodiversity	**Environmental Protection Objective (EPO):** **Support achievement of the conservation objectives and requirements of the Birds and Habitat Directives, and other sites of nature conservation value.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Biodiversity: • Protect, conserve, enhance where possible and avoid loss of diversity and integrity of the broad range of habitats, species and wildlife corridors. • To achieve the conservation objectives of European Sites (SACs and SPAs) and other sites of nature conservation. • Conserve and protect other sites of nature conservation including NHAs, pNHAs, National Parks, Nature Reserves, Wildlife Sanctuaries as well as protected species outside these areas as covered by the Wildlife Act. • To minimise and, where possible, eliminate threats to biodiversity including invasive species. • No net biodiversity loss.	• Siting of development of infrastructure installation on non-sensitive sites, where possible and appropriate. • Maintenance of favourable conservation status for all habitats and species protected under the Habitats Directive. • No loss of protected habitats and species during the lifetime of the Plan. • Improve/maintain protection for protected sites and species. • Improve/maintain protection for important wildlife sites, particularly urban wildlife corridors. • Prevent the introduction of new invasive or alien species. Control/manage new invasive species. • An increase in biodiversity in line with the 4th National Biodiversity Action Plan.	• Conservation status/habitat quality for all sites and species located near EVCI. • Scale of EVCI permitted in proximity/within European sites/sites of ecological importance. • Conservation status/habitat quality for all sites and species positively impacted by an improvement in air quality due to decarbonisation and the electrification of Ireland's vehicle fleet. • Level of biodiversity gain achieved as a result of the implementation of the Plan. • Level of biodiversity lost as a result of the implementation of the Plan. • Achievement of the Objectives of the National Biodiversity Action Plan.

National Road Network EV Charging Plan (NRNEVCP), formerly named 'National En-Route EV Charging Network Plan (NEEVCNP)'

Environmental Component	Strategic Environmental Objectives	Targets	Indicators
Land & Soils	**Environmental Protection Objective (EPO):** **Protect and enhance soil quality, function, and fertility.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Land & Soils: • Protect soils against pollution. • Minimise the excavation and movement of soils within EVCI works. • Minimise the consumption of non-renewable deposits on site. • Minimise the amount of waste to landfill from the site. • Conserve, protect and avoid loss of diversity and integrity of designated habitats, geological features, species or their sustaining resources in designated ecological sites.	• Prevent pollution of soil through adoption of appropriate environmental protection procedures during any construction or maintenance works. • No incidences of soil contamination • Ensure appropriate management of existing contaminated soil in accordance with the requirements of current waste legislation. • Limit the amount of excavation in sensitive locations. • Minimise the consumption of non-renewable sand, gravel and rock deposits. • Preference for development on brownfield site over greenfield sites.	• Incidences of soil contamination near EVCI works. • Rates of re-use/recycling of construction waste related to implementation of Plan. • Rates of brownfield site and contaminated land re-use and development near EVCI works. • Rates of greenfield development near and throughout EVCI works.
Water	**Environmental Protection Objective (EPO):** **Support achievement of the objectives of the Water Framework Directive.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Water: • Ensure that the status of water bodies is protected, restored and no deterioration will be seen. • Cognisance will be given to the requirements of the Water Framework Directive. • Avoid inappropriate development in areas at risk of flooding and areas that are vulnerable to current and future erosion.	• All waters within the plan area to achieve the objectives of the Water Framework Directive and the relevant River Basin Management Plan by 2027. • Minimise flood risk through appropriate management of flood vulnerable zones. Support flood prevention measures, where appropriate.	• Status and quality of waterbodies near EVCI. • Number of significant pollution events recorded as a result of the implementation of the Plan. • Past flood risk events in or around existing EVCI.

Environmental Component	Strategic Environmental Objectives	Targets	Indicators
Air Quality, Noise & Climate	**Environmental Protection Objective (EPO):** **Continue to comply with air quality standards to prevent or reduce harmful effects on human health and the environment; and** **Seek to reduce Ireland's transport-related greenhouse gas emissions to help in achieving Ireland's net zero commitments by 2050.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Air Quality, Noise & Climate: • To avoid, prevent or reduce harmful effects on human health resulting from the emissions to air as a result of fossil fuel-based transport fleets and construction vehicles. • Maintain and promote continuing improvement in Air Quality, Noise & Climate through the reduction of emissions and promotion of a decarbonised and electrified fleet. • Meet the relevant Air Quality Standards for the protection of human health and vegetation including nitrogen deposition. • Minimise the use of high-embodied carbon during any EVCI works. • Contribute towards the reduction of greenhouse gas emissions in line with national targets.	• Improvement in Air Quality trends, particularly in relation to machinery related emissions of NOx and particulate matter. • Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy. • Meeting and improving Air Quality Standards for human health and vegetation, including nitrogen deposition. • Meet EU/ Irish carbon budgets and commitments. • Achievement of Paris Agreement GHG emission reduction targets. • Minimise air and noise emissions during construction and operation of new developments.	• General air quality results in the Republic of Ireland. • The changes and level of GHG emissions from the electrification of vehicular transport over the plan period. • Mode share of electrified public transport (passenger and freight). • Noise and air quality monitoring data from any new developments arising as a result of the Plan, as required.
Archaeology, Architecture and Cultural Heritage	**Environmental Protection Objective (EPO):** **Protect, conserve, and enhance the cultural heritage and historic environment.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Archaeology, Architectural and Cultural Heritage:	• Protect entries to the Record of Monuments and Places, and the immediate setting of these entries including relationships with the surrounding landscape where relevant, from adverse effects resulting from potential development and or increased infrastructure resulting from the Plan;	• No deterioration of features of archaeological/ architectural/ cultural significance as a result of the implementation of the Plan. Number of entries to the Record of Monuments and Places, and the immediate setting of these entries including their relationships with EVCI and the surrounding landscape.

National Road Network EV Charging Plan (NRNEVCP), formerly named 'National En-Route EV Charging Network Plan (NEEVCNP)'

Environmental Component	Strategic Environmental Objectives	Targets	Indicators
	• Protect and conserve the cultural heritage including the built environment and settings; archaeological recorded and unrecorded monuments, architectural (Protected Structures, Architectural Conservation Areas, vernacular buildings, materials and urban fabric) and manmade landscape features (e.g., field walls, footpaths, gate piers etc.).	and where archaeological sites or monuments (or portions of such) have to be removed due to development the approach of preservation by record is applied. • More generally ensure permitted developments and or increased infrastructure, where possible, avoid impacts on cultural heritage, including Protected Structures, Architectural Conservations Areas and other significant landscape features; and protect the amenities of such structures, and features.	• Full or partial loss to entries to the RPSs/NIAHs near EVCI. • Archaeological Impact Assessments related to increased infrastructure due to EVCI, and or the number and types of archaeological investigations undertaken.
Landscape & Visual	**Environmental Protection Objective (EPO):** **Conserve, protect and enhance valued natural, cultural and built landscapes, seascape, views of local value and features.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Landscape & Visual: • To implement the identification, assessment, protection, management and planning of landscapes.	• Any construction works and structures should be planned with cognisance of landscape sensitive areas and protected views/ prospects	• Measure of deterioration of landscape or areas with scenic value e.g., Areas of High Amenity, Areas of Outstanding Natural Beauty and Protected Views as a result of the implementation of the Plan.
Material Assets	**Environmental Protection Objective (EPO):** **Support the development of Electric Vehicle infrastructure while making efforts to reduce the carbon emissions and waste produced by the transport industry.** ZEVI and the Department of Transport aim to ensure the following is carried out with respect to Material Assets: • Provide improved and increased EVCI in appropriate locations across Ireland. • Provide improved electrified public transport and freight transport infrastructure. • Re-use of excavated material generated during any construction works insofar as possible.	• Improve the number and scale of EVCI across Ireland at appropriate locations. • Preference for development on brownfield site over greenfield sites. • Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy.	• Scale and location of EVCI in Ireland. • Statistics relating to the electrification of transport fleets in Ireland (including number of EVs, passengers and journey times). • Mode share of electrified public transport (passenger and freight).

National Road Network EV Charging Plan (NRNEVCP), formerly named 'National En-Route EV Charging Network Plan (NEEVCNP)'

Environmental Component	Strategic Environmental Objectives	Targets	Indicators
	• Reduce the carbon emissions associated with the transport through an electrified intercity network and through the procurement of hybrid and electric rolling stock in the short-term.		

2.5.3 Consideration of Alternatives

Introduction

As described in the SEA ER, a number of alternative NRNEVCP scenarios were considered and assessed as part of the SEA.

The alternative Plan scenarios considered and assessed as part of the SEA ER are summarised in Section 2.5.3.2.

2.5.3.1 Identification of Reasonable Alternatives

The NRNEVCP provides a roadmap for the deployment of EV Charging Infrastructure across the TEN-T Core and Comprehensive network in Ireland. This includes proposals and targets for the deployment of EV charging infrastructure across the TEN-T (Core and Comprehensive networks) and National Roads network, and the potential commitments on investment, regulation, and policy instruments required of the coming years. The plan is the first part of a complete National Road Network EV Charging Plan for Ireland.

As part of the NRNEVCP, alternative proposals for the deployment of EV charging infrastructure have been presented. The initial high-level steps in the assessment of alternative approaches to the development of the Plan and details of the alternative proposals are outlined below.

High-Level Assessment Steps

Step A

The high-level alternatives considered prior to the development of the NRNEVCP were largely based on a number of different modelling methodologies and scenario analysis, considered to inform the NRNEVCP. These assessments, together with the AFIR requirements provided insights to shape the deployment of infrastructure in a way that is both efficient and effective, and that meets the needs of EV drivers while also supporting the transition towards a more sustainable transportation system.

Each of the high-level alternatives acknowledged that the deployment of EV charging infrastructure along the national road network in Ireland is a critical step in facilitating the widespread adoption of electric vehicles. In order to ensure that the necessary infrastructure is in place to support this transition, it was considered essential to develop a comprehensive NRNEVCP, and that this Plan must take into account a wide range of factors, including user needs, EV penetration projections, the current and future demand for EV charging, the geographic distribution of charging points, and the availability of electricity supply and grid infrastructure.

Step B

To ensure that alternatives for the deployment plan were effective in meeting the needs of EV drivers, modelling and scenario analysis was used to inform the decision-making process. This involves the use of different models and simulations to forecast the demand for EV charging and to evaluate the potential impact of different deployment strategies.

The modelling and scenario analysis that was conducted to inform alternatives for the Plan's en-route charging in Ireland had consideration for key assumptions and inputs, and the potential impact on the national electricity grid.

By using various modelling and scenario analysis to inform the deployment plan, shaping the deployment of infrastructure in a way that is both efficient and effective, and that meets the needs of EV drivers while also supporting the transition towards a more sustainable transportation system, could be achieved. Three alternative deployment proposals were assessed and informed by modelling and analysis, as outlined in Step C.

Step C

The initial step in the modelling process involved forecasting the anticipated future uptake of EVs. The current trajectory is encouraging, with almost 92,000 EVs already on the road as of May 2023.

This progress puts the country on track to meet the CAP24 target of transitioning 195,000 passenger / LGVs to electric by 2025. The CAP24 envisions a significant acceleration in EV adoption during the latter half of the decade. However, the impact of the COVID-19 pandemic has resulted in decreased levels of new car sales, and additional challenges in the supply chain have further prolonged this trend.

It has been acknowledged that the acceleration of EV uptake is dependent on a set of different factors, ranging from behavioural trends, incentives, infrastructure provision, technology, and the regulatory framework. Therefore, while the CAP target to transition 30% of internal combustion engine (ICE) vehicles to electric by 2030 will remain unchanged, it is possible that the absolute number of EVs on the road by then may be adjusted considering the evolving circumstances. Separate to this plan, a revised model for predicting the transition to EVs through to 2030 is being developed by the Department of Transport as part of modelling for the Climate Action Plan. However, this will not be complete in time for this plan.

For the purposes of developing this plan the charging requirement needs based on the Climate Action Plan targets were assessed, these include:

- 195,000 passenger EVs by 2025
- 845,000 passenger EVs and 95,000 LGVs by 2030

Step D

Furthermore, in assessing alternatives, the requirement for public EV chargers to meet and surpass the charging demand was also assessed and was approached through both bottom-up and top-down approaches. An important element in developing alternatives was that the requirements outlined in the AFIR for overall public charging infrastructure (requiring 1.3 kW of charging infrastructure per BEV and 0,8kW per PHEV) will cover the evolving needs of EV drivers anticipated in 2025. Therefore, these requirements were considered as the foundation in planning scenarios for the Plan for 2025. On the other side, the modelling, together also with AFIR requirements was the foundation to assess the charging requirements for 2030 and 2035.

Step E

The analysis as detailed above, resulted in three alternatives based on different levels of EV charging infrastructure deployment for the En-Route Road infrastructure network. These alternatives consider both the primary and secondary road network and is planned to serve only passenger and LGVs. Details are outlined in the following section.

Reasonable Alternatives

The three reasonable alternatives have been summarised in **Tables 2.2** and **2.3**. They include the following details:

- **Alternative 1 "Alternative Fuels Infrastructure Regulation":** The first alternative outlines the EV Charing capacity that is required to comply with the AFIR requirements on the TEN-T road network. This alternative caters only for the TEN-T core roads (500km road length). For 2025 targets it will require approximately 7,665kW per 5,300km and provide approximately 78 to 104 charging points. This would deliver 4% of the total fleet based AFIR target output based on 195,000 EVs. The AFIR also has specific requirements in relation to HDVs which are outlined in **Table 2.2.**
- **Alternative 2 "Medium EV Charging Capacity Scenario"** calls for AFIR 2030 TEN-T targets for LDV to be delivered in 2025. This would include the TEN-T Core, as well as TEN-T comprehensive roads including motorways / dual carriageways and single carriageways, along with 100kW of charging every 30 kms on the remaining primary and secondary national roads. This would deliver 415 to 706 charging points and 21% of the total fleet based AFIR target in terms of power output required across the country based on having 195,00 passenger/LDVs on the road. It would require approximately 45,200kW per 5,300km.
- **Alternative 3 "High EV Charging Capacity Scenario"** calls for a higher level of high-power en-route charging guided by the fact, as outlined above, that the National Primary Network account for 43% of the road traffic in the country.

This scenario is also informed by the modelling for 2030 conducted as part of this plan that indicated that AFIR targets for TEN-T road charging network would not be adequate to meet demand. For 2025 targets, this Alternative would require 73,000 kW per 5,300km to deliver 706 to 1,118 charging points (34% of the AFIR fleet-based target) across the TEN-T Core, TEN-T Comprehensive and Primary and Secondary Road networks.

In all cases the delivery of 195,000 EVs is predicted for 2025, and a target charging output of 214,000 kW is anticipated. Both Alternative 2 and 3 call for a significantly accelerated deployment of en-route EV charging infrastructure across the National Road Network.

The objective of the Plan is to deliver infrastructure that will at minimum deliver Alternative 1 (AFIR requirements). However, the Plan will target the delivery of Alternative 2 to be ahead of the demand for EV charging infrastructure, with Alternative 3 level of charging being considered in areas of higher demand.

Each Alternative is likely to result in a positive environmental effect overall, on Population & Human Health and Air Quality, Noise & Climate through the improvement of charging infrastructure and consequent uptake of zero emissions vehicles. However, implementation would require an increased demand in Material Assets for the development of the infrastructure and use of electricity for charging vehicles. In addition, to accommodate the deployment of EV charging infrastructure across the TEN-T network there is potential for negative impacts on Biodiversity; Land & Soils; Water; Archaeology, Architecture & Cultural Heritage; Landscape & Visual and as a result of construction works.

Alternative 1 is likely to result in both positive and negative potential impacts on Material Assets. Positive impacts may result from the improvement of charging infrastructure across Ireland, however, as this Alternative sets out to achieve AFIR targets solely, the provision of infrastructure may not meet demand. Alternatives 2 and 3 provides a higher level of charging infrastructure resulting in a positive impact on Material Assets.

Table 2.2: Targeted En-Route Charging Infrastructure for Passenger Vehicle / HGVs in 2025

2025: Where	Road Length km	Alternative 1: Alternative Fuel Infrastructure Regulation 2025	Alternative 2: Medium EV Charging Capacity Scenario 2025	Alternative 3: High EV Charging Capacity Scenario 2025
Ten T Core (Each Direction)[3]	500	400kW @60 km 3-4 charge points At least one with 150 kw Capacity	600kW @60km 4-6 x Charge Points	900kW @60km 6-9 x Charge Points
Ten T Comprehensive (Motorway / Dual Carriageway) (Each Direction)	700	Nothing Specific – (covered by fleet target)	600kW @60km 4-6 x Charge Points	900kW @60km 6-9 x Charge Points
Ten T Comprehensive (Single Carriageway) (Each Direction)	1,000	Nothing Specific (covered by fleet target)	300kW @ 60km 3-4x Charge Points	400kW @ 60km 3-4x Charge Points
Primary and Secondary Road Non-Ten-T	3,100	Nothing Specific (covered by fleet target)	100kW @ 30km 1-2 x Charge points	200kW @ 30km 2-4 x Charge Points
Total Charging Power (kW)	5,300	7,200	45,200	72,200

[3] "Each Direction" requires this level of infrastructure to be available to cars travelling in each direction. For a single charging pool serving both sides of the road, with the given distance, this charge capacity level needs to be doubled.

2025: Where	Road Length km	Alternative 1: Alternative Fuel Infrastructure Regulation 2025	Alternative 2: Medium EV Charging Capacity Scenario 2025	Alternative 3: High EV Charging Capacity Scenario 2025
Approx no of Charge-Points		78-104	415-706	706-1118
No of EVs anticipated		195,000	195,000	195,000
National Fleet-based target output (Kw) (Required by AFIR)		214,000	214,000	214,000
% Of National Fleet-based target output (kW) delivered through en-route charging infrastructure		3%	21%	34%

Table 2.3 Requirements of the AFIR (for charging infrastructure dedicated to HDVs, including buses)

Year	Road Network	Rechargers for heavy duty vehicles
By 2025	TEN-T Core & Comprehensive[4]	*15% of the total length of TEN-T road network* • **1400 kW** every **120 km** in each direction – *with at least one charge point with 350 kW*
	Urban node, *(Dublin, Cork, Foynes and Galway)*	**900 kW** – *provided by stations with an individual power output of 150 KW*
By 2027	TEN-T Core & Comprehensive	*50% of the total length of TEN-T Road network with capacity and distance as follows:* **TEN-T Core**: **2800 kW in each direction** every **120 km** TEN-T Comprehensive: **1400 kW in each direction** @ 120KM **note derogations may apply see Table 8 of Plan*
	At each HDV parking and rest area	**2 recharging stations dedicated** to heavy-duty vehicles (minimum **100 kW** each)
By 2030	TEN-T Core & Comprehensive	**On TEN-T Core** – **3600 kW** every **60 km**, **in each direction**– *with at least two stations with 350 kW each* **On Ten-T Comprehensive** – **1500 kW** every **100 km, in each direction** – *with at least one station with 350 kW* – **note derogations may apply see Table 8 of the Plan*
	Parking and Rest Areas	By **2030**: each safe and secure parking area **4 recharging stations** dedicated to heavy-duty vehicles (minimum **100 kW** each)
	Urban Nodes	**1800 kW** – *provided by stations with an individual power output of 150 kW*

[4] TEN-T core network' means a network as defined in Article 38 of Regulation (EU) No 1315/2013 - maps

2.5.4 Assessment Stage 1

The first stage of the SEA assessment process comprised the first draft of the appraisal matrix that was completed by the SEA team. This was based on the initial draft of the NRNEVCP and provided to ZEVI and DoT for their consideration.

This proposals-led assessment compared the likely impacts of each proposal in the initial draft NRNEVCP against the strategic environmental proposals (as described in Section 2.5.2) with respect to the baseline information. Particular reference was made to the potential for cumulative effects in association with other relevant plan and programmes.

The assessment process categorised environmental impacts using the ratings outlined in **Table 2.4** which is based on the impact assessment criteria defined by the EPA for environmental impact assessment.

Table 2.4 Impact Ratings

Significance of Impact	
	Positive
	Neutral
	Negative
	Uncertain

The assessment also considered the potential for cumulative effects of policies on each other to determine if certain policies working in combination could have an environmental impact.

Upon completion of the first appraisal matrix, a number of recommendations were made which were then reviewed in detail by ZEVI and DoT and where appropriate, incorporated into the NRNEVCP, such as changes to wording of proposals.

2.5.5 Assessment Stage 2 - Final Plan

The next stage of the assessment comprised the revision of the appraisal matrix to take on board comments received from ZEVI and DoT on the initial draft NRNEVCP and the associated first draft appraisal matrix.

This appraisal matrix was incorporated into the SEA Environmental Report accompanying the draft NRNEVCP that was on public consultation from 25th September 2023 until 10th November 2023 and under consultation with Environmental Authorities from the 10th January 2024 to 7th February 2024. The principle environmental effects, as per the assessment matrix, identified are summarised below, relevant to the proposals as set out in the NRNEVCP.

The proposals in the NRNEVCP were assessed with respect to the existing environmental baseline and the environmental objectives and targets. The assessment included in Section 8 of the SEA Environmental Report also took regard of transboundary effects of the NRNEVCP on Northern Ireland, particularly in relation to the air quality, climate, biodiversity, water and landscape and visual assessments, the potential for transboundary effects between the Republic of Ireland and Northern Ireland has been considered throughout the assessment process.

As the proposals included in the NRNEVCP have been designed to enable the deployment of EV charging infrastructure across Ireland's road network, and the environmental assessment outcomes are generally positive for Population & Human Health, Air Quality, Noise and Climate and Materials Assets. A number of proposals read as observations and so did not have any impact, either positive or negative, and were deemed "neutral".

Matrices were prepared to identify potential impacts across the Plan area and the likely impact relevant to specific areas of the Plan area.

A generally positive effect on Population and Human Health; Air Quality, Noise and Climate; and Material Assets, is identified, where proposals relate to the development of charging stations and infrastructure elements across the road network. This is as a result of the increased availability of charging infrastructure and potential transport emissions reduction, as a result.

However, the construction of these stations gives rise to potential negative impacts on Biodiversity; Land & Soils; Water; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual (including transboundary) as result of the associated construction works. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among HDV drivers and improvement of charging infrastructure.

The NRNEVCP contains a range of proposals relating to the implementation of EV charging infrastructure in Ireland. The deployment of this infrastructure across the TEN-T network has largely been assessed as likely to result in overall positive effects on the environment, particularly on Population & Human Health and Air Quality, Noise & Climate environmental factors, with potential negative effects on Biodiversity; Land & Soils; Water; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual. Increased availability and accessibility of EV charging station infrastructure has the potential to encourage the use of electric vehicles among the population, indirectly reduce fossil-fuel consumption through an increased uptake in electric vehicles and improve facilities across the country.

Any development that is likely to occur as a result of the NRNEVCP, such as electric vehicle charging stations and other related infrastructure have the potential to give rise to adverse impacts on the environment, particularly biodiversity; with potential impacts relating to disturbance, disruption, fragmentation, and loss of habitats during construction phase. Further, the construction of any new development has the potential to give rise to negative effects on Land & Soil, Water, Air Quality, Noise & Climate and Landscape & Visual.

As some proposals included in the NRNEVCP relate to the roadmap for implementation and roll out of EV charging infrastructure across the TEN-T and national road network in Ireland, the environmental assessment outcomes are generally unknown or neutral as a result of the limited information of deployment sites at this time. Matrices were prepared to identify potential impacts across the Plan area.

The Plan recommends user-friendly and reliable charging infrastructure and encourages a shift towards the use of zero emissions vehicles. This will benefit Air Quality, Noise & Climate and Material Assets by providing sufficient and improved charging infrastructure ahead of peak demands, leading to further uptake of EVs across Ireland. Overall, the deployment of charging infrastructure will reduce GHG emissions and have a positive impact on the climate. The Plan will also contribute towards meeting the CAP24 targets of 30% EVs in private vehicles by 2030 and reducing 51% transport emissions by 2030.

A detailed assessment of each of the proposals of the NRNEVCP is set out in the SEA Environmental Report. The assessment of significant effects in the Environmental Report also takes account of potential transboundary effects of the NRNEVCP on Northern Ireland, particularly where there is potential for any significant effects, such as transboundary impacts on climate and shared resources.

2.5.6 Interactions and Interrelationships

In accordance with the SEA Directive, the inter-relationship between environmental aspects must be taken into account. The interaction and inter-relationships of relevance for the environmental baseline aspects was an important consideration for the environmental assessment.

Table 2.5 outlines the identifiable inter-relationships that were taken into account during the environmental assessment. It is noted that all environmental aspects interact with each other to some extent, however only significant relationships were considered.

Potential negative intra-plan cumulative effects are identified between Material Assets and Biodiversity; Land & Soils; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual. The deployment of EV charging infrastructure will have an increased demand on Materials Assets which will potentially impact Air Quality, Noise & Climate. Additionally, the deployment of this infrastructure will impact on Biodiversity and Archaeology, Architecture & Cultural Heritage should locations within European sites or areas containing monuments and records be required. Equally, the ambitious nature and infrastructure required to meet EV demands will impact Land & Soils and Landscape & Visual due to the volume of infrastructure required across the country. Impacts on Landscape & Visual are also likely to impact Population & Human Health and may negative impact public perception and uptake in EVs, as a result. Cumulatively, this demand will impact on Material Assets and Air Quality, Noise & Climate.

Potential negative intra-plan cumulative effects are identified between Population & Human Health, Land & Soil and Water, as any potential contamination of the same could find its way into drinking or bathing waters and become potentially harmful to health. Equally, there is a potential positive intra-plan cumulative effect between the three environmental factors as an increased uptake in EV vehicles and eradication of new petrol and diesel vehicles by 2035 will decrease any potential oil leaks or spills as a result of using these vehicles and reduction in contamination events.

Finally, potential positive intra-plan cumulative effects are identified between Material Assets, Air Quality, Noise & Climate and Population & Human Health. The improvement of infrastructure materials will encourage user friendly and accessible charging infrastructure which will benefit Population & Human Health. In turn, the increase in use and availability of alternative fuels infrastructure will have a positive impact on Air Quality, Noise & Climate.

Table 2.5 Key inter-relationships between environmental aspects

Environmental Aspect	P & HH	Bio	L & S	Wat	AQN & C	AA&CH	L & V	MA
P & HH		No	No	No	Yes	No	No	Yes
Bio	No		No	No	No	No	No	No
L & S	Yes	Yes		Yes	No	No	Yes	Yes
Wat	Yes	Yes	Yes		Yes	No	No	No
AQ N & C	Yes	Yes	Yes	No		No	No	No
AA & CH	No	No	No	No	No		No	Yes
L & V	Yes	Yes	No	No	No	No		Yes
MA	Yes	Yes	Yes	No	Yes	Yes	Yes	

The NRNEVCP also has the potential to contribute positively and cumulatively towards a wide range of Irish Government policies, within the context in which it sits. For example, the Plan directly contributes towards the achievement of the Alternative Fuels Infrastructure Regulation (AFIR) (European Commission) 2023, which sets out legally binding national and EU-wide targets for the deployment of alternative fuels infrastructures for road vehicles, vessels and stationary aircraft. The Plan address key requirements of the AFIR including the deployment of 600 kW of EV charging infrastructure for passenger cars and LGVs on every 60 km of the entire TEN-T by 2035.

Another example in which the NRNEVCP positively contributes towards, are the objectives of the Climate Action and Low Carbon Development (Amendment) Act 2021 and National Climate Action Plan (CAP 24) through the extensive suite of proposals for the deployment of EV charging infrastructure to accommodate the uptake of EV and contribute towards Ireland's target of having 30% EVs as private vehicles by 2030.

2.6 SEA Environmental Report - Consultation

A period of public and statutory consultation process took place from 25th September and 10th November 2023 and 10th of January to 7th of February 2024, respectively, to gather feedback on the NRNEVCP and supporting SEA Environmental Report, in accordance with legislative requirements. The documents were issued to Environmental Authorities and made available for public viewing on the Government of Ireland website (www.gov.ie).

Twenty-nine submissions (27 from public; 2 from stakeholder) were received on the NRNEVCP, SEA ER and NIS during this time. The content of submissions and comments received during this consultation period were considered by both Arup and ZEVI and DoT. Amendments were made in response to those consultation inputs, where considered appropriate. Both the SEA ER, NIS and the NRNEVCP were updated on foot of the recommendations outlined in the submissions received. **Appendix A.2** contains a summary of the submissions received and how they were responded to in the SEA ER.

2.7 Technical Difficulties Encountered

During the preparation of GIS mapping, it was considered at a national level, the EPA landcover dataset includes too much detail to accurately illustrate the baseline environmental status of the country in its entirety. It is considered that at a project specific or local area level the datasets will be largely beneficial. However, for the purposes of this SEA and the national scale of the Plan, this SEA ER incorporates the CORINE landcover dataset to accurately illustrate the baseline environment of the Plan area.

In addition, as noted above, although the baseline environment is illustrated in this report, it is considered of limited value due to the national scale of the Plan.

No further technical difficulties were encountered during the preparation of this SEA ER.

2.8 SEA Mitigation Measures

Mitigation measures are measures envisaged and designed to prevent, reduce and as fully as possible offset any significant adverse impacts on the environment of implementing the NRNEVCP. All mitigation measures have been developed and agreed with ZEVI and DoT as part of the SEA iterative process. The primary mitigation measure is the development of the Plan which ensures the sustainable and appropriate development of the Plan area without compromising the integrity of the natural and built environment.

However, potential impacts will be more adequately identified and mitigated at project and possible EIA level. In general terms, all proposals for development arising from the NRNEVCP will be required to have due regard to environmental considerations outlined in this SEA ER and the associated AA.

The majority of proposals are predicted to have an overall positive environmental impact on Population & Human Health; Air Quality, Noise & Climate; and Material Assets. However, a number of objectives are proposed that may have a neutral or negative environmental impact, particularly those relating to construction phase of proposed developments associated with EV charging infrastructure. This is most likely to result in potential impacts to Biodiversity; Land & Soils; Water; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual. A number of proposals were identified to have a neutral impact across all environmental factors.

Under each environmental aspect in **Table 2.5**, specific mitigation measures are identified where relevant with additional focus on those aspects where potential significant adverse impacts are identified, as outlined earlier.

All mitigation measures have been developed and agreed with ZEVI and DoT as part of the SEA iterative process. The primary mitigation measure is to ensure the sustainable and appropriate development of the plan area without compromising the integrity of the natural and built environment.

In addition, many impacts will be more adequately identified and mitigated at project and EIA level. In general terms, all proposals for development will be required to have due regard to environmental considerations outlined in this Environmental Report and associated NIS.

Further, as outlined in Section 2, an AA Screening and NIS have also been prepared in respect of the NRNEVCP. The Mitigation Measures set out in the NIS should be read in conjunction with those set out in **Table 2.6** below. Reference to the SEA and NIS mitigation measures are considered within the final Plan.

Refer to **Appendix B.2** for the full list of proposals that were assessed as part of the SEA process.

Table 2.6: Proposed Mitigation Measures for NRNEVCP

Environmental Component	Relevant Mitigation Measures	Proposals to which this applies[5]
Population & Human Health	Any developments resulting from the implementation of the NRNEVCP which would be likely to have a significant negative effect on amenities in the plan area through air emissions, noise emissions, odours, water emissions or visual disturbance should be mitigated in order to eliminate significant negative impacts or reduce them to relevant limit levels.	8, 10, 12, 13, 14, 15, 20, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
Biodiversity	**Protection of Biodiversity including Natura 2000 Network** Protect designated sites including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs), Natural Heritage Areas, proposed Natural Heritage Areas, UNESCO World Heritage and UNESCO biosphere sites, Ramsar Sites, Salmonid Waters, Shellfish Waters, Freshwater Pearl Mussel catchments, Flora Protection Orders and Species, Wildlife sites (including Nature Reserves); the Water Framework Directive Register of Protected Areas; Wildfowl Sanctuaries and Tree Preservation Orders. Identify and afford appropriate protection to any new, proposed or modified designated sites (as listed above) should they arise during the lifetime of this Plan. Any developments arising from the implementation of the NRNEVCP shall comply with relevant EU Environmental Directives and applicable National Legislation, Policies, Plans and Guidelines.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Biodiversity and Ecological Networks Any developments arising from the implementation of the NRNEVCP should aim to protect, restore and enhance biodiversity and ecological connectivity, including woodlands, trees, hedgerows, semi-natural grasslands, rivers, streams, natural springs, wetlands, geological and geo-morphological systems, other landscape features, natural lighting conditions, and associated wildlife where these form part of the ecological network and/or may be considered as ecological corridors or stepping-stones in the context of Article 10 of the Habitats Directive. The design of any developments arising from the implementation of the NRNEVCP should aim to achieve no net biodiversity loss where practicable. To ensure the protection and conservation of areas, sites, species and ecological networks/corridors of biodiversity value outside of designated sites throughout the country and to require an ecological assessment to accompany development proposals likely to impact on such areas or species. To protect and promote the sustainable management of the natural heritage, flora and fauna of the country through the promotion of biodiversity, the conservation of natural habitats and the enhancement of new and existing habitats. To promote the conservation of biodiversity through the protection of sites of biodiversity importance and wildlife corridors, both within and between the designated sites and the wider Plan area.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Land-Take The design of any developments arising from the implementation of the NRNEVCP will ensure that measures are explored to avoid unnecessary land-take, in line with the ecological mitigation hierarchy which prioritises avoidance, and seeks to reduce, mitigate and then compensate and offset for adverse effects on biodiversity, in that order of preference. If land-take cannot be avoided, an assessment of the type (and use) of habitat present is required to determine suitable mitigation and/or compensation measures.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.

[5] Please refer to Appendix B.2 for a list of the proposals assessed.

Environmental Component	Relevant Mitigation Measures	Proposals to which this applies[5]
	Existing sites (where appropriate) and brownfield sites will be considered in the first instance for any infrastructural development or expansions.	
	Hydrological Change Where proposed work has the potential to result in hydrological change, and there is a European Site within the zone of influence, then design level modelling will be undertaken to determine any potential hydrological change as a result of any proposed construction works which may impact on the hydrology of sites within the zone of influence of the implementation of the NRNEVCP , including European Sites designated for their international nature conservation importance. This will also help to inform the overall design of any infrastructure requirements.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Air Quality Where there is potential for implementation of the NRNEVCP to result in significant increases in air pollution, and a European Site falls within the zone of influence of such implementation, then air quality modelling should be undertaken to determine potential air quality impacts of the implementation of the NRNEVCP on sites, including European Sites within the zone of influence. Where increased air pollution may result in adverse effects on habitats, potential solutions to mitigate air pollution and resulting dust and nitrogen deposition may include: tree planting to reduce deposition of pollutants on a site (this is site and habitat dependent); preparation and implementation of dust management plans, screening and the provision of compensatory habitat (where practicable).	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Water Pollution Where proposed work has the potential to result in water pollution, and there is hydrological connectivity to a European Site, Surface Water Management Plans (SWMPs) will be prepared for planning submission of development proposals and implemented during construction where impacts on sensitive waterbodies are likely to arise. SWMPs will include appropriate measures such as temporary silt fencing, cut off ditches, settlement ponds and bunds set up early in construction to capture runoff and prevent ingress of sediments and contaminants into existing drainage infrastructure where necessary. Integrated and innovative solutions require a partnering approach best managed through a SWMP. Where implementation of the Proposals presents a challenge to existing drainage systems, and/or the operation of a local drainage system is known to be complicated by interactions between river, groundwater and sewer systems or river and canal systems, submission of a Water Protection Plan and detailed site drainage plans will be required with planning applications associated with developments arising from the implementation of the NRNEVCP , if a European Site falls within the zone of influence.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Noise, vibration and visual disturbance Development proposals arising as a result of implementation of the NRNEVCP will have regard to the requirements of the Noise Directive 2002/49/EC and associated Environmental Noise Regulations 2006 ES 45 and European Communities (Environmental Noise) Regulations 2018 S.I. No. 549/2018 (Ireland) (and any updated/superseding documents). Development proposals will provide evidence that the design does not result in increased noise, vibration or visual disturbance to important ecological receptors within the zone of influence, in particular those that are QI/SCIs of European Sites, to the degree that the noise/vibration/visual disturbance affects the integrity of the ecological receptor. In constructing development proposals arising as a result of the NRNEVCP regard shall also be given to BS 5228 Part 1 (2014) and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001 *Code of Practice for Noise and Vibration Control on Construction and Open Sites'* (and any updated/superseding documents).	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.

Environmental Component	Relevant Mitigation Measures	Proposals to which this applies[5]
	Invasive Species Appropriate invasive species surveys shall be carried out in advance of any construction/reinstatement works. Invasive Species Management Plans shall be prepared and implemented where required, following the assessment of invasive species surveys.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
Land & Soils	**Contamination** Ensure that adequate soil protection measures are undertaken where appropriate on any developments arising from the implementation of the NRNEVCP. Adequate and appropriate investigations shall be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work, particularly where brownfield development is proposed. Ensure contaminated soil is disposed of in accordance with the Waste Management Regulations (S.I.821 of 2007).	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Geological Heritage Sites To recognise the importance of Geological Heritage Sites and to protect the character and integrity of these sites.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Land Use Development proposals arising from the implementation of the NRNEVCP should be cognisant of the target of the National Planning Framework's (2018) SEA to *"Maintain built surface cover nationally to below the EU average of 4%"*. Existing sites (where appropriate) and brownfield sites should be considered in the first instance for any infrastructural development or expansions. Avoid geologically unsuitable areas including karst where practicable, and areas susceptible to subsidence or landslides.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
Water	**Water Quality** To protect water quality, where alternative fuel infrastructure is being developed at existing refuelling infrastructure, ensure that the appropriate tests for contaminated land are carried out and the appropriate mitigation measures are developed prior to construction works of alternative fuel infrastructure. To ensure Sustainable Drainage Systems (SuDS) is applied to any new facility and that site-specific solutions to surface water drainage systems are developed taking account of the alternative fuel type(s) being deployed on the site, and which meet the requirements of the Water Framework Directive and associated River Basin Management Plans. To ensure that developments likely to have an unacceptable impact on water resources, including surface water and groundwater quality and quantity, designated sources protection areas, estuarine, coastal transitional waters, river corridors and associated wetlands are not permitted. To protect river habitats, species and water quality, ensure that no infrastructure, including clearance and storage of materials, takes place within a minimum distance of 25m measured from each bank of any river, stream or watercourse.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Flood Risk Management Any developments resulting from the implementation of the NRNEVCP shall be subject to plan/project level flood risk assessments, where relevant. Avoid development of infrastructure in flood risk areas. Ensure that any new development does not present an inappropriate risk of flooding or does not cause or exacerbate such a risk at other locations.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.

Environmental Component	Relevant Mitigation Measures	Proposals to which this applies[5]
	Reference should be made to the Planning System and Flood Risk Management for Planning Authorities (DECLG/OPW 2009) and the National Flood Hazard Mapping (OPW) while referring to the relevant Flood Risk Management Plan (FRMP).	
	Groundwater To protect groundwater resources in accordance with the statutory requirements and specific measures as set out in the relevant River Basin Management Plan.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
Air Quality, Noise & Climate	**Air** Ensure that developments do not give rise to negative effects on air quality, during both construction and operation. Dust management plans shall be prepared and implemented for any major construction/reinstatement/upgrade works associated with the implementation of the NRNEVCP.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Climate Adaptation and Resilience Improve resilience and adaptation to climate change by taking into account issues including the following in the location and design of any developments/plans arising from the implementation of the NRNEVCP; • Flood risk; • Susceptibility to major accidents/disasters; • Extreme temperature and associated implications including those relating to the operation of transport and ancillary infrastructure and services. The development of any future refuelling and recharging infrastructure should assess the potential vulnerability of new infrastructure to the likely impacts of climate change, where relevant.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Noise Consideration of likely noise impacts/effects associated with new developments. This includes being cognisant of proximity to sensitive receptors when siting new developments and the noise levels associated with construction plant.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
Archaeology, Architecture & Cultural Heritage	**Archaeological Heritage** Where practicable, developments arising from the implementation of the NRNEVCP should protect archaeological heritage by implementing the relevant provisions of the Planning and Development Act 2000 (as amended), the National Monuments Act, 1930 (as amended). To have regard to archaeological concerns when considering proposed developments located in close proximity to Recorded Monuments and Places and the Zones of Archaeological Potential. To secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments included in the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act, 1994, and of sites, features and objects of archaeological and historical interest generally.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Architectural Heritage Where possible developments arising from the implementation of the NRNEVCP should contribute towards the protection of architectural heritage by adhering to the relevant legislative provisions of the Planning and Development Act 2000 (as amended).	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.

National Road Network EV Charging Plan (NRNEVCP), formerly named 'National En-Route EV Charging Network Plan (NEEVCNP)'

Environmental Component	Relevant Mitigation Measures	Proposals to which this applies[5]
	Development arising from the NRNEVCP should ensure the protection of the architectural heritage through the identification of Protected Structures, the designation of Architectural Conservation Areas, the safeguarding historic gardens, and the recognition of structures and elements that contribute positively to vernacular and industrial heritage. To protect, as set out in the Record of Protected Structures, all structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest.	
Landscape & Visual	Developments and plans arising from the implementation of the NRNEVCP should contribute, where possible, towards the protection of county and local level landscape designations from incompatible developments. Any developments which may arise from the implementation of the NRNEVCP that have the potential to result in negative effects on these designations shall be accompanied by an assessment of the potential landscape and visual impacts of any such development. This will demonstrate that potential landscape effects have been anticipated and avoided to a level consistent with the sensitivity of the landscape and the nature of the designation. Existing sites (where appropriate) and brownfield sites should be considered in the first instance for any infrastructural development or expansions. Avoid, as far as possible, siting alternative fuel infrastructure in areas protected for landscape and visual amenity, geological heritage and/or cultural heritage value. Where this is unavoidable, an impact assessment should be carried out by a suitably qualified practitioner and appropriate mitigation and/or alternatives must be provided. To require that all proposed developments in Heritage Landscapes demonstrate that every effort has been made to reduce visual impact. This must be demonstrated for all aspects of the proposal- from site selection through to details of siting and design. All other relevant provisions of the development plan must be complied with. To protect sensitive areas from inappropriate development while providing for development and change that will benefit the rural community. To ensure that proposed developments take into consideration their effects on views from the public road towards scenic features or areas and are designed and located to minimise their impact. To ensure that appropriate standards of location, siting, design, finishing, and landscaping are achieved. Any future plans/programmes arising from the implementation of the NRNEVCP will have regard to existing and new landscape guidance documents.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
Material Assets	**Resources** Phasing of infrastructure deployment to manage available resources. Continued engagement with ESB Networks on the development of plans to ensure grid availability for EV charging infrastructure. Distribution of maximum power output among charge points where more than one vehicle charges simultaneously at a charging station. Use of battery technology to mitigate delays in grid connection. Promote the development of sufficient energy resources to meet the needs of the Plan area and promote the use of renewable energies to meet those needs.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.
	Waste Management Promote the implementation of the Waste Management Plan together with any future National or Regional Waste Management Plans. Additionally, ensure national policies and regulations regarding waste are adhered to. Encourage waste prevention, minimisation, reuse, recycling and recovery as methods of managing waste during construction.	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.

National Road Network EV Charging Plan (NRNEVCP), formerly named 'National En-Route EV Charging Network Plan (NEEVCNP)'

Environmental Component	Relevant Mitigation Measures	Proposals to which this applies[5]
All	Any developments arising from the implementation of the NRNEVCP shall be subject to the relevant environmental assessments, as required (i.e. Environmental Impact Assessment, Environmental Impact Assessment Screening, Appropriate Assessment, Habitats Regulations Assessment). To require all planning applications for development that may have (or cannot rule out) likely significant effects on European Sites in view of the site's Conservation Objectives, either in isolation or in combination with other plans or projects, to submit a Natura Impact Statement in accordance with the requirements of the EU Habitats Directive and the Planning and Development Act, 2000 (as amended).	3, 8, 10, 12, 13, 14, 15, 20, 24, 25 26, 27, 28, 29, 30, 31, 32, 33, 34, 35.

2.9 SEA Monitoring Measures

Article 10 of the SEA Directive requires that monitoring should be carried out in order to identify at an early stage any unforeseen adverse impacts associated with the implementation of the Plan or Programme.

In Ireland, national legislation put the onus for SEA Monitoring on the plan-making authorities, requiring that they monitor the significant environmental effects of their Plans and Programmes. S.I. No. 436 of 2004 (Article 13) states:

> *(1) The planning authority shall monitor the significant environmental effects of implementation of the development plan in order, inter alia, to identify at an early stage unforeseen adverse effects and to be able to undertake appropriate remedial action and, for this purpose, existing monitoring arrangements may be used, if appropriate, with a view to avoiding duplication of monitoring.*
>
> *(2) The report required of the manager under section 15(2) of the Act shall include information in relation to progress on, and the results of, monitoring the significant environmental effects of implementation of the development plan.*

A monitoring programme is developed based on the indicators selected to track progress towards achieving strategic environmental objectives and reaching targets, enabling positive and negative impacts on the environment to be measured. As previously described, the environmental indicators have been developed to show changes that would be attributable to implementation of the NRNEVCP.

As outlined in the EPA guidance document '*Guidance on SEA Statements and Monitoring'* (EPA, 2023)[6], SEA monitoring should reflect the nature and level of detail of the Plan/Programme. Many national-level Plans/Programmes lack geographic specificity, contain only high-level strategic objectives and do not lend themselves to cause–effect models in terms of direct measuring of environmental effects. As such, SEA monitoring for these Plans should focus on national indicators to examine environmental trends.

Refer to **Table 2.7** for the potential monitoring measures. The potential monitoring measures included are based on national indicators and informed by the content of the NRNEVCP.

The SEA carried out has ensured that any potential significant environmental impacts have been identified and given due consideration.

ZEVI is responsible for the monitoring of potential significant environmental effects that may arise from the implementation of the Plan, so that unforeseen adverse effects can by identified and appropriate remedial action can be undertaken. Existing monitoring arrangements will be used, where available. Corrective measures will be carried out as required, based on the outcomes of this monitoring.

[6] EPA (2023) Guidance on SEA Statements and Monitoring. Available at: https://www.epa.ie/publications/monitoring--assessment/assessment/strategic-environmental-assessment/06695-EPA-SEA-Statements-and-Monitoring-Report.pdf

Table 2.7: Potential Monitoring Measures for the NRNEVCP

Environmental Component	SEA Indicators	Monitoring Sources	Frequency/Responsibility
Population & Human Health	Mode share of electrified public transport (passenger and freight) Scale and location of EVCI in Ireland.	CSO Census Reports – Health, Population, Employment and Transport Statistics.	Central Statistics Office, every 6 years.
Biodiversity	Conservation status/habitat quality for all sites and species located near EVCI. Scale of EVCI permitted in proximity/within European sites/sites of ecological importance. Conservation status/habitat quality for all sites and species positively impacted by an improvement in air quality due to decarbonisation and the electrification of Ireland's vehicle fleet. Level of biodiversity gain achieved as a result of the implementation of the Plan. Level of biodiversity lost as a result of the implementation of the Plan. Achievement of the Objectives of the National Biodiversity Action Plan.	The Status of EU Protected Habitats and Species in Ireland Article 17 Report (Department of Housing, Local Government and Heritage). Department of Housing, Local Government and Heritage report of the implementation of the measures contained in the Habitats Directive - as required by Article 17 of the Directive. EPA State of the Environment Report 2020. Birds of Conservation Concern Ireland – Monitoring by Birdwatch Ireland on status, distribution, population etc. EPA Air quality monitoring reports. Northern Ireland Environmental Statistics Report	DHLGH, every 6 years. Department of Housing, Local Government and Heritage (DHLGH). Every 6 years. EPA, every 4 years. Birdwatch Ireland, every 6 years. EPA annual air quality monitoring. DAERA, annually.
Land & Soils	Incidences of soil contamination near EVCI works. Rates of re-use/recycling of construction waste related to implementation of Plan. Rates of brownfield site and contaminated land re-use and development near EVCI works. Rates of greenfield development near and throughout EVCI works.	EPA State of the Environment Report 2020. Northern Ireland Environmental Statistics Report	EPA, every 4 years. DAERA, annually.
Water	Status and quality of waterbodies near EVCI. Number of significant pollution events recorded as a result of the implementation of the Plan. Past flood risk events in or around existing EVCI.	Ireland's National Water Framework Directive Monitoring Programme, 2019-2021. River Basin Management Plan for Ireland 2018 -2021 & Draft River Basin Management Plan for Ireland (2022 – 2027). The Status of EU Protected Habitats and Species in Ireland Report (Department of Housing, Local Government and Heritage). EPA Water Quality of Ireland 2020 Report. EPA Water Quality Status for surface and ground water. EPA Risk Status for surface and ground water.	EPA, continuously. DHLGH, every 6 years. DHLGH, every 6 years. EPA, continuously. EPA, varies. EPA, varies. OPW, every 3 years.

Environmental Component	SEA Indicators	Monitoring Sources	Frequency/Responsibility
		Monitoring in the Review of Flood Risk Management Plans 2021. Monitoring for the EPA Catchments Unit and Local Authority Waters Programme. Northern Ireland Environmental Statistics Report	EPA Catchment Unit, DHLGH and relevant local authorities, varies. DAERA, annually.
Air Quality, Noise & Climate	The changes and level of GHG emissions from the electrification of vehicular transport over the plan period. Compliance with national Air Quality Standards (AQS). Mode share of electrified public transport (passenger and freight). Overall GHG emission reductions over the Plan period.	EPA Air Quality Monitoring. Sustainable Energy Authority of Ireland (SEAI) - Monitoring of Renewable Energy Sources in Ireland. Monitoring related to Local Authority Climate Action Plans. EPA Greenhouse Gas Emissions Report. Northern Ireland Environmental Statistics Report CSO Census Reports.	EPA, continuously. SEAI, varies. Local Authorities, every 5 years. EPA reports on each sector on an annual basis. DAERA, annually. CSO, every 6 years.
Archaeology, Architecture & Cultural Heritage	Number of entries to the Record of Monuments and Places, and the immediate setting of these entries including their relationships with EVCI and the surrounding landscape. Full or partial loss to entries to the RPSs/NIAHs near EVCI. Archaeological Impact Assessments related to increased infrastructure, and or the number and types of archaeological investigations undertaken.	Registers of nationally protected sites and structures. The National Inventory of Architectural Heritage. Monitoring related to relevant Local Area Plans and County/City Development Plans or RSESs. Heritage Plan Ireland 2030. Local Authority Heritage Plans. Northern Ireland Environmental Statistics Report	NPWS (National Parks and Wildlife Services), NMS (National Monuments Service), UNESCO, continually. The Department of Housing, Local Government and Heritage are responsible for monitoring the conditions of, recording the presence of, and conserving Ireland's protected sites on a routine basis. In accordance with the monitoring provisions of the lower-level plans. The Heritage Council, reviewed after 3 years. Local Authorities, reviewed annually. DAERA, annually.
Landscape & Visual	No deterioration of landscape or areas with scenic value e.g., Areas of High Amenity, Areas of Outstanding Natural Beauty and Protected Views as a result of the implementation of the Plan.	Monitoring related to relevant Local Area Plans and County/City Development Plans or RSESs e.g., Landscape Character Assessments as part of County Development Plans. Monitoring of the effects of capital investment project development required under separate processes (EIA, AA). Corrine mapping resurveys.	In accordance with the monitoring provisions of the lower-level plans. In accordance with the monitoring provisions of EIA/ AA. EPA, varies.

Environmental Component	SEA Indicators	Monitoring Sources	Frequency/Responsibility
Material Assets	Scale and location of EVCI in Ireland. Statistics relating to the electrification of transport fleets in Ireland (including number of EV's, passengers and journey times). Economic growth statistics – particularly those relating to EV. Mode share of electrified public transport (passenger and freight).	Monitoring related to relevant Local Area Plans and County/City Development Plans or RSESs. CSO Population, Health, Economic, Transport, Employment statistics. Sustainable Energy Authority of Ireland (SEAI) – Monitoring of Renewable Energy in Ireland. Monitoring of the effects of capital investment project development required under separate processes (EIA, AA). Monitoring related to Local Authority Climate Action Plans. CSO Transport data. Monitoring related to relevant Local Area Plans and County/City Development Plans or RSESs. EPA National Waste Statistics Summary Report. EPA State of the Environment Report 2020. The annual reports on the implementation of the Southern Region and Eastern-Midlands Region Waste Management Plans. Monitoring for the EPA's Remedial Action List. EPA Urban Wastewater Treatment Reports. Northern Ireland Environmental Statistics Report	In accordance with the monitoring provisions of the lower-level plans – Relevant Local Authority, continuously. CSO, every 6 years. SEAI, varies. Local Authority, every 5 years. CSO, every 6 years. In accordance with the monitoring provisions of the lower-level plans – Relevant Local Authority, continuously. EPA, annually. EPA, every 4 years. The Regional Waste Office, annually. Local Authorities should have regard to issues pertaining to Local Authorities treatment plants. DAERA, annually.

3. Appropriate Assessment

Stage 1 AA (Screening) was undertaken by ZEVI and DoT to identify if the potential for effects of implementing the NRNEVCP on the conservation status of designated Natura 2000 sites within the sphere of influence of the plan (or project). It was determined as part of this screening that there was potential for significant effects and/or in-combination effects on European sites as a result of implementing the NRNEVCP. A Natura Impact Statement (NIS) was subsequently prepared.

The NIS documented a range of proposed measures which aim to mitigate against any adverse effects arising from the implementation of the NRNEVCP.

Consultation on the AA screening and NIS reports were also carried out as part of the public consultation process 25th September to 10th November 2023 and consultation with the Environmental Authorities from 10th January 2024 to 7th February 2024.

4. Final Appraisal: How Environmental Considerations were integrated into the NRNEVCP

This Section summarises how environmental considerations were integrated into the adopted NRNEVCP, throughout the SEA process.

The SEA process for the NRNEVCP ensured the integration of environmental considerations as follows:

- Undertaking the SEA in parallel with the NRNEVCP;
- Undertaking the SEA with close regular contact between the NRNEVCP team and the SEA team;
- Issuing the Scoping Report to the Environmental Authorities for comments on key environmental issues and the proposed scope of the SEA at the earliest possible stage of the NRNEVCP preparation; and
- Carrying out a full assessment of the environmental effects of the NRNEVCP and recommending and making changes to the NRNEVCP as a result.

Identification of Environmental Constraints

As described in Section 2.4, the SEA team undertook an assessment of baseline environmental conditions of the NRNEVCP area, with reference to biodiversity, population and human health, land and soil, water, air and climate, heritage, landscape, and material assets. This information was used to focus the SEA objectives, develop alternatives, and assess positive and negative impacts associated with the implementation of the proposed NRNEVCP. An Environmental Sensitivity Map was prepared to enable this assessment and to influence alternatives discussions and assessment of policies.

The NRNEVCP and SEA ER took into account the most up to date data which included but is not limited to, findings of the EPA Ireland's National Inventory Report 2022 (EPA, 2022), EPA Water Quality in Ireland 2022 (EPA, 2023) and 2020 State of the Environment Report (EPA, 2020) which were integrated into the SEA Environmental Report, and guidance from policy and legislation, including but not limited to, Alternative Fuel Infrastructure Regulation (AFIR) (EC, 2023) and ZEVI's Electric Vehicle Charging Infrastructure Strategy 2022-2025 (ZEVI, 2022).

SEA Scoping

As described in Section 2.3, the SEA Scoping was a key part of the assessment process as it provided information to allow consultation with defined statutory bodies and environmental authorities on the scope and level of detail to be considered and incorporated at an early stage in the assessment.

Refer to **Appendix A.1** for the submissions received during the scoping consultation and how they were responded to and incorporated into the SEA ER and NRNEVCP.

Assessment of Alternatives

The SEA team worked with ZEVI from the outset to assist ZEVI in becoming familiar with the process. The SEA team issued ZEVI the EPA's *Guidance on Developing and Assessing Alternatives in SEA*, as well as some examples from similar plans in the public domain.

Both the SEA team and ZEVI acknowledged that the 'Do Nothing' scenario would not be a reasonable alternative to undertake and that ZEVI needed to develop a number of other scenarios related to the alternative levels of ambition with which would satisfy the ambitions of the overarching Strategic Vision. The alternatives were then subject to assessment by the SEA team and the assessment outcomes were considered by ZEVI in the identification of emerging preferred alternatives.

Refer to Section 2.5.3 for details on the consideration of alternatives.

Plan Objectives

The SEA/AA team worked closely with ZEVI to develop the NRNEVCP. Through workshops, multi-disciplinary discussions and land-use modelling scenarios, ZEVI and the SEA/AA team were able to identify the steps needed to make each ambition a reality within the lifetime of this Plan. Once these steps were understood, they were translated into a range of plan objectives, using the appropriate approaches relevant to each pillar.

Proposed Mitigation Measures

Mitigation measures were proposed to address negative environmental impacts identified during the assessment process. A number of proposals were identified as potentially resulting in a negative environmental impact, particularly those relating to the development of charging infrastructure.

Potential negative impacts include those arising from the construction works that would be required for developing EV charging infrastructure across the TEN-T and national road networks. Where potential negative impacts occur, significant negative impacts may particularly arise on Biodiversity; Land & Soils; Water; Air Quality & Climate; Archaeology, Architecture & Cultural Heritage.

The SEA team worked closely with ZEVI in the development of the mitigation measures outlined in the SEA ER in order to fully mitigate potential environmental effects. A full list of mitigation measures for the Plan has been provided in **Appendix A-1**.

Required Environmental Monitoring Programme

A monitoring programme has been developed based on the indicators (noted in Section 9 of the SEA ER) in order to track progress towards achieving strategic environmental objectives and reaching targets, enabling positive and negative impacts on the environment to be measured.

The indicators have been developed to illustrate changes that may be attributable to the implementation of the NRNEVCP.

Consultation

Further to the SEA Scoping consultation, the SEA Environmental Report, the Natura Impact Statement (from the Appropriate Assessment Process) and the NRNEVCP were put on wider display on the Government of Ireland website. A total of twenty-nine submissions were received as part of the consultation.

Appendix A.2 of this report sets out each of the submissions received from public bodies, as they relate to SEA only, and describes how these submissions were taken into account. In the interest of the General Data

Protection Regulation (GDPR), the full submissions from members of the general public are not contained in **Appendix A.2** but have nevertheless been taken into consideration.

ZEVI have also prepared a Submission Response Report, the EV Public Consultation Report, which summarise the key issues raised as part of the consultation and how those issues were responded to. The Submission Response Report is standalone and has been published alongside the final NRNEVCP.

Following the submissions made by the public to the NRNEVCP and NRNEVCP SEA Environmental Report, minor updates have been made to the NRNEVCP that are not considered material and do not change the outcome to the SEA Environmental Report. In addition, a number of changes were proposed by the AA process to the NRNEVCP, these are considered to have a positive impact on the environment and do not require further consideration.

The following minor updates have been made to the SEA Environmental Report based on the submissions (refer to **Appendix A.2**. for further details):

- **Figure 3.1** of the SEA Environmental Report was updated to include reference to regional and local level plans, and reference to updated Climate Action Plan 2024 (CAP24).
- The recommendations in the submissions to add reference to guidance documents, plans, programmes, policies and legislation were acknowledged and accepted into **Appendix B** of the SEA ER. This table has been included as **Appendix B.1** for this SEA Statement.
- The submissions included recommendations to add further detail to the following sections: the Monitoring Table in Section 9.2 (**Table 2.7** of the SEA Statement) on adding a reference to additional DAERA reports.
- Lastly, minor textual changes, such as change of draft Plan to Plan, have been made throughout this SEA Statement and with respect to **Tables 9.1, 9.2** and **Appendix B** of the SEA ER, to provide further clarity to the reader. Updates across the SEA ER and SEA Statement have been made with respect to the name change of the Plan to "National Road Network EV Charging Plan".

No responses were received from the Department of Environment, Climate and Communication (DECC), National Parks and Wildlife Service (NPWS) or the Department of Agriculture, Food and the Marine (DAFM) during the consultation period 10th January to 7th February 2024.

No responses were received from the public that were applicable to the SEA Environmental Report, Appropriate Assessment Screening Report or Natural Impact Statement.

Appendix A

Submissions Responses

A.1 Scoping Responses from Environmental Authorities

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
Environmental Protection Agency (EPA)	The phased implementation of the Plan and related technologies should be set within the context of maintaining/improving air quality and reducing greenhouse gas emissions within the transport sector.	This comment is welcomed and has been considered by ZEVI and DoT.
	Some key relevant plans and programmes at national and regional level to consider in preparing the Plan include the National Planning Framework, Regional Spatial and Economic Strategies, Grid 25 Implementation Plan, National Policy Framework on Alternative Fuels Infrastructure for Transport and the National Climate Action Plan 2023.	This comment is welcomed and has been considered by ZEVI and DoT. Reference to key relevant policies, plans, programmes and legislation has been included in Chapter 3 of the Strategic Environmental Assessment (SEA) Environmental Report (ER).
	The Plan and SEA should also take account of the Urban Transport Related Air Pollution (UTRAP) Interim Report (Government of Ireland, March 2021).	Noted. Reference to the UTRAP Interim Report has been included in the review of key relevant policies, plans, programmes and legislation in Chapter 3 of the SEA ER.
	In preparing the Plan and SEA, the recommendations and challenges described within the EPA State of the Environment Report (SOE) Ireland's Environment – An Integrated Assessment 2020 (EPA, 2020) should be considered, in preparing the Plan and SEA as relevant and appropriate. Other chapters in the report relating to Air Quality (Chapter 3) and Noise (Chapter 4) are also relevant to consider in the preparation of the SEA. More up to date EPA reports covering air quality, noise, greenhouse gas emissions etc are available on the EPA website and should be consulted, as appropriate in preparing the Plan and SEA.	The State of the Environment Report Ireland's Environment – An Integrated Assessment 2020 (EPA, 2020) Report has been reviewed in full and relied on for the description of much of the baseline environment in both the SEA Scoping Report and the Environmental Report. Chapter 5 of the SEA ER has been updated to include reference to Noise.
	There is an urgent need to rapidly decarbonise the transport sector in order to reverse the current greenhouse gas emissions trends. The Plan should be aligned with national commitments on climate change mitigation and adaptation, such as identified in the National Climate Action Plan 2023, as well as taking account of any relevant sectoral, regional or local authority adaptation plans.	This comment is welcomed and has been considered by ZEVI and DoT.
	All recommendations from the SEA process, including mitigation and monitoring measures, should be integrated in the Plan. The EPA recommends that the Plan includes summary tables outlining the key findings of the SEA, including alternatives appraisal and preferred option(s) selection, and linking the significant environmental effects identified to the proposed mitigation measures, monitoring programme and Plan policies/measures.	It is envisaged that key findings of the SEA will be included within the final version of the NRNEVCP. Appraisal of alternatives and preferred options have been included in Chapter 7 of the SEA ER. Mitigation and monitoring measures of SEA have been integrated into the plan, in so far as possible. Chapter 9 of the SEA ER outlines a list of all mitigation measures and monitoring suggested for the NRNEVCP.
	The Plan should include a commitment to implement the environmental monitoring programme and associated reporting. It would be useful to include a separate section on 'Monitoring, Review and Reporting' within the Plan, setting out the provisions for	Section 9 of the SEA ER contains information on monitoring and reporting.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	environmental monitoring and reporting on the implementation of the Plan and where relevant, any periodic reviews of the Plan.	ZEVI and DoT have referred to the 'Monitoring, Review and Reporting' within the Plan.
	The EPA suggest that you consider including a commitment to review the Plan over an appropriate interval, such as every 5 years. There may be merits in aligning the periodic reviews of the Plan with existing cyclical reporting e.g., Ireland's Environment, National Planning Framework, etc. In between review periods for the Plan, the EPA recommend that Plan-related implementation reports are published annually, or biennially, as appropriate. The EPA recommend aligning this Plan related monitoring/reporting with the environmental monitoring required under the SEA legislation. Doing so would enable the environmental performance of the Plan to be evaluated and would also provide for increased transparency during implementation.	This comment is welcomed and has been considered by ZEVI and DoT.
	The SEA-related environmental monitoring should address positive, negative and cumulative effects where they are likely to occur and should include provision for on-going review to facilitate an early response to any environmental issues that may arise. The Environmental Report should specify the monitoring frequency and responsibilities and include provisions for reporting on the monitoring. To avoid duplication in data collection, the same indicators should be used where possible for the plan-related and SEA-related monitoring.	Section 9 of the SEA ER relates to Mitigation and Monitoring. This contains information such as monitoring frequency where applicable and monitoring sources. All proposals and measures outlined in the NRNEVCP have been mitigated against and covered off through the Strategic Environmental Assessment detailed in the SEA Environmental Report.
	Under the SEA Regulations, you should consult with: • Environmental Protection Agency • Minister for Housing, Local Government and Heritage • Minister for Environment, Climate and Communications • Minister for Agriculture, Food and Marine	All of the aforementioned authorities/agencies have been consulted with and any comments received have been taken into account, as part of the making of the Plan and the SEA Environmental Report, in line with SEA Regulations. These bodies will also be consulted with on the SEA ER and Plan.
	The scoping report includes a comprehensive list of plans and programmes. It would be useful for the SEA Environmental Report to identify the key relevant plans and programmes and to show how these are interlinked with the Plan. A schematic showing these relationships would be useful to set the context for the Plan.	Noted. SEA ER report updated to include a schematic in Chapter 3 of the SEA ER.
	Additionally, the EPA recommend including a schematic of the relevant transport planning hierarchy (including any proposed new plans, that may arise out of this Plan). This will help inform the level and type of engagement with other stakeholders in their own sectoral planning and land management.	Noted. SEA ER report updated to include a schematic in Chapter 3 of the SEA ER.
	It would also be useful to include an additional column in Table 3 to summarise the relevance of the plans and programmes listed to the Plan. Below is a list of legislation, plans, programmes and research resources that may be relevant for consideration.	Noted. Chapter 3 of the SEA ER which relates to relevant plans, programmes, policies and legislation has been updated to include reference to the listed international, European, National, regional and research level documents specified by the EPA in their responses.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	International Plans, Programmes, Policies or Legislation • ESPOO Convention and Kyiv (SEA) Protocol • OSPAR Convention • WHO Global Air Quality Guidelines 2021 (WHO global air quality guidelines: particulate matter (PM2.5 and PM10), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide) **European Plans, Programmes, Policies or Legislation** • National Emissions Ceiling Directive (2016/2284) • 8th Environmental Action Programme • The EU Zero Pollution Action Plan • Proposal for a Regulation of the European Parliament and of the Council on nature restoration **National and Regional level Plans and Programmes** • National Air Pollution Control Programme • Grid 25 Implementation Plan (Eirgrid) • State of Global Climate Provisional Report 2021 (World Meteorological Society) • Prioritised Action Framework 2021-2027 (NPWS) • Management plans for Natura 2000 sites • Just Transition First Progress Report • Regional Tourism Strategies (Fáilte Ireland) • Healthy Cities Project (WHO) • Clean Air Strategy • Dublin Action Plan for Nitrogen Dioxide (December 2021) • Urban Transport-Related Air Pollution (UTRAP) Working Group (www.gov.ie) **National SEA Guidelines** • Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities (DHLGH, 2022) (https://assets.gov.ie/218356/6c57ccf6-3d2b-4c43-b871-1698e7daab5d.pdf) • Possible additional Data Sets and information sources • National Land Cover map • Ireland's Greenhouse Gas emissions 1990-2021 (https://www.epa.ie/publications/monitoring--assessment/climate-change/airemissions/Ireland's-Final-Greenhouse-gas-report-1990-2021_April-2023.pdf)	Appendix B of the SEA ER has been updated to include a summary of the relevance of these plans and programmes.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	Article 17 Habitats Directive Reports Ireland/Northern Ireland https://www.npws.ie/publications/article-17-reports/article-17-reports-2019 o https://jncc.gov.uk/our-work/article-17-habitats-directive-report-2019/ EPA SEA Spatial Datasets (https://www.epa.ie/publications/monitoring--assessment/assessment/strategic-environmental-assessment/sea-spatialinformation-sources-inventory-.php) Spatial analysis of Ireland's greenhouse gas exist at https://projects.au.dk/mapeire/spatial-results/. EPA national air pollutant inventory submissions, available at http://www.epa.ie/pubs/reports/air/airemissions/airpollutantemissions/ Data on levels of atmospheric pollutants from the EPA's national ambient air quality monitoring network (http://www.epa.ie/air/quality/monitor/) Climate Change Advisory Council annual review (https://www.climatecouncil.ie/councilpublications/annualreviewandreport/) **Research** • Evaluating Ireland's Climate Policy Performance (Sabrina Dekker and Diarmuid Torney) http://www.epa.ie/pubs/reports/research/climate/research362.html • Synthesis of literature and preliminary modelling relevant to society-wide scenarios for effective climate change mitigation in Ireland (Barry McMullin and Paul Price) http://www.epa.ie/pubs/reports/research/climate/research352.html • TRANSLATE project is a Met Éireann funded project which will develop future "standard" climate scenarios for Ireland. • FLARES – Fire, Land and Atmospheric Remote sensing of Emissions research project, University College Cork • Department of Transport - Demand Management Study, 2021 (gov.ie - Five Cities Demand Management Study (www.gov.ie)) – This study helps to better understand what drives transport demand and how a greater shift to more sustainable and healthier forms of travel can be encouraged in Ireland's five largest urban centres.	
	The EPA welcome that both opportunities and key issues for each of the environmental criteria are scoped into the process. This will help in the assessment of the Plan objectives and what mitigation measures, or monitoring may be required.	Opportunities and key issues described in the NRNEVCP have been considered and integrated into the SEA Environmental Report. Consideration of the issues and opportunities have been included in the assessment of mitigation measures and monitoring in Chapter 9 of the SEA ER.
	Continued efforts should be made, by all relevant stakeholders, to closely align and integrate transport and land use planning. The Plan and SEA should consider options for developing sufficient charging infrastructure close to public transport hubs to encourage commuters to securely charge private vehicles while availing of public transport to travel into urban centres.	Consideration of geospatial options will be assessed as part of the implementation of the NRNEVCP. Consideration will be given to urban nodes, regional and rural areas, coverage of tourist / seasonal hotspots and key economic sectors. This has been considered within the Plan.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	This will also support safer active travel (walking/cycling) in cities and provide for less traffic congestion and better air quality outcomes.	
	The SEA and Plan should take account of the latest GHG projections which can be found here https://www.epa.ie/publications/monitoring--assessment/climate-change/air-emissions/irelands-greenhouse-gas-emissions-projections-2022-2040.php .	Noted. This has been reviewed in relation to baseline condition of Air Quality, Noise & Climate in Chapter 5 of the SEA ER.
	Section 5.5 – Water should include a reference to the latest published EPA water quality report Water Quality in 2022- An Indicators Report (EPA, 2023).	Noted. Section 5.5 of the SEA ER "Water" has been updated on the back of this comment.
	Regarding Section 5.8 - Landscape and visual aspects, the EPA will be publishing a guidance note on SEA and Landscape during Q3 2023. It may be useful to consider, once available, in preparing the Plan and associated SEA Environmental Report. Additionally, EPA is co-funding a research project – RELAVENT (Reframe Landscape Character Assessment), which is looking to prepare a toolkit to help landscape character assessments and is due to be completed in Q4 2023. It may also be worth considering in implementing the Plan.	Noted.
	In Figure A1, consider clarifying the area covered by the Plan. Highlighting the existing EV and supporting infrastructure covered by the Plan would be useful to help inform the scope of the environmental assessments.	Figure 16 of the National Roads Network EV Charging Plan outlines the existing TEN-T Core, TEN-T Comprehensive, and Non-TEN-T roads in Ireland which are covered under the Plan. A map of the TEN-T road network and existing EV charging infrastructure has been included in Figure 6 and Figure 16 of the NRNEVCP. Reference has been made to these figures in Figure 2.2 and Figure 5.1 of the SEA ER.
	The SEA environmental report should clearly set out the scope, remit and implementation-related elements of the Plan. It is important to note that where it is envisaged that measures proposed in the Plan will be implemented via strategies and plans, which themselves have been or may be subject to SEA, this should be explained in the SEA Environmental Report and taken into account in the assessment. Where specific measures will be implemented directly, further detail should be provided in the Environmental Report and Plan on the relevant environmental assessments to be carried out at lower-level planning and project stages and relevant mitigation measures to be applied, as appropriate.	The details of the NRNEVCP are outlined in Section 2 of the SEA ER. It is stated in this Environmental Report that any plans/projects arising from the implementation of the NRNEVCP will be subject to appropriate feasibility, options and environmental assessment where required.
	There is merit in reviewing the EPA's SEA Spatial Information Sources Inventory to determine whether any additional information may be of relevant to the Plan and SEA. https://www.epa.ie/publications/monitoring--assessment/assessment/strategic-environmental-assessment/sea-spatial-information-sources-inventory-.php	Use of this inventory has been noted and reviewed as a useful support to assist the SEA process.
	The key aspects of the Plan identified as having potential for likely significant environmental effects should help identify which environmental criteria may be more	The potential for likely significant effects has informed the environmental sensitivities and weightings of associated with those sensitivities.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	potentially impacted. This should help inform what environmental sensitivities are considered and the weightings assigned to those sensitivities.	The methodology and weighting system applied is adopted from the EPA report 'GISEA Manual Improving the Evidence Base in SEA' and based on feedback from the scoping consultation process.
	Increasing the sensitivity weighting associated with high status water bodies (rivers/lakes/coastal/estuarine) from 5 to 10, to reflect their importance should be considered.	All weightings have been reviewed and updated on the back of comments made during the statutory consultee period.
	The EPA note the comprehensive nature of the objectives for the various environmental components set out in Table 7. Given that the Plan is national in scale, it may be more appropriate to split these objectives into a smaller number of higher-level environmental protection objectives (EPOs) which seek to address the key environmental objectives. These can be supported by sub-objectives for more specific elements of the Plan. Where possible, the EPOs should also be made more specific to the Plan and assessment being carried out.	Noted. The SEA Objectives, Targets and Indicators table in Section 6.2 of the SEA ER has been updated to include higher level objectives for each environmental topic.
	Table 7 – Strategic Environmental Objectives, Targets and Indicators should include reference to 'Noise' under the environmental topic 'Air and Climate' and take into account local authority noise action plans, where appropriate and relevant.	Noted. The Objectives, Indicators and Target Table in Section 6 of the SEA ER has been reviewed and updated accordingly in the Air, Noise and Climate Section. Noise has been incorporated under the Air Quality, Noise and Climate topic throughout the SEA ER. Reference to local authority noise action plans have been considered throughout the SEA ER.
	The assessment of the EPOs against the Plan objectives could be done, taking account of the higher-level EPOs. The assessment for each environmental theme, could also include summary text of any aspects identified requiring mitigation, further assessment, policy wording changes/additions etc. For example, at a high level a water-related objective could commit to "Meeting the objectives of the Water Framework Directive", as relevant to the Plan. Additionally, a high-level biodiversity objective could be "Support achievement of the conservation objectives and requirements of the Birds and Habitats Directives, and other sites of nature conservation value."	Noted. The SEA Objectives, Targets and Indicators table in Section 6.2 of the SEA ER has been updated to include higher level objectives for each environmental topic. Where mitigation measures or further assessment is required, this is outlined in Table 9.1 of the SEA ER.
	In terms of selecting monitoring indicators, where possible these should take into account the potential impacts of the Plan and which monitoring indicators may be best placed to take these into account over the lifetime of the Plan. Using broader environmental monitoring, will make it more difficult to differentiate whether any changes in environmental quality relate to implementation of the Plan (needing to be mitigated) or relating to wider environmental changes not linked to the Plan.	Noted. This has been taken into consideration in the SEA ER. Due to the nature and scale of the NRNEVCP, only broader environmental monitoring measures can be included at this time. Any plans/projects arising from the implementation of the NRNEVCP will include more specific monitoring measures (as outlined in Table 9.2 of the SEA ER). This has been considered by ZEVI and DoT.

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	In Table 1 – CAP23 Actions under 'ZEVI and Electrification Strategy' the EPA note the intention to publish a high-powered charging strategy and also note the intention to implement regional assembly and local authority EV network plans. Where relevant and appropriate, the requirements of the SEA and Habitats directives should be considered for these strategies and plans.	Noted. This has been considered by ZEVI and DoT.
	The EPA recommend including schematics in the Plan and SEA Environmental Report, showing the links and key inter-relationships with other key relevant national, regional, sectoral and environmental plans. This would clearly indicate how the various transport and land use plans are interlinked and demonstrate a connected outlook on transport planning on the island of Ireland. It would also be helpful to include a schematic of the hierarchy of transport planning and the Plans position within that overall framework.	This has been updated in Section 3 of the SEA ER.
	In particular, the Plan should take account of the National Strategic objective on Sustainable Mobility where investment will be made to progressively put in place sustainable transport alternatives to those currently available. Furthermore, the Plan should show clear connectivity between the objectives and goals of other national, regional and local transport strategies, e.g., metropolitan area transport strategies. In particular the Plan should ensure that the objective of the Plan aligns with the National Planning Framework and also takes account of County/City Development Plans and sectoral transport planning, as appropriate.	Noted. This has been considered by ZEVI and DoT.
	Biodiversity The Plan should integrate available, appropriately scaled, habitat mapping and take account of important green/blue infrastructure/ecological corridors. A commitment should be included in the Plan to protect designated national and European sites during Plan implementation. Aspects such as recognising the need to control and manage the potential spread of invasive species should also be considered. Additionally, the relevant aspects of the National Biodiversity Action Plan (currently being reviewed) and the All-Island Pollinator Plan should be integrated into the Plan.	Noted. This has been considered by ZEVI and DoT.
	Flood Risk Assessment – Integration of Strategic Flood Risk Assessment with SEA Relevant Flood Risk Management Plans and associated SEA Environmental Reports and Appropriate Assessments should be considered, in undertaking the Strategic Flood Risk Assessment for the Plan.	Noted. EPA Guidance documents have been referred to and incorporated into the SEA ER. Reference to flooding has been included under the "Water" heading throughout the report. Assessment of potential significant effects has been included under Chapter 8 of the SEA ER.
	The SEA should clearly set out the scope of the Plan, remit and implementation related elements. These will have implications for the SEA, in terms of guiding the level of assessment applicable at the appropriate level for the Plan. Where it is envisaged that measures proposed in the Plan will be implemented via other plans,	Noted. Chapter 2 of the ER includes an introduction and overview of the NRNEVCP. Proposals included in the Plan have been assessed in the SEA ER in terms of significant effects on the environment – refer to Chapter 8.

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	which themselves have been or will be subject to SEA, this should be explained in the Environmental Report and taken into account in the assessment.	It is stated in this Environmental Report that any plans/projects arising from the implementation of the NRNEVCP will be subject to appropriate feasibility, options and environmental assessment where required.
	You should describe the alternatives considered and how the selection and assessment of these has led to the selection of the preferred alternative. You should assess the alternatives against the 'Strategic Environmental Objectives' identified in the SEA ER. The EPA's good practice guidance note on Developing and Assessing Alternatives in Strategic Environmental Assessment (EPA, 2015) may be useful to consider in preparing and assessing alternatives.	Consideration of alternatives have been included in Chapter 7 of the SEA ER. EPA Guidance documents have been referred to and incorporated into the SEA ER.
	The SEA should refer to the full range of environmental effects and of the area likely to be affected. This assessment should consider the duration and frequency of effects as well as short, medium, and long-term and synergistic effects of the legislation. With regards the potential for cumulative effects, the EPA Guidance Practice Guidance Note on Cumulative Effects Assessment in Strategic Environmental Assessment (EPA, 2020) may be useful to consider in this context.	Assessment of potential environmental effects arising from the plan have been included in Chapter 8 of the SEA ER. EPA Guidance documents have been referred to and incorporated into the SEA ER.
	The SEA should identify any significant data and knowledge gaps and include commitments to help address these on a priority basis during the implementation phase of the Plan. This is with a view to strengthening the evidence base for future reviews and iterations of the Plan.	Due to the high-level nature of the Plan and non-specificity of geospatial locations for charging infrastructure at this time, data and knowledge gaps cannot be identified at this stage.
	The EPA note the reference in Chapter 8 of the scoping report relating to the next steps to be taken in the SEA process. There is merit in noting that the scoping for the SEA is dynamic and should continue to feed into the preparation of the SEA environmental report and Plan.	Noted. Scoping responses have been incorporated into the SEA ER.
	Following the completion of the public consultation on the SEA and the Plan, while ongoing opportunities are presented for integration during the SEA process, the final stages of the SEA process are to integrate the environmental considerations of the SEA environmental report into the Plan, as appropriate. In accordance with Article 16 of the SEA Regulations, a SEA Statement should be published alongside the adopted Plan, summarising: • how environmental considerations have been integrated into the Plan • how the environmental report and consultation comments on it have been taken into account. • the reasons for choosing the Plan as adopted, in light of the other reasonable alternatives dealt with (in the Environmental Report and the associated consulting) • the measures decided concerning monitoring. The EPA has published Guidance on SEA Statements and Monitoring, which should be considered in preparing the SEA statement.	The SEA statement, when published, will include information on how submissions, observations and consultation feedback made to ZEVI and DoT during the SEA process have been incorporated into the NRNEVCP. Reference will be made to the EPA Guidance on SEA Statements and Monitoring as part of this process.

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	The EPA website contains various SEA resources and guidance, including: - SEA process guidance and checklists - Topic specific SEA guidance (including SEA Guidance for the Tourism Sector (EPA, 2023), Good practice note on Cumulative Effects Assessment (EPA, 2020), Guidance on SEA Statements and Monitoring (EPA, 2020), Integrating climatic factors into SEA (EPA, 2019), Developing and Assessing Alternatives in SEA (EPA, 2015), and Integrated Biodiversity Impact Assessment (EPA, 2012)).	Noted. EPA Guidance documents have been referred to and incorporated into the SEA ER.
	The ESM Webtool is a decision support tool to assist SEA and planning processes in Ireland. The tool brings together over 100 datasets and allows users to explore environmental considerations within a particular area and create plan-specific environmental sensitivity maps. These maps can help planners anticipate potential land-use conflicts and help identify suitable development locations, while also protecting the environment. The ESM Webtool is available at www.enviromap.ie.	Use of this tool has been noted and reviewed as a useful support tool to assist the SEA process.
	The EPA SEA Search and Reporting Tool is publicly available at https://gis.epa.ie/EPAMaps/SEA. It allows public authorities to produce an indicative report on key aspects of the environment in a specific geographic area It is intended to assist public authorities in SEA screening and scoping exercises.	Use of this tool has been noted and reviewed as a useful support tool to assist the SEA process.
	The EPA AA GeoTool application has been developed in partnership with the NPWS. It allows users to a select a location, specify a search area and gather available information for each European Site within the area. It is available at: https://gis.epa.ie/EPAMaps/AAGeoTool.	Use of this tool has been noted and reviewed as a useful support tool to assist the SEA process.
Department of Environment, Climate and Communications on behalf of Geological Survey of Ireland (GSI)	Geological Survey Ireland encourage the use of and reference to their datasets. This data can add to the content and robustness of the SEA process. With this in mind a list of GSI publicly available datasets that may be useful to the environmental assessment and planning process have been included in the submission. GSI recommend that this list is reviewed and any datasets you consider relevant to the assessment are referred to. The remainder of the letter and following sections provide more detail on some of these datasets.	Use of the various data sets included in this submission have been noted and reviewed as useful support tools to assist the SEA process.
	<u>Geoheritage</u> Geological Survey Ireland is in partnership with the National Parks and Wildlife Service (NPWS) in the Department of Culture, Heritage and the Gaeltacht to identify and select important geological and geomorphological sites throughout the country for designation as geological NHAs (Natural Heritage Areas). This is addressed by the Geoheritage Programme in Geological Survey Ireland, under 16 different geological themes, in which the minimum number of scientifically significant sites that best represent the theme were rigorously selected by a panel of theme experts. County Geological Sites (CGSs) have been adopted in the National Heritage Plan, and will form a major strand of geological nature conservation to complement the	Noted. The GSI website and records, and the National Heritage Plan (Heritage Ireland 2030) have all been reviewed with reference to County Geological Sites (CGSs). GSI Geological Heritage Sites have been illustrated in Figure A6 of the SEA Scoping Report and are included in Appendix A of the Environmental Report.

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	various ecological and cultural conservation measures. It is important to note however, that management issues for the majority of geological heritage sites may differ from ecological sites. County Geological Sites are the optimal way of addressing the responsibility of each authority under the Planning and Development Act 2000 and its amendments, to protect sites of geological interest. Currently 29 local authority areas have completed geological heritage audits, and one is currently under way, (Cork County), creating an almost national level of audited sites. Completed audits for the 29 local authority areas can be viewed and downloaded here.	
	Groundwater Geological Survey Ireland's Groundwater and Geothermal Unit, provides advice, data and maps relating to groundwater distribution, quality and use, which is especially relevant for safe and secure drinking water supplies and healthy ecosystems. Proposed developments need to consider any potential impact on specific groundwater abstractions and on groundwater resources in general. GSI recommend using the groundwater maps on the GSI Map viewer which should include: wells; drinking water source protection areas; the national map suite - aquifer, groundwater vulnerability, groundwater recharge and subsoil permeability maps. For areas underlain by limestone, please refer to the karst specific data layers (karst features, tracer test database; turlough water levels (gwlevel.ie). Background information is also provided in the Groundwater Body Descriptions. Please read all disclaimers carefully when using Geological Survey Ireland data. GWClimate is a groundwater monitoring and modelling project that aims to investigate the impact of climate change on groundwater in Ireland. This is a follow on from a previous project (GWFlood) and the data may be useful in relation to Flood Risk Assessment (FRA) and management plans. Maps and data are available on the Map viewer. Geological Survey Ireland has completed Groundwater Protection Schemes (GWPSs) in partnership with Local Authorities, and there is now national coverage of GWPS mapping. A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. The Groundwater Protection Response overview and link to the main reports is here: https://www.gsi.ie/en-ie/programmes-and-projects/groundwater/projects/protecting-drinking-water/what-is-drinking-water-protection/county-groundwater-protection-schemes/Pages/default.asp	This comment is welcomed. Use of GSI's Groundwater Resources have been reviewed and utilised throughout the SEA process. Groundwater Body Quality Status in the vicinity of the plan area has been illustrated in Figure A13, Groundwater Public Supply Source Protection Zones have been illustrated in Figure A15, Appendix A of the SEA Scoping Report and also in Appendix A of the SEA ER. Reference to flooding has been included under the "Water" heading throughout the report. Assessment of potential significant effects has been included under Chapter 8 of the SEA ER.
	Geological Mapping	Use of the Geological Survey Ireland's online datasets of bedrock and subsoils geological mapping have been reviewed

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	Geological Survey Ireland maintains online datasets of bedrock and subsoils geological mapping that are reliable and accessible. We would encourage you to use these data which can be found here, in future assessments. Please note we have recently launched QGIS compatible bedrock (100K) and Quaternary geology map data, with instructional manuals and videos. This makes GSI data more accessible to general public and external stakeholders. QGIS compatible data can be found in the downloadable bedrock 100k .zip file on the Data & Maps section of the GSI website. GSI 3D models can help stakeholders visualize, understand and characterise geology, for deposit and resource mapping, for flooding and for urban geology applications including basement impact assessment, Sustainable Drainage Systems (SuDS), and subsurface management. GSI 3D models offer a key element of geotechnical risk management by identifying areas requiring further site investigation.	in full and incorporated throughout the SEA Scoping and SEA Environmental Report.
	<u>Geohazards</u> Geohazards can cause widespread damage to landscapes, wildlife, human property and human life. In Ireland, landslides, flooding and coastal erosion are the most prevalent of these hazards. We recommend that geohazards be taken into consideration, especially when developing areas where these risks are prevalent, and we encourage the use of our data when doing so. Geological Survey Ireland has information available on landslides in Ireland via the National Landslide Database and Landslide Susceptibility Map both of which are available for viewing on our dedicated Map Viewer. Associated guidance documentation relating to the National Landslide Susceptibility Map is also available. Geological Survey Ireland also engaged in a national project on Groundwater Flooding. The data from this project may be useful in relation to Flood Risk Assessment (FRA) and management plans, and is described in more detail under 'Groundwater' above.	Use of the GSI databases included in this submission have been noted and reviewed as useful support tools to assist the SEA process. Reference to flooding has been included under the "Water" heading throughout the report. Assessment of potential significant effects has been included under Chapter 8 of the SEA ER.
	<u>Natural Resources (Minerals/Aggregates)</u> Geological Survey Ireland provides data, maps, interpretations and advice on matters related to minerals, their use and their development in the Minerals section of the website. The Active Quarries, Mineral Localities and the Aggregate Potential maps are available on the GSI Map Viewer. GSI would recommend use of the Aggregate Potential Mapping viewer to identify areas of High to Very High source aggregate potential within the area. In keeping with a sustainable approach GSI would recommend use of the GSI data and mapping viewers to identify and ensure that natural resources used in any proposed EV infrastructure developments are sustainably sourced from properly recognised and licensed facilities, and that consideration of future resource sterilization is considered.	The Plan provides a high-level overview of the proposed implementation of EV charging infrastructure across the Irish road network. Identification of locations has not yet been considered at this stage. Reference to minerals or aggregates is not considered relevant at this stage.

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	Geochemistry of soils, surface waters and sediments Geological Survey Ireland provides baseline geochemistry data for Ireland as part of the Tellus programme. Baseline geochemistry data can be used to assess the chemical status of soil and water at a regional scale and to support the assessment of existing or potential impacts of human activity on environmental chemical quality. Tellus is a national-scale mapping programme which provides multi-element data for shallow soil, stream sediment and stream water in Ireland. At present, mapping consists of the border, western and midland regions. Data is available at https://www.gsi.ie/en-ie/data-and-maps/Pages/Geochemistry.aspx. This page also hosts urban geochemistry mapping (Dublin SURGE project), Geochemical Mapping of Agricultural and Grazing Land Soil of Europe (GEMAS) and lithogeochemistry (rock geochemistry) from southeast Ireland datasets. Geological Survey Ireland and partners are undertaking applied geochemistry projects to provide data for agriculture (Terra Soil), waste soil characterisation (Geochemically Appropriate Levels for Soil Recovery Facilities) and mineral exploration (Mineral Prospectivity Mapping).	This comment is welcomed, and Geological Survey Ireland's Tellus programme has been reviewed as useful support tools to assist the SEA process
	Historic Mines The EPA, Geological Survey Ireland and the former Exploration & Mining Division undertook a joint project entitled "Historic Mine Site - Inventory and Risk Characterisation (HMS - IRC)". This project carried out detailed site investigations and characterisation on priority historic mine sites in the country. A risk ranking methodology was developed which categorised the sites according to the risks posed to human and animal health and the environment. The project commenced in January 2006 and was completed in December 2008. A final report and a GIS geodatabase was produced on completion of the project. Reports and maps available here. The project provides an understanding of the impacts of historic mining sites in Ireland and their status at the time of the study.	Noted. The GSI database has been reviewed in relation to this final report and mapping produced for historic mining in Ireland to assist with the SEA Environmental Report.
	Physiographic Units Physiographic Units are cartographic representations of the broad-scale physical landscape of a region. They delineate physical regions showing internal uniformity with respect to one or more environmental attributes that can be clearly differentiated from neighbouring regions. They are valuable for regional land-use planning, and in studies of the influence of physical landscape on the ecological environment. This map is produced in support of the actions to be implemented in National Landscape Strategy for Ireland 2015 – 2025. Physiographic Units map data can be viewed online under the Physiographic Units tab on the online Map Viewer.	Noted. The GSI database has been reviewed in relation physiographic units to assist with the SEA Environmental Report.
Department for Communities, Historic Environment Division (HED)	HED welcome the consideration of transboundary issues in relation to Northern Irelands historic environment. In order to assist in identification of potential project specific transboundary impacts HED advise that their full suite of currently recorded heritage assets (including architectural, historic parks and gardens, industrial and defence heritage, as well as archaeological) are available spatially via their downloadable Historic Environment Digital Datasets (Historic Environment Digital	Noted. The HED datasets have been reviewed when considering transboundary impacts as part of the SEA ER.

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	Datasets | Department for Communities (communities-ni.gov.uk)) and our Historic Environment Map Viewer | Department for Communities (communities-ni.gov.uk) (Historic Environment Map Viewer | Department for Communities (communities-ni.gov.uk))	
Department of Agriculture, Environment and Rural Affairs (DAERA)	DAERA welcomes the inclusion of transboundary issues incorporated into the Scoping Report. DAERA would like the SEA Environmental Report to contain a clear statement indicating the opinion about whether or not the implementation of the of the strategy is likely to have a significant effect on the environment of Northern Ireland, in combination with any identified measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment.	Noted. The assessment of transboundary impacts has been included as part of the current state of the environment section in Chapter 5 of the SEA ER. Any potential significant impact has been identified in this section of the report. The assessment of significant effects outlined in Section 8 of the SEA ER report also accounts for transboundary effects of the NRNEVCP on Northern Ireland. Where there is potential for any significant effects to occur, particularly in relation to the air quality, climate and water assessments that have been detailed in Section 8.2 – Section 8.4 of the SEA ER, the potential for transboundary effects between the Republic of Ireland and Northern Ireland have also been considered throughout the assessment process. Refer to Section 8 of the SEA ER for further detail. Measures proposed to mitigate any significant adverse effects on the environment have been included in Chapter 9 of the SEA ER.
DAERA Natural Environment Division (NED)	Although screening for a Habitats Regulations Assessment (HRA) has not yet been carried out, NED notes from p 5 of the scoping report that an AA Screening (Stage 1) will be undertaken to examine potential adverse impacts of the EVCI on Natura 2000 sites. Considerations with regard to HRA should assess direct and indirect effects on designated sites including potential emissions and hydrological links to include any potential impacts to NSN* sites within Northern Ireland that may be impacted by the EVCI and NED look forward to commenting on this. The NED would reiterate that the results of the screening and any resulting AA should be included along with the final SEA Environmental Report (ER). *Please note following the decision of the United Kingdom to leave the European Union, the collective term of "Natura 2000 sites" the network of European protected sites are now known as "National Site Network" (NSN) sites within the United Kingdom, which includes Northern Ireland.	Noted. For consideration in the AA screening report and NIS. The results of the AA screening and resulting NIS will be included with the SEA Environmental Report.
	It may be worth including in your considerations the following: • The Wildlife (NI) Order 1985 (as amended)	All relevant legislation will be adhered to in full during the implementation of the NRNEVCP.

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	• Wildlife and Natural Environment Act (NI) 2011 • The Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) • The Environment (NI) Order 2002 • The Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2017 • The Strategic Planning Policy Statement (SPPS) for Northern Ireland • Planning Policy Statements (PPS – in particular PPS2). It should be noted that the PPS's will be superseded by Local Development Plans when they are adopted. • Biodiversity Strategy for NI to 2020 https://www.daera-ni.gov.uk/publications/biodiversity-strategy-northern-ireland-2020-0 • Draft Environment Strategy https://www.daera-ni.gov.uk/consultations/esni-public-discussion-document • The Draft NI peatland policy: https://www.daera-ni.gov.uk/consultations/ni-peatland-strategy-consultation. • The Draft Green Growth Strategy Consultation on the draft Green Growth Strategy for Northern Ireland | Department of Agriculture, Environment and Rural Affairs (daera-ni.gov.uk) • Northern Ireland Energy Strategy 2050 Northern Ireland Energy Strategy 2050 | Department for the Economy (economy-ni.gov.uk) A number of useful information sources that highlight the current state of the environment in Northern Ireland at a regional level and which could be referenced are: • Northern Ireland State of the Environment Reports: https://www.daera-ni.gov.uk/publications/state-environment-report-2013 • Northern Ireland Environmental Statistics Reports: https://www.daera-ni.gov.uk/articles/northern-ireland-environmental-statistics-report Other relevant web-links are: • Designated Scientific Sites: www.daera-ni.gov.uk/landing-pages/protected-areas • Regional Landscape Character Map viewer: https://www.daera-ni.gov.uk/services/regional-landscape-character-areas-map-viewer DAERA have a map browser for NI protected sites and known priority habitat: www.daera-ni.gov.uk/services/natural-environment-map-viewer DAERA natural environment datasets are available at the link below: www.daera-ni.gov.uk/articles/download-digital-datasets	

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	Appropriate Assessments should refer to the status of habitats and species in the relevant reports available on the JNCC website as follows: UK Article 17 report for the Habitats Directive https://jncc.gov.uk/our-work/article-17-habitats-directive-report-2019/ and the UK Article 12 report for the Birds Directive https://jncc.gov.uk/our-work/european-reporting/#birds-directive-reporting	Noted. A Natura Impact Statement (NIS) has been prepared for the SEA of the NRNEVCP. NED will have the opportunity to comment on the NIS during the consultation period.
	Transboundary issues arising from this plan should be considered as part of the forthcoming SEA including the potential disturbance to/impact on NI/RoI migratory/mobile species. Cross border designated sites, European sites in Northern Ireland adjacent to or with pathways to/from the Republic of Ireland, priority habitats, river basins, and other landscape types also require special attention as ecological functionality and 'views' of landscape cross political boundaries. The SEA should consider all potential impacts including those which may impact Northern Ireland both directly and indirectly. Consideration should be given to all potential impacts on NI habitats (particularly designated sites, priority habitats and those important for migratory species and NI populations) including habitat quality and conservation status.	Consideration of potential transboundary impacts have been included within Chapter 5 of the SEA ER with reference to environmental topics. This includes consideration of designated site, European sites, priority habitats, river basins and other landscape types. The assessment of significant effects outlined in Section 8 of the SEA ER report also accounts for transboundary effects of the NRNEVCP on Northern Ireland. Where there is potential for any significant effects to occur, particularly in relation to the air quality, climate and water assessments that have been detailed in Section 8.2 – Section 8.4 of the SEA ER, the potential for transboundary effects between the Republic of Ireland and Northern Ireland have also been considered throughout the assessment process. Refer to Section 8 of the SEA ER for further detail.
	DAERA SEA Team are content that the issues included in the scoping report include all those listed in the SEA Directive and considers that all issues scoped in should be included in the environmental report.	Noted.
	NED notes from the maps in appendix A that little to no consideration seems to have been given to transboundary issues during the sensitivity mapping. For example, although the Lough Melvin SAC has been included on the RoI side of the border the NI side has not been considered, as the SAC boundary cuts off at the border. As one ecological system with the same protections in place this should be highlighted. Similar issues would arise with geological sites, rivers, and lakes. NED would require a suitable buffer across the border to be included in the mapping to account for any transboundary issues that may arise.	The potential for likely significant effects has informed the environmental sensitivities and weightings of associated with those sensitivities. Consideration of transboundary issues have been included within this assessment in Chapter 8 of the SEA ER. The methodology and weighting system applied is adopted from the EPA report 'GISEA Manual Improving the Evidence Base in SEA' and based on feedback from the scoping consultation process.
	NED has no comment on the removal of sensitivities from the mapping and would highlight that it is up to the responsible authority to satisfy themselves that the analysis is robust and appropriate.	Noted.
	NED has no comment to make regarding any recommended changes to the weightings set out in the sensitivity mapping.	Noted.
	NED is content with the proposed objectives, targets, and indicators as they have been presented in the scoping report.	Noted.

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	NED require that a statement as to the impact of the plan on Northern Ireland designated sites, environment, and protected / priority species to be included in the environmental report.	Noted. A statement of the transboundary impact has been included in Chapter 5 of the SEA ER under each environmental issue.
	In the biodiversity key issues and opportunities section on page 21, any habitat removal which may impact species along the border must be taken into consideration in the ER. With respect to biodiversity net gain, careful consideration must be given to species and habitats across the border. No works should be considered where there will be disruption to habitats or connectivity across the border even if there will be a net gain elsewhere as this may result in net loss of biodiversity in NI. Ecological functionality must be maintained across the border.	Noted. Consideration of potential habitat removal along the border has been taken into account in the SEA ER.
DAEFA Drinking Water Inspectorate	With regard to Transboundary potential, consultation with Northern Ireland Water Limited (water undertaker for Northern Ireland) is recommended. All catchments are considered as Drinking Water Protection Areas (DWPAs) under Article 7 of the Water Framework Directive. The nationwide basins are utilised by the NI Water, to provide the public supply of water. Consideration should be given to the location of any works and protection of DWPAs.	There is no statutory requirement to liaise with these bodies at scoping stage. Northern Ireland Water Limited will have an opportunity to comment on the SEA ER and Plan at that stage. Consideration of transboundary impacts on drinking water supply has been included under Material Assets in Section 5.9 and Chapter 8 of the SEA ER. Mitigation measures and monitoring has been suggested in Chapter 9 of the SEA ER.
	NI Water has a regulatory obligation, under Regulation 30 of The Water Supply (Water Quality) Regulations (Northern Ireland) 2017, to undertake risk assessments of all aspects of its drinking water supply systems from catchment through to consumers' taps. The data of any proposed works should be forwarded to NI Water for integration into their risk assessments to determine any potential impact on the management of its drinking water abstractions.	All relevant stakeholders will be consulted with during the implementation of the NRNEVCP. Consideration of transboundary impacts on drinking water supply has been included under Material Assets in Section 5.9 and Chapter 8 of the SEA ER. Mitigation measures and monitoring has been suggested in Chapter 9 of the SEA ER.
	Any EVCI locations must not impact on either the quality or sufficiency of a private water supply, and mitigation measures must be put in place, where required, in the protection of such drinking water supplies. Dependent on the scale, type, location and the potential impact the proposal may have on such supplies the developer should undertake a scoping exercise to determine the location of any private water supplies. In Northern Ireland, this search can be completed at the following viewer: Drinking Water Inspectorate Viewer (daera-ni.gov.uk)	Noted. Potential transboundary impacts have been considered as part of this SEA ER. Key issues for each environmental topic including drinking water have been identified in Chapter 5 and considered as part of the assessment for significant effects in Chapter 8 of the SEA ER. Proposed mitigation and monitoring measure have been included in Chapter 9 of the SEA ER.
DAEFA Water Management Unit	The SEA should consider all potential transboundary issues in relation to the aquatic environment. While impacts to the aquatic environment may be more pronounced during the construction phase, all aspects / phases in relation to the Draft National En-Route EV Charging Network Plan. This includes (but not limited to) the potential disturbance to/impact on NI/RoI migratory/mobile species such as salmon. Such species rely on, and can be impacted by, water quality and water resource issues.	Noted. This has been taken into account in the SEA ER where appropriate.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	Cross border river basins require special attention as ecological functionality cross jurisdictional boundaries. Assessment should consider all potential impacts including those which may impact Northern Ireland both directly and indirectly. After consideration, the SEA should clearly state whether, or not, any potential impacts to the aquatic environment in Northern Ireland have been identified and the nature of those impacts. (Water Management Unit notes both the initial consideration of baseline conditions in Northern Ireland in relation to the aquatic environment and the recognition that he potential for increased EVCI and associated works brings forth the potential for similar issues to those identified for the RoI).	Noted. Consideration of potential transboundary impacts have been included within Chapter 5 of the SEA ER with reference to environmental topics. This includes reference to cross border river basins and the aquatic environment. Reference to potential impacts have been included in the assessment of significant effects in Chapter 8 of the SEA ER. The assessment of significant effects outlined in Section 8 of SEA ER report also accounts for transboundary effects of the NRNEVCP on Northern Ireland. Where there is potential for any significant effects to occur, particularly in relation to the air quality, climate and water assessments that have been detailed in Section 8.2 – Section 8.4 of the SEA ER, the potential for transboundary effects between the Republic of Ireland and Northern Ireland have also been considered throughout the assessment process. Refer to Section 8 of the SEA ER for further detail.
	Regarding relevant plans and programmes, River Basin Management Plans are the key tools for implementing the Water Framework Directive and to achieving its objectives. Water Management Unit recommends NI River Basin Management Plans are considered during the SEA process. DAERA has published the Draft River Basin Management Plan for the 3rd cycle period which runs from 2021-2027 should be considered as part of the assessment. The plan provides an update on the health of Northern Ireland's water environment (the status of water bodies) and sets out our targets (objectives) and actions (programme of measures) on how we want to improve our water environment in the next six years. The plan covers the North Western, Neagh Bann and North Eastern river basin districts (RBD) and includes detailed status updates on each RBD. The documents can be downloaded from the consultation webpage: https://www.daera-ni.gov.uk/consultations/consultation-draft-3rd-cycle-river-basin-management-plan-2021-2027 DAERA issued a consultation document on Significant Water Management Issues to inform the development of the third cycle River Basin Management Plan (2021-2027). This identified the most significant pressures on water quality in Northern Ireland. Further details on this issue can be found at Planning for the third cycle River Basin Management Plan 2021-2027 - Consultation on Significant Water Management Issues December 2019 | Department of Agriculture, Environment and Rural Affairs (daera-ni.gov.uk)	Consideration of potential transboundary impacts have been included within Chapter 5 of the SEA ER with reference to environmental topics. Due regard has been given to River Basin Management Plans in Section 5.5, Section 6 and Section 9 under the environmental topic "Water" of the SEA ER. The assessment of significant effects outlined in Section 8 of the SEA ER report also accounts for transboundary effects of the NRNEVCP on Northern Ireland. Where there is potential for any significant effects to occur, particularly in relation to the air quality, climate and water assessments that have been detailed in Section 8.2 – Section 8.4 of the SEA ER, the potential for transboundary effects between the Republic of Ireland and Northern Ireland have also been considered throughout the assessment process. Refer to Section 8 of the SEA ER for further detail.
	Water Management Unit notes, and welcomes, reference to The Water Framework Directive Statistics Report published in December 2021 by NIEA which present the	Consideration of potential transboundary impacts have been included within Chapter 5 of the SEA ER with reference to

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	statistics on the state of the water environment in Northern Ireland. A number of other useful information sources are available that highlight the current state of the environment in Northern Ireland at a regional level which could be referenced. This includes the Northern Ireland Environmental Statistics Report the latest of which currently dated May 2023. Northern Ireland Environmental Statistics Reports: https://www.daera-ni.gov.uk/articles/northern-ireland-environmental-statistics-report	environmental topics. This has been updated to include reference to the Water Framework Directive Statistics Report and Northern Ireland Environmental Statistics Report. Due regard has been given to River Basin Management Plans in Section 5.5, Section 6 and Section 9 of the SEA ER under the environmental topic "Water".
	Where adverse impacts on the aquatic environment are identified during the SEA process, relevant and appropriate mitigation measures should be proposed. In addition, monitoring regimes should be identified (including where feasible, consideration of the frequency of monitoring, appropriate analysis, and reporting) to ensure both the efficacy of those mitigation measures and identify any unforeseen impacts to the aquatic environment that may arise from implementation of the Draft National En-Route EV Charging Network Plan.	Refer to Section 9 on Mitigation and Monitoring. All Measures in the NRNEVCP have been mitigated against and covered off through the Strategic Environmental Assessment detailed in the SEA Environmental Report.
DAERA Landscape Team	The Landscape Team welcomes that landscape character and visual amenity has been considered within the scoping report and the consideration of transboundary issues in relation to Northern Ireland's landscape and visual amenity.	Noted.
	There may be potential for the plan to impact landscape and visual amenity of the Northern Ireland landscape, particularly in areas adjacent to the border. Therefore, consideration of potential transboundary landscape and visual impacts is of paramount importance. There are several areas designated for their landscape quality located on or close to the border, such as Ring of Gullion Area of Outstanding Natural Beauty (AONB), the landscape around AONBs performs an important function by providing context, particularly in views to and from the AONB. The following link details where additional information on the AONBs can be resourced; https://www.daera-ni.gov.uk/topics/land-and-landscapes/areas-outstanding-natural-beauty	Consideration of areas of outstanding natural beauty has been included in Section 5.8 of the SEA ER.
	The Northern Ireland Landscape Character Assessment could also be used for any potential transboundary landscape impacts. There are two Landscape Character Assessments for Northern Ireland, The Northern Ireland Landscape Character Assessment 2000 (NILCA 2000) and NI Regional Landscape Character Assessment. The NILCA 2000 has subdivided the NI countryside into 130 Landscape Character Areas (LCAs), each based upon local patterns of geology, landform, land use, cultural and ecological features. The key characteristics are described and an analysis of landscape condition and its sensitivity to change are also included. The NILCA 2000 provides detailed local studies and is complemented by the NI Regional Landscape Character Assessment, this provides a strategic overview of the landscape in Northern Ireland and subdivides the countryside into 26 Regional Landscape Character Areas based upon information on people and place and the combinations of nature, culture and perception which make each part of Northern Ireland unique. Both could be consulted for impacts in border areas. The following	Reference to these character assessments is made in Section 5.8 of the SEA Environmental Report.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	link details the Northern Ireland Regional Landscape Character Assessment and Northern Ireland Landscape Character Assessment 2000; https://www.daera-ni.gov.uk/articles/landscape-character-northern-ireland	
	Cuilcagh Lakelands UNESCO Global Geopark, formerly Marble Arch Caves UNESCO Global Geopark, crosses the Northern Ireland and Republic of Ireland border, and the Mourne Gullion Strangford UNESCO Global Geopark located along the southeast border of Northern Ireland may potentially be impacted by the EV Charging Infrastructure Plan. UNESCO's Global Geoparks are areas of internationally important rocks and landscapes, all of which are managed responsibly for conservation, education, and sustainable development, and could maybe be considered within the SEA Environmental Statement.	Reference to UNESCO world heritage sites has been included in Section 5.7 of the SEA ER report under Archaeology, Architecture and Cultural Heritage. Consideration of potential transboundary impacts have been included within the assessment of significant effects in Chapter 8 of the SEA ER.
	The NIEA Map Viewer may be of use in identifying NILCA 2000, NI Regional Landscape Character Assessment (NIRLCA) locations and AONBs, located in border areas that may be impacted by transboundary landscape and visual impacts. (https://www.daera-ni.gov.uk/services/natural-environment-map-viewer)	Use of this tool has been noted and reviewed as a useful map viewer to assist the SEA process.
DAERA Natural Environment Division Air Quality and Biodiversity Unity	Natural Environment Division - Air Quality and Biodiversity Unit welcome the opportunity to comment on the SEA Scoping Report. • Page 28 – unfinished sentence 'Ambient air quality in Northern Ireland is regulated….' • Page 28 – worth mentioning status of ammonia levels in NI Environmental Statistic Report 2023 (Northern Ireland Environmental Statistics Report 2023 (daera-ni.gov.uk). Will the Plan have any [minimal] effect on ammonia emissions e.g. through reduced use of Ad Blu for diesel cars?	Noted. Items on page 28 of the SEA ER have been addressed and updated. Ammonia levels in the NI Environmental Report 2023 arise from the presence of fertilisers and it was not deemed applicable to include under the baseline assessment. Reference to ammonia emissions reduction as a result of reduced use of Ad Blu for diesel cars has been made within the assessment of significant effects in Chapter 8 of the SEA ER.
DAERA Marine and Fisheries Division	With regards to legislation which should be taken into account within the DAERA jurisdiction this should include reference to – The Fisheries Act (NI) 1966 (as amended). With particular consideration where appropriate to the sections as follows – • Section 47 of the Fisheries Act (NI) 1966, which covers the applicant's responsibilities relating to Penalties for Pollution and the consequences of causing or permitting the release of any Deleterious materials into any waters. • Section 48 Any works in or on the riverbank must be permitted under section 48 of the Fisheries Act (Northern Ireland) 1966 which is issued by DAERA Inland Fisheries. • Section 54 of the Fisheries Act (NI) 1966 (as amended) relates to the Construction of fish passes in dams in rivers (maintenance of fish passage over any dam) • Sections 58 and 59 which relate to Water Abstractions.	All relevant legislation will be adhered to in full during the implementation of the NRNEVCP.
	With regards to other Plans or Policies which may be impacted we would recommend the inclusion of –	All relevant legislation will be adhered to in full during the implementation of the NRNEVCP.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	• In relation to transboundary catchments Inland fisheries would recommend that any SEA/AA be cognisant of the North Atlantic Salmon Conservation Organisation (NASCO), Convention for the Conservation of Salmon in the North Atlantic Implementation Plan for the period 2019 – 2024, this an international commitment for Northern Ireland (as part of the UK; ROI through the EU is also a signatory) and should be included in any policy has the potential to impact this species and the goals of this plan. • If any transboundary watercourses within DAERA Inland Fisheries jurisdiction are impacted by the policy or plan should be considered in any SEA, should include non-designated sites and the assessment should consider Priority Fish Species and their Priority Habitats as listed by NIEA. An SEA should also consider fish migration, habitat fragmentation and degradation. • The Loughs Agency is the lead body for provision of advice regarding impacts to salmonid and inland fisheries interests within the catchments of Lough Foyle and Carlingford Lough. Consequently, said agency should also be consulted in relation to any impacts to salmon and inland fisheries within their jurisdiction.	Potential impacts on non-designated sites, priority fish species and priority habitats have been considered in full in Section 5 and Section 8 of the SEA Environmental Report under the Biodiversity and Water headings. There is no statutory requirement to liaise with these bodies at scoping stage. All relevant stakeholders will be consulted with during the implementation of the NRNEVCP. The Loughs Agency will have an opportunity to comment on the SEA ER and Plan at that stage.
DAERA Marine Plan Team (MPT)	Having reviewed the supplied consultation document and being aware of the mostly terrestrial nature of any future developments and proposals, the Marine Plan team are concerned to note the complete lack of any marine related consideration (either legislation or marine related issues) within the scoping report – both for the RoI or as part of a wide transboundary NI setting. This is particularly relevant as it is widely perceived that EV charging will lead to a greatly increased electricity usage, requiring greater renewables generation (including that from offshore wind) to meet that demand. It is considered the inclusion of such a consideration now will enable the subsequent Environmental Report to be fully compliant in terms of considering and assessing all likely impacts that the proposed plan may have on the marine environment and coastal area, including seascape. To assist, the MPT would suggest reference is made and consideration is given to: **Republic of Ireland** • The National Marine Planning Framework (NMPF) **Northern Ireland** • Marine Act (NI) 2013 • Marine and Coastal Access Act 2009 • UK Marine Policy Statement 2011 • Draft Marine Plan for Northern Ireland 2018 • Integrated Coastal Zone Management Strategy for Northern Ireland 2006-2026	All relevant legislation will be adhered to in full during the implementation of the NRNEVCP.

Consultee/Stakeholder	SEA Scoping Response	SEA Actions
	• Draft 3rd cycle River Basin Management Plan (RBMP) for Northern Ireland 2021-2027	

A.2 Submissions from Public bodies on NRNEVCP (As they relate to SEA only)

Consultation Feedback	Organisation / Individual	Recommendation / Response
We note the Plan aims to ensure an appropriate national level electric vehicle charging network is established. This expansion of the charging network should be carried out in a manner that supports environmentally sustainable development, while continuing the transition to a carbon neutral society.	Environmental Protection Agency (EPA)	This comment is noted and welcomed.
We note that while the move away from fossil-fuel based vehicles continues and the demand for EV vehicles also increases significant development is required to meet the EV charging infrastructure targets for the network to ensure full coverage, reliability and accessibility for all EV users.	Environmental Protection Agency (EPA)	This comment is noted and welcomed. Any projects or development arising from this Plan will be subject to planning requirements, as needed.
The Department of Transport should ensure that the Plan aligns with key relevant higher-level plans and programmes and is consistent with the relevant national level objectives and policy commitments, such as the National Planning Framework and the Regional Spatial Economic Strategies, Grid 25 Implementation Plan and the Climate Action Plan for any projects that may arise from implementing the Plan.	Environmental Protection Agency (EPA)	Noted. Reference to these plans is included in within the SEA ER and Appendix B.1 of this SEA Statement.
The degree to which the SEA and AA processes have been integrated into the Plan, could be improved by including an appendix or subsection in the Plan, which describes how the recommendations and mitigation measures from the environmental assessments have been integrated into the Plan.	Environmental Protection Agency (EPA)	A section has been added to the NRNEVCP titled *"Section 5.4 – Environmental Considerations"*, which describes how environmental considerations were incorporated into the plan making process. Reference is made in this section to Tables 9.1 and 9.2 of the SEA Environmental Report (Tables 2.6 and 2.7 of this Statement) and Table 5.6 of the Natura Impact Statement, detailing mitigation and monitoring measures arising from the Plan.
There is merit in including the schematic shown in Figure 3.1 of the SEA, in the Plan also. In addition to the plans shown, there is also merit in including reference to the Regional and Local EV Charging Network Plan also.	Environmental Protection Agency (EPA)	Figure 3.1 has been updated to include reference to Regional and Local EV Charging Network Plans and updated in the SEA ER.
In Section 3 (of the plan) – *Enroute Charging Infrastructure Deployment*, we welcome the approach taken in considering the needs of different potential users of the charging network. One additional aspect to consider, may relate to the need for a service plan to monitor the condition of, and maintain charging infrastructure to minimise lack of availability. Providing information to users regarding the number of working/operational charging points across the network and at each charging location may be useful to consider.	Environmental Protection Agency (EPA)	This comment is noted and welcomed. This has been addressed in the Plan.

Consultation Feedback	Organisation / Individual	Recommendation / Response
In Section 5 (of the plan) – *Roadmap to Implementation*, we suggest that the timeframe of the revisions of the National Planning Framework, Regional Spatial Economic Strategies and the Climate Action Plan 2024 all be taken into account. This would ensure that implementing the Plan, it remains aligned with other key relevant plans and programmes being prepared over its lifetime.	Environmental Protection Agency (EPA)	This comment is noted and welcomed. This has been addressed in the Plan.
We acknowledge that transboundary consultation has been carried out with Northern Ireland environmental authorities.	Environmental Protection Agency (EPA)	This comment is noted and welcomed. Transboundary consultation has been carried out with Northern Ireland environmental authorities. Refer to Section 2.3 and 2.6 of this SEA Statement.
Ireland's Climate Change Assessment (ICCA) has been published recently. It provides a comprehensive report on climate change and on the challenges is poses and response options available.	Environmental Protection Agency (EPA)	This comment is noted and welcomed. We note the updated ICCA. This will not change the assessment of the impact of the Plan on the environment as outlined in Section 8 of the SEA ER in relation to significant impacts. Reference to the ICCA has been updated in Appendix B of the SEA ER. This updated table has been included as Appendix B.1 of this SEA Statement.
We recommend that in finalising the Plan, the recommendations of the environmental assessment processes are integrated into the Plan.	Environmental Protection Agency (EPA)	This comment is noted and welcomed. The recommendations have been reviewed by ZEVI and DoT and incorporated into the final Plan.
We welcome the inclusion of Figure 3.1 which sets out the key relevant EU and national policies and plans. It is worth noting that a number of key plans and programmes are being reviewed at the moment. These include the National Climate Action Plan 2024, the review of the National Planning Framework, and following this will be the review of the Regional Spatial Economic Strategies. The Local Authority Climate Action Plans would also be useful to refer to in terms of helping support local authority efforts to decarbonise transport and promote use of the upgraded charging network.	Environmental Protection Agency (EPA)	Noted. Figure 3.1 has been updated to reflect changes to CAP24 and accommodate for regional and local level plans.
We note that the Alternatives consider both primary and second road network and focus only on passenger vehicles and Light Goods Vehicles. Where heavy goods vehicles are to be accommodated using other alternative fuel infrastructure or considered in a separate Plan/Strategy, this could be clarified. We note the inclusion of information on the alternatives assessed in preparing the Plan. We suggest, to improve the integration of the SEA, reference could be made to the environmental assessment of these, and possible include as an Appendix to the Plan.	Environmental Protection Agency (EPA)	This comment is noted and has been considered in the Plan. Reference has been made in Section 5.4 of the Plan to the SEA Statement outlined the proposed mitigation measures and monitoring for the Plan.

Consultation Feedback	Organisation / Individual	Recommendation / Response
We acknowledge the proposed mitigation measures as set out in Table 9.1. Where the potential for likely significant effects has been identified, appropriate mitigation measures should be included to avoid or minimise these. The Plan should include clear commitments to implement the mitigation measures.	Environmental Protection Agency (EPA)	This comment is noted and has been considered in the Plan. Reference has been made to the SEA Statement outlined the proposed mitigation measures and monitoring for the Plan.
We note that Section 9.2 – *Monitoring* discusses the environmental monitoring related aspects, and we acknowledge the proposed SEA monitoring programme as set out in Table 9.2. The Plan implementation, monitoring and reporting should be aligned with the environmental monitoring and reporting required under the SEA legislation. This will assist in evaluating the environmental performance of the Plan. Article 10 of the SEA Directive states that the significant environmental effects of implementing a plan/programme shall be monitored in order, *inter alia*, to identify at an early-stage unforeseen adverse effects and to be able to undertake appropriate remedial action. A comprehensive monitoring programme alongside the Plan could prove to be particularly useful in terms of filling data gaps, measuring indicators over time and monitoring the "real" effects of implementing the Plan. This Monitoring Programme should be flexible enough to take account of specific environmental issues and unforeseen adverse impacts should they arise. The Monitoring Programme should also be adaptive in terms of changing environmental targets. It should consider and deal with the possibility of cumulative effects. Monitoring of both positive and negative effects should be considered. The monitoring programme should set out the various data sources, monitoring frequencies and responsibilities where possible. If the monitoring identifies adverse impacts during the implementation of the Plan, Department of Transport should ensure that suitable and effective remedial action is taken.	Environmental Protection Agency (EPA)	A Section has been added to the NRNEVCP titled *"Section 5.4 – Environmental Considerations"*, which describes how environmental considerations were incorporated into the plan making process. Reference is made in this section to Tables 9.1 and 9.2 of the SEA Environmental Report (Tables 2.6 and 2.7 of this SEA Statement) and Table 5.6 of the Natura Impact Statement, detailing mitigation and monitoring measures arising from the Plan.
Guidance on SEA-related monitoring, updated in 2023, is available on the EPA website at https://www.epa.ie/publications/monitoring--assessment/assessment/strategic-environmental-assessment/06695-EPA-SEA-Statements-and-Monitoring-Report.pdf	Environmental Protection Agency (EPA)	This comment is welcomed and was considered during the writing of the SEA Statement.
We also bring to your attention to *EPA Guidance on the Tiering of environmental assessments – The influence of Strategic Environmental Assessment on Project level Environmental Impact Assessment* (EPA, 2021), that may offer useful guidance in terms of future projects that may arise from	Environmental Protection Agency (EPA)	This comment is welcomed and was considered during the writing of the SEA Statement.

Consultation Feedback	Organisation / Individual	Recommendation / Response
the policy statement and how their environmental assessments could be linked with this SEA.		
You should screen any future amendments to the Plan for likely significant effects, using the same method of assessment applied in the "environmental assessment" of the Plan.	Environmental Protection Agency (EPA)	Any future amendments to the NRNEVCP will be screened for likely significant effects, using the same method of assessment applied in the "environmental assessment" of the NRNEVCP.
Once the Plan is adopted, you should prepare a SEA Statement that summarises: • How environmental considerations have been integrated into the Plan; • How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Plan; • The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and, • The measures decided upon to monitor the significant environmental effects of implementation of the Plan. You should send a copy of the SEA Statement with the above information to any environmental authority consulted during the SEA process. Guidance on preparing SEA Statements is available on the EPA website at https://www.epa.ie/publications/monitoring--assessment/assessment/strategic-environmental-assessment/06695-EPA-SEA-Statements-and-Monitoring-Report.pdf	Environmental Protection Agency (EPA)	This comment was noted and referred to when writing the SEA Statement.
Under the SEA Regulations, you should consult with: • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; • Minister for Environment, Climate and Communications; and • Minister for Agriculture, Food and the Marine	Environmental Protection Agency (EPA)	All of the listed authorities have been consulted with as part of the SEA process.
DAERA are broadly content with the conclusions of the SEA and Natura Impact Statement. We note the strategic nature of the plan and acknowledge a lack of geographic specificity exists for the potential future en-route EV charging network at this stage, and as such detailed, site-specific environmental assessment is not possible within the SEA and Natura Impact Statement. We welcome that future, programmes and policies will themselves undergo their own AA. Further detailed assessment and consultation with DAERA will be required for future projects/programmes arising from the Plan that may have transboundary impacts.	Department of Agriculture, Environment and Rural Affairs (DAERA)	This comment is noted and welcomed. SEA and AA screenings will be considered at project level for developments arising from the Plan. DAERA will be consulted with on any future project-level development with transboundary potential.

Consultation Feedback	Organisation / Individual	Recommendation / Response
The Natural Environment Division (NED) welcome that potential transboundary effects of the En-route EV Charging Network Plan on Northern Ireland have been considered in the SEA and Northern Ireland baseline data for biodiversity has been included. NED welcome the mitigation and monitoring measures outlined in the SEA for biodiversity and consider them sufficient to minimise significant impacts on the natural environment from the implementation of the Plan. The annual Northern Ireland Environmental Statistics Report should also be included as a monitoring indicator. This can be found at Northern Ireland environmental statistics report | Department of Agriculture, Environment and Rural Affairs (daera-ni.gov.uk)	Department of Agriculture, Environment and Rural Affairs (DAERA) Natural Environment Division (NED)	This comment is noted and welcomed. Reference to the annual Northern Ireland Statistics Report has been included in the list of potential monitoring measures in Table 2.7 and Appendix B.1 of this SEA Statement.
NED welcome the consideration of National Site Network Sites in Northern Ireland within the NIS. We note the conclusion in 4.1 "Given the scale and nature of the potential developments arising from the implementation of the draft Plan, it was considered that there were no pathways for effects to European sites in Northern Ireland". We acknowledge the strategic nature of the plan and that a lack of geographic specificity exists for the potential future en-route EV charging network at this stage. As such detailed, site-specific environmental assessment is not possible within the Natura Impact Statement. However further detailed assessment and consultation with DAERA will be required for future projects/programmes arising from the Plan that may have transboundary impacts on sites in Northern Ireland.	Department of Agriculture, Environment and Rural Affairs (DAERA) Natural Environment Division (NED)	This comment is noted and welcomed. SEA and AA screenings will be considered at project level for developments arising from the Plan. DAERA will be consulted with on any future project-level development with transboundary potential.
Air Quality, Biodiversity Unit (AQBU) are happy to see that previous AQBU comments regarding ammonia have been considered and incorporated. We note that air quality concerns have been addressed in relation to protected sites, and are content with the conclusions reached.	Department of Agriculture, Environment and Rural Affairs (DAERA) Air Quality, Biodiversity Unit (AQBU)	This comment is noted and welcomed. Transboundary baseline for air quality and climate has been included in Section 5.6 of the SEA ER.
Climate Change Team note on page 59 of the SEA environmental report, 2019 figures have been provided for Northern Ireland's greenhouse gas emissions, please note a more up to date Northern Ireland environmental statistics report was published May 2023, which provides figures for 2020.	Department of Agriculture, Environment and Rural Affairs (DAERA) Climate Change Team	This comment is noted and welcomed. We note the update to the Northern Ireland Environmental Statistics Report figures for 2022. This will not change the assessment of the impact of the Plan on the environment as outlined in Section 8 of the SEA ER in relation to significant impacts. Reference to the Northern Ireland Environmental Statistics Report has been updated in Appendix B of the SEA ER. This updated table has been included as Appendix B.1 of this SEA Statement.
The DAERA Marine Plan Team (MPT) welcome the opportunity to comment on the SEA Environmental Report for the NRNEVCP.	Department of Agriculture, Environment and Rural Affairs (DAERA)	Noted.

Consultation Feedback	Organisation / Individual	Recommendation / Response
We note that the purpose of the draft Plan is to provide a roadmap for the deployment of en-route EV charging infrastructure across Ireland, with respect to passenger vehicles, light duty vehicles and heavy goods vehicles.	Marine & Fisheries Team	
Appendix B has not included the list of the marine legislation and marine policy documents provided at scoping stage. Whilst the response provided indicates all legislation will be adhered to during the implementation of the NRNEVCP, the lack of consideration as part of the SEA is concerning. However, the marine environment has been included within the baseline topics for Biodiversity and Water. The reference to the marine environment and MSFD within the Biodiversity baseline is welcomed. However, it is observed only WFD information is only contained in the transboundary baseline for Water.	Department of Agriculture, Environment and Rural Affairs (DAERA) Marine & Fisheries Team	This comment is noted and welcomed. The SEA ER has been updated to acknowledge the legislative protection for the marine environment for RoI and NI in Appendix B. The updated table has been included in Appendix B.1 of this SEA Statement.
There appears to be a disconnect between the Biodiversity and Water baseline information and the respective SEOs for these topics, given they do not specifically mention the marine environment. For example, consideration could have been given to include objectives to "support the achievement of objectives of MSFD" and "cognisance given to requirements of MSFD" within the Water SEO; particularly in relation to those elements of MSFD not covered by WFD in coastal waters. Whilst there is no mention of 'seascapes' within the Landscape and Visual baseline information, MPT welcome the inclusion of seascape within the SEO for this topic.	Department of Agriculture, Environment and Rural Affairs (DAERA) Marine & Fisheries Team	This comment is noted and welcomed. Due to the nature, scale and location of the developments likely to arise from the implementation of the Plan, biodiversity and water transboundary effects were not deemed likely within the TEN-T and national road networks.
It is acknowledged the additional consideration of the above comments may not alter the assessment provided in Sections 8.2 – 8.4, which indicates transboundary effects on Biodiversity and Water are likely to result from construction works.	Department of Agriculture, Environment and Rural Affairs (DAERA) Marine & Fisheries Team	This comment is noted and welcomed. Due to the nature, scale and location of the developments likely to arise from the implementation of the Plan, biodiversity and water transboundary effects were not deemed likely within the TEN-T and national road networks.
Whilst, specific marine transboundary effects are not explicitly drawn out, the proposed mitigation and monitoring measures appear to be appropriate.	Department of Agriculture, Environment and Rural Affairs (DAERA) Marine & Fisheries Team	This comment is noted and welcomed. Due to the nature, scale and location of the developments likely to arise from the implementation of the Plan, marine transboundary effects were not deemed likely within the TEN-T and national road networks.
HED has reviewed the report and welcomes that the potential for transboundary effects on the historic environment have been included within the assessment.	Historic Environment Division (HED), Department for Communities, Northern Ireland	This comment is noted and welcomed. The potential for transboundary effects on the historic environment has been assessed in Section 5.7.1.1 of the SEA ER.

Consultation Feedback	Organisation / Individual	Recommendation / Response
We would however outline that in addition to protection for archaeological heritage, the Transboundary Baseline, Para 5.7.1.1, should also acknowledge the legislative protection for architectural heritage under the Planning Act (NI) 2011, including vires to designate Listed Buildings and Conservation Areas. As advised at the scoping stage, our full suite of currently recorded heritage assets (including architectural, historic parks and gardens, industrial and defence heritage, as well as archaeological) are available spatially via our downloadable Historic Environment Digital Datasets | Department for Communities (communities-ni.gov.uk) and Historic Environment Map Viewer | Department for Communities (communities-ni.gov.uk).	Historic Environment Division (HED), Department for Communities, Northern Ireland	This comment is noted and welcomed. The SEA ER has been updated to acknowledge the legislative protection for architectural heritage in Appendix B. The updated table has been included in Appendix B.1 of this SEA Statement.
Table 8.3 Intra-Plan Cumulative Effects The historic environment is intrinsically linked with its surrounding landscape. Human activity over time has been influenced by the natural attributes of a landscape, with the marks of our ancestors shaping the historic landscape character of our places. The landscape can also contribute to the setting of heritage assets and how they are seen, appreciated, understood, and enjoyed. Heritage assets and their settings also provide an important habitat for biodiversity. HED therefore would consider that the interrelationships between Archaeology, Architectural and Cultural Heritage, Landscape and Visual and Biodiversity are reviewed to reflect these inter-relationships.	Historic Environment Division (HED), Department for Communities, Northern Ireland	This comment is noted and welcomed. The assessment of intra-plan cumulative effects has been undertaken as part of the SEA ER to reflect interactions between environmental factors as a result of the implementation of the Plan. This assessment describes the overarching interactions between environmental factors, based on the strongest potential impact that is likely to arise as a result of the Plan. As the main outcome of the Plan relates to the development of infrastructure, this is not likely to have an influence on Archaeology, Architecture & Cultural Heritage interacting with Biodiversity or Landscape & Visual. Table 8.3 does note the interaction of Landscape & Visual with Biodiversity and Population & Human Health. Full details on this assessment can be found in Section 8.4.1 and Table 8.3 of the SEA ER.
Appendix B Toward supporting the objectives of the plan for Archaeology, Architectural and Cultural Heritage as set out in Table 6.1, HED recommend that that following references are included in Appendix B. • Convention for the Protection of the Architectural Heritage of Europe (Granada, 1985) • Convention for the Protection of the Archaeological Heritage of Europe (revised) (Valletta, 1992)	Historic Environment Division (HED), Department for Communities, Northern Ireland	This comment is noted and welcomed. Reference to the two Conventions has been updated in Appendix B of the SEA ER. This updated table has been included as Appendix B.1 of this SEA Statement.

Appendix B

Updates to SEA Environmental Report

B.1 Relationship with Other Relevant Plans, Programmes, Policy or Legislation

Plan, Programme, Policy, or Legislation	Relevant Aims and Objectives	Relevance of Plan, Programme, Policy or Legislation to the NRNEVCP
International Level		
ESPOO Convention and Kyiv (SEA) Protocol	The Espoo (EIA) Convention sets out the obligations of Parties to assess the environmental impact of certain activities at an early stage of planning. It also lays down the general obligation of States to notify and consult each other on all major projects under consideration that are likely to have a significant adverse environmental impact across boundaries. The Kyiv Protocol was the first legally binding international instrument on pollutant release and transfer registers. Its objective is '*to enhance public access to information through the establishment of coherent, nationwide pollutant release and transfer registers (PRTRs)*'.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.
OSPAR Convention	An international co-operation to protect the marine environment of the north-east Atlantic is achieved through the OSPAR Convention. It aims to provide a comprehensive and simplified approach to addressing all sources of pollution which might affect the maritime area, and all matters relating to the protection of the marine environment.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.
World Health Organisation (WHO) Global Air Quality Guidelines 2021	The World Health Organisation (WHO) periodically issues health-based air quality guidelines to assist governments and civil society to reduce human exposure to air pollution and its adverse effects. The updated guidelines include updated recommendations on Air Quality Guideline (AQG) levels and interim targets for PM2.5, PM10, ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide. Thes guidelines provide insight on the impacts of air pollution for health / environmental impact assessment practitioners.	Implementation of the NRNEVCP will incorporate all relevant environmental guidelines.
European Union Level		
Trans European Transport Network (TEN-T) Policy – (European Parliament) 2013	A policy to address the implementation and development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports, and railroad terminals. Aim: '*To close gaps, remove bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU.*'	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is specifically focused on upgrading and developing new EV charging infrastructure along the National Roads Network in Ireland, which includes the TEN-T network

Plan, Programme, Policy, or Legislation	Relevant Aims and Objectives	Relevance of Plan, Programme, Policy or Legislation to the NRNEVCP
		(Core network and Comprehensive network), as well as all other national primary and secondary roads.
Sustainable and Smart Mobility Strategy (European Commission's Directorate-General for Mobility and Transport 2021)	A strategy setting out a roadmap for a sustainable and smart transport future. It includes 10 focus areas and an action plan, aiming for a 90% reduction in the transport sector's emissions by 2050.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.
European Green Deal (EGD) (European Commission) 2020	A strategy to oversee Europe's transformation to a climate-neutral, fair and prosperous society, with a modern, resource-efficient and competitive economy. The strategy will be supported by climate, energy and transport-related legislation under the 'Fit for 55 Package' to meet the 2030 and 2050 ambitions. Target: '*Net-zero greenhouse gas emissions at EU level by 2050, and an emissions reduction target of at least 55% for 2030 to limit warming to 1.5 degrees Celsius and align with the goal of the Paris Agreement.*' Under the EGD, the European Commission has adopted a set of policy proposals with a view to realising its aim. These include, among others: The European Climate Law, making the EU's 2050 climate neutrality target legally binding; ensuring that all EU policies contribute to climate neutrality by mid-century and that all sectors play their part. To place the EU firmly on the pathway to climate neutrality by mid-century, it also establishes a legally binding, more ambitious intermediate emissions reductions target for 2030 of at least 55% relative to 1990 levels. The 'Fit for 55' Package, to deliver wide-ranging legislative and policy changes needed to support the achievement of the EU's emissions reductions targets for 2030 and 2050.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.
Alternative Fuel Infrastructure Regulation (AFIR) (European Commission) 2023	The European Commission's new Alternative Fuel Infrastructure Regulation (AFIR) is part of the 'Fit for 55' package. Agreed in March 2023, AFIR establishes mandatory deployment targets for EV and hydrogen refuelling infrastructure for the roads, shipping and aviation sectors across the trans-European Transport Network (TEN-T). AFIR sets locational/ distance-based charging infrastructure targets for member states to achieve by 2025 and 2027 with a view to deliver the following key requirements by 2030/2035: By 2035, 600 kW of EV charging infrastructure for passenger cars and LGVs on every 60 km of the entire TEN-T; and	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is specifically focused on the delivery of the AFIR targets.

Plan, Programme, Policy, or Legislation	Relevant Aims and Objectives	Relevance of Plan, Programme, Policy or Legislation to the NRNEVCP
	By 2030, 3,800 kW of EV charging infrastructure for HDVs (including buses) on every 60 km of the TEN-T Core road network; and By 2030, 1,500 kW of EV charging infrastructure for dedicated to HDVs on every 100 km of the TEN-T Comprehensive road network; and By 2030, 1,800 kW of EV charging infrastructure for dedicated to HDVs at each Urban Node. In addition, AFIR sets a fleet based target for EV charging infrastructure commensurate with the level of take up of EVs as follows: EV charging infrastructure capacity is proportionate to EV uptake; i.e., provision of charging infrastructure power output of 1.3 kW per battery EV, and 0.8 kW per plug-in hybrid vehicle, until battery EVs reach at least 15% market share of all passenger cars and LGVs.	
EU Effort Sharing Regulation (ESR) (European Commission) 2018, as amended 2023	The ESR establishes legally binding annual greenhouse gas emission reduction targets for EU Member States, including Ireland. The ESR targets emission reductions in most sectors not covered by the EU Emissions Trading System (ETS), including transport. Under the ESR, Ireland is required to reduce its emissions from non-ETS sectors by 42% by 2030, relative to 2005 levels.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.
National Emissions Ceiling Directive (2016/2284)	The National Emissions Ceilings Directive (NEC Directive) establishes emission ceilings for 2020 and 2030 for five specified pollutants: nitrogen oxides (NOx), non-methane volatile organic compounds (NMVOCs), sulphur dioxide (SO2), ammonia (NH3) and fine particulate matter (PM2.5). The directive transposes the reduction commitments for 2020 agreed by the EU and its Member States under the 2012 revised Gothenburg Protocol under the Convention on Long-range Transboundary Air Pollution (LRTAP Convention). The more ambitious reduction commitments agreed for 2030 are designed to reduce the health impacts of air pollution by half compared with 2005. Further, the Directive requires that the Member States draw up National Air Pollution Control Programmes that should contribute to the successful implementation of air quality plans established under the EU's Air Quality Directive.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.
8th Environmental Action Programme	8th Environmental Action Programme (EAP) to 2030 entered into force in May 2022 and guides European environmental policy until 2030, supporting the climate action objectives of the European Green Deal.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the

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	The long-term priority objective is that, by 2050 at the latest, Europeans live well, within planetary boundaries, in a well-being economy where nothing is wasted. Growth will be regenerative, climate neutrality will be a reality, and inequalities will have been significantly reduced. Its six priority objectives to 2030 include achieving the 2030 greenhouse gas emissions reduction target and climate neutrality by 2050, enhancing adaptive capacity to climate change, accelerating transition to circular economy, pursing zero-pollution ambition, enhancing natural capital and reducing environmental and climate pressures.	regulatory framework for environmental protection and management. The NRNEVCP will help contribute towards the six priority objectives to 2030 through the deployment of EV charging infrastructure and transition towards EVs.
The EU Zero Pollution Action Plan	The action plan requires among other commitments, that by 2030, the EU should reduce: by 25% the EU ecosystems where air pollution threatens biodiversity; by 50% nutrient losses, the use and risk of chemical pesticides, the use of the more hazardous ones, and the sale of antimicrobials for farmed animals and in aquaculture; by 50% plastic litter at sea and by 30% microplastics released into the environment	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.
Proposal for a Regulation of the European Parliament and of the Council on nature restoration	Under the EU Biodiversity Strategy for 2030, as part of the European Green Deal, the European Commission committed to put forward a proposal for legally binding EU nature restoration targets to restore degraded ecosystems. In June 2022, the European Commission tabled a proposal for a regulation on nature restoration, which sets multiple binding restoration targets and obligations across a broad range of ecosystems, from forests and agricultural land to urban areas, rivers and marine habitats, complementing existing legislation. The nature restoration measures should cover at least 20 % of the EU's land and sea areas by 2030, and all ecosystems in need of restoration by 2050. To implement the proposed regulation, Member States are required to develop nature restoration plans, to be assessed by the Commission. The proposed nature restoration law also entails a specific objective to reverse the decline of pollinator populations by 2030.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.
Convention for the Protection of the Architectural Heritage of Europe (Granada, 1985)	The Grenada Convention was adopted on October 1985 in Granada, Spain, which was the first time an international treaty had included the principles for integrated conservation. The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It also	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.

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	affirms the need for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented.	All developments arising from the Plan will adhere to appropriate measures for protected structures.
Convention for the Protection of the Archaeological Heritage of Europe (revised) (Valletta, 1992)	The Valletta Convention was adopted on 16th January 1992 in Valletta, Malta, and replaced and updated the original London Convention of 1969 to reflect the change in the nature of threats to the archaeological heritage as a result of major construction projects carried out all over Europe from 1980 onwards. The Convention established a body of new basic legal standards for Europe, to be met by national policies for the protection of archaeological assets as sources of scientific and documentary evidence, in line with the principles of integrated conservation. The revised text makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning policies. It is concerned in particular with arrangements to be made for co-operation among archaeologists and town and regional planners in order to ensure optimum conservation of archaeological heritage. The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational actions to be undertaken to develop public awareness of the value of the archaeological heritage. Finally, the Convention constitutes an institutional framework for pan-European co-operation on the archaeological heritage, entailing a systematic exchange of experience and experts among the various States.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. All developments arising from the Plan will adhere to appropriate measures for protected structures.
Transboundary Level		
Planning Act (Northern Ireland) 2011	The Planning Act (Northern Ireland) 2011 (Planning Act) is the principal piece of planning legislation in Northern Ireland. Outlines listed buildings and conservation areas, including areas of special architectural or historic interest.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. All developments arising from the Plan will adhere to appropriate measures for protected structures within areas of transboundary impact potential.
Marine Act (NI) 2013	The Marine Act provides for marine plans in relation to the Northern Ireland inshore region and for the designation of marine conservation zones (MCZs) in that region. It also makes further provision in relation	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the

Plan, Programme, Policy, or Legislation	Relevant Aims and Objectives	Relevance of Plan, Programme, Policy or Legislation to the NRNEVCP
	to marine licensing for certain electricity works. Special procedures are laid down for applications relating to generating stations.	regulatory framework for environmental protection and management. All developments arising from the Plan will adhere to appropriate measures for marine environment within areas of transboundary impact potential.
UK Marine Policy Statement	The Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment within the UK. The Marine Policy Statement will contribute to the achievement of sustainable development in the United Kingdom marine area. The MPS will facilitate and support the formulation of Marine Plans, ensuring that marine resources are used in a sustainable way in line with the high level marine objectives and thereby: • Promote sustainable economic development; • Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change and ocean acidification and adapt to their effects; • Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and our heritage assets; and • Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. All developments arising from the Plan will adhere to appropriate measures for marine environment within areas of transboundary impact potential.
Draft Marine Plan for Northern Ireland	The Marine and Coastal Access Act 2009 (MCAA) and the Marine Act (Northern Ireland) 2013 (The Marine Act), require the Department of Agriculture, Environment and Rural Affairs (DAERA) as the Marine Plan Authority (MPA), to prepare marine plans. The Marine Plan has been developed within the framework of the UK Marine Policy Statement (UK MPS). This will facilitate the sustainable development of the marine area. The Marine Plan for Northern Ireland will inform and guide the regulation, management, use and protection of our marine area. It is a single document made up of two plans, one for the inshore region and one for the offshore region.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. All developments arising from the Plan will adhere to appropriate measures for marine environment within areas of transboundary impact potential.
Marine and Coastal Access Act 2009	Marine and Coastal Access Act makes provision in relation to marine functions and activities and migratory and freshwater fish. The Act sets out the establishment and functions of the Marine Management Organisation and covers the topics of sea fish conservation, nature conservation and marine planning and licensing.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.

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		All developments arising from the Plan will adhere to appropriate measures for marine environment within areas of transboundary impact potential.
Northern Ireland Environmental Statistics Report (DAERA)	Northern Ireland Environmental Statistics Report is updated annually and reports on a range of environmental indicators covering the seven key themes of Public Attitudes; Climate Change; Air; Water and Marine; Biodiversity; and Land, Waste and Historic Environment. This National Statistics report is intended to be the first reference point for a range of environmental indicators and will provide, where available, annual updates on the indicators contained within it. It is of both public and academic interest and provides a valuable resource across government in providing links to government strategies.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. All developments arising from the Plan will adhere to appropriate measures for marine environment within areas of transboundary impact potential with reference to the baseline environment.
National Level		
National Planning Framework (Project Ireland 2040) – (Government of Ireland) 2019	A planning framework to guide growth, development and investment over the period to 2040. Vision: A shared set of goals for every community across the country, expressed as the National Strategic Outcomes.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP will help contribute towards the Planning Framework's commitments to EVs and EV charging infrastructure.
National Development Plan 2021- 2030 (Project Ireland 2040) (Department of Public Expenditure and Reform, 2021)	The Irish Government's over-arching investment strategy and budget for the period 2021-2030, balancing the demand for public investment across all sectors and regions of Ireland, with a major focus on improving infrastructure projects.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP will help contribute towards the Plan's commitments to EVs and EV charging infrastructure.
Climate Action and Low Carbon Development (Amendment) Act 2021	In July 2021, the Climate Action and Low Carbon Development (Amendment) Act 2021 ('the Climate Act') was signed into Irish law. The Climate Act establishes a statutory national climate objective to pursue and achieve, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It enshrines in Irish legislation a national target of achieving net zero emissions by 2050, and an interim 2030 target of reducing greenhouse gas emissions by 51% relative to 2018 levels – the most ambitious legally binding emissions reduction target to which Ireland is bound.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.

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	The Act also provides for the establishment of five-year carbon budgets, sectoral emissions ceilings and statutory Government and Local Authority Climate Action Plans, establishing national and regional roadmaps to ensure compliance with same.	
Climate Action Plan 2024	The Climate Action Plan 2024 (CAP 2024) is the third annual update to the Republic of Ireland's Climate Action Plan 2019. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and following the introduction, in 2022, of economy-wide carbon budgets and sectoral emissions ceilings. The CAP 2024 implements the carbon budgets and sectoral emissions ceilings and sets out a roadmap for taking decisive action to halve our emissions by 2030 and reach net zero no later than 2050, as committed to in the Programme for Government. The CAP 2024 also sets out how Ireland can accelerate the actions that are required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development. In relation to the transport sector, the CAP details a 50% reduction in emissions by transforming how we travel. It aims to drive policies to reduce transport emissions by improving town, city and rural planning, and by adopting the Avoid-Shift-Improve approach: reducing or avoiding the need for travel, shifting to public transport, walking and cycling and improving the energy efficiency of vehicles.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets. Specifically, the Plan aims to achieve the CAP24 targets. At a national level, accelerating the transition to electric vehicles and vehicle technology improvements is a critical part of the transport decarbonisation pathway set out in Ireland's CAP24.
Ireland's Climate Change Assessment (EPA, 2024)	Ireland's Climate Change Assessment (ICCA) provides a comprehensive and authoritative assessment of the state of knowledge around all key aspects of climate change, with a central focus on Ireland. The following objectives of the ICCA include: • To deliver a comprehensive report on our understanding of climate change. • The option to respond to the challenges it poses. • To identify opportunities that may arise from the planned transition to a climate neutral, biodiversity-rich, environmentally sustainable and climate resilient economy and society. The report provides an assessment of our understanding of climate change, tying together all available lines of evidence to provide actionable information, based on scientific research and systematic observations in Ireland, linked to EU and global analysis.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. All developments arising from the Plan will adhere to appropriate measures for air quality and climate with reference to the baseline environment.

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Draft Connecting Ireland (National Transport Authority) 2021	A public transport plan to improve mobility in Ireland's rural areas, by providing better connections between villages and towns, and by linking these areas with an enhanced regional network connecting cities and regional centres. The draft plan will be updated with feedback from the public consultation that occurred in late 2021.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The Plan includes measures to accommodate both rural and urban areas across the Irish road network.
National Investment Framework for Transport in Ireland (Department of Transport) 2021	The DoT prepared the National Investment Framework for Transport in Ireland (NIFTI) as a high-level strategic framework to support the consideration and prioritisation of future investment in land transport. It represents the Department's contribution to Project Ireland 2040, Government's long-term, overarching strategy to make Ireland a better country for all and to build a more sustainable future. NIFTI has been developed to ensure sectoral investment is aligned with the National Planning Framework (NPF) and supports the delivery of the ten National Strategic Outcomes (NSOs). NIFTI establishes a common lens through which to consider potential investment. In doing so, NIFTI sits alongside other Government priorities and policy objectives, such as the Programme for Government and Climate Action Plan.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP will contribute towards sustainable travel in the deployment of EV charging infrastructure across the Irish road network.
Sustainable Mobility Policy (Department of Transport) 2022	The Sustainable Mobility Policy (SMP) was published in April 2022 and includes 91 actions that support behavioural change through a wide range of interventions. These interventions include, among other things, public transport infrastructure and services, active travel promotion and supports, road safety initiatives, legislative measures, research, and public engagement.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP will contribute towards sustainable travel in the deployment of EV charging infrastructure across the Irish road network.
Urban Transport Related Air Pollution (UTRAP Working Group) Final Report (January 2023)	The UTRAP Working Group was formed in 2019 to address rising concerns about the transport-generated air pollution and includes representatives from government departments, agencies and stakeholders. This report addresses the transport-related air pollution and consequent effects on human health. As part of their report, a review of traffic demand management studies across Ireland's five major cities was undertaken (Dublin, Cork, Galway, Limerick and Waterford), which identified that interactions between different traffic measures are complex, have a cumulative impact, and most importantly, there is no one measure that will address each issue with the cities.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets, including reduction in traffic-related emissions.

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Electric Vehicle Charging Infrastructure Strategy 2022 – 2025 and accompanying Implementation Plan (Department of Transport and ZEVI) 2023	In January 2023, the Department of Transport and ZEVI launched a national Electric Vehicle Charging Infrastructure Strategy 2022 – 2025 and accompanying Implementation Plan. Together, they provide a strategy and practical action plan for the development of Ireland's EV charging network to 2025, in accordance with targets and requirements in the above-mentioned national and EU legislation and policies.	The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.
National Air Pollution Control Programme	The National Air Pollution Control Programme (NAPCP) is a technical document which outlines the pathway Ireland will follow to achieve compliance with its commitments under the National Emission Ceilings Directive (NEC Directive). The NAPCP includes: • An overview of sectors and national policy frameworks in Ireland that impact on emissions of the five NEC pollutants (NOx, NMVOCs, SO_2, NH_3 and $PM_{2.5}$); • An overview of the current outlook for compliance with NEC targets for each pollutant; • Projections of relevant pollutant emissions to 2030; • Policy options, measures and actions across sectors but in particular in the residential, transport agricultural and energy sectors aimed at reducing emissions of the five specified air pollutants.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.
Grid 25 Implementation Plan (Eirgrid)	EirGrid is the national electricity Transmission System Operator (TSO) in Ireland and operates and maintains a safe, secure, reliable, economical and efficient transmission system. The Plan defines three aspects: • Onshore development of the grid network; • Offshore development of the grid network; and • Temporary emergency generation development. • EirGrid is reviewing the existing Grid Implementation Plan (IP) 2017-2022 for the Electricity Transmission System in Ireland and will prepare a new Grid Implementation Plan for 2023-2028 (Draft IP).	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. Deployment works may include upgrades to the Grid network and will require access to the Grid network for charging EVs.
State of Global Climate 2022 (World Meteorological Society)	This report focuses on key climate indicators – greenhouse gases, temperatures, sea level rise, ocean heat and acidification, sea ice and glaciers.	On review of the report, it was not deemed relevant to include under the review of plans, policies, programmes or legislation, as the report includes baseline elements. Due to the global nature of the of the report, it was not deemed relevant to include in the baseline assessment in Section 5.

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	The State of the Global Climate 2022 shows the planetary scale changes on land, in the ocean and in the atmosphere caused by record levels of heat-trapping greenhouse gases. It does not include the development of plans, policies, programmes, or legislation.	
Prioritised Action Framework 2021-2027 (NPWS)	This plan identifies the range of actions needed to help improve the status of Ireland's habitats and wildlife within the Natura 2000 site network.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.
Management plans for Natura 2000 sites	Member States need to designate these sites as Special Areas of Conservation (SACs) and adopt conservation measures involving, if need be, appropriate management plans and other measures which correspond to the ecological requirements of the natural habitat types and the species of Community interest. Special Protection Areas designated under the Birds Directive need to be managed in accordance with the ecological needs of habitats of birds. The Directives make it clear that conservation objectives should be met while taking account of economic, social, cultural, regional, and recreational requirements. It is for Member States to establish the most appropriate methods and instruments for implementing the Directives and for achieving the conservation objectives of Natura 2000 sites.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.
Just Transition First Progress Report (2021)	The report notes the importance of effective governance in the Midlands to deliver a just transition. The report makes recommendations across a number of areas including Electric Vehicle Charging. The eight Midlands counties are currently served by 98 public Electric Vehicle (EV) charging points provided by ESB. The report asks for an evaluation study on the potential to further expand the EV charging infrastructure nationally, including the enhancement of the charging network in the Midlands region, to commence immediately.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP will include a roadmap towards the implementation of EV charging infrastructure across the National Roads Network.
Healthy Cities Project (WHO)	A healthy city is one that continually creates and improves its physical and social environments and expands the community resources that enable people to mutually support each other in performing all the functions of life and developing to their maximum potential. The Healthy Cities Project begin in 1987 with eleven cities.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.

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	The concept is based on the importance of local action and the key role of local governments and Local Authorities in health and sustainable development. In Ireland, 31 Local Authorities are committed to developing a structure to support Health Cities across Irish counties.	
Clean Air Strategy for Ireland	The Clean Air Strategy will provide the strategic policy framework necessary to identify and promote integrated measures across government policy that are required to reduce air pollution and promote cleaner air while delivering on wider national objectives.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The NRNEVCP is focused on the deployment of EV charging infrastructure to accommodate use of EVs in Ireland. This will contribute towards greenhouse gas emissions reduction targets.
River Basin Management Plan (RBMP)	River Basin Management Plan sets out the measures that are necessary to protect and restore water quality in Ireland. The Plan sets out the actions that Ireland will take to improve water quality and achieve 'good' ecological status in water bodies (rivers, lakes, estuaries and coastal waters) by 2027. The overall aim of the RBMP is to ensure that natural waters are sustainably managed and that freshwater resources are protected so as to maintain and improve Ireland's water environment. The plan includes assessments of water quality across Ireland's rivers, lakes, canals, coastal & transitional waters, and groundwater water bodies and the overall objective of achieving "good" status across Ireland's waterbodies. The total number of water bodies included in the 3rd cycle RBMP 2022-2027 was 4,842. Of these, 53% rivers, 50% lakes, 88% canals, 52% coastal & transitional, and 92% groundwater achieved "good" status or better in the 2nd Cycle of the RBMP from 2016-2021.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management.
Regional and Municipal Level		
Eastern and Midland Regional Spatial and Economic Strategy 2019- 2031 (Eastern and Midland Regional Assembly) 2019	A strategic plan and investment framework to shape the future development of the Region to 2031 and beyond. Vision: '*To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all'*	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The Plan includes measures to accommodate all regions across the Irish road network.

Plan, Programme, Policy, or Legislation	Relevant Aims and Objectives	Relevance of Plan, Programme, Policy or Legislation to the NRNEVCP
Northern and Western Regional Spatial and Economic Strategy 2020- 2032 - Northern and Western Regional Assembly 2020	A Strategy to support the implementation of Project Ireland 2040, including the economic and climate policies of the Government, by providing a long-term strategic planning and economic framework for the region. Vision: '*To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live*.'	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The Plan includes measures to accommodate all regions across the Irish road network.
Southern Regional Spatial and Economic Strategy (Southern Regional Assembly) 2020	A long-term, strategic development framework for the future physical, economic and social development of the region. Vision: • Nurture all our places to realise their full potential; • Protect and enhance our environment; • Successfully combat climate change; • Achieve economic prosperity & improved quality of life for all; • Accommodate expanded growth & development in suitable locations; and • Make the Southern Region one of Europe's most creative, innovative, greenest, and liveable regions.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The Plan includes measures to accommodate all regions across the Irish road network.
Rural Development Policy (Department of Rural and Community Development) 2021	A policy framework for the development of rural Ireland over the next five years Vision: '*A thriving rural Ireland which is integral to our national economic, social, cultural, and environmental wellbeing and development. An Ireland which is built on the interdependence of urban and rural areas. An Ireland which recognises the centrality of people, the importance of vibrant and lived-in rural places, and the potential to create quality jobs and sustain our shared environment*.'	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The Plan includes measures to accommodate rural areas across the Irish road network.
Realising our Rural Potential – Action Plan for Rural – Development 2017 - 2019 (Department of Rural and Community Development)	An action plan to ensure that people who live in rural areas have increased opportunities for employment locally, and access to public services and social networks that support a high quality of life.	Implementation of the NRNEVCP will comply with all relevant environmental legislation and will align with, and cumulatively contribute towards the achievement of the objectives of the regulatory framework for environmental protection and management. The Plan includes measures to accommodate rural areas across the Irish road network.
Regional Tourism Strategies (Fáilte Ireland)	Ireland has developed four regional development strategies for tourism across the country for the East Region, Heartlands Region, Wild Atlantic Way Region and Dublin Region.	The NRNEVCP will be implemented across the National Road Network in Ireland. The deployment of EV charging infrastructure will consider coverage of tourist / seasonal spots adjacent to the national primary and secondary road network while designing the geographical reach of possible options.

Plan, Programme, Policy, or Legislation	Relevant Aims and Objectives	Relevance of Plan, Programme, Policy or Legislation to the NRNEVCP
Dublin Action Plan for Nitrogen Dioxide (December 2021) *Dublin Region Air Quality Plan 2021 -Air Quality Plan to improve Nitrogen Dioxide levels in Dublin Region.*	An exceedance of the EU limit value for nitrogen dioxide occurring in the Dublin region in 2019 necessitated the preparation of a *Dublin Region Air Quality Plan 2021 -Air Quality Plan to improve Nitrogen Dioxide levels in Dublin Region.* This air quality plan sets out 14 broad measures and a number of associated actions to address the exceedance of the nitrogen dioxide annual limit value. This includes an EV charging strategy, publication of national clean air strategy, introduction of clean air zones / low emission zones, and behavioural change campaigns. The Plan was prepared by the four Dublin Local Authorities (Dublin City Council, Dún Laoghaire-Rathdown County Council, Fingal County Council and South Dublin County Council).	The NRNEVCP will be implemented across the National Road Network in Ireland and may assist with reductions in nitrogen dioxide levels and an EV charging strategy for the Dublin region.

B.2 Environmental Assessment of the National Road Network EV Charging Plan Proposals

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
1	The current status of network capacity shows a direct need for reinforcement at 38 kV and MV level, to be able to accommodate the intended development and deployment of public EV recharging infrastructure. (*pg. 42*)								
SEA Comments: This proposal reads as an observation on the requirement for reinforcement of the network capacity to accommodate and deliver the public EV charging infrastructure. It is specific to analysing the current status of the network capacity and is therefore considered neutral in terms of environmental effect. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual and Material Assets are likely to occur as a result of this proposal.									
2	Prioritise and enhance private sector participation: The important role of the existing private sector companies who are providing fuelling, charging and ancillary services is recognised. In this regard, interventions will be designed to ensure the continued vitality of the private sector and promote a self-sustainable high power enroute EV charging market. (*pg. 46*)								
SEA Comments: This proposal commits the Plan to prioritising private sector participation in the deployment of charging infrastructure to ensure a self-sustainable market. It is specific to stakeholder involvement and supply chain management and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual are likely to occur as a result of this proposal. It can be considered that this proposal could potentially lead to a slight positive impact on Material Assets through the establishment of a self-sustaining market. However, it is most likely that this proposal will likely have a neutral impact on Material Assets as it does not lead to development directly.								
3	Sustainability first: Upgrade of existing facilities and infrastructure will be prioritised to minimise the carbon emissions associated with new construction in line with sustainable development principles. Interventions which are aligned with Climate Action policies and avoid increasing vehicle kilometres will be viewed more favourably. (*pg. 46*)								
SEA Comments: This proposal relates to sustainability and minimisation of carbon emissions in the deployment of the charging infrastructure. It states that prioritisation will be given to the upgrading of existing infrastructure over new development and construction will be in line with sustainable development principles. The aspect of this proposal focuses on the consideration of embodied carbon and sustainability in materials. This will likely have a positive impact on Population & Human Health, Air Quality, Noise & Climate and Material Assets due to the sourcing of more sustainable materials and the provision of EV infrastructure resulting in potential reductions in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e., as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase.								

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
Impacts on environmental factors such as Biodiversity, cannot be ruled out, however, as the locations for infrastructure have not yet been identified. Similarly, the development of new charging infrastructure cannot rule out negative impacts on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage and Landscape & Visual. Refer to mitigation measures outlined in Section 9 of this report.									
4	Alignment with wider policy and other network goals: The interventions will support: the State's overall decarbonisation goals; the National Planning Framework (and associated National Strategic Outcomes including sustainable mobility, enhanced regional accessibility, transition to a low carbon and climate resilient society); and consider alignment with ESBN and EirGrid's electricity network strategies. Interventions will seek to avoid encouraging over concentration of providers of enroute charging facilities on the national road network. (*pg. 46*)								
SEA Comments: This proposal relates to the consideration of other national policies in support of decarbonisation, sustainability and the electricity network. It also notes that interventions will avoid the overconcentration of providers of charging infrastructure. While these goals concentrate on sustainability, accessibility and avoidance of overconcentration of providers, which could potentially benefit Population & Human Health, Air Quality, Noise & Climate and Material Assets, this proposal centres around the alignment with goals and strategies and is therefore considered neutral overall. This proposal is likely to have a neutral impact on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architectural & Cultural Heritage; Landscape & Visual and Material Assets as it does not lead to development.									
5	Customer experience and equity: Interventions will seek to provide a best-in-class customer experience to all users to ensure a positive perception of EV charging infrastructure provision and further facilitate the EV transition. This includes coverage across Ireland to ensure equitable distribution ensuring connectivity across urban, rural and end of routes. (*pg. 46*)								
SEA Comments: This proposal relates to the customer experience of EV charging infrastructure and centres around public perception. This proposal is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual are likely to occur as a result of this proposal.									
6	Enhance and facilitate innovation: New and innovative technologies that further accelerate the roll-out of appropriate EV charging infrastructure will be encouraged coupled with the use of data to inform decision making. (*pg. 46*)								
SEA Comments: This proposal notes that innovative technologies will be utilised to improve the roll-out of EV charging infrastructure. It is specific to technology and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual and Material Assets are likely to occur as a result of this proposal.									
7	Resource efficiency: Interventions will seek to facilitate efficient use of private and public resources. (*pg. 46*)								

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
SEA Comments: This proposal commits to the efficient use of private and public sector resources. However, it is specific to stakeholder involvement and efficiency of the roll out, and therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual are likely to occur as a result of this proposal. It can be considered that this proposal could potentially lead to a slight positive impact on Material Assets through the efficient use of resources. However, it is most likely that this proposal will likely have a neutral impact on Material Assets as it does not lead to development directly.									
8	Unblock potential barriers by facilitating and progressing grid upgrade enabling works to streamline the process for the private sector companies to access the required grid power/ connections required for high powered charging sites. This is consistent with 'Resource Efficiency' where 'build once for 2040' approach will avoid piecemeal grid upgrades which are resource inefficient. These enabling works should significantly reduce the overall project delivery time for enroute high power EV charging installation. (*pg. 47*)								
SEA Comments: This proposal seeks to identify and facilitate grid upgrade enabling works to streamline access to the required power connections to implement the Plan and reduce overall project delivery time. The potential impact on Material Assets has been identified as unknown. While the upgrading of grid and streamline of accessibility to the grid will have a potential positive impact on materials assets; utilisation of the infrastructure will also generate an increased demand on energy supply. These enabling works have the potential for an indirect negative impact on Biodiversity (including transboundary) through potential pollution pathways during construction and potential habitat removal required for construction. Similarly, these works may also negatively impact Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary). Refer to mitigation measures outlined in Section 9 of this report. This will likely have a positive impact on Population & Human Health as a result of improved access to the grid and uptake in the use of charging infrastructure. Air Quality, Noise & Climate will also be positively impacted, through the improvement of grid access and improved utilisation of alternative fuels infrastructure resulting in a potential reductions in emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase.									
9	In such case that it becomes clear (via evidence) that a market gap (i.e. insufficient enroute high power charging infrastructure to meet AFIR and/ or forecast market demand) cannot or will not be addressed by the above mentioned options, more direct public intervention measures may be considered to facilitate delivery. This may include insufficient private sector appetite for the provision of specific charging infrastructure for certain vehicle types or at certain locations/ sections of the national road network; demand/ supply analysis; market consultations; other evidence. Such interventions may take the form of direct government investments, public private partnerships, or other appropriate means. (*pg. 47*)								
SEA Comments: This proposal relates to potential market gaps and public intervention measures to address these gaps. This is specific to financial investments that may be required to close market gaps and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; and Landscape & Visual are likely to occur as a result of this proposal.									

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
10	Locations are to be considered according to the following order of priority for each option: • TEN-T core network Arterial; • TEN-T comprehensive (Motorway/Dual Carriageway); • TEN-T comprehensive single-carriageway primary road network; and • Non TEN-T national primary and secondary road network. (*pg. 48*)								
SEA Comments: This proposal relates to the hierarchy of locations chosen for the deployment of EV charging infrastructure. This has the potential for a positive impact on Population & Human Health as a result of increased convenience of location for users and improved accessibility to infrastructure along the national road network. Overall, the deployment of infrastructure at predetermined locations is also likely to have a positive impact in Air Quality, Noise & Climate through the reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e., as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. The determination of these locations may negatively impact on Biodiversity indirectly (including transboundary), depending on potential pathways for effect arising during construction and potential habitat removal. construction of the charging infrastructure will likely have a temporary negative impact on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage and Landscape & Visual (including transboundary). Refer to mitigation measures outlined in Section 9 of this report. The potential impact on Material Assets has been identified as unknown. While the development of charging infrastructure across each location will provide increased accessibility to charging infrastructure and use of EV across Ireland; utilisation of the infrastructure will also generate an increased demand on energy supply which has the potential for negative impacts on Material Assets.								
11	Further, while designing the geographical reach of possible options, compliance with national and international policies and regulations is likely to be taken into account. (*pg. 48*)								
SEA Comments: This proposal states that compliance with policies and regulations is likely to be taken into account when identifying the geographical areas for deployment. This relates specifically to the design of locations for deployment and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual and Material Assets are likely to occur as a result of this proposal.									
12	Further, while designing the geographical reach of possible options, coverage of urban nodes and other key network nodes to ensure infrastructure availability in high traffic routes and for cross over traffic are likely to be taken into account. (*pg. 48*)								
SEA Comments: The proposal seeks to ensure infrastructure availability in urban nodes and other key network nodes in areas of high traffic, and states that it will likely be taken into account. It relates specifically to the design of locations for deployment. The construction of infrastructure at these urban nodes has the potential for negative impacts on Biodiversity (including transboundary) as a result of potential habitat loss and potential pollution pathways arising during construction. These construction activities also have the potential for negative impacts on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual as a result (including transboundary). Refer to mitigation measures outlined in Section 9 of this report.								

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
The proposal is also likely to have a positive impact on Population & Human Health and Air Quality, Noise & Climate through the increased availability of infrastructure in high traffic routes and the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. The potential impact on Material Assets is unknown. While the proposal will seek to improve materials asset availability for EV charging, the roll out of charging infrastructure will likely have an increased demand on Material Assets as a result of construction materials and energy demands. Refer to mitigation measures outlined in Section 9 of this report.								
13	Further, while designing the geographical reach of possible options, maximum coverage of national road network including regional and rural areas, ensuring connectivity and end of routes are well served is likely to be taken into account. (*pg. 48*)								
SEA Comments: The proposal seeks to ensure the network of regional, rural and end of routes are well served by EV charging infrastructure, and states that it will likely be taken into account. It relates specifically to the design of locations for deployment. The construction of infrastructure at these urban nodes has the potential for negative impacts on Biodiversity (including transboundary) as a result of potential habitat loss and potential pollution pathways arising during construction. These construction activities also have the potential for negative impacts on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual a result (including transboundary). Refer to mitigation measures outlined in Section 9 of this report. This may have a positive impact on Population & Human Health, Air Quality, Noise & Climate and Material Assets by ensuring road networks are served with sufficient infrastructure and the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. The potential impact on Material Assets is unknown. While the proposal will seek to improve materials asset availability for EV charging, the roll out of charging infrastructure will likely have an increased demand on Material Assets as a result of construction materials and energy demands. Refer to mitigation measures outlined in Section 9 of this report.								
14	Further, while designing the geographical reach of possible options, coverage of tourist / seasonal spots adjacent to the national primary and secondary road network is likely to be taken into account. (*pg. 48*)								
SEA Comments: The proposal seeks to ensure that tourist and seasonal spots adjacent to the national primary and secondary road network are served by EV charging infrastructure, and states that it will likely be taken into account. It relates specifically to the design of locations for deployment. The construction of infrastructure at these urban nodes has the potential for negative impacts on Biodiversity (including transboundary) as a result of potential habitat loss and potential pollution pathways arising during construction. These construction activities also have the potential for negative impacts on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual as a result (including transboundary). Refer to mitigation measures outlined in Section 9 of this report. This may have a positive impact on Population & Human Health, and Air Quality, Noise & Climate by identifying tourists spots to be served by the infrastructure and the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. The potential impact on Material Assets is unknown. While the proposal will seek to improve materials asset availability for EV charging, the roll out of charging infrastructure will likely have an increased demand on Material Assets as a result of construction materials and energy demands. Refer to mitigation measures outlined in Section 9 of this report.								
15	Further, while designing the geographical reach of possible options, facilitating and supporting key economic sectors including fleet; trade; business; commuter; and leisure is likely to be taken into account. (*pg. 48*)								

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
SEA Comments: The proposal focuses on the facilitation of key economic sectors within the Plan, and states that it will likely be taken into account in the geographical reach of options. It relates specifically to the design of locations for deployment. The construction of infrastructure at these urban nodes has the potential for negative impacts on Biodiversity (including transboundary) as a result of potential habitat loss and potential pollution pathways arising during construction. These construction activities also have the potential for negative impacts on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual as a result (including transboundary). Refer to mitigation measures outlined in Section 9 of this report. This may have a positive impact on Population & Human Health and Air Quality, Noise & Climate by catering for economic sectors using road networks and the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e., as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. The potential impact on Material Assets is unknown. While the proposal will seek to improve materials asset availability for EV charging, the roll out of charging infrastructure will likely have an increased demand on Material Assets as a result of construction materials and energy demands. Refer to mitigation measures outlined in Section 9 of this report.								
16	Any scheme ZEVI will implement must be in compliance with EU state aid rules. (*pg. 49*)								
SEA Comments: This proposal relates to compliance of the scheme with EU state aid rules. While this compliance will likely have a positive impact on the development of the scheme, this proposal is considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual and Material Assets are likely to occur as a result of this proposal.									
17	All expenditure will be in compliance with the Public Spending Code. (*pg. 48*)								
SEA Comments: This proposal relates to compliance of the scheme's expenditure with the Public Spending Code. This is specific to the expense management of the scheme and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual; and Materials Assets are likely to occur as a result of this proposal.									
18	As indicated in the 2022-2025 EV Charging Infrastructure Strategy, ZEVI has been working on developing a set of Universal Design Guidelines for charging infrastructure. The aim of these guidelines is to make electric vehicle charging stations accessible to all users. The guidelines summarise key considerations when installing electric vehicle charging stations, including the design of the charging station, accessibility of the site, and information and communications to inform users before, during, and after a charging session. This document has been published for public consultation in July 2023. (*pg. 51*)								
SEA Comments: This proposal relates to the development of guidelines for the EV charging infrastructure which aims to improve accessibility, considerations of design and user experience. This proposal is specific to the design guidelines and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual; and Material Assets are likely to occur as a result of this proposal.									

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
19	Currently ZEVI (in consultation with stakeholders) is working on a Data Strategy with the aim of publishing it by January 2024. This Data Strategy has been prepared to represent Ireland's response to the impending AFIR directive on the management and distribution of current and projected data demands within the EV ecosystem. The aim of the strategy is to help ensure that people, businesses, and organisations trust the data ecosystem being developed and that can get access to data when they need it. The strategy outlines the need to establish an EV Data Hub System to ensure a trusted and consistent single source of truth for all actors in the EV ecosystem. (*pg. 51*)								
SEA Comments: This proposal relates to the development of a Data Strategy to ensure reliability of the infrastructure among businesses and users. While this may have increased confidence in services, this proposal is considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual; and Material Assets are likely to occur as a result of this proposal.									
20	While the market may dictate additional connectors, charging points for light-duty vehicles will be equipped (at least) with Type 2 connectors for AC connections and Combo 2 connectors for DC connections. Future innovations, such as wireless charging, will also be required to comply with minimum technical specifications. (*pg. 51*)								
SEA Comments: This proposal relates to the inclusion of relevant connections for vehicles at each charging station. This will allow for increased usability of the EV charging infrastructure and will likely result in a development or change. This proposal will likely have a positive impact on Population & Human Health due to the potential reduction in transport emissions. It may also have a positive impact on Air Quality, Noise & Climate by allowing vehicles to connect to alternative fuels infrastructure and the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. The works may have an indirect negative impact Biodiversity (including transboundary) depending on potential pollutant pathways and potential habitat removal required during construction. Construction may also result in a negative impact on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary). Refer to mitigation measures outlined in Section 9 of this report. The potential impact on Material Assets is unknown. While the proposal will seek to improve materials asset availability for EV charging, the roll out of charging infrastructure will likely have an increased demand on Material Assets as a result of construction materials and energy demands. Refer to mitigation measures outlined in Section 9 of this report.									
21	All new public charge points installed after the Alternative Fuels Infrastructure Regulation comes into force (expected to be in 2023), will be required to accept card payments by means of a contactless facility for charge points with capacity over 50kW and for charge-points with capacity below this to, at minimum, enable a QR code payment system. (*pg. 52*)								
SEA Comments: This proposal relates to the requirements of the AFIR to allow for card and contactless payments at each station.									

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
While this may have a positive impact through the improved usage and potential update by the public, this proposal is specific to the user experience and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual; and Material Assets are likely to occur as a result of this proposal.									
22	From 1 January 2027 onwards, charge point operators shall ensure that all publicly accessible charging points operated by them (and that have a power output equal to or more than 50 kW) can accept card payments. (*pg. 52*)								
SEA Comments: This proposal relates to the requirements card payment acceptance at each station from January 2027. While this may have a positive impact through the improved usage and potential update by the public, this proposal is specific to the user experience and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual; and Material Assets are likely to occur as a result of this proposal.									
23	Charge point operators will clearly display their prices, as well as comparison costs for other fuels. As a result, this information is known to end users before they initiate a charging session. Pricing will be non-discriminatory. (*pg. 52*)								
SEA Comments: This proposal relates to the requirements of operators to clearly display prices for charging at each station, as well as comparison with other fuel prices. While this may have a positive impact through the awareness of pricing for each fuel method, this proposal is specific to the user experience and is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual; and Materials Assets are likely to occur as a result of this proposal.									
24	From one year after AFIR comes into force, all new public charge points (installed from that point onwards) will be required to be enabled for smart charging. This will enable future Vehicle-to-Grid operations and other system services and efficiencies such as electricity-demand regulation. (*pg. 52*)								
SEA Comments: This proposal seeks to improve charging infrastructure to enable future Vehicle-to-Grid operations and upgrades. This may negatively impact on Biodiversity (including transboundary) as a result of potential pollutant pathways during construction and potential habitat removal which may be required for construction. Similarly, the development of these infrastructure improvements may have a negative impact on Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) during construction. Refer to mitigation measures outlined in Section 9 of this report. Overall, this proposal has the potential for a positive impact on Population & Human Health, Air Quality, Noise & Climate and Material Assets as it will lead to improved user experience and the potential reduction in transport emissions. The future improvement of Material Assets with the improvement of efficiencies such as regulation of electricity demand will also have a likely positive impact. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase.									
25	Other standards related to design of infrastructure elements related to EV charging infrastructure along national roads may need to be updated to reflect new requirements. Some examples may include TII's DN-GEO-03028 "The Location and Layout of On-line Service Areas" or the Traffic Signs Manual. (*pg. 52*)								

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
SEA Comments: This proposal notes that existing standards relating to EV charging infrastructure may need to be updated to reflect potential new requirements. While this may have a positive impact on through the awareness of pricing for each fuel method, this proposal is specific to the user experience is therefore considered neutral in terms of environmental effects. No positive or negative impacts on Population & Human Health; Biodiversity; Land & Soils; Water; Air Quality, Noise & Climate; Archaeology, Architecture & Cultural Heritage; Landscape & Visual; and Materials Assets are likely to occur as a result of this proposal.									
26	For passenger/LDV charging, three alternatives for the delivery of en-route infrastructure for passenger/LDV for 2025 and 2030 are outlined (See Table 11 and Table 12 of the Plan). At minimum, Alternative 1 must be delivered in order to meet AFIR's specific TEN-T road network requirements. However, results of analysis show that more than this is needed, in order to deliver AFIR's fleet-based targets and also to be ahead of the needs of EV drivers. Therefore, the target will be to deliver Alternative 2 and if possible Alternative 3 specifically in those areas of higher demand. (*pg. 54*)								
SEA Comments: This proposal establishes three alternative pathways towards implementing the EV charging network by 2025 and 2030, with Alternative 1 meeting the requirements of AFIR and Alternatives 2 and 3 delivering infrastructure to meet higher demands. It is stated that the target will be to deliver Alternative 2 and if possible Alternative 3 in areas of high demand to accommodate fleet-based targets and EV driver needs. In each case, (Alternative 1, 2 or 3), an increased demand on Material Assets will be required to facilitate the roll out of EV charging infrastructure and energy-demand requirements for the charging of vehicles. While this is likely to have a greater demand on Material Assets, as further demands for vehicles and charging infrastructure rises following the plan, there is potential for a long-term positive impact on Material Assets overall, as a result of the shift from petrol and diesel fuelled car towards electric vehicles. In the short term, there is potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of this proposal's provision of increased availability and accessibility of EV charging infrastructure for road users and the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase.									
27	By 2025, for 15% of the TEN-T Core & Comprehensive (Figure 2) 1400kW every 120km in each direction will be provided with at least one charge point with 350kW. (*pg. 56*)								
SEA Comments: The proposal seeks to deliver specific electrical grid upgrades throughout the Irish road network to supplement the delivery of the Plan. This will accommodate the TEN-T Core & Comprehensive network with 1400kV charging infrastructure every 120km. This has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in a potential reduction in transport emissions. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among road users and improvement of charging infrastructure. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase.									

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
28	By 2025, at Urban Nodes (Dublin, Cork, Foynes and Galway), 900kW will be provided by stations with an individual power output of 150kW. (*pg. 56*)								
SEA Comments: The proposal seeks to deliver specific electrical grid upgrades throughout the Irish road network at urban nodes. This will facilitate the urban nodes with 900kV charging infrastructure stations with an individual power output of 150 kW. This has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works activities. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among road users and improvement of charging infrastructure.								
29	By 2027, 50% of the TEN-T Core will have 2800kW every 120km in each direction with at least two charge points with 350kW. (*pg. 56*)								
SEA Comments: The proposal seeks to deliver specific electrical grid upgrades to the TEN-T Core network to include 2800kW charging stations every 120km across 50% of the road network. There is potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among road users and improvement of charging infrastructure.								
30	By 2027, 50% of the TEN-T Comprehensive will have 1,400kW every 120km in each direction, with at least one charge point with 350kW. (*pg. 56*)								
SEA Comments: The proposal seeks to deliver specific electrical grid upgrades to the TEN-T Comprehensive network to include 1400kW charging stations every 120km across 50% of the road network. This proposal has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in a potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase.								

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among road users and improvement of charging infrastructure.									
31	By 2027, at each HDV parking and rest areas dedicated to overnight parking, 2 recharging stations dedicated to heavy-duty vehicles with a minimum 100kW each will be provided. *(Note: Ireland do not have any such sites at present).* (*pg. 56*)								
SEA Comments: The proposal seeks to deliver specific electrical grid upgrades HDV parking and rest areas to include 2 recharging stations dedicated to HDVs by 2027. This proposal has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in the potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among HDV drivers and improved charging infrastructure.									
32	By 2030, the TEN-T Core will have 3600kW every 60km in each direction with at least two stations with 350kW each. (*pg. 56*)								
SEA Comments: The proposal seeks to deliver specific electrical grid upgrades to the TEN-T Core network to include 3600kW charging stations every 60km across the road network. This proposal has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in a potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among road users and improvement of charging infrastructure.									
33	By 2030, the TEN-T Comprehensive will have 1500kW every 100km in each direction with at least one station at 350kW. (*pg. 56*)								
SEA Comments: The proposal seeks to deliver specific electrical grid upgrades to the TEN-T Comprehensive network to include 1500kW charging stations every 100km across the road network. This proposal has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report.									

No.	Proposal	P&HH	Bio	L&S	Wat	AQN&C	AA&CH	L&V	MA
There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in a potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among road users and improvement of charging infrastructure.									
34	By 2030, at each safe and secure parking area, 4 recharging stations will be provided which are dedicated for heavy-duty vehicles (minimum 100kW each) *(Note: Ireland do not have any such sites at present).* (*pg. 56*)								
SEA Comments: The proposal seeks to establish 4 recharging stations dedicated to HDVs by 2030. This proposal has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of charging infrastructure resulting in a potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among HDV drivers and improvement of charging infrastructure.									
35	By 2030, 1800kW will be provided by stations with an individual power output of 150kW in Urban Nodes. (*pg. 56*)								
SEA Comments: This proposal seeks to develop 1800kW power charging stations in urban nodes. This proposal has potential for a negative impact on Biodiversity; Land & Soils; Water; Archaeology, Architectural & Cultural Heritage; and Landscape & Visual (including transboundary) as result of construction works. Refer to mitigation measures outlined in Section 9 of this report. There is potential for a positive impact on Population & Human Health and Air Quality, Noise & Climate as a result of increased availability of infrastructure and uptake in the use of EVs resulting in a potential reduction in transport emissions. There is a potential for negative effects on these environmental aspects during any construction works required to implement this strategy (i.e. as a result of air and noise emissions, potential land take etc). However, a positive rating was assigned as it is predicted that the predominant effect is positive during the operational phase. While there is potential for an increased demand on Material Assets as a result of electricity requirements to deliver this energy, overall, this will likely have a positive impact on Material Assets with a potential shift towards the use of electric vehicles among road users and improvement of charging infrastructure.									