Chapter 1 Addendum: Introduction

ORIEL WINDFARM
OFFSHORE RENEWABLE ENERGY

A TETRA TECH COMPANY

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Energy for generations

ORIEL WIND FARM PROJECT

Environmental Impact Assessment Report - Addendum
Chapter 1 Addendum: Introduction

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1 CHAPTER 1 – INTRODUCTION

1.1 Introduction

This Addendum provides further information to chapter 1 of the Environmental Impact Assessment Report (EIAR)(2024) for the Oriel Wind Farm Project (hereafter referred to as "the Project"). It has been prepared in response to a Request for Further Information (RFI) from An Coimisiún Pleanála (ACP) (formerly An Bord Pleanála) regarding the planning application (case reference ABP-319799-24) for the Project.

In response to the RFI from ACP, additional information and/or clarification has been provided for several chapters and appendices of the EIAR. This additional information is presented in an Addendum to each document. Additionally, several new appendices have been created in response to the RFI. These documents comprise the EIAR Addendum and are listed in Table 1A-1. Both the EIAR and EIAR Addendum documents are listed in Table 1A-1, which identifies the documents that have changes arising from the further information prepared in response to the RFI.

1.2 The Applicant

There are no changes to EIAR chapter 1: Introduction.

1.3 Project overview

There are no changes to EIAR chapter 1: Introduction.

1.4 Need for the Project

The clear need for the Project remains (as outlined in chapter 1: Introduction (EIAR volume 2A)) and since the lodgement of the application in May 2024, the need for the Project has been reconfirmed with recent policy documents further underpinning this need as detailed below.

1.4.1 The climate imperative

The CAP25 published on 15 April 2025 notes, *inter alia*, that the world's climate continues to rapidly change with temperatures increasing at a greater rate since 1970 than in any other 50-year period over at least the last 2,000 years. Met Éireann's most recent Annual Climate Statement of 2024 has provisionally revealed that 2024 was the fourth warmest on record with an average temperature of 10.72 °C or 1.17 °C above the 1961-1990 climatological standard normal period and 0.55 °C above the 1991-2020 long term average. The year also saw the warmest May on record.

The energy sector continues to be a significant generator of greenhouse gas emissions. Owing to the large scale of renewable energy that offshore wind farms can generate, energy from offshore wind will play a key role in helping to achieve national renewable energy and decarbonisation targets through use of renewable energy sources. These targets are driven by European Union (EU) policy that sets overall renewable energy targets for the EU and specific targets for each member state. The Revised Renewable Energy Directive (RED III) which came into force on 20 November 2023 sets an EU-level binding overall target for renewable energy to comprise at a minimum 42.5% of the Union's energy mix by 2030. The CAP25 targets a national energy mix of 80% renewable electricity by 2030. The continued widespread development of offshore wind energy is a vital vehicle for achieving our national and EU-level renewable energy targets.

The EU *Blue Economy Report 2025* published on 22 May 2025 provides a review of progress made since 2009 in regard to the use, preservation and regeneration of the marine environment. It has revealed that offshore wind energy values as of 2025 in the EU stand at 18.9 GW or just 24% of the 2030, or 6.3% of the 2050 EU offshore renewable energy target. While in recent years particularly after the COVID-19 pandemic efforts are being made across the EU to increase this, at the current rate there will be a shortfall in achieving the long-term 300 GW EU offshore renewable energy target.

The Project will also contribute meaningfully towards Ireland's net-zero emissions targets and our transition to a low-carbon and climate-resilient, biodiversity-rich, environmentally-sustainable and climate-neutral economy as underpinned by the *Climate Action and Low Carbon Development (Amendment) Act 2021,* as

amended. This Act requires relevant authorities to perform their functions in a manner that is consistent with and prioritises policy within the CAP25, in so far as practicable. In addition to the economic gains of pursuing this development, greenhouse gas emissions will be indirectly reduced through the displacement of fossil fuel-related energy usage. As energy demand continues to increase across all sectors in Ireland, these energy demands need to be offset by electricity generated from renewable sources in order for the nation's energy supply to achieve higher levels of sustainability and eventual carbon neutrality.

The culmination of the increase in the average global temperature, ambitious EU-level and national climate policy targeting increases in renewable energy, and Ireland's growing population more than justify the need for the Project. Renewable energy developments in the past decade have transitioned from fiscally risky eco-friendly projects developed by companies for the purposes of promoting their services, to those not only necessary to but in demand for maintaining current local, regional and global environments, while diversifying the corresponding energy mix of the connected grid. Continuing advances in the construction, scale, and efficiency of renewable energy developments continue to be made and are needed to at a minimum maintain the Earths current temperature. By achieving 100% a renewable energy mix at the Irish, EU and global level, a significant step in reversing climate change will have been taken, until this is achieved it is imperative that renewable energy developments continue to be constructed, operated, and supported at the local, regional, national, EU and global levels.

1.4.2 National target of at least 5 GW of offshore renewable energy

There are no changes to EIAR chapter 1: Introduction.

1.4.3 National energy security

There are no changes to EIAR chapter 1: Introduction.

1.4.4 Positive economic impacts

From an economic perspective, the *EU Blue Economy Report 2025* identifies marine (offshore) renewable energy development as an increasingly valuable sector of the European Economy since 2021 and one which continues to be an important area for employment, gross value addition, gross profit, net investment in tangible goods and turnover. It is clear that the continued development of offshore renewable energy in Ireland will have a very positive impact on the economy broadly through the provision of immediate and long-term employment, along with clean, reliable, cost-effective energy and a reduction in the need to import fossil fuels at current quantities.

Offshore renewable wind energy and the development of such projects therefore has a critical role to play in contributing to the national economy. With the Project capable of delivering up to 375 MW of clean energy, both the Irish and wider EU economies will benefit without the additional need for the costly allocation of capital for intensive climate mitigation measures as needed for fossil fuel energy production developments.

1.5 Purpose of the EIAR

There are no changes to EIAR chapter 1: Introduction.

1.6 Structure of the application

Chapter 1: Introduction (EIAR volume 2A) listed supporting documents that were submitted as part of the planning application. As part of the response to the RFI, Addenda have been prepared for the following supporting documents:

- Planning Report Addendum;
- Planning Drawings Addendum;
- EIAR Addendum;
- Report to Inform Screening for Appropriate Assessment (AA) Addendum; and

- Natura Impact Statement (NIS) Addendum.

Two additional documents have also been prepared as part of the response to the RFI:

- Directory of Responses to Request for Further Information; and
- Responses to Submissions Report.

The reader is referred to the 'Directory of Responses to Request for Further Information' which provides the references to where further information is provided in the above documents.

1.7 Other consents and licences

There are no changes to EIAR chapter 1: Introduction.

1.8 EIAR structure

Table 1A-1 outlines the EIAR Addendum chapters and appendices which have been prepared to supplement the assessment presented in the EIAR. Chapters and appendices which did not require an update are shown in grey. Technical appendices which were not provided as part of EIAR that supported the 2024 application, are noted as a 'new appendix' and the document number is given the next available number in sequence. For example, the EIAR includes two appendices to support chapter 8: Benthic Intertidal and Subtidal Ecology; appendix 8-1: Intertidal Phase 1 Report and appendix 8-2: Benthic Survey Report (EIAR volume 2B). In response to the RFI, two new appendices are now included to support the further information included in the Addendum to chapter 8: Benthic Intertidal and Subtidal. These are appendix 8-3: Sediment Chemistry Results and appendix 8-4: Benthic Ecology 2025 Survey Report (which are included in EIAR volume 2B Addendum).

1.8.1 Document naming

Additional information in response to the RFI is presented as an Addendum to the relevant EIAR chapter or technical appendix. Each Addendum includes the word "Addendum" in its title/reference, as follows:

- Chapter: Chapter [no.] Addendum: "Chapter title" — e.g. chapter 5 Addendum: Project Description
- Appendix: Appendix [no.] Addendum: "Appendix title" — e.g. appendix 7-1 Addendum: Marine Processes

For example, supplementary information is provided on the project description in chapter 5 Addendum: Project Description. This Addendum should be read alongside chapter 5: Project Description in the EIAR. The same approach applies for technical appendices. The same convention applies to all Addenda.

Where a new technical appendix is provided to supplement the EIAR (i.e. it was not included in the EIAR that supported the application), it is allocated the next available appendix number. For example, in the EIAR volume 2B (2024), three appendices (10-1 to 10-3) support chapter 10: Marine Mammals and Megafauna. Additional appendices are required to provide supplementary information to the assessment on marine mammals and megafauna and these reports are numbered sequentially and titled 10-4: 'Title', 10-5 'Title', etc.

To assist the reader, references to EIAR chapters and technical appendices included in the 2024 application use the volume labels 'EIAR volume 2A', 'EIAR volume 2B' and 'EIAR volume 2C'. For example: chapter 5: Project Description (EIAR volume 2A).

References to Addenda and newly prepared technical appendices use the corresponding addendum label: 'volume 2A Addendum', 'volume 2B Addendum' and 'volume 2C Addendum'. For example: chapter 5 Addendum: Project Description (EIAR volume 2A Addendum); and appendix 10-5: Appendix 10-5: Underwater Noise Monitoring Experience – Supporting Information (EIAR volume 2B Addendum).

A consolidated Non-technical summary of the EIAR and EIAR Addendum has been prepared.

Table 1A-1: EIAR and EIAR Addendum structure.

Volume	Chapter no.	Appendix no.	Title	Further Information Provided?	Addendum Reference
1			Non-Technical Summary	Yes	Non-Technical Summary – Consolidated Update Incorporating Addendum
2A	1		Introduction	Yes	Chapter 1 Addendum: Introduction
	2		Policy and Legislation	No	N/A
	3		Environmental Impact Assessment Methodology	No	N/A
		3-1	Cumulative Impact Assessment Screening Annex	No	N/A
		-	-	Yes - new appendix provided	Appendix 3-2: Cumulative Impact Assessment Report
	4		Consideration of Alternatives	No	N/A
		4-1	Preliminary Landscape Assessment of Design Options	No	N/A
		4-2	Landfall Options – Survey Report	No	N/A
	5		Project Description	Yes	Chapter 5 Addendum: Project Description
		5-1	Construction Environmental Management Plan	Yes	Appendix 5-1 Addendum: Construction Environmental Management Plan
		5-2	Environmental Management Plan	Yes	Appendix 5-2 Addendum: Environmental Management Plan
		5-3	Marine Invasive Non-Indigenous Species Management Plan	No	N/A
		5-4	Marine Megafauna Mitigation Plan	Yes	Appendix 5-4 Addendum: Marine Megafauna Mitigation Plan[1]
		5-5	Marine Megafauna: Vessel Code of Conduct	No	N/A
		5-6	Fisheries Management and Mitigation Strategy	No	N/A
		5-7	Emergency Response Co-operation Plan	No	N/A

[1] The updated MMMP replaces the version in the EIAR (2024).

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Volume	Chapter no.	Appendix no.	Title	Further Information Provided?	Addendum Reference
		5-8	Lighting and Marking Plan	Yes	Appendix 5-8 Addendum: Updated Lighting and Marking Plan[2]
		5-9	Construction Traffic Management Plan	Yes	Appendix 5-9 Addendum: Construction Traffic Management Plan
		5-10	Marine Archaeological Management Plan	No	N/A
		5-11	Supporting Information Demonstrating the Applicant's Experience on Other Offshore Wind Farm Projects	No	N/A
		5-12	Construction Methodology – Onshore Cable	Yes	Appendix 5-12 Addendum: Construction Methodology – Onshore Cable
		5-13	UXO Desk Study	Yes	Appendix 5-13 Addendum: UXO Desk Study
		5-14	Cable Rating Report	No	N/A
		5-15	Engineering Services Report – Onshore Substation	No	N/A
		-	-	Yes – new appendix provided	Appendix 5-16: Monitoring Programme
	6		Consultation	No	N/A
		6-1	Public and Other Stakeholders Consultation Report	No	N/A
2B	7		Marine Processes	Yes	Chapter 7 Addendum: Marine Processes
		7-1	Marine Processes Technical Report	Yes	Appendix 7-1 Addendum: Marine Processes Technical Report[3]
		7-2	Water Framework Directive Assessment Report	No	N/A
	8		Benthic Subtidal and Intertidal Ecology	Yes	Chapter 8 Addendum: Benthic Subtidal and Intertidal Ecology
		8-1	Intertidal Phase 1 Report	No	N/A
		8-2	Benthic Survey Report	No	N/A

[2] The updated LMP replaces the version in the EIAR (2024).

[3] Appendix 7-1 Addendum replaces the version in the EIAR (2024).

Volume	Chapter no.	Appendix no.	Title	Further Information Provided?	Addendum Reference
		-	-	Yes – new appendix provided	Appendix 8-3: Sediment Chemistry Results
		-	-	Yes – new appendix provided	Appendix 8-4: Benthic Ecology 2025 Survey Report
	9		Fish and Shellfish Ecology	Yes	Chapter 9 Addendum: Fish and Shellfish Ecology
	-	9-1	Fish and Shellfish Ecology Technical Report	No	N/A
	-	9-2	Herring Spawning Technical Report	No	N/A
	10		Marine Mammals and Megafauna	Yes	Chapter 10 Addendum: Marine Mammals and Megafauna
	-	10-1	Marine Mammals and Megafauna Technical Report	No	N/A
	-	10-2	Subsea Noise Technical Report	No	N/A
	-	10-3	Marine Mammal Population Modelling Report (iPCOD)	No	N/A
	-	-	-	Yes – new appendix provided	Appendix 10-4: Updated Subsea Noise Modelling Report
	-	-	-	Yes – new appendix provided	Appendix 10-5: Underwater Noise Monitoring Experience – Supporting Information
	-	-	-	Yes – new appendix provided	Appendix 10-6: NAS Modelling Report
	-	-	-	Yes – new appendix provided	Appendix 10-7: NAS Technical Report - Marine Mammals, Megafauna and Fish
	-	-	-	Yes – new appendix provided	Appendix 10.8: Comprehensive Review of Relevant Mitigation (Noise Abatement)
	-	-	-	Yes – new appendix provided	Appendix 10-9: Seal Survey Report
	-	-	-	Yes – new appendix provided	Appendix 10-10: Cumulative iPCoD Modelling Report
	11		Offshore Ornithology	Yes	Chapter 11 Addendum: Offshore Ornithology
		11-1	Offshore Ornithology Technical Report	No	N/A
		11-2	Ornithological and Marine Megafauna Aerial Survey Results	No	N/A
		11-3	Migratory Geese Survey Report	No	N/A

Volume	Chapter no.	Appendix no.	Title	Further Information Provided?	Addendum Reference
		11-4	Offshore Ornithology Collision Risk Modelling	No	N/A
		11-5	Offshore Ornithology Displacement Analysis	No	N/A
		11-6	Offshore Ornithology Migratory Non-Seabirds Collision Risk Modelling	No	N/A
		11-7	Offshore Ornithology Apportioning Impacts to Individual Colonies	No	N/A
		-	-	Yes – new appendix provided	Appendix 11-8: Aerial Survey Data Comparison
		-	-	Yes – new appendix provided	Appendix 11-9: mCRM
	12		Commercial Fisheries	Yes	Chapter 12 Addendum: Commercial Fisheries
		12-1	Commercial Fisheries Technical Report	No	N/A
	13		Shipping and Navigation	Yes	Chapter 13 Addendum: Shipping and Navigation
		13-1	Navigation Risk Assessment	No	N/A
		-	-	Yes – new appendix provided	Appendix 13-2: Safety Justification for Single Line of Orientation
				Yes – new appendix provided	Appendix 13-3: Response to Department of Transport (MSO)
	14		Aviation, Military, and Communications	Yes	Chapter 14 Addendum: Aviation, Military, and Communications
		14-1	Aviation Technical Report	No	N/A
		14-2	Communications Technical Report	No	N/A
		-	-	Yes – new appendix provided	Appendix 14-3: Communications Navigation and Surveillance (CNS) Technical Assessment Report (Radar Line of Site)
	15		Marine Archaeology	Yes	Chapter 15 Addendum: Marine Archaeology
		15-1	Marine Archaeology Technical Report	No	N/A
				Yes – new appendix provided	Appendix 15-2: Intertidal Archaeology Survey Report
		-	-	Yes – new appendix provided	Appendix 15-3: Marine Geophysical Surveys 2022 - Archaeological Interpretation Report
	16		Infrastructure, Marine Recreation and Other Users	No	N/A

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Volume	Chapter no.	Appendix no.	Title	Further Information Provided?	Addendum Reference
2C	17		Climate	Yes	Chapter 17 Addendum: Climate
	18		Population and Human Health	No	N/A
		18-1	Population and Human Health Baseline Information	No	N/A
	19		Onshore Biodiversity	Yes	Chapter 19 Addendum: Onshore Biodiversity
		19-1	Onshore Biodiversity – Supporting Information	Yes	Appendix 19-1 Addendum: Onshore Biodiversity – Supporting Information
		19-2	Intertidal Bird Survey and Onshore Bird Survey Reports	No	N/A
		19-3	Terrestrial Habitat Balance Sheet	Yes	Appendix 19-3 Addendum: Terrestrial Habitat Balance Sheet
	20		Land and Agriculture	No	N/A
	21		Soil, Geology and Hydrogeology	Yes	Chapter 21 Addendum: Soil, Geology and Hydrogeology
		21-1	Coastal Erosion Assessment Report	Yes	Appendix 21-1 Addendum: Coastal Erosion Assessment Report
	22		Hydrology and Flood Risk	No	N/A
		22-1	Flood Risk Assessment	No	N/A
	23		Air Quality	No	N/A
	24		Risk of Major Accidents and Natural Disasters	Yes	Chapter 24 Addendum: Risk of Major Accidents and Natural Disasters
	25		Noise (Airborne) and Vibration	Yes	Chapter 25 Addendum: Noise (Airborne) and Vibration
		25-1	Baseline Noise Monitoring Results	No	N/A
		25-2	Noise Modelling Methodology	No	N/A
	26		Cultural Heritage	Yes	Chapter 26 Addendum: Cultural Heritage
		26-1	Cultural Heritage Report	No	N/A
	27		Seascape, Landscape and Visual Amenity	Yes	Chapter 27 Addendum: Seascape, Landscape and Visual Amenity
		27-1	Seascape, Landscape and Visual Amenity – Accompanying Graphics	Yes	Appendix 27-1 Addendum: Seascape Landscape and Visual Amenity – Accompanying Graphics
		-	-	Yes – new appendix provided	Appendix 27-2: World Heritage Site Assessment

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Volume	Chapter no.	Appendix no.	Title	Further Information Provided?	Addendum Reference
	28		Traffic and Transport	Yes	Chapter 28 Addendum: Traffic and Transport
		28-1	Traffic Survey Data	No	N/A
				Yes – new appendix provided	Appendix 28-2: Road Safety Audit
		-	-	Yes – new appendix provided	Appendix 28-3: Design Report
		-	-	Yes – new appendix provided	Appendix 28-4: Technical Note on Cable Construction at M1
	29		Material Assets	No	N/A
	30		Resource and Waste Management	No	N/A
	31		Bats in the Marine Environment	Yes	Chapter 31 Addendum: Bats in the Marine Environment
		31-1	Offshore Bat Survey Technical Report	No	N/A
		-	-	Yes – new appendix provided	Appendix 31-2: Offshore Bat Survey (Autumn Migration 2024) Report
		-	-	Yes – new appendix provided	Appendix 31-3: Offshore Bat Survey (Spring Migration 2025) Report
	32		Interactions	No	N/A

1.9 List of EIAR expert contributors

The list of the EIAR expert contributors outlining their competence and experience, including relevant qualifications is provided in Table 1-2 in chapter 1: Introduction (EIAR volume 2A). Since the application was made in 2024, additional expert contributors have informed the updated assessments as part of the response to the RFI. The additional experts are outlined in Table 1A-2 below.

Table 1A-2: Qualifications and relevant experience of additional EIAR topic authors.

Expert and Topic	Qualifications	Relevant experience
NASH Maritime: Dr Andrew Rawson Shipping and Navigation	PhD BA (Hons) FRGS CEng MIMarEST	Dr Andrew Rawson is a maritime consultant with more than 14 years of experience, specialising in data analysis, modelling and NRAs. He is an Associate Director at NASH Maritime and has worked on a multitude of projects for developers, ports and governments as a project manager or technical lead. His specialism lies in developing and applying innovative quantitative methods to measure the risk of maritime accidents and predict the impact of developments such as offshore renewables. Andrew has an extensive track record in authoring NRAs, EIA technical chapters, quantitative risk assessments (QRAs) and providing specialist technical advice to clients. Andrew has led the development of scientific approaches to navigation risk, with numerous peer-reviewed academic publications in high-impact journals.
NASH Maritime: Pete Lloyd Shipping and Navigation	MBE FRAeS MBA MA	Pete Lloyd spent a working career spanning two diverse professions with surprising parallels requiring similar competences and capabilities. The first career was built around military service as an officer in the Royal Air Force, with a core activity as a helicopter pilot, instructor, commander and staff officer delivering aviation Search and Rescue (SAR). During his last tour of duty as Chief of Staff of the RAF SAR Force, Peter co-chaired the UK SAR Operations Group with the UK's Chief Coastguard and assisted Renewable UK in establishing Offshore Renewable Energy Emergency Forum (OREEF), becoming its first Chair. This led to a second career in the renewable wind industry focusing on health, safety, security, environmental protection and training. Specialising in risk management, as applied to the operation and maintenance (O&M) of wind turbine generators (WTGs) both on and offshore; becoming the industry leader in offshore emergency response from wind farms, an activity that bridged both careers, leading to coordinating the creation of the UK's IOER – Renewable guidance.
NASH Maritime:Captain Nigel Bassett Shipping and Navigation	QVRM	Captain Nigel Bassett is a seagoing professional with nearly 50 years' experience of ship and port operations. He has 15 years worldwide merchant navy sea-going experience, including tanker and mega yacht command. This was followed by 25 years as a Class 1 specialist pilot in a major UK port, safely manoeuvring over 8,000 of the world's largest container, tanker and cruise vessels. In tandem, Nigel completed 30 years as a Royal Navy Reservist, appointed in numerous management and overseas operational roles primarily involved with commercial shipping, before retiring as the Royal Navy's most senior ranking reservist. Nigel has considerable consultancy experience as a nautical subject matter expert, particularly in port and infrastructure developments, specialist in ship handling, navigation, pilotage, full mission bridge simulation and NRAs. Nigel is also regularly instructed by well-known ship operating companies to conduct remote and onboard navigation audits and incident investigations.
RPS: Rowan O'Callaghan Traffic and Transport	BE (Hons) MEngSc DipIT CEng MIEI RconsEI	Rowan O'Callaghan is a Chartered Engineer with over 28 years' experience in the design and project management of major and minor infrastructural projects.

Expert and Topic	Qualifications	Relevant experience
		Rowan is RPS's Director for road safety and transport asset management. He works closely with the network operations section of TII, motorway operators and local authorities and in delivering key operational and safety improvements to the road network, particularly in relation to asset management, route maintenance, road safety, VRS, forgiving roadsides, delineation, wayfinding, etc. He is a recognised national expert in the areas of temporary traffic management, road safety, vehicle restraint systems, wayfinding and delineation, and has been responsible for the development of various technical design standards, specifications and guidance documents. Rowan is also a Lead Road Safety Auditor with considerable experience of all audit stages in Ireland and the UK.
ADCO (Archaeological Diving Company Ltd.): Dr Niall Brady Marine Archaeology	MA PhD	Dr Niall Brady is a founding co-director of ADCO and is the company secretary. With more than two decades of experience in maritime related research and resolution, he is primarily responsible for project management and company growth initiatives. He is a graduate of UCD (MA 1986) and Cornell University (PhD 1996) and has been HSE Part III diver since 2000. Niall has extensive project management experience in the consultancy sector, and has carried out a large number of excavations, monitoring projects, and Environmental Impact Assessments on land and underwater. He is the company lead in Offshore Renewable initiatives and licence eligible archaeologist with experience in directing and managing marine projects. He is a commercially-certified diver (HSE Part III 1997) and has expertise in reading and interpreting marine geophysical survey data. He has undertaken the project archaeologist role for a number of offshore renewable projects around the Irish coast.
RPS: Lucas Mander Ornithology	PhD	Dr Lucas Mander is an Associate Ornithologist with over 20 years' experience as an ornithological researcher and consultant, specialising in waterbirds and the impacts of infrastructure projects. He completed a PhD in Ornithology at the University of Hull in collaboration with the British Trust for Ornithology (BTO). Lucas has extensive experience on offshore renewable energy projects, spanning both generation and transmission, and has managed ornithological deliverables for multiple Nationally Significant Infrastructure Projects (NSIPs) in the United Kingdom. He has provided specialist input to Environmental Impact Assessment (EIA) chapters and annexes and to Habitats Regulations Assessments (HRA), led stakeholder engagement during the application phase, and offered specialist support throughout the examination phase.

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