Appendix 1A

Scoping Review Table

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SSE Tarbert Next Generation Power Station

Environmental Impact Assessment Report (EIAR)
Volume II
Appendix 1A – Scoping Review

SSE Generation Ireland Limited

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Delivering a better world

Prepared for:

SSE Generation Ireland Limited

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1. Introduction

AECOM Ireland Limited has been appointed by SSE Generation Ireland Limited (SSE) (herein referred to as 'the Applicant') to undertake an Environmental Impact Assessment Report ('EIAR') for the proposed Open Cycle Gas Turbine ('OCGT') Power Plant, administrations building and workshop, and ancillary plant, site works and services (herein referred to as the 'Proposed Development'). The Site of the Proposed Development (herein referred to as 'the Site') is located within the boundary of the existing SSE Tarbert Power Station site ('SSE Tarbert'), Tarbert, County Kerry (Co. Kerry).

This document is a Scoping Review to determine whether the Proposed Development will have any likely significant environmental effects and, if required, details the mitigation and documents which would be developed and submitted to support a planning application including an Environmental Impact Assessment Report.

2. The Existing Site and Surroundings

The Proposed Development is situated north of Tarbert, Co. Kerry, Ireland (Irish Grid Reference X: 475237; Y: 5826671). The entire SSE Tarbert site is located within the administrative area of Kerry County Council ('KCC'). The SSE Tarbert site is a brownfield land off the N67 (a National Secondary Road in Tarbert). The area available for the Proposed Development (the 'red line boundary' planning application area) is 15.18 hectares (ha.). Access to the Proposed Development Site will be via the existing SSE Tarbert main entry points off the N67, of which there are two.

A full description of the Site is detailed in EIAR Volume I Chapter 4: Existing Site and Conditions.

2.1 Historic and Current Use

The electricity generating station at SSE Tarbert was developed in the 1960's; it is a 626MWe Heavy Fuel Oil (HFO) fired Power Plant, which had been operational since 1969. The Site is located on the southern shore of the Shannon Estuary, on Tarbert Island, originally agricultural land, connected to the mainland via a causeway.

Tarbert HFO Power Station consisted of four generating units: two with a capacity of 57MWe each and two with a capacity of 256MWe each. The Tarbert HFO Power Plant was constructed in two stages; units one and two were commissioned in 1969, while units three and four were commissioned in 1976 and 1977. Units three and four were refurbished in 2003 and 2004 and were fuelled by HFO with both Gas Oil and propane used as a start-up fuel. Each of the units are independent and consist of a boiler, steam turbine, and auxiliary plant.

There is an 'Island Tank Farm' adjacent to the location of the Proposed Development, which comprises four HFO tanks, each with the capacity of 25,000 tonnes. At present, only two of these tanks are in use while the other two are currently not used. The tanks located 330m to the south of the Site are not related to the Power Station and are under the control of the National Oil Reserves Agency (NORA), providing a national reserve.

The existing Tarbert HFO Power Station staff numbers have decreased over the years and there will be 14 staff employed on the SSE Tarbert site as of Q3 2023, providing 24 hours per day, 365 days per year presence to operate and maintain SSE facilities on Site and to remotely control other SSE sites in Ireland.

3. The Surrounding Area

Within the wider area the Site, surroundings include the following features:

- Within – Areas of hardstanding, outbuildings which vary between storage sheds and workshops, the existing Tarbert HFO Power Station, staff car parking and visitor's car parking area, the northern and southern site entrances, part of the ESB 220kV electrical transmission substations, and the power station reservoir.
- North –Tarbert Lighthouse and the Shannon Estuary.
- East – the N67 National Secondary Road and the Shannon Estuary;
- South-east – the Tarbert – Killimer ferry terminal, the N67 National Secondary Road and residential receptors.
- South – the TEG site, a lagoon draining the Shannon Estuary and agricultural lands further south of the mainland.
- South-west – the TEG site and the National Oil Reserves Agency (NORA) tank farm (330m); and
- West – the Shannon Estuary.

4. Environmental and Planning Review

The Applicant will be submitting an Environmental Impact Assessment Report (EIAR) with this planning application and, as such, the Proposed Development is considered Significant Infrastructure Development ('SID'). The aim of the EIAR is to protect the environment by ensuring that the planning authority, when deciding whether to grant planning permission for a project which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects and takes this into account in the decision-making process.

AECOM has undertaken a high-level environmental and planning review of the existing Site and its surroundings, historic planning consents, and EIAR's, and available data in relation to the potential site and technical options being proposed by the Applicant.

The key focus of the approach is to define the scope of the EIAR and determine the topics to be scoped in and scoped out.

The opinions will be drawn from a systematic review of the proposals and site against the requirements of the EIA Regulations.

5. The Applicant

The Applicant, SSE Generation Ireland Ltd is an SSE Thermal Generation Holdings Limited company, wholly owned by SSE plc. SSE plc's purpose is to provide energy needed today while building a better world of energy for tomorrow. SSE plc is a leading generator of renewable electricity in the UK and Ireland and one of the largest electricity network companies in the UK. The Applicant currently operates the existing Tarbert Power Station.

The Applicant is also responsible for the construction and operation of the Temporary Emergency Generation (TEG) Power Plant development which consists of three OCGT Power Plants with a combined output of 150MW temporarily installed within the existing SSE Tarbert site. These units will operate for a maximum of 500 hours per annum and will be *in situ* for five years. Following this time, the units will commence decommissioning, dismantling, and removal from the existing SSE Tarbert site in 2028/2029.

6. Is the Proposed Development Likely to Result in Significant Effects on the Environment?

Table 7.1 provides a summary of the sensitive receptors surrounding the Site and the conclusions reached in relation to whether the Proposed Development will have any likely significant environmental effects are identified.

The opinions detailed have been drawn from a systematic review of the Site, available background information, and the proposed plant against the requirements of the EIA Regulations.

7. Summary of Potential Environmental Impacts

The criteria for determining whether a proposed development would or would not be likely to have significant effects on the environment have been reviewed and a summary is provided in

Table 7.2.
Table 7.2 also details the mitigation and documents which would be developed and submitted to support a planning application, including an EIAR.

Table 7.1: Summary of the Sensitive Receptors Surrounding the Site

Environmental Topic	Sensitive Receptors
Air Quality	The closest settlement is Tarbert, 1.8km south of the Proposed Development. There are 15 human health sensitive receptors identified for Air Quality within 15km from the Site boundary (e.g., Tarbert Health Centre, Tarbert Comprehensive School, and Tarbert National School) and 15 sensitive nature conservation site receptors have been selected to adequately represent various habitats across the Lower River Shannon Special Areas of Conservation (SAC) areas and sections of the River Shannon and River Fergus Special Protection Area (SPA), within 15 km of the Proposed Development.
Cultural Heritage	A total of seven assets were identified through a desk-based assessment as being within a 1km zone that could be impacted by the Proposed Development. These include two archaeological assets, two Protected Structures, two National Inventory of Architectural Heritage assets and one Planned Landscape.
Biodiversity	There are two international nature conservation designations located within 2km of the Proposed Development Site. (i.e., Lower River Shannon SAC and the River Shannon and River Fergus Estuaries SPA) which are adjacent to the Proposed Development. There is only one non-statutory designation for nature conservation within 2km of the Site of the Proposed Development, Tarbert Bay pNHA, which is located 125 m to the south of the Site. A review of the NBDC database did not return any records of bat species within 2km of the Site. No trees / buildings within the main development area were identified as having bat roost suitability (as defined by the Bat Conservation Trust (BCT). All buildings in the main development area were assessed as having negligible suitability for roosting bats. Irish hare and hedgehog are known to occur within the Proposed Development boundary; however, only Irish hare was identified within the Site. Otters are assumed to be present in the area. Badger dung was confirmed beside the reservoir; however, no confirmed badger setts were found. A total of 30 species were recorded during the breeding bird surveys carried out in 2023. Of those, ten species are Amber-listed birds of conservation concern, and two are Red-listed species. A total of 20 species were recorded during the non-breeding bird surveys, of which seven species are qualifying species of River Shannon and River Fergus Estuaries SPA. Black-headed gull was the most abundant species. No protected plant species were identified during the field survey. However, bee orchid *Ophrys apifera* was recorded in the west of the Site, and although bee orchid is not included within the FPO, it is considered to be of County level importance.
Landscape & Visual	The proposed emission stack will be around 55m high. The Proposed Development is located on the southern shore of the Shannon Estuary, on Tarbert Island; the Site is connected to the mainland on the south via a causeway. Lands south of the Proposed Development, as well as north across the river, are mainly agricultural lands (pastures), although there are also broad-leaved forests immediately south and, beyond these, the settlement of Tarbert. Views along the western shores of Tarbert Bay, from the south-east shore of Tarbert Island to the settlement of Tarbert, are designated as protected Views and Prospects within Co. Kerry's County Development Plan (CDP). There are sensitive receptors located within the study area for effects on landscape including local residents, vehicle travellers, and pedestrians. In addition, lands south of Tarbert Island (which include broad-leaved forests) are classified as 'Visually Sensitive Areas'.
Noise and Vibration	Three separate residential properties have been identified as the Noise sensitive receptors (NSR) within the closes distance to red line boundary. Ecological receptors are identified under Biodiversity section.

Environmental Topic	Sensitive Receptors
Water Environment	The Proposed Development is located on Tarbert Island, within the Lower Shannon Estuary and the Site is surrounded by the Lower Shannon Estuary WFD transitional water body (IE_SH_060_0300). Other surface water receptors located near the site include the Tarbert River (IE_SH_24T0100) and Farranmiller_010 (IE_SH_24F320750), Designated sites which are sensitive receptors include the Lower River Shannon SAC and Tarbert Bay pNHA. Groundwater body receptors include the Ballylongford groundwater body which underlies the Site and the surrounding area. Groundwater Dependent Terrestrial Ecosystems (GWDTE) receptors include the Lower Shannon Estuary SAC and the Tarbert Bay pNHA.
Land & Soils	The Proposed Development is underlain by Made Ground, with natural topsoil and subsoils in the surrounding area consisting of Till derived from sandstone and shale. The bedrock underlying the site consists of the dark grey Shannon Group of undifferentiated mudstones, siltstones and sandstones. The bedrock aquifer underlying the Site is classified as a 'Locally Important Aquifer (Li)' where the bedrock is moderately productive only in local zones.
Traffic and Transport	Access to the Site during the construction phase will be via the two entry points of the SSE Tarbert site off the N67. Construction will temporarily increase the volume of traffic, with a maximum of up to 133 Light Goods Vehicles (LGVs) and 22 Heavy Goods Vehicles (HGVs) accessing the Site each day. The operational phase traffic will be negligible; however, emergency situations may occur during the operational phase resulting in 18 HGVs arrivals to the Site per day to deliver back-up fuel and up to 20 staff (LGV) movements per day. In situations where outages take place, no more than 30-40 staff would be required Nonetheless, even in an emergency situation, the Proposed Development is not likely to result in any major issues in traffic terms with impacts on the local roads being negligible.
Population & Human Health	Sensitive receptors located within the study area for Population & Human Health include local residential properties, settlements including Tarbert village to the south and travellers, and pedestrians.
Material Assets	Resources that are valued and intrinsic to the Site and the surrounding area were identified. Material assets on the Site include electricity infrastructure consisting of four separate generating units, 220Kv substation and 110Kv substation. Within the existing SSE Tarbert site, the Tarbert HFO Power Station is connected to the substation by overhead lines. A foul water treatment network is present on the SSE Tarbert site and consists of two Sewage Treatment Plants but only one of these is inside the Proposed Development. Other material assets include a telecommunication lines for telephone and fibre services at the Tarbert HFO Power Station.
Climate	The global climate has been identified as a sensitive receptor to the Proposed Development. According to the latest IEMA guidance, all development have the potential to result in cumulative effects in terms of GHGs.
Waste Management	Receptors for Waste Management include the receiving environment (including water, soils and air). The waste management facilities to be utilised by the Proposed Development are not yet known and suitably will be determined by the appointed Contractor. Waste disposal and recovery sites to be used will be authorised in accordance with the Waste Management Act 1996 as amended.
Major Accidents and Disasters	The nearest residential receptors are located adjacent to the Site on the south-east boundary with the nearest residential settlement being the town of Tarbert, which is sited approximately 2km south of the Site. The closest Industrial receptor is the Mainland Tank Farm managed and controlled by the National Oil Reserves Agency (NORA) which is located 330m south-west of the Proposed Development.

Table 7.2: Summary of Likely Significant Effects

Environmental Topic	Likely Effects	Comment
Air Quality	Construction Phase: The construction phase could give rise to potential localised air quality effects from traffic and dust generation. Operational Phase: Emissions associated with combustion plant in the operational phase have the potential to affect human health and ecological receptors. Emissions during operational phase will be controlled by the IE licence. Decommissioning Phase: There will be a decommissioning plan that will include dust management practices considered to be best practice at that time. Any additional mitigation will be identified if conditions have changed at the time decommissioning is progressed.	Mitigation provided within Construction Environment Management Plan (CEMP) will safeguard from any significant effects during construction. Embedded Mitigation included within the Proposed Development design, such as the construction of an appropriate stack and emission reduction system, will safeguard from any significant effects during operation.
Cultural Heritage	The Proposed Development is located within the SSE Tarbert site. Likely effects will be impacts to the settings of designated heritage assets in the surrounding environs of the Proposed Development, arising from dust and noise during temporary construction related activities. Similarly, visual impacts to setting could arise from the physical presence of the Proposed Development, in particular the proposed emission flue gas stack. In particular, the Light Keeper's House would experience visual impacts upon their settings.	No mitigation required in association with possible impacts to recorded and unrecorded heritage assets within the Proposed Development. Embedded Mitigation included within the Proposed Development design to be implemented during the construction phase to reduce the impact of noise and dust, would be described in the CEMP. This would include limiting the hours of work and vehicle movements. Appropriate measures will have been implemented at construction phase to avoid or reduce adverse visual impacts. No further mitigation will be required at the operational phase (including maintenance periods)
Biodiversity	Construction Phase: All the potential impacts of the construction phase of the Proposed Development will be considered in the NIS. the broad categories of impact below could arise during the construction, operation and / or decommissioning of the Proposed Development and are considered,	Mitigation provided within CEMP will safeguard protected species from likely significant effects during construction. Embedded Mitigation included within the Proposed Development design, such as the construction of an

Environmental Topic	Likely Effects	Comment
	where potentially relevant to relation to the ecological features scoped into this assessment. Likely effects include: • Permanent and / or temporary loss or degradation of habitats during construction, and potentially decommissioning also; • Airborne pollution as a result of emissions during construction, operation and / or decommissioning of the Proposed Development • Disturbance of animal species during the construction, operation and / or decommissioning due to increased noise, vibration, lighting, or the presence of personnel, plant and / or machinery. • Damage or destruction of the resting places of protected or notable animal species during construction and decommissioning of the Proposed Development. • Displacement of animals during all phases of the Proposed Development • Injury or mortality of plant or animal species during construction and decommissioning • The spread of invasive non-native species during construction and decommissioning.	appropriate stack and emission reduction system, will safeguard from any significant effects during operation of the Proposed Development.
Landscape & Visual	Construction Phase: Likely significant landscape and visual effects of construction works will concentrated in areas located in close proximity from the boundary of the Proposed Development Site and along roads where construction traffic will travel. Visual effects of the Proposed Development construction phase will also relate to cranes and scaffolding albeit these will be temporary features. Operational Phase: Visual effects of the Proposed Development design are likely significant from locations with open or partial views of primarily the proposed emissions stack and sections of the building. Decommissioning Phase: Similar to construction phase.	Embedded Mitigation included within the Proposed Development design implemented during the construction phase will reduce landscape and visual effects, and would be described in the CEMP and include: • Minimise external lighting related to construction works; and • Removal of temporary vehicle parking facilities as well as compounds, material, and plant storage facilities following the completion of construction works. At the operational phase the principal visual mitigation measures are inherent in the design of its architecture including the colour scheme of the various Proposed Development components.

Environmental Topic	Likely Effects	Comment
Noise & Vibration	Construction Phase: The predicted construction noise, and noise from the increase in traffic during the construction phase are likely effects to be assessed. Operational Phase: Noise during the operational phase of the development are likely effects during the operational phase. The noise levels during operational phase will be controlled by the IE licence.	The anticipated construction works are not predicted to result in significant construction noise effects. Mitigation as set out in the noise assessment (and subsequent EIAR chapter) and the CEMP will minimise construction noise impacts. The anticipated volume of construction traffic is not predicted to result in significant increases in traffic noise levels on nearby local roads. No specific mitigation measures are proposed. With mitigation in the form of the choice of plant significant operational phase noise effects are not predicted.
Water Environment	Construction Phase: The main potential impacts associated with construction include: • pollution of water bodies by uncontrolled site runoff; • accidental pollution of water bodies by spillages; • accidental pollution of water bodies by mobilisation of existing contaminants. • changes to hydromorphology of water bodies by construction; • changes to groundwater levels, flows and contributions to GWDTEs by dewatering; and • changes to flood risk by uncontrolled site runoff or by construction within areas at risk of flooding. The magnitude of impact relating to the accidental pollution of the Lower River Shannon SAC by spillages and by the mobilisation and accidental release of existing contaminants is considered likely effect. Operational Phase: • pollution of waterbodies by increased volume and rate of site runoff and discharge; • accidental pollution of water bodies by spillages; • changes to groundwater levels, flows and contributions to GWDTEs by underground structures; and • changes to flood risk. The implementation of embedded mitigation measures and the additional measures of monitoring will significantly reduce the likelihood and	Mitigation provided within CEMP will safeguard from any significant effects during construction phase. Embedded Mitigation included within the Proposed Development design, such as the construction of a Surface Water Drainage system, will safeguard from any significant effects during operation of the Proposed Development. The implementation of embedded mitigation measures and the additional measures of monitoring and the implementation of a construction dewatering strategy will significantly reduce the likelihood and magnitude of the potential impacts on the water environment during the construction phase.

Environmental Topic	Likely Effects	Comment
	magnitude of the potential impacts on the water environment during the operation phase. The magnitude of impact relating to the accidental pollution of the Lower River Shannon SAC by spillages is considered likely effect during operational phase. To decrease from small adverse to negligible; which combined with the importance would result in an imperceptible effect on the Lower River Shannon SAC. Effects arising from the process of decommissioning of the Proposed Development are considered to be of a similar nature and duration to those arising from the construction phase and are therefore will not considered separately.	
Land and Soils	Construction Phase likely effects will include: • Accidental spills and leaks of oils and chemicals, which could impact soils and groundwater. • Excavation and infilling of ground, which may lead to exposure of potentially contaminated subsoils, increased rainwater infiltration and the mobilisation of contaminants to groundwater. • The depletion of non-renewable natural resources to be imported as aggregates and fill materials. • The use of concrete and lime in construction works, which has the potential to impact the pH of groundwater. In order to reduce the impacts on the soils, geology and hydrogeological environment a number of mitigation measures will be adopted as part of the construction works on-site. The measures will address the main activities of potential impact. Operational Phase likely effects will include: Accidental spills and leaks from fuel storage impacting soils and groundwater. The impact has the potential to alter the character of soil and / or groundwater at the local Site but would be temporary in nature.	Prior to construction starting onsite, a E&C Contractor's CEMP will be prepared and approved by the planning authority. The E&C Contractor's CEMP will detail the measures necessary to avoid, prevent and reduce adverse effects, where possible, upon soil and geological receptors.

Environmental Topic	Likely Effects	Comment
	Decommissioning Phase: Effects arising from the process of decommissioning of the Proposed Development are considered to be of a similar nature and duration to those arising from the construction phase. In the event of decommissioning, measures will be undertaken to ensure that there will be No Significant, Negative residual environmental effects from the development.	
Traffic and Transport	Construction Phase: The additional traffic generated on all surrounding roads is likely to have a negligible impact in traffic terms. Operational Phase: No significant effects expected due to low traffic generation and infrequency of outages. Affects arising from the process of decommissioning of the Proposed Development are considered to be of a similar nature and duration to those arising from the construction phase and have not been considered separately.	Due to the low traffic generation, the traffic impact will have no significant effects and is temporary in nature. However, notwithstanding this, a Construction Traffic Management Plan (CTMP) will be in place to ensure work activities in, near, or having impact upon the public highway, are undertaken safely and with minimal impact on traffic movement and existing infrastructure throughout the works programme.
Population & Human Health	Likely effects may be increased noise, dust deposition, air pollution, potential spillages into water courses, landscape and visual effects, land use and increased traffic on the surrounding road network.	This information will be as reported in the technical chapters relevant to human health: • Air Quality; • Climate; • Landscape & Visual; • Noise & Vibration; • Land and Soils; • Water Environment; and • Traffic and Transport.
Material Assets	There is potential for disruption to existing materials assets on-site during the construction phase. During the operational phase the Proposed Development will connect to the existing infrastructure on the SSE Tarbert site, which will result in a marginal increase in demand. In terms of likely effects here will be a sensitivity associated with using the existing infrastructure.	Mitigation provided within CEMP will safeguard from any significant effects during construction phase.

Environmental Topic	Likely Effects	Comment
Climate	Risk will be identified related to the vulnerability of the Proposed Development to inundation from coastal flooding from the Shannon estuary. The Proposed Development falls within Flood Zone A for tidal/coastal flooding, meaning there is a high probability of coastal flood events within the Site boundary. This indicates that likely the flood defence measure above standard practice is required for appropriate flood risk mitigation. In light of Ireland's national climate objective to achieve net zero carbon by 2050, and in line with IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance, the GHG impact of the Proposed Development (construction and operational) will be reviewed in comparison to Ireland's current carbon budgets to 2035. The significance of GHG emissions of the Proposed Development will be is considered when considering the ability of Ireland to achieve its stated net zero pathway.	Climate change adaptation for infrastructure projects is the process of adjustment to actual or expected climate and its effect to increase resilience, moderate harm and exploit beneficial opportunities. There are a range of measures or options that are available and appropriate for addressing climate change adaptation for the proposed development. A Flood Risk assessment will be undertaken to adequately protect the Proposed Development. This assessment considers a Mid-Range Future Scenario (MRFS) for future climate change impacts, showing significant flooding during a 10% AEP event, with floodwater reaching levels of 3.5mAOD during these events. Given this, the recommendation of +4.8mAOD is considered sufficient to mitigate the flood risk for the Proposed Development.
Waste Management	Likely effects include total quantities of C&D waste classified as soils, stones and dredging spoil across demolition, excavation and construction activities.	Waste disposal and recovery sites to be used will be authorised in accordance with the Waste Management Act 1996 as amended.
Major Accidents and Disasters	The hazardous substances and operations associated with the Proposed Development are the same as those currently present at the existing Tarbert HFO Power Station, consequently, the same types of MA&D scenarios would apply. The likelihood of these MA&D scenarios occurring will be assessed. The likely effects and identification of potential MA&Ds during construction considers the substances which will be present, and the typical activities associated with the works, such as demolition works, ground preparation, excavation, construction of buildings and process structures including bulk storage tanks and bunding. The identification of likely effects and potential Major Accidents during operation considers the substances present at the Proposed Development, identifying those which are potentially dangerous, such as flammable materials and substances toxic to human health and / or the environment. The assessment also considers the equipment in which these substances will be stored and used.	It is not possible to completely eliminate the risks associated with the use of materials on site. Consequently, the site will comply with all applicable safety legislation, national and international design standards, industry guidance and other control measures which will be adopted on the Proposed Development. These mitigating measures to be put in place will be similar to the existing measures at SSE Tarbert since operation, for approximately 50 years, and contribute to the excellent safety record at this facility.

8. Conclusions and Recommendations

The Scoping Review has outlined the topics that will be assessed in respect of the Proposed Development.

Table 8.1 outlines the scope of each environmental topic, specifically the aspects of each assessment, that have been scoped in and scoped out of the process.

Table 8.1: Scoping of Assets

Environmental Topic	Scoped into the EIAR	Scoped out of the EIAR
Air Quality	Impacts to European and national ecological sites, human, health, and amenities from construction phase activities and on-site operational emissions to air.	Impacts to European and national ecological sites, human health, and amenities from road traffic emissions during the construction and operational phase. This was scoped out of detailed assessment as the number of vehicle movements in either the operation or construction phase is anticipated to be substantially smaller than those set out in national technical guidance. Transport Infrastructure Ireland (TII) technical guidance document PE-ENV-01106, sets out criteria of a change in total traffic of 1000 per day or 200 heavy duty vehicles per day to trigger a detailed assessment. Traffic flows during the construction phase, as a result of the Proposed Development, are anticipated to be maximum of 278 per day for light duty vehicles and 44 per day for heavy duty vehicles, traffic movements will be fewer than this in the operation phase.
Cultural Heritage	Settings impacts to heritage assets, archaeological sites, protected structures and historic gardens.	Physical impacts to heritage assets (i.e., direct physical interaction).
Biodiversity	For both Construction Phase and operational phase, the following impacts were scoped: • permanent and / or temporary loss or degradation of habitats during construction, and potentially decommissioning also; • airborne pollution as a result of emissions during construction, operation and / or decommissioning of the Proposed Development; • disturbance of animal species during the construction, operation and / or decommissioning due to increased noise, vibration, lighting, or the presence of personnel, plant and / or machinery; • damage or destruction of the resting places of protected or notable animal species; • displacement of animal species during all phases of the Proposed Development;	Impacts to habitats which are of Site or negligible value. Impacts to species which are not present on Site or may use the Site only sporadically or to a limited extent for commuting and foraging.

Environmental Topic	Scoped into the EIAR	Scoped out of the EIAR
	• injury or mortality of plant or animal species during construction; and • the spread of invasive non-native plant species during construction and decommissioning.	
Landscape & Visual	Effects on physical and visual appearance and character of the landscape as it is experienced today. Effects on national and regional landscape character areas / types. Effects on local landscape policy areas. Effects on walking and cycling routes. Effects on protected views and prospects.	Effects arising from the decommissioning phase will not be considered in the EIAR. They are considered to be of similar nature and duration to those arising from the construction phase.
Noise & Vibration	Impact of construction noise, construction traffic and operational noise.	Impact of construction vibration due to the intervening distance between the works and sensitive receptors. Impact of operational vibration as no plant which would generate significant vibration levels is proposed and due to the intervening distance to sensitive receptors. There is no previously reported concerns about operational vibration. Impact of operational traffic due to the minimal traffic generation compared to the existing traffic flows.
Water Environment	Impact on WFD water bodies (river, groundwater and transitional) from potential pollution events during construction and operation. Impacts to European and national designated sites, where classified as Groundwater Dependant Terrestrial Ecosystems (GWDTEs) or Surface Water Dependant Ecosystems (SWDEs) during construction. Impacts on bedrock aquifer, WFD groundwater body and identified groundwater abstractions during construction. Impact on flood plains associated with development.	Designated sites where the qualifying interests do not include groundwater or surface water dependant habitats. .
Land & Soils	Impact to soils and bedrock at the site. Baseline Environmental Site investigation undertaken, Ground Investigation report and Generic Quantitative Risk Assessment (GQRA) report completed.	
Traffic and Transport	Impact of construction traffic including acknowledgment of abnormal load deliveries.	Operational traffic assessment. This was scoped out due to the minimal traffic generation.

Environmental Topic	Scoped into the EIAR	Scoped out of the EIAR
Population & Human Health	Key population statistics and data, and aspects of the technical assessments that are relevant to human health.	Human Health Assessment.
Material Assets	Resources intrinsic to the Site and the surrounding area described built services (i.e., utility networks such as electricity, telecommunications, gas, water supply infrastructure and sewerage).	
Climate	Risks related to the vulnerability of the Proposed Development from climate change. Assessment of Greenhouse Gas Emissions and Evaluating their Significance, the GHG impact of the Proposed Development (construction and operational) in l be reviewed in comparison to Ireland's current carbon budgets to 2035.	
Waste Management	Impact of construction and operational phases waste generation on available landfill capacity in the CUR region. Impact on material assets such as electrical and gas utilities during construction and operational phases.	Staff generated waste.
Major Accidents and Disasters	Effects of major accidents and disasters, both natural and man-made, on: population and human health; biodiversity; land and soil; water and groundwater; air and climate; material assets; cultural heritage; and landscape.	N/A