

CLONASLEE FLOOD RELIEF SCHEME

Environmental Impact Assessment Report Chapter 3: Consultation

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CHAPTER 3 CONSULTATION

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ACRONYMS

| Acronym | Meaning |
|---------|--|
| EIA | Environmental Impact Assessment |
| EIAR | Environmental Impact Assessment Report |
| FRS | Flood Relief Scheme |
| KCC | Kildare County Council |
| PID | Public Information Day |
| MCA | Multi-Criteria Analysis |

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3.1 Introduction

Consultation is an essential part of the decision-making process for the Environmental Impact Assessment (EIA). This includes statutory consultation and the early involvement of the public and other stakeholders to ensure that the views of the interested parties are taken into consideration throughout the preparation of the Environmental Impact Assessment Report (EIAR). Stakeholder consultation has been a key feature to inform the design of the Proposed Scheme.

The overall aim of the consultation processes to date has been to:

- Engage stakeholders and members of the public as early as possible at each stage of the Proposed Scheme and encourage feedback.
- Provide a process for members of the public to participate in the Proposed Scheme.
- Seek input from the public and from relevant stakeholders with respect to the Proposed Scheme design options.
- Provide opportunities for the public and stakeholders to highlight points of local importance that might constrain the design and/or viability of the Proposed Scheme.
- Keep the public informed of the Proposed Scheme as it progresses throughout the different stages.

Access to current, accurate and reliable information about the Proposed Scheme is considered essential for effective consultation. To aid the consultation process, public information events were advertised on various platforms including Laois Consultation Website (<https://consult.laois.ie>), Facebook, Twitter, and Local Media.

The public were able to make submissions online, complete and submit online questionnaires, view the event's brochure and maps displayed at the events and obtain general information about the purposes of the Scheme throughout the consultation process of the Flood Relief Scheme (FRS).

Consultation is an on-going component of the EIAR process. There are two required elements of consultation prior to the submission of an EIAR. Consultation with local residents and business owners is described above. The second avenue for consultation is to seek opinions and input from statutory bodies that have an interest or who may be affected by parts of the Proposed Scheme, including government bodies and regulatory bodies. Non-governmental organisations and other relevant organisations were also contacted as part of this consultation process. These consultees were identified in the scoping stage of the EIAR and were contacted as specified.

3.2 Public Information Days

Three Public Information Days (PID) were completed between February 2021 and December 2023. These PIDs aligned with three key stages of the project development:

1. Information gathering at the project outset;
2. Discussion of the emerging options; and
3. Presentation of the preferred option.

3.2.1 Public Information Day 1

Due to Covid-19 restrictions at the time, a traditional PID could not be held. As an alternative, RPS collaborated with Laois County Council (LCC) to organise an online consultation period, running from February 8th to March 26th, 2021. The first PID aimed to inform the public of the project commencement and gather information from the public and interested parties, on past flooding events and local constraints and sensitivities. The format of the consultation was centred around displaying the Study Area, outlining the need for the project, and providing background to the project. A brochure and questionnaire were prepared for this purpose.

The project information was live on Laois County Council's consultations website (consult.laois.ie). Through this online platform, the public were able to make submissions online, complete and submit an online

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questionnaire, view the event's brochure, and obtain general information about the purposes of the Proposed Scheme and the consultation's event.

Details of this public information event can be viewed on Laois County Council's Website (<https://consult.laois.ie/en/consultation/clonaslee-flood-relief-scheme-public-information-event>).

RPS communicated the event via email to stakeholders, community groups, local representatives, and local and national media. This resulted in the event's information being advertised on various platforms such as Laois Consultation Website, Facebook, Twitter, Local Media, and Parish Newsletters.

Printed material such as leaflets and questionnaires were also distributed across the Scheme Area on the 8th of February 2021. A total of 200 printed copies of brochures, 150 printed copies of questionnaires and 86 letters were dropped off at residences houses in close proximity to the River Clodiagh. Two information leaflet holders were set up on the front of the Clonaslee Heritage Centre Board and the Brittas Loop Walk entrance board, respectively. Additionally, leaflets and questionnaires along with a questionnaire return box were provided to the local shop/Post Office.

A total of 14 responses were received; 5 email, 7 completed questionnaires by post and 2 were received via the website. A summary of recurring concerns and observations received from the first public information day are as follows:

Table 3-1: Summary of responses received from PID 1

| Ref. | Concerns/Observations received |
|------|---|
| 1 | Fallen trees and branches often washed down in floodwaters causing a logjam at the bridge. |
| 2 | Dredging of section of the River Clodiagh was suggested to improve conveyance. |
| 3 | Concerns expressed related to the structural integrity of the old stone walls running along the Clodiagh River. |
| 4 | The level of the road is higher in comparison to the level of the houses along Chapel Street due to continuous reinstatements over the years. |
| 5 | Current condition of an existing drain from Brittas Lake was noted as a potential flood risk. |
| 6 | Request for flood defence measures in the back garden on the East side of Chapel Street |
| 7 | Old weir is historic and should be protected and not removed in the Proposed Scheme. |

Overall, the comments received focused on sharing local knowledge of the area which proved valuable in understanding potential limitations or constraints for implementing flood relief measures. These comments were carefully reviewed and integrated into the optioneering phase of the Proposed Scheme.

3.2.2 Public Information Day 2

The second public information day (PID 2) was held on the 22nd of November 2022 from 2pm-7pm in the Clonaslee Heritage Centre, Clonaslee, County Laois. The purpose of the second PID was to introduce the emerging options for the project and gather feedback. The model-predicted flood extents were presented along with the development flood defence options.

The PID information was live on the consultation website which remained open between the 9th of November until 6th December 2022. The public were able to make submissions online, view the content displayed at the event, and obtain general information about the purposes of the Proposed Scheme and the consultation's event.

The event was communicated via email to stakeholders, community groups, local representatives, and local and regional media on the 14th of November 2022. This resulted in the event's information being advertised

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on various platforms such as Laois Consultation Website, Facebook, Twitter, Local Media, and Parish Newsletters.

Materials provided and displayed included maps of Model Predicted Flood Extents, Design Considerations and Constraints, Flood Relief Scheme Option 1, Flood Relief Scheme Option 2, Flood Relief Measures Not Viable, and a questionnaire.

Both attendees to the in-person and visitors to the website were invited to fill out a comments sheet, setting out their views and concerns regarding the Proposed Scheme Options. A total of 31 members of the public attended the in-person PID. Measures and actions taken in response to these comments are also outlined in Table 3-2 below.

Table 3-2: Summary of responses received from PID 2

| Ref. | Concerns/Observations received |
|------|--|
| 1 | Concerns raised about the structural integrity of the retaining wall along Chapel Street and maintaining a similar visual appearance of a replacement wall. |
| 2 | Water bubbling under the road on the dry side of the walls. |
| 3 | Silt build-up on drain from Brittas Lake, causing water to flow along the Brittas Road. Collapsed shores blocking the drain |
| 4 | Build-up of sand/gravel on Clodiagh riverbed and modifications to the Clodiagh bridge in the village in recent years has reduced the cross-sectional area under the bridge. Heavy soil erosion on river bend in Brittas Wood. |
| 5 | Coillte CGA forest clearing upstream causes large amount of debris to flow downriver leading to blockages at the bridge. Flooding at Peavoy's Café as a result of tree blockages at the bridge. |
| 6 | Vegetation and gravel in the Clodiagh River have a perceived negative impact on flooding |
| 7 | Concern raised regarding back garden flooding in properties along Clodiagh Way |
| 8 | Individual property protections for interim period between present day and completion of works were mentioned |
| 9 | Two tributaries flow into Clodiagh River in Brittas Wood entrance |
| 10 | Preference expressed for allowing room for the river across "conveyance area" |
| 11 | Concern raised regarding flood water backing up drainage pipes |
| 12 | Erosion at bend at Brittas Wood entrance causing risk to road |
| 13 | Architectural Conservation Area was not shown on the Constraints Map |
| 14 | Green and sustainable construction methods and materials should be used. |
| 15 | Farmland flooding in Bracknagh Bridge Area located 3km north of Clonaslee |
| 16 | Bank erosion on the Gorrageh at an individual property |

PID 2 had a turnout of 31 attendees who gave feedback on the flood extents model and provided valuable local knowledge of flood events and related issues occurring along the Clodiagh River, all of which were considered as part of the iterative design process.

The responses from PID 2 were duly incorporated into the preliminary design of the Proposed Scheme, contributing significantly to the mitigation of flooding impacts within the Scheme Area.

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3.2.3 Public Information Day 3

The third public information day (PID 3) was held on the 12th of December 2023 from 2pm-7pm in the Clonaslee Heritage Centre, Clonaslee, County Laois. PID 3 was focused on presenting the preliminary design of the Preferred Option for the Proposed Scheme and invite any feedback or queries from the public.

The event was communicated via email to stakeholders, community groups, local representatives, and local and regional media on the 4th of December 2023. The PID material was available for view on the Laois Consultation website between the 8th of December 2023 until 13th January 2024. RPS communicated the event via email to Stakeholders, Community Groups, local representatives, and local and national media. This resulted in the event's information being advertised on various platforms such as Laois Consultation Website, Facebook, Twitter, and Local Media.

An attendance list was recorded for the in-person event and a questionnaire was provided for those who wished to provide queries or comments. A total of 12 people attended this event and three individuals provided written feedback. A summary of the comments received from members of the public are detailed in Table 3-3.

Table 3-3: Summary of responses received from PID 3.

| Ref. | Concerns/Observations received |
|------|--|
| 1 | The need of a footpath in Chapel Street down by the river wall was raised |
| 2 | Maintenance is needed under the bridge to prevent gravel build-up |
| 3 | Concerns regarding vegetation overgrowth, notably along both sides of the riverbanks |
| 4 | Concern raised regarding flooding on Brittas Road due to a blockage in a road crossing at "Troy's Lane," the box culvert drains a stream coming from the woods to the north of Brittas Lake. Maintenance is needed to clear out this culvert to reduce flooding. |
| 5 | Concerns were expressed about river bank erosion at the entrance to the Brittas Wood loop walk |

The feedback received from PID 3 contributed to the refinement for the final design. No submissions were made via the consultation website.

3.3 Stakeholder Consultation

Four stakeholder consultations were undertaken between February 2021 and December 2023. A number of key stakeholders were identified and contacted via formal email.

These consultations were as follows:

- **February 2021:** Public Information Day 1 invites and materials were issued to the Stakeholder list;
- **May 2021:** Consultation with IFI (via letter) to identify constraints or sensitivities that needed further consideration. The results of the first Walkover Ecological Surveys were also communicated;
- **November 2022:** Request input on the existing environmental constraints identified and inform stakeholders of the second Public Information Day;
- **December-2023:** Provide scoping report for review and allow stakeholders to provide comment and insights into the design stage. This aligned with the third Public Information Day;
- **May - 2024:** Reissue of scoping report requesting feedback from stakeholders who had not yet responded.

A list of stakeholders and response periods are provided in **Table 3-4**.

Table 3-4: List of Stakeholders Contacted

| Stakeholders | Scoping Report Response Received |
|-----------------------|----------------------------------|
| Public Bodies | - |
| An Taisce | No Response to date |
| An Chomhairle Ealaíon | No Response to date |

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| Stakeholders | Scoping Report Response Received |
|---|----------------------------------|
| Bird Watch Ireland | No Response to date |
| BT Ireland | No Response to date |
| Clonaslee Heritage Centre | No Response to date |
| Clonaslee St Manman (GAA club) | No Response to date |
| Coillte CGA | No Response to date |
| Department of Agriculture, Food, and the Marine | No Response to date |
| Department of Environment, Climate and Communications | No Response to date |
| Department of Housing, Local Gov & Heritage DAU: National Monuments Service | 09/01/2024 |
| Department of the Housing, Local Government and Heritage DAU: National Parks and Wildlife Service | see Section 3.4 |
| Department of Public Expenditure and Reform | No Response to date |
| Department of Tourism, Culture, Arts, Gaeltacht, Sport, and Media | 26/02/2024 |
| Department of Transport | 21/06/2024 |
| Eastern and Midlands Regional Assembly | No Response to date |
| Eastern and Midlands Climate Action Regional Offices (CARO) | No Response to date |
| Eir | No Response to date |
| Enet | No Response to date |
| EPA | 22/05/2024 |
| ESB | No Response to date |
| Faillte Ireland | 07/06/2024 |
| Geological Survey Ireland (GSI) | 26/02/2024 |
| Gas Network Ireland | 23/05/2024 |
| HSA | 13/06/2024 |
| HSE | 29/05/2024 |
| Inland Fisheries Ireland (IFI) | 09/01/2024 |
| Landscape Alliance Ireland | No Response to date |
| Laois Chamber Alliance | No Response to date |
| Minister for Transport | No Response to date |
| Minister for Communications, Marine and Natural Resources | 23/05/2024 |
| National Parks and Wildlife | No Response to date |
| Offaly County Council | No Response to date |
| OPW | No Response to date |
| Road Safety Authority | No Response to date |
| Royal Irish Academy; Committee for Historical Studies | No Response to date |
| Siro | 25/05/2024 |
| Sustainable Water Network Ireland (SWAN) | 27/06/2024 |
| Slieve Bloom Walking Club | No Response to date |
| Teagasc | No Response to date |
| The National Water Forum (An Forám Uisce) | No Response to date |
| The Arts Council | No Response to date |
| The Heritage Council | No Response to date |
| Three | No Response to date |
| TII | 10/06/2023 |
| Uisce Éireann | See section 3.4 |
| Uisce Éireann (Water Abstraction and Treatment Plant) | No Response to date |
| Waterways Ireland | No Response to date |
| Virgin Media | 23/05/2024 |
| Vodafone | No Response to date |

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A summary of stakeholder's observations and comments on environmental elements of the Proposed Scheme are provided in **Table 3-5**. Additional meetings were held with some of the stakeholders to discuss specific aspects of the Proposed Scheme, refer to Section 3.4 below. Further information regarding these meetings is available in the relevant chapters of this EIAR.

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Table 3-5: Summary of Stakeholder Consultation Responses Received

| Stakeholder | Summary of Responses | Addressed in EIAR |
|---|---|-------------------------------|
| Department of Housing, Local Gov & Heritage via the Developments Application Unit (DAU) | <p>Follow Archaeology and Flood Relief Scheme: Guidelines (NMS 2023).</p> <p>the Department advises the following specific investigations:</p> <p>A desk-based assessment should address the cultural heritage (archaeological, built, vernacular, riverine and industrial heritage) of the proposed development area, to include a full inventory, mapping and surveys (photographic, descriptive, photogrammetric, as appropriate) of all archaeological, underwater and cultural heritage features and structures identified by field inspections, cartographic analysis, historical and archival research and prior archaeological investigations. The field survey should include a visual inspection of any riverbanks and riverbeds and other waterbodies, where they are visible. This is best carried out following vegetation clearance (where permitted) or during winter, when vegetation cover is less dense. The desk-study, supported by comprehensive archival and historical research and detailed field inspection should inform (as appropriate), the scope and range of further archaeological investigations to be undertaken.</p> <p>Targeted non-intrusive advance geophysical survey or prospection (where practicable) of all areas where ground disturbances are proposed.</p> <p>Targeted advance archaeological test excavation (where practicable) of all areas of archaeological potential identified in the desk study and/or advance geophysical surveys.</p> <p>Advance Underwater Archaeological Impact Assessment (UAIA), to include dive/wade, metal detection surveys of all areas where in-stream works are proposed. UAIA may include targeted in-river pre-development test-excavations within specific areas of the proposed development area, to be agreed with the Department, in order to adequately assess the nature, depth, extent and artefact-bearing potential of the riverine stratigraphy, to assess the potential for the remains of bridges, fording points and other riverine structures and features, and to facilitate further characterisation of underwater cultural heritage features and structures that have been identified in the prior dive/wade surveys and by prior research</p> <p>Comprehensive buildings archaeology assessments of built heritage structures and features within the proposed development area. To inform an overall appraisal of the historical, archaeological and built heritage significance of any built heritage structures proposed for removal, it is vital that detailed buildings archaeology assessment including measured survey is undertaken at the earliest opportunity.</p> <p>All intrusive advance investigations (such as, but not limited to, ground investigations for soils/geology/hydrogeology) carried out as part of the EIA or design process should be subject to advance archaeological screening (to be agreed with the Department) and a programme of archaeological monitoring by a suitably qualified archaeologist.</p> <p>Archaeological test-excavations and monitoring will be carried out under a Section 26 (National Monuments Act 1930) licence from the National Monuments Service of the Department and in accordance with an approved method statement. Licensed metal detection will be undertaken in tandem with the test excavations. A Dive/Survey Licence (Section 3 1987 National Monuments Act) and Detection Device consent (Section 2 1987 National Monuments Act) will be required for the dive/wade surveys and metal detection, respectively. Licences should be applied for to the National Monuments Service of the Department and should be accompanied by a detailed method statement. Note, a period of 3-4 weeks should be allowed to facilitate processing and approval of the licence application and method statement. All archaeological wading/diving should comply with the Health and Safety Authority's Safety, Health and Welfare at Work (Diving) Regulations 2018/2019.</p> | Chapter 16: Cultural Heritage |

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| Stakeholder | Summary of Responses | Addressed in EIAR |
|--------------------------|---|---|
| Department of Transport | <ol style="list-style-type: none"> 1. Department of Transport stated that the developer must ensure all proposed haul routes are suitable to accommodate construction traffic and the transport of materials without damaging the condition of the road. 2. Department of Transport stated that the applicant/developer should also ensure that the proposed works will not adversely damage the integrity of any existing bridge structure hydraulically or by traffic loading. 3. Separate structure approvals/permits, and other licences to be obtained where required in connection with all proposed haul routes. | Chapter 6: Traffic and Transport |
| Fáilte Ireland | Provided EIAR Guidelines for Consideration of Tourism and Tourism Related Projects, 2023 | Chapter 7: Population |
| GSI | There are no County Geological Sites (CGS); in the vicinity of the Proposed Scheme. Regionally important aquifer - fissured underlies an area of scheme, groundwater vulnerability is variable. The zone of contribution of the Clonaslee PWS is within the flood relief scheme areas. The GSI recommends that groundwater-surface water interaction be considered in relation to the public supply. GSI recommend the use of the groundwater viewer to identify areas of high to extreme vulnerability. Aggregate Potential can be seen via the Aggregate potential map viewer, use this to ensure that natural resources used in the scheme are from properly licensed facilities. GSI recommend that geohazards and flooding be taken into account when developing areas where these risks are prevalent. GSI request of the project goes ahead that a report with all SI works data be shared with them. | Chapter 10: Land, Soil and Hydrogeology |
| Inland Fisheries Ireland | <ol style="list-style-type: none"> 1. The aquatic habitat and physical nature of any watercourse affected by the development must be fully described in detail. This includes areas of open water, pool riffle glide sequences, density and types of aquatic vegetation, description of riparian zones to depth of at least 10 metres on either bank etc. The extent of the surveys should be sufficiently long enough so as to be representative of the habitat contained in that watercourse. There should be a particular focus on sections upstream and downstream of any point where an impact on the watercourse is likely to arise. 2. Please also note that any instream works or other works which may impact directly on a watercourse should only be carried out during the open season which is from 1st July to 30th of September in each year (so as to avoid impacting on the aquatic habitat during the spawning season.) It would be important that appropriate scheduling of works is allowed for. 3. The EIAR should indicate proposals to monitor the impact on watercourses within the site. In the event that environmental damage to the aquatic habitat and associated riparian zone is caused, the EIAR should indicate the steps that may be taken to rectify any damage to the aquatic habitat including liaison with the appropriate authorities. 4. Dewatering may require fish removal and translocation and will require a Section 14 licence from IFI. 5. <u>Debris Trap</u> In relation to the proposed debris trap, IFI would like more information on this novel structure, including more information on the | <p>Chapter 9: Biodiversity</p> <p>Chapter 11: Water</p> |

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| Stakeholder | Summary of Responses | Addressed in EIAR |
|-------------|--|--|
| | <p>efficacy of the structure referred to in the UK and the one approved as part of the Whitechurch FRS. An assessment shall also be made on the impact of loss of potential spawning habitat at this location and any changes to the flow regime and its impact on sediment deposition or erosion. The responsibility for the trap maintenance shall also be defined.</p> <p>6. <u>Weir Removal</u> Hydromorphology of rivers is one the key tenets for defining the ecological status of rivers under the Water Framework Directive, where a deterioration due to hydromorphology will lead to a status change in a river. River continuity is one of the quality elements in such assessment. It is the strong preference of IFI that any weir removal is not ruled out at this stage and should be scoped as part of the final project design. IFI have completed SNIFFER protocol assessments of the weirs in Clonaslee, the results available in attached email.</p> <p>7. IFI have also been liaising with the OPW in relation to mitigation works at the sand trap. The discharge of polluting or deleterious matter to any watercourse except under and in accordance with a licence may be an offense under the Fisheries Acts and/or under the Water Pollution Acts. Should works be approved a finalised CEMP must be agreed with Inland Fisheries Ireland before works commence.</p> | |
| Siro | Siro confirmed there is no existing Siro services within the vicinity of the Proposed Scheme. | Chapter 15: Material Assets: Waste and Utilities |
| TII | <ul style="list-style-type: none"> TII stated that the approach to be adopted by TII in making such submissions or comments seeks to uphold official national road and light rail policy and guidelines, including 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) and other TII Publications. TII stated that the EIAR assessment and mitigation should have regard to the following: <ul style="list-style-type: none"> National Roads: Official policy for development at or near national roads is set out in in the DoECLG's '<i>Spatial Planning and National Roads Guidelines for Planning Authorities</i>' (2012). TII Publications: TII stated that their guidance and standards may be necessary by reason of proposed development location, scale or typology. The guidance and standards may need to be prepared to accompany applications for developments or works. <p>TII made the following observations: National Road Network:</p> <ul style="list-style-type: none"> TII would be specifically concerned as to potential significant impacts the development would have on the national road network (and junctions with national roads) in proximity of the proposed development. Consultations should be had with the relevant Local Authority/National Roads Design Office (RDO) with regard to the locations of existing and future national road schemes. The EIAR should have regard to any prior Environmental Impact Statement or Assessment Report and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should, in particular, have regard to any potential cumulative impacts. | <p>Chapter 6: Traffic and Transport</p> <p>Chapter 14: Noise and Vibration</p> |

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| Stakeholder | Summary of Responses | Addressed in EIAR |
|-------------|---|-------------------|
| | <ul style="list-style-type: none"> The EIAR should have regard to the provisions of Chapter 3 of the DoECLG's 'Spatial Planning and National Roads Guidelines for Planning Authorities', in the assessment. <p>TII Publications:</p> <ul style="list-style-type: none"> Proposed development shall be undertaken with the requirements of TII Publications, where necessary. Cognisance will be required of downstream consequences on national road structures by the proposal. The designer is reminded that the TII Standard: 'Technical Approval of Road Structures on Motorways and Other National Roads' (TII, 2019) specifies the procedures to be followed in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records. The procedures cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads carrying public traffic. The Technical Acceptance requirements for the assessment, alteration, modification, strengthening and repair of all road structures shall be agreed with the Structures Engineering and Asset Management Section of TII. It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site, with reference to impacts on the national road network and junctions of lower category roads, with national roads. TII's 'Traffic and Transport Assessment Guidelines' (National Roads Authority (NRA), 2014) should be referred to in relation to proposed development, with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of TII's TTA Guidelines, which addresses requirements for sub-threshold TTA. The designers and assessors are asked to consult TII Publications to determine whether a Road Safety Audit is required. <p>TII Environmental Assessment Guidance:</p> <ul style="list-style-type: none"> The EIAR should have regard to TII's Environmental Assessment and Construction Guidelines, including the '<i>Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes</i>' (NRA, 2014). The EIAR should consider the European Communities 'Environmental Noise Regulations 2018 (S.I. No. 549 of 2018)' and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see '<i>Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes</i>' (NTA, 2014)). <p>Haul routes utilising the national road network:</p> <ul style="list-style-type: none"> Elements of the national road network are operated and managed by a combination of (Public Private Partnerships) PPP Concessions, Motorway Maintenance and Renewal Contracts (MMaRC) and local road authorities, in association with TII. In relation to haul route identification, the applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed, to ascertain any operational requirements, including delivery timetabling, etc., to ensure that the strategic function of the national road network is safeguarded. Separate structure approvals/permits and other licences and works specific deeds of indemnity may be required in connection with the proposed haul route, including where temporary modification to the road network may be required. Consultation with relevant local authorities, PPP Companies and MMaRC Contractors may also be required. All structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed, including abnormal weight load. Additionally, any damage caused to the pavement on the existing | |

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| Stakeholder | Summary of Responses | Addressed in EIAR |
|----------------------|--|--|
| | <p>national road arising from any temporary works, due to the turning movement of abnormal loads (e.g. tearing of the surface course, etc.), shall be rectified in accordance with TII Pavement Standards and details in this regard shall be agreed with the Road Authority prior to the commencement of any development on site.</p> <p>National Road Crossings:</p> <ul style="list-style-type: none"> TII stated that the preferred method of necessary national road network crossings is by horizontal directional drilling (HDD). It is appropriate for the designers to contact thirdpartyworks@tii.ie, in order to co-ordinate and process approvals for this type of crossing, which may include requirements for Section 53 consent and specific indemnities for the works. <p>Other</p> <ul style="list-style-type: none"> TII stated that any improvements required to facilitate development should be identified but it will be the responsibility of the developer to pay for the costs of any improvements and/or mitigations to national roads to facilitate the development proposed. | |
| Uisce Éireann | <ol style="list-style-type: none"> The applicant shall sign a connection agreement with Uisce Éireann prior to the commencement of the development and adhere to the standards and conditions set out in that agreement. All development shall be carried out in compliance with Uisce Éireann Standards codes and practices. Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Uisce Éireann for written approval prior to works commencing. Separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details. | <p>Chapter 11: Water</p> <p>Chapter 15: Material Assets: Waste and Utilities</p> |
| Virgin Media | Virgin Media confirmed that there is no existing Siro services within the vicinity of the Proposed Scheme. | Chapter 15: Material Assets: Waste and Utilities |

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3.4 Stakeholder Meetings

3.4.1 NPWS

A Microsoft Teams meeting was held on May 1st, 2024, with representatives from NPWS, Ciara Powell (District Conservation Officer) and Christian Brennan (Conservation Ranger Slieve Bloom Mountains) to discuss the Proposed Scheme design, its location in relation to the Slieve Bloom Mountains Special Protection Area (SPA), ecological surveys undertaken to date and conclusions of the Natura Impact Statement (NIS). The meeting provided an opportunity to discuss the Biodiversity Management and Enhancement Plan (BMEP, Appendix 9-6), of the Proposed Scheme and welcomed any comments for feedback from the NPWS representatives.

Table 3-6 Record of Meeting with NPWS

| NPWS Comment | Addressed in EIAR |
|---|---|
| The NPWS agreed in principle that the Proposed Scheme would not have any significant effects on the Qualifying Interests (QI) of the SPA. | Natura Impact Statement accompanying this EIAR |
| The NPWS recommended the addition of dipper boxes in the BMEP | Refer to Appendix 9-6 |
| The NPWS recommended bat roost surveys on trees marked for removal were carried out. | Additional surveys undertaken. Please see Chapter 9 Biodiversity |
| NPWS agreed to review the construction phase programme and provide any necessary comment | Construction phase programme issued to NPWS 14 th June 2024 for feedback/input. Comments received 25 th June 2024. Revised programme re-issued June 27 th , 2024. Response received 16 th July 2024 from NPWS staying no further comment. |

3.4.2 National Monuments Service

A Microsoft Teams meeting was held between AMS and the Underwater Unit of the NMS on the 19th March 2024. An agreement was made that the Wade and Metal Detection survey would occur only within the in-stream works in Area 1 (Brittas Wood) Requirement for any additional works pending results of Wade and Detection Survey to be agreed in advance with Underwater Unit of NMS.

3.4.3 Coillte CGA

An onsite meeting was held the 12th June 2024 with a representative of Coillte CGA, to discuss the proposal, particularly the proposed infrastructure that falls within Brittas Wood which is under the ownership of Coillte CGA. A discussion was also held regarding the potential temporary modifications to the existing Brittas Wood Loop Trail, temporary relocation of public information signage and need for permanent access to the infrastructure for maintenance during the operational phase. A discussion was also held on tree removal requirements to facilitate construction and infrastructure footprint and replanting proposals. The proposal was received positively and continuous engagement with LCC and this landowner is ongoing.

3.4.4 Uisce Éireann

Following requests from Laois County Council, representatives from Uisce Éireann (UÉ) have engaged with the Clonaslee FRS Project team separately on UÉ wastewater and water supply infrastructure in July 2024.

The model predicted floodplain in the vicinity of the Integrated Constructed Wetland (ICW) was the focus of the discussions related to wastewater. After receiving as-built information of the ICW, the Clonaslee FRS Project Team were able to better reflect ICW area in the hydraulic model, confirming that embankments built around the treatment cells will protect them from flooding during the design storm event.

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Separately, a meeting was held in August 2024 to discuss the water abstraction boreholes in Brittas Wood. This meeting confirmed the planned construction measures intended to protect contamination of the boreholes and protection of the raw water pipes.

For the remainder of the project life cycle, the Clonaslee FRS team will engage with Uisce Éireann via their Connection and Developer Services department.

3.4.5 Offaly County Council

The Clonaslee FRS design team met with a representative of Offaly County Council (OCC) Water Services on Nov 14th 2023 to discuss the Proposed Scheme. OCC provided information on water abstraction from boreholes and the river and the associated infrastructure and pipelines in Brittas Wood and Chapel Street.

3.5 Telecommunication Operators

Consultation with various telecommunications operators with assets within the area was undertaken in February and March of 2024. Refer to **Chapter 15 Material Assets: Waste and Utilities** for details.

3.6 Landowner Liaison

A search of the Property Registration Authority of Ireland website was undertaken to determine the degree of private landownership encroachment on a temporary basis e.g. construction phase or permanent basis i.e. through the implementation of flood defence infrastructure.

The landowners have been invited to public information days. They have also been contacted and met with during site visits, to discuss the scheme proposals and co-ordinate land access for surveys etc.