

Appendix 1.3

Scoping Response Table

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Stakeholder	Environmental factor(s)	Date received	Comment(s) received	Response
Fáilte Ireland	Population & Human Health	25-Jan-19	<ul style="list-style-type: none"> General guidance provided on how the impacts of the proposed development which are likely to affect tourism resources can be assessed through the existing EIA process. Reference to the EIA Advice Notes published by the EPA noted which contain detailed guidance on how to describe and evaluate the effects arising from a range of projects, including tourism projects. 	Comments noted, and incorporated into Chapter 15 Population and Human Health
Transport Infrastructure Ireland	Transportation	23-Jan-19	<ul style="list-style-type: none"> As set down the in the DoECLG Spatial Planning and National Roads Guidelines (2012) it is in the public interest that, in so far as is reasonably practicable, that the national road network continues to serve its intended strategic purpose. The EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network in order to demonstrate that the development can proceed complementary to safeguarding the capacity, safety and operational efficiency of that network. Consultations should be had with the relevant local authority/National Roads Design Office with regard to locations of existing and future national road schemes. In relation to cabling and potential connection routing, the scheme promoter should note locations of existing and future national road schemes and develop proposals to safeguard proposed road schemes. In the context of existing national roads, alternatives to the provision of cabling along the national road network, such as alternative routing or 	Incorporated in Chapter 2 Alternatives Considered, and 6 of the EIAR, Transportation, insofar as they are relevant.

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			<p>the laying of cabling in private lands adjoining the national road, should be considered in the interests of safeguarding the investment in and the potential for future upgrade works to the national road network. The cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII, any costs attributable shall be borne by the applicant/developer. The developer should also be aware that separate approvals may be required for works traversing the national road network.</p> <ul style="list-style-type: none"> • Clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals/permits and other licences may be required in connection with the proposed haul route and all structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed. • 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 TTA Guidelines (2014) should be referred to in relation to the proposed development with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of the TII TTA Guidelines which addresses requirements for sub-threshold TTA. 	

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			<ul style="list-style-type: none"> • TII Standards should be consulted to determine the requirement for Road Safety Audit (RSA) and Road Safety Impact Assessment (RSIA). • Assessments and design and construction maintenance standards and guidance are available at TII Publications that replaced the NRA Design Manual for Roads and Bridges (DMRB) and the NRA Manual of Contract Documents for Road Works (MCDRW). • The developer, in the preparation of the Environmental Impact Assessment Report, should have regard to TII Environment Guidelines that deal with assessment and mitigation measures for varied environmental factors and occurrences. In particular evidenced assessment of the protection of the strategic function of the national road in relation to the following matters is required: <ul style="list-style-type: none"> ○ TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006) ○ The EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) 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 Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004)). 	

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Irish Rail	Transportation, Land & Soils	14-Jan-19	<ul style="list-style-type: none"> Should open trenching be carried out nearby the existing Waterford - Rosslare railway line, Irish Rail would like for the trench depths to be minimised in so far as possible. A ratio of 2:1 for the distance from the abutment to the depth of the trench should be followed. Should a greater depth be required, Irish Rail would like slit trenches to be undertaken to determine the depth of the existing road bridge at the Campile River estuary. 	Comments noted and incorporated into the preliminary design of the proposed development.
Commission for Railway Regulation	Transportation, Land & Soils, Water & Hydrology, Material Assets	10-Jan-19	<ul style="list-style-type: none"> larnród Eireann should be consulted with regard to the works under the railway and potential impacts, if any, from the project on communications or signalling systems; larnród Eireann should be consulted to ensure that risks associated with railway trespass are not increased in the vicinity of this project either during the works or when the works are complete; The party undertaking the construction should ensure future works which may affect the safe operation of the railway are undertaken with the consultation of larnród Eireann and in accordance with RSC Guideline RSC-G-01-A (Third Party Guidance on Railway Risk Volume 1 Planning and Development - available on the CRR website). Particular care should be taken with works near the railway boundary that may increase loadings on cuttings, affect stability of embankments or change the water table/drainage; Observations or issues raised by larnród Eireann should be addressed; If permission is granted, the party undertaking the work should consult with larnród Eireann regarding road-rail interfaces on access routes 	Comments noted and addressed insofar as they are relevant.

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			which may have increased flow or abnormal loads during the construction phase.	
Port of Waterford	Transportation, Water & Hydrology, Resource & Waste Management, Cumulative Effects	8-Jan-19	<p>Port of Waterford does not think the proposed shore side work will have any impact on the Port.</p> <p>However, any marine option that passes to the west of Hook Head (e.g. Option C as per figure 2.4 of the scoping report) would need to be significantly assessed for the following aspects:</p> <ul style="list-style-type: none"> • The cable is likely to be passing through an active licensed disposal area. The Port is likely to be using this site during the interconnector construction phase but also throughout the pipeline's lifetime, including decommissioning; • Although accurate figures are not included, it is likely that the cable passes through the Port's navigational channel. It would have to be ensured that the cable was buried to a depth that would never hinder safe navigation, based on the current depths but also of all future channel depths. The implications of rock placement for additional protection of cables, that cannot be buried, should take into consideration for impacts on navigation and safe anchorage. • The methodology used for trenching would need to be assessed to see if it will be dispersed into the navigational channel, increasing sedimentation; • The marine construction works should take into account the current dredging and disposal regime for in combination effects. 	Since the EIA scoping report was sent to consultees, the preferred cable route has been selected. The landfall site for the preferred route will now be at Baginbun Beach - no cable laying will take place to the west of Hook Head (the area which the Port of Waterford raised concerns for, opposite).

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			Options to the east of Hook Head would be preferable for the Port, as there would be no cumulative impacts to consider from the environmental perspective.	