

## 5 EIS SCOPING, CONSULTATION AND KEY ISSUES

### 5.1 Introduction

This chapter describes the consultation process and EIS scoping that was undertaken in order to identify key impacts from the proposed development to be assessed as part of the EIS.

### 5.2 Purpose of Scoping

The purpose of the EIS scoping process is to identify the issues which are likely to be important during the environmental impact assessment (EIA) and to eliminate those that are not. The scoping process identifies the sources or causes of potential environmental effects, the pathways by which the effects can happen, and the sensitive receptors, which are likely to be affected. It defines the appropriate level of detail for the information to be provided in the EIS. In essence, the primary focus of scoping is to define the most appropriate assessment of significant effects related to the proposed development.

There is provision in the legislation for formal scoping of an EIS. The person preparing the EIS can request the competent authority, in this case both DCC and FCC, to provide a written opinion on the information to be contained in the EIS.

The alternative to formal scoping is informal scoping. This can be undertaken by the authors of the EIS through direct consultation with the relevant statutory and non-statutory consultees. Informal scoping was undertaken for this EIS.

### 5.3 Scoping Methodology

The scoping process for this EIS comprised extensive consultations which commenced in 2010 and continued throughout the route selection process and the preparation of this EIS. Scoping included:

- *Consultation with the planning authorities*– A number of meetings were held with both FCC and DCC planning representatives. These commenced in 2010 when a proposed new route was presented to them. The most recent pre-application meetings took place on the 16 January 2014 with Ms. Clare Caffery (Director of Services Planning DCC) and Steve Margolis (Senior Planner DCC) to discuss their requirements. Similarly a meeting with Patricia Cadogan (Senior Planner FCC), Mr. Niall Thornton – (Transport FCC) and Mr. Brendan Colgan (Acting Senior Engineer) (Water and Drainage FCC) and took place on the 10 April 2014.
- *Consultation with relevant sections of the Local Authorities* - The Roads/Traffic (DCC & FCC), Water/Drainage (DCC & FCC), Waste (DCC), Conservation (DCC & FCC), Parks (DCC) and Archaeology (DCC) sections were contacted to discuss the various aspects of the proposed development. This includes the circulation of an EIS scoping report to each department inviting comments/submissions on same.
- Meetings were held with key stakeholders and parties directly affected by the proposed development. The reason for this approach was to obtain guidance on the robustness of the route selection process and feedback on the proposed approach to EIS preparation.
- The examination of EIS's for developments within the study area and for similar nature developments which were deemed to be of an acceptable standard by the relevant authorities. This included the EISs for the Luas Broombridge project, Metro North, Metro North Depot (Dardistown), and Metro West and assessments conducted for the Port Tunnel project.

The meetings conducted were as follows:

**Table 5.1: List of Meetings Conducted**

Meeting	Date
Meeting with DCC - Head of Technical Services	06/05/2010
Meeting with FCC –Senior Engineer (SE) Planning, SE Traffic and SE Water Services	08/07/2010
Meeting with DCC – Head of Parks Service	28/07/2010
Meeting with DCC –SE Water and SE Drainage	19/08/2010
Meeting with DCC –Director of Traffic and City Engineer	21/09/2010
Meeting with DCC –Roads, Traffic Management & Maintenance	06/10/2010
Joint Meeting with DCC/FCC Planning Departments	24/11/2010
Meeting with DCC - SE Roads Planning	19/01/2011
Meeting with NRA - Port Tunnel Project Manager	03/02/2011
Meeting with CIE - SE Irish Rail	10/02/2011
Joint Meeting with DCC/FCC Planning Departments	28/02/2011
Meeting with NRA –Senior Engineer M50	02/03/2011
Meeting with Dublin Port Company.	10/05/2011
Meeting with Dublin Airport Authority	13/05/2011
Meeting with AUL/FAI	16/06/2011
Meeting with DCC - SE Roads Planning	05/07/2011
Meeting with FCC – Senior Planner, Roads and SE Water	07/07/2011
Meeting with IDA	13/07/2011:
Meeting with DCC - Senior Engineer Road Design	15/07/2011
Meeting with PP/ NRA	28/07/2011
Meeting with DCC and FCC	12/12/2011
Meeting with CIE - SE Irish Rail	09/03/2012:
Meeting with DCC –Exec. Manager Engineering	16/11/2012
Pre-Planning meeting with DCC and FCC	14/02/2013
Meeting with DCC – Planning and Engineering	08/05/2013
Meeting with DCC –Head of Parks Service	16/05/2013
Meeting with DCC – Dublin North Central Management Team	22/05/2013
Meeting with DAA	04/06/2013
Meeting with former Chief Fire Officer	12/06/2013
Telephone discussion with DCC Exec. Manager Engineering	27/06/2013
Pre-Planning meeting with DCC Planning	10/09/2013
Meeting with DCC SE Roads Planning	04/10/2013
Telephone discussion with SE Road Planning	09/10/2013
On Site Meeting with DCC Parks	17/10/2013
Meeting with DCC – Planning, Engineering and Ass. City Manager	13/01/2014

Meeting	Date
Meeting with DCC – Planning	16/01/2014
Meeting with Egis – Dublin Tunnel Operator	19/03/2014
Meeting with FCC	14/04/14
On Site Meeting with DCC Parks	16/04/2014
Meeting with DAA	09/06/2014
Meeting with DAA	20/06/2014
Meeting with ESB Networks	07/05/2014
Telephone discussion with Irish Water	06/2014
Telephone discussion NRA	28/05/2014
Telephone discussion with HSA	30/05/2014
Meeting with Dublin Fire Brigade	02/09/2014
Meeting with Representative of the Darndale Traveller Community	29/09/14
Meeting with DCC	12/12/14
Meeting with FCC	14/01/15
Meeting with DAA	26/02/15

#### 5.4 Consultation Process & Responses Received

A detailed scoping report was requested by both planning authorities as part of pre-application consultations for this EIS. A copy of this is included in Appendix 5.1 of Volume 3 of the EIS. This was issued on 15 April 2014 to the following:

- Dublin City Council, Archaeologist
- Dublin City Council, Water Division
- Dublin City Council, Drainage Division
- Dublin City Council, Roads and Traffic Division
- Dublin City Council, Environment Section
- Dublin City Council Transport 21
- Dublin City Council, Heritage Officer
- Dublin City Council, Conservation Officer
- Dublin City Council, Head of Waste Management
- Dublin City Council, Environmental Health Officer
- Dublin City Council, Parks & Landscape Service Division
- Dublin Docklands Development Authority
- Dublin Fire Brigade HQ - Chief Fire Officer
- Fingal County Council, Environmental Health Officer
- Fingal County Council, Conservation Officer
- Fingal County Council, Head of Waste Management
- Fingal County Council, Heritage Officer
- Fingal County Council, Water Division
- Fingal County Council, Environment Section

In addition, a scoping letter for the proposed project was sent out to 49 recipients on 15 April 2014. The recipients included relevant prescribed bodies (as defined in Article 28 of the Planning and Development Regulations as amended) as well as non-governmental organisations (NGOs) and stakeholders.

**Prescribed Bodies**

- An Taisce
- Bord Failte Eireann
- Commission for Energy Regulation
- Department of Arts, Heritage and the Gaeltacht – National Monuments
- Department of Agriculture, Fisheries and Food
- Department of the Environment, Community and Local Government
- Department of Communications, Energy and Natural Resources
- Department of Transport, Tourism and Sport
- Geological Survey of Ireland
- Health Service Executive
- Iarnrod Eireann
- Inland Fisheries Board
- Irish Aviation Authority
- Irish Water
- National Roads Authority
- National Transport Authority
- National Heritage Council
- National Parks and Wildlife Service
- Office of Public Works
- Railway Procurement Agency

A copy of the scoping report was subsequently requested by the HSE and issued.

**NGOs & Stakeholders**

- Egis (Port Tunnel)
- Bat Conservation Ireland
- Birdwatch Ireland
- Bord Iascaigh Mhara
- Bus Eireann
- Dublin Airport Authority
- Dublin Bus
- Dublin Port Company
- Eastern River Basin District
- Health and Safety Authority
- IDA Ireland
- Irish Wildlife Trust
- Transport 21 Office

**Service Providers**

- BGE (Telecom)
- Bord Gáis Networks
- BT Ireland
- Colt Telecom
- Eircom (Services)
- ESB Networks
- euNetworks Ireland Ltd
- E-Net
- Level 3 Communications Ireland
- Imagine Communications Ltd (Services)
- Imagine Communications Ltd (Services)
- Magnet Entertainment
- SMART Telecom
- UPC (Chorus & NTL Communications)
- Verizon Business
- Vodafone Networks (Managed by Atkins Global)

A summary of the replies received is provided in Table 5.1 with a copy of all correspondence received included in Appendix 5.2 of Volume 3 of the EIS.

The responses received were fully considered and issues raised were followed up through contact with the respondent where clarification was necessary and where appropriate the inclusion of the topics raised in the EIS.

Table 5.2: Submissions Received

Consultee	Date of Response	Comments	Action
Magnet Networks	16/4/2014	No comments.	N\A
Development Applications Unit – Department of Arts, Heritage & the Gaeltacht	17/04/2014	A further combined submission from the Department will be issued within 6 weeks.	N\A
DCC Transportation Office	22/04/2014	This office is now closed and advises to contact other relevant departments within DCC and the NRA.	Letters were issued to both these organisations
Irish Water	24/04/2014	Acknowledged the consultation letter. As statutory consultees in the planning process, they wish to review the impact of the development on their assets and ensure consultation with the relevant Local Authorities.	Discussions held with Mr. Oliver Fogarty Irish Water. They were satisfied that the water & waste water department of DCC and FCC will adequately assess the application.
Network Investments North (ESB)	23/04/2014	Concerned about the impact the development may have on their MV and HV cables along the proposed route. They also requested a meeting to discuss the proposal.	A meeting was held on 07/05/2014 at which the potential impact on ESB services was discussed. The approach to identifying & safeguarding existing services is outlined in Chapter 3 – Description of the Development and Chapter 17 – Material Assets of the EIS.
Dublin City Council - Drainage Division Planning and Development Control Section	24/04/2014	Irish Water is the statutory agency responsible for foul/combined drainage systems while DCC retains responsibility for surface water pipelines and flooding. Drainage issues noted: <ul style="list-style-type: none"> <li>Detailed construction methodology must be drawn up</li> <li>No work can happen on Irish Water assets without permission from the Division</li> <li>River crossings cannot happen without an agreement between DCC and the Developer</li> <li>A Flood Risk Assessment is needed</li> <li>Any pumping of groundwater to sewers/watercourses during construction of the pipeline can only be carried out under a trade effluent discharge licence. Applications for such a licence may be made to the Drainage Division of DCC.</li> </ul>	The points raised are addressed in Chapters 12 (Soils, Geology & Hydrogeology) and 13 (Surface Water Quality & Drainage) of the EIS. A FRA for the scheme is included in Appendix 13.1 of Volume 3 of the EIS.
Dublin City Council Environmental Health	25/04/2014	Hours of Work- Construction in the City: <ul style="list-style-type: none"> <li>Monday to Friday (7 am to 6 pm)</li> <li>Saturday (8 am to 2 pm)</li> <li>Sunday or bank holidays (No noisy work at all)</li> </ul> Noise Levels:	The points raised are assessed in Chapters 10 (Noise & Vibration) and 14 (Air Quality & Climate) of the EIS.

Consultee	Date of Response	Comments	Action
		<ul style="list-style-type: none"> <li>• Noise levels shouldn't be so loud, continuous, repeated and for a long duration as to give rise to nuisance</li> <li>• Local residents should be informed of the time schedule for proposed work</li> </ul> <p>Air Quality:</p> <ul style="list-style-type: none"> <li>• Best practice procedures should be employed to control dust/fumes from construction works</li> </ul>	
Dublin Port Company	25.04.14	Requested a meeting with the applicant.	Meeting held on 07/05/2014.
Health Service Executive	28/04/14 & 16/05/14	<p>Observations and submission were made under the areas of human beings, air quality, water, climatic factors, waste and environment and health. In summary the key points included:</p> <p>Noise</p> <ul style="list-style-type: none"> <li>• Regular noise monitoring to be carried out during construction &amp; a noise management plan implemented</li> </ul> <p>Traffic</p> <ul style="list-style-type: none"> <li>• Proposed traffic management &amp; monitoring measures identified in the scoping report should be implemented</li> <li>• The potential disruption of the road network during the installation of the pipeline needs to be assessed.</li> </ul> <p>Vibration</p> <ul style="list-style-type: none"> <li>• Regular monitoring should be carried out during the construction phase</li> </ul> <p>Air Quality</p> <ul style="list-style-type: none"> <li>• Air monitoring should be carried out during the construction phase</li> <li>• Mitigation measures should be included to ensure that relevant air quality limits are not exceeded</li> </ul> <p>Water</p> <ul style="list-style-type: none"> <li>• Mitigation measures should include visual leak detection in relevant &amp; vulnerable areas</li> <li>• Water quality monitoring/sampling of surface water bodies &amp; groundwater should be carried out during construction &amp; operation</li> <li>• The impacts from a leak should be assessed</li> </ul> <p>Climatic Factors – Flooding</p> <ul style="list-style-type: none"> <li>• The impacts from the submergence of the pipeline by floodwaters at the Tolka and Santry during operation should be assessed</li> </ul>	<p>Relevant points to this proposed scheme are addressed in the following sections of the EIS; Chapter 3 (Description of the Proposed Development), Chapter 9 (Traffic &amp; Transportation), Chapter 10 (Noise &amp; Vibration), Chapter 14 (Air Quality), Chapter 13 (Surface Water Quality &amp; Drainage), Chapter 14 (Air Quality &amp; Climate)</p>

Consultee	Date of Response	Comments	Action
		<p>Waste</p> <ul style="list-style-type: none"> <li>Any waste material should be appropriately stored and managed</li> </ul> <p>Waste water</p> <ul style="list-style-type: none"> <li>Test water should be disposed of in a controlled manner</li> </ul> <p>Environment &amp; Health submission</p> <ul style="list-style-type: none"> <li>A company procedure should be put in place for dealing with public queries</li> </ul>	
Health and Safety Authority	01/05/2014	The Authority looks for demonstration that the proposed pipeline will not increase the risk of a major accident at the COMAH establishments.	The risk assessment conducted by AMEC & included in Appendix 2.1 of Volume 3 of this EIS addresses this point.
BT Ireland	02/05/2014	<p>Requirements to:</p> <ul style="list-style-type: none"> <li>Contact <a href="mailto:diversionaryworksrequests@bt.com">diversionaryworksrequests@bt.com</a> if BT services are to be affected or need diversion</li> <li>Essential to contact BT before breaking ground surface</li> <li>BT is not liable for the full cost of repairs and services lost</li> </ul>	No action required.
ESB Networks	06/05/2014	Requested a meeting in relation to the proposed development	A meeting was held on 07/05/2014 at which the potential impact on ESB services was discussed. The approach to identifying & safeguarding existing services is outlined in Chapter 3 – Description of the Development and Chapter 17 – Material Assets of the EIS.
National Roads Authority (NRA)	09/05/2014	<p>Issue noted: The proposed pipeline will interact with the motorway network at 2 points (a) between M1 Junctions 1 &amp; 2 and (b) close to the southern portal of the Dublin Tunnel. Points to be noted:</p> <p>For (a):</p> <ul style="list-style-type: none"> <li>The EIS should note the Authority's requirement that such a crossing must be via trenchless technology and jacking/receptor pits would be outside the boundary of motorway lands.</li> <li>The N32 route is no longer a national road so the Authority does not have interest in it.</li> </ul> <p>For (b):</p> <ul style="list-style-type: none"> <li>Concern: Risk of aviation fuel leakage in the vicinity of the tunnel and consequences following. This should be assessed in the EIS.</li> </ul>	<p>A discussion was held with Pat Maher of the NRA on 28/05/14. It was confirmed that:</p> <ul style="list-style-type: none"> <li>The crossing of the M1 will be trenchless</li> <li>Any consultation re the N32 (now the R139) will take place with FCC</li> <li>The potential impact on the port tunnel has been assessed by AMEC &amp; included in Appendix 2.1 of Volume 3 of this EIS addresses this point.</li> </ul>



Consultee	Date of Response	Comments	Action
Inland Fisheries Ireland	12/05/2014	<ul style="list-style-type: none"> <li>• The ecological integrity of surface water systems the River Tolka which represents a regionally significant salmonid system, Mayne, Cuckoo and Santry Rivers must be protected at all times and should not deteriorate in any way as a result of either construction or operation of the proposed development</li> <li>• The Cuckoo and Mayne Rivers are non-salmonid, however with improvements in habitat and water quality they are hopeful of a positive change in fisheries status</li> <li>• The Santry River is non-salmonid due of the presence of a number of impassable features located toward the lower end of the system</li> <li>• The Wad is extensively culverted and is non salmonid</li> <li>• All works should be completed in line with a Construction Management Plan</li> <li>• All measures necessary should be taken to ensure comprehensive protection of local aquatic ecological integrity</li> <li>• Any works associated with watercourses or riparian habitats including trenchless crossings must be subject to Method Statement and must be submitted to IFI (ERBD) for assessment and approval.</li> <li>• There can be no direct pumping of contaminated water from the works to a watercourse at any time</li> <li>• Appropriate bunding should be in place at all high risk refuelling and storage locations</li> <li>• Works to the river banks/bed must not impact negatively on the water quality/fisheries habitat. All works areas should be reinstated fully in a manner that minimises the potential for erosion.</li> </ul> <p><b>Request:</b> To be provided with a copy of the EIS when it is completed.</p>	<p>The points raised are addressed in Chapters 11 (Flora &amp; Fauna) and 13 (Surface Water Quality &amp; Drainage).</p> <p>A construction management plan has also been included in Appendix 3.3 of Volume 3 of the EIS.</p> <p>A copy of the EIS will be issued to IFI once the applications have been lodged.</p>
Dublin Airport Authority (DAA)	13/05/2014	<p>They welcomed the proposed development and stated that it's unlikely that the construction works will affect the Airport operations. However any proposed crane operations close to that airport need to be agreed with the DAA in advance.</p> <p><b>Request:</b> Require clarification on details of design and how it would affect the Airport.</p>	<p>Meetings were held with DAA It was agreed that all queries would be answered in writing and a copy of the EIS would be made available.</p>

Consultee	Date of Response	Comments	Action
Fingal County Council	20/05/2014	<p>This was a detailed submission from a number of departments/divisions within FCC. Topics raised included:</p> <ul style="list-style-type: none"> <li>• National Policy Framework: A required part of the development which must include policies and objectives and relevant authorisations from consenting agents/third parties should be in place.</li> <li>• Planning History/Ongoing plans: A detailed planning history and an identification of plans/projects being impacted by development needs to be provided. Consultation with the GSDSDS project team/Irish Water is advised.</li> <li>• Route Selection: EIS needs to be detailed regarding route selection process, identified by map. Also it should address any alternative fuel delivery strategies and 'Do-nothing' option.</li> <li>• Scoping/Consultation: EIS needs to outline level of consultation undertaken and identify Consultees and include public consultation (if it occurs).</li> <li>• Assessment of Environmental Impacts: <ul style="list-style-type: none"> <li>○ Human: Economic Activity, Social Patterns, Land-Use, Employment, Health and Safety and Settlement pattern</li> <li>○ How will the pipeline be maintained and operated. Implications for malfunction on the immediate surrounding area should be identified.</li> <li>○ Noise: Potential impacts during construction, operation, maintenance, and decommissioning.</li> <li>○ Air/Climate: Issue of dust requires a risk assessment. Impact of construction traffic and noise impacts. Hours of work need to be specified.</li> <li>○ Traffic: Temporary Traffic Management Plan and traffic implications for maintenance works should be accounted for.</li> <li>○ Ecology: Requirements under part XAB of the Planning and Development Act. NIS should be a separate document and not part of the EIS</li> <li>○ Identification of the location of invasive species and measures which will be put in place to</li> </ul> </li> </ul>	The points raised have been considered and addressed within relevant sections of the EIS.

Consultee	Date of Response	Comments	Action
		<p>counter same. NIS should assess the presence of Brent Geese along certain sections of the pipeline route.</p> <ul style="list-style-type: none"> <li>○ Archaeology/Architecture/ Cultural Heritage: Impact assessment and mitigation strategy required.</li> <li>○ Landscape: Impact of all AGI's and structures required during construction works.</li> <li>○ Hydrology/Water Quality: Details of potential significant impacts during consultation phase to be included.</li> <li>○ Geology/Hydrogeology - Identification of areas of potential land contamination, measures to be undertaken in case of contamination and identification of those bodies/organisations who will be notified should such contamination be identified and details of all mitigation measures which will be pursued.</li> </ul> <ul style="list-style-type: none"> <li>● Conclusions: Cumulative Impacts, Indirect Impacts, Interaction of Effects.</li> </ul>	
National Transport Authority	21/05/2014	<p>Following issues were raised:</p> <ul style="list-style-type: none"> <li>● Potential impact on the proposed Bus Rapid Transit (BRT) Network;</li> <li>● Impact on the existing Quality Bus Network (QBN);</li> <li>● Impact on the Greater Dublin Area Cycle Network Plan.</li> </ul>	The points raised have been addressed in Chapter 9 – Roads, Traffic and Transportation of the EIS.
Director of Services Environment & Drainage - FCC	22/05/2014	A sewerage scheme is planned for the Cloghran Area that will be constructed along Clonshaugh Road. As the depth of this sewer is 'fixed' in terms of levels, cognisance will have to be taken of the relative separation and route chosen so as no conflict between the two pipelines arises. This will require further discussion and clarification in due course.	Further discussions were had with FCC on the potential conflict and their concerns were addressed. Details of line and levels of the fuel pipeline have also been issued.
SEO Environment FCC	23/05/2014	Raised concerns about the proposed route & requested that all existing and proposed services along the pipeline route be identified and the separation distances between them prior to submission of an application. In a follow up phone call additional concerns were raised relating to the environmental consequence of a leak and the measures in place to deal with a leak.	Strip maps of the proposed route were issued for the Stockhole area for which the primary concern was. This was followed up by a telephone call. Issues raised are addressed in Chapter 17 (Material Assets), AMEC report in Appendix 2.1 of Volume 3 of the EIS and Emergency Response Plan in Appendix 2.7 of Volume 3 of the EIS.

Consultee	Date of Response	Comments	Action
Department of Arts, Heritage and the Gaeltacht	28/05/2014	<p>Observations given:</p> <p>Archaeology:</p> <ul style="list-style-type: none"> <li>• Department notes the intention of submitting an EIS</li> <li>• A qualified archaeologist should assess and evaluate the impact of the pipeline on archaeological sites and sites along the route (should include findings in EIS)</li> <li>• The archaeologist should consult the Dublin City Archaeologist</li> </ul> <p>Nature Conservation:</p> <ul style="list-style-type: none"> <li>• For the EIS, an ecological survey should be carried out at proposed compound sites and route of the pipeline to survey the habitats and species present.</li> <li>• Inland Fisheries Ireland should be consulted with regard to fish species if applicable.</li> <li>• The EIS should address the issue of invasive alien plant and animal species. (Details provided in letter)</li> <li>• The survey should be redone if it is not close to the date of construction; major changes should be reported to acquire a new license of applications.</li> </ul> <p>Appropriate Assessment:</p> <ul style="list-style-type: none"> <li>• The project should be subject to appropriate assessment (AA) screening and if necessary appropriate assessment.</li> <li>• Issue: Noted that some river crossings are trenchless, so any impact on these will impact the Natura 2000 sites downstream. (Documents provided for guidance).</li> </ul>	<p>The points raised in this submission are addressed in chapters 11 (Flora &amp; fauna), 15 (Archaeology, Architecture &amp; Cultural Heritage).</p> <p>A Stage 2 NIS has been prepared to accompany the planning application.</p>
Office of Public Works	23/07/2014	Requested that all river crossings of the proposed pipeline should be a minimum of 1,000 mm below bed level, to allow for channel maintenance and possible future flood relief works	Further communications took place with the OPW and it was confirmed that this requirement applies to watercourses maintained by the OPW none of which occur within the proposed pipeline corridor.

## 5.5 Elected Members Information Evenings

Letters were issued to elected members of both Fingal County Council and Dublin City Council inviting them to an information evening at:

- Bewleys Hotel Dublin Airport for FCC members on 01/07/14
- Croke Park Conference Centre for DCC members on 02/07/14

At both evenings, the strip mapping for the entire 14.4 km route were displayed on storyboards. Additional information on the background to the project, how the pipeline will operate and construction details were also displayed. A presentation was made by Mary White of Fingleton White on the project and question and answer session followed. An information team of people from FW, Reynolds Logistics, external planning and environmental consultants were on hand to deal with queries.

## 5.6 Public Information Days

Two public information days were arranged. A door-to-door mail drop was conducted by FW to all houses, businesses, schools along the route. Some 1,150 leaflets were distributed.

The first event was held in Bewleys Hotel Dublin Airport, Dublin on 8<sup>th</sup> September 2014, while the second at Clontarf Castle on 9<sup>th</sup> September 2014. An information team of people from FW, Reynolds Logistics, external planning and environmental consultants and professionals in the fuel industry on hand to deal with any queries which might arise over a five hour period – 4 pm to 9 pm.

Strip mapping for the entire 14.4 km route were displayed on storyboards. Additional information on the background to the project, how the pipeline will operate and construction details were also displayed.

A-to-scale cross section of the trench was displayed along with a section of the steel pipeline. A sample of a wall of a road tanker was also put on display for comparative purposes. Members of the public were greeted by a FW representative, provided with a briefing note on the scheme and were invited to view the information on display and watch a short video about the development and aviation fuel.

Feedback was invited from all who attended via a 'comments box' and contact details were gathered to facilitate further follow-up and the circulation of any further updates on the scheme. Additional information including mapping was sent to individuals following the public consultation event.

### 5.6.1 Main issues raised at Public Information Days

Issues that arose during these public consultation events are summarised as follows:

#### *Route of the Pipeline*

A question at both information days was the preferred route and how it was derived. Concerns were raised by some residents along the Malahide Road and Copeland Avenue in relation to potential disruption during the construction phase.

#### *Nature of the Fuel*

Concern was expressed at the proposal to transport aviation fuel in an underground pipeline and the potential risk for fire and/or explosion. Information was provided on the nature of the Jet A1 fuel and that it was in fact kerosene which is used for home heating systems.

#### *Access*

A number of residents and businesses expressed concern at the potential for access disruption to their dwellings and businesses during the construction phase of the project.

*Planning Process*

Attendees queried the planning process and timelines. Information was provided on the proposed submission dates for the planning application and the process which would be undertaken by DCC and FCC. Attendees were informed on how they could become involved in the process and make submissions.

*Flooding Risk*

There was a number of queries on the potential for the proposed scheme to contribute to localised flooding at river and stream crossings.

**5.7 Conclusions**

Detailed discussion were held with a number of prescribed bodies and interested stakeholders, including the DCC, FCC, DAA, Dublin Port, NRA, Irish Rail. Their comments and feedback were incorporated into the EIS.

Feedback from the information meetings was positive. Concerns regarding access and traffic congestion during the construction phase and the health and safety of the operation of the pipeline are addressed in Chapter 3 – Description of the Proposed Development.

Scoping highlighted the following issues as likely to be important with respect to potential impacts resulting from the proposed development:

- Health and safety concerns from a pipeline of this nature and Jet A1 fuel
- Protection of existing material assets (utilities and services) during design and construction stage
- Nuisance disturbance to residential amenity during the construction phase
- Traffic congestion/disruption during construction
- Risk of contamination to soils, groundwater or surface water in the event of a leak from the pipe
- Potential impacts on designated areas and in particular at the crossing of the Tolka River during construction
- Potential impact to and from localised flooding in the vicinity of river/stream crossings along the proposed pipeline corridor during construction operations and an assessment of any impacts from the submergence of the pipeline by flood waters during its operation.