Iarnród Éireann
Irish Rail

Rosslare ORE Hub

EIAR Environmental Topic Chapters

Chapter 22:

Material Assets

venterra | GDG GAVIN & DOHERTY GEOSOLUTIONS | NICHOLAS O'DWYER an RSK company

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LIST OF ABBREVIATIONS

BCP	Border Control Post
CD	Chart Datum
DaS	Dumping at Sea
DBYD	Dial Before You Dig Maps
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMODnet	European Marine Observation and Data Network
EPA	Environmental Protection Agency
ESB	Electricity Supply Board
GDG	Gavin & Doherty Geosolutions
GPR	Ground Penetrating Radar
IEMA	Institute of Environmental Management and Assessment
NOD	Nicholas O'Dwyer
ORE	Offshore Renewable Energy
RoRo	Roll on Roll off

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22 MATERIAL ASSETS

22.1 INTRODUCTION

Iarnród Éireann – Irish Rail is applying for development permission for the Rosslare Offshore Renewable Energy Hub (hereafter the 'Proposed Development'), located immediately adjacent and to the northwest of the existing Rosslare Europort at Rosslare Harbour in County Wexford, which is operated by Iarnród Éireann. The Proposed Development includes capital dredging to achieve navigable depths for vessels delivering ORE components; land reclamation to create a storage area for these components; and construction of two new berths to facilitate loading and unloading of ORE components. The land reclamation works include infilling the existing small boat harbour, after the construction of a new small boat harbour. The Proposed Development also includes the installation of a new slipway and facility for local clubs, such as the Sea Scouts.

The purpose of the Proposed Development is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects by ORE developers and operators. The Proposed Development is designed to provide facilities that accommodate a wide range of infrastructure uses, both for current requirements and anticipated future needs. For instance, the Proposed Development could be used for traditional port activities if required, including during periods of reduced ORE-related activity. Refer to EIAR Chapter 6: Project Description for further detail.

This chapter of the Environmental Impact Assessment (EIA) Report presents the assessment of the likely significant effects (as per the "EIA Regulations") of the Proposed Development on Material Assets (i.e. assets of human economic origin) arising from the construction and operation of the Proposed Development, both alone and cumulatively with other projects. The scope of this chapter was determined following the issue of a scoping report to the following stakeholders (please see Chapter 4: Scoping and Consultation for full details of consultation):

- Wexford County Council
- Iarnród Éireann
- Commissioners of Irish Lights
- Department of Transport Marine Survey Office
- Irish Coast Guard
- RNLI Wexford

This chapter sets out the methodology followed (section 22.2), describes the receiving environment (section 22.3) and summarises the main characteristics of the Proposed Development which are of relevance to material assets. The potential impacts of the Proposed Development on material assets are assessed (section 22.4) and measures are proposed to mitigate and monitor these effects (section 22.5). Cumulative effects are summarised in section 22.6 and detailed in full in Chapter 25: Interactions.

22.1.1 RELEVANT LEGISLATION AND GUIDANCE

The legislation and guidance applicable to the EIAR is outlined in Chapter 1: Introduction and Methodology. The following guidance documents are specifically relevant to this chapter.

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022).
- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (European Commission, 2017).

22.2 ASSESSMENT METHODOLOGY

This chapter of the EIAR has been prepared with reference to the criteria set out in Section 3.3.6 of the Environmental Protection Agency's (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022) (referred to as the 'EPA Guidelines'). The EPA Guidelines outline the consideration of material assets as follows.

In Directive 2011/92/EU, this factor included architectural and archaeological heritage. Directive 2014/52/EU includes those heritage aspects as components of cultural heritage. Material assets can now be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes transport infrastructure. Sealing of agricultural land and effects on mining or quarrying potential come under the factors of land and soils.

The EPA Guidelines (EPA, 2022) lists roads and traffic as topics which fall into the category of material assets. For the purposes of this EIAR, these topics are assessed separately in:

- Chapter 17: Traffic and Road Transport (NOD, Pinnacle, 2025).
- Chapter 20: Shipping and Navigation (GDG, 2025).

Further details on the assessment of architectural and archaeological heritage are provided in Chapter 16: Cultural Heritage.

Material assets of natural origin are addressed separately in other EIAR chapters, including, Chapter 7: Soils, Geology, Hydrogeology, and Contamination, Chapter 10: Terrestrial Ecology, Chapter 18: Air Quality, and Chapter 24: Climate.

Based on a review of the Proposed Development and the topic areas outlined in the EPA Guidelines (EPA, 2022), this chapter assesses the Proposed Development's impact on material assets, focusing on built services (i.e., economic assets of human origin). This includes port infrastructure, electricity supply and infrastructure, telecommunications, gas, sewer and drainage network, encompassing both onshore and offshore elements. Given the nature of the Proposed Development, the assessment of material assets is organised based on their onshore and offshore location. Table 22.1 lists the material assets considered in this chapter.

Table 22.1: Material Assets considered

Onshore	Offshore
Electrical Infrastructure	Electrical and Telecommunications
Telecommunications	Oil and Gas Infrastructure
Gas and Oil Fuel Mains	Military Active Areas
Water Supply and Foul Drain Network	Marine Disposal Sites
	Ports and Harbours (Operations)

22.2.1 STATEMENT OF COMPETENCE

This chapter has been prepared by Sowmya Gudipati (BSc (Hons) Geology, MSc Applied Environmental Geosciences) and Charlotte Manwaring (BSc (Hons) Geological Sciences, MSc Geochemistry, BA Archaeology).

Sowmya is a graduate engineer at GDG with an MSc and BSc (Hons). She has three years of post-graduate experience working in the environmental, civil engineering, and renewables sectors. Sowmya has worked on multiple onshore wind and solar farm projects in both the UK and Ireland.

Charlotte is a Senior Environmental Scientist at GDG with 25 years' experience and an IEMA Practitioner. She has worked across the environmental, compliance, planning and monitoring fields in the public and private sector. She has experience in EIAR for port expansion, onshore windfarms and energy from waste projects and marine licencing.

This chapter has been reviewed by James McGrath (BSc (Hons), CSci). James is a Senior Environmental Scientist with over 16 years of experience in civil, marine, and geotechnical engineering projects, specialising in dredge reclamation.

22.2.2 TOPIC-SPECIFIC CONSULTATION

An extensive programme of consultation has been undertaken in relation to the Proposed Development, as outlined in Chapter 4: Scoping and Consultation. Information on existing infrastructure and utilities was obtained through requests made to the Rosslare Harbour Port authorities, utility companies, and service providers (see Section 22.2.3).

22.2.3 DATA SOURCES

Information on existing infrastructure and utilities was obtained through requests made to the Rosslare Harbour Port authorities, utility companies, and service providers. Utility information was provided by the following service providers:

- Gas Networks Ireland Dial Before You Dig Maps (DBYD)
- ESB Dial Before You Dig Maps (DBYD)
- EIR eMaps open Eir Civil Engineering Infrastructure Service
- Irish Water Utility Mapping
- Wexford County Council

- Iarnród Éireann (Irish Rail)
- Uisce Éireann (formerly Irish Water)
- EirGrid
- Telecommunications providers such as Eir and Virgin
- European Marine Observation and Data Network (EMODnet) Map viewer
- Rosslare Europort Terminal 7, Drawings – Punch Engineers (August 2022)
- Rosslare Europort, Utility Survey Report – Murphy Geospatial (March 2023)

22.2.4 APPROACH TO ASSESSMENT OF EFFECTS

The assessment of likely significant effects of the Proposed Development on material assets receptors has been undertaken having regard to the EPA Guidelines (EPA, 2022). The assessment considers the following areas of particular relevance to the Proposed Development:

- The potential significant effects on public utilities and the need to ensure their protection during the construction and operational phase.
- The requirements for connecting to public utilities during both the construction and operation phases.

There are no specific criteria for assessing the significance of effects on material assets receptors. Therefore, professional judgment has been used to establish the significance criteria used in this assessment. The significance criteria consider the magnitude and duration of the effects on the relevant receptor and the value of the receptor. The significance criteria are outlined in Table 22.2.

Table 22.2: Significance Criteria for assessment of significance of effects =

Significance Level / Degree of Impact	Criteria
Profound	Disruption of utility of more than a week of international importance with limited potential for substitution. Where additional demand on a utility would consume all remaining capacity. Where there is a permanent disruption of a major piece of infrastructure.
Very significant	Disruption of utility of more than 48 hours of national importance with limited potential for substitution. Where additional demand on a utility would significantly reduce the available capacity of that utility. Where there is long-term disruption of a major piece of infrastructure.
Significant	Disruption of utility of more than 24 hours of national importance with limited potential for substitution. Where there is significant additional demand on the utility. Where there is a medium-term disruption of a major piece of infrastructure
Moderate	Disruption of utility of no more than eight hours for up to seven consecutive days of local importance with limited potential for substitution. Where the additional demand on the utility is relatively large. Where there is a short-term disruption of a major piece of infrastructure

Significance Level / Degree of Impact	Criteria
Slight	Disruption of utility of no more than eight hours for up to three days of local importance with potential for substitution. Where additional demand on a utility is relatively small. Where there is a temporary disruption of a major piece of infrastructure
Not significant	Disruption of utility of no more than eight hours on a single day of local importance with potential for substitution. Where additional demand on a utility is quantifiable but is too small to have any impact on capacity Where there is a brief disruption of a major piece of infrastructure
Imperceptible	No utility interruption during diversion works Utilities that make up private domestic service connection with potential for substitution. Where additional demand on the utility has no material change Where there are minor changes on a major piece of infrastructure which has no material impact on its usability

For the purposes of assessing the significance of effects on utilities and major infrastructure receptors in EIA terms:

- An effect is deemed to be 'not significant' in EIA terms when it is assigned a significance from Imperceptible to Moderate inclusive.
- An effect is deemed to be 'significant' in EIA terms when it is assigned a significance from Significant to Profound inclusive.

22.2.5 MITIGATION

As discussed in Chapter 1: Introduction and Methodology, three types of mitigation measures are considered in this chapter.

- Primary mitigation
- Secondary mitigation
- Tertiary mitigation

22.2.6 RESIDUAL EFFECTS

Where relevant, residual effects have been determined for each significant effect, considering all proposed mitigation. In cases where residual uncertainty of impact is identified within the EIAR, or the success of implemented mitigation measures requires validation, commitments have been made for the provision of monitoring.

22.2.7 DIFFICULTIES AND UNCERTAINTIES

The baseline for this assessment was established using all publicly available information considered accurate and up to date, reflecting the current environmental conditions. However, while the assessment considers the cumulative impacts of ongoing and planned developments at the port, data is limited to what is publicly available.

22.3 RECEIVING ENVIRONMENT AND MATERIAL ASSETS BASELINE

22.3.1 STUDY AREA

The Material Assets Study Area has been defined for this assessment as the area in which there is potential for direct and indirect impact on built services both onshore and offshore as a result of the Proposed Development, particularly where permanent and temporary diversions are required to facilitate the development whilst maintaining vital services to the general public and commercial bodies.

Considering the nature and location of the Proposed Development, the study area for onshore material assets is confined to the Proposed Development Boundary as presented in Figure 22.1. For offshore material assets, a 25 km study area has been established for this assessment as presented in Figure 22.2.

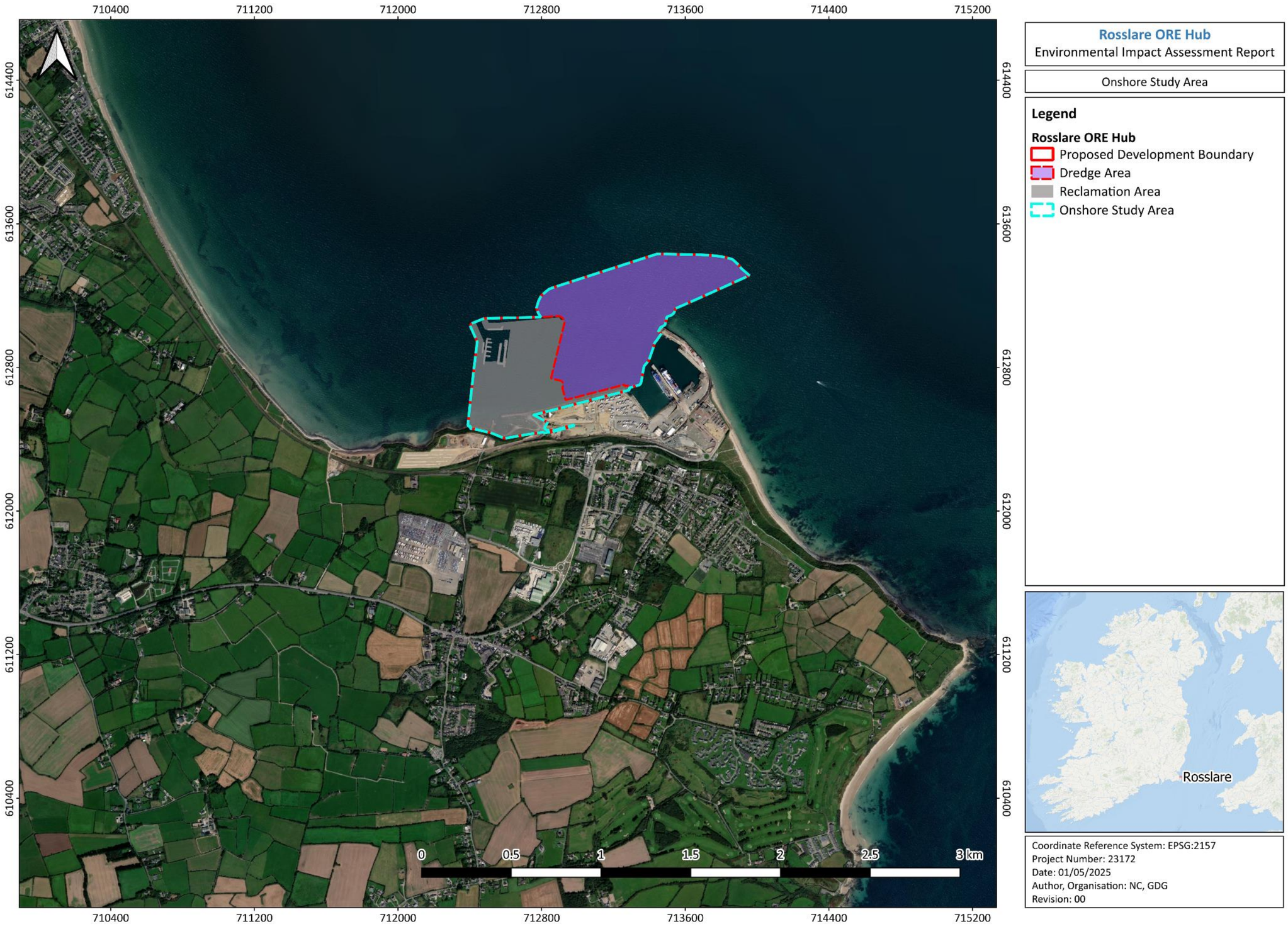

Figure 22.1: Rosslare ORE Hub Material Assets Onshore Study Area

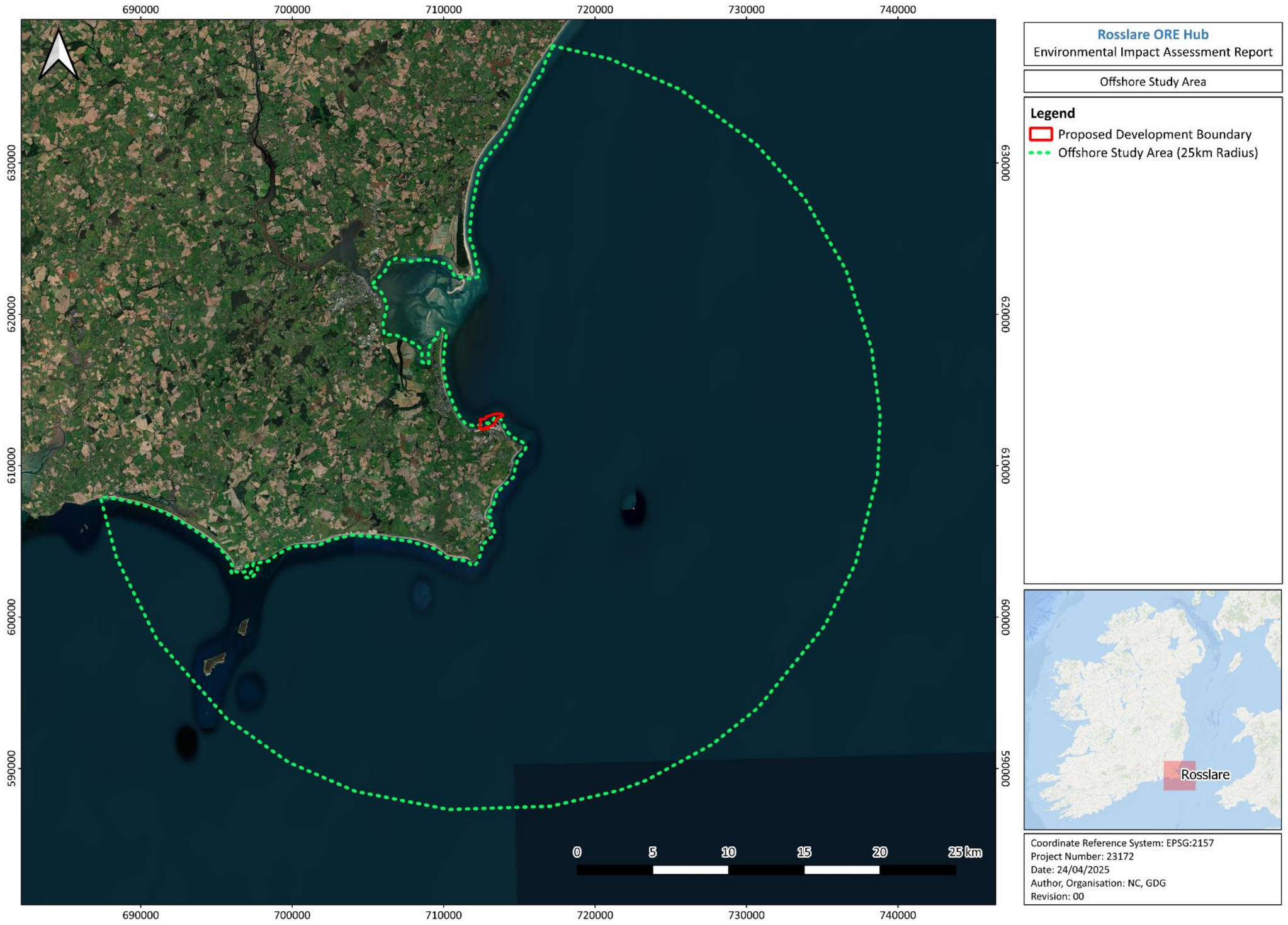

Figure 22.2: Rosslare ORE Hub Material Assets Offshore Study Area

22.3.2 ONSHORE MATERIAL ASSETS

In March 2023, Murphy Geospatial carried out a detailed Ground Penetrating Radar (GPR) and utility survey to identify, locate, and document all existing utilities within Rosslare Europort (hereafter referred to as 'the port') and part of the southern area of the Proposed Development. The survey also aimed to highlight any anomalies. In March 2022, Punch Consulting provided water main and drainage drawings to support the assessment. As part of the EIA process, consultation with utility providers was undertaken to inform them about the Proposed Development and to obtain details of existing services in the area.

22.3.2.1 ELECTRICAL INFRASTRUCTURE

No overhead electrical infrastructure was observed within the Proposed Development boundary.

The Electricity Supply Board (ESB) infrastructure within the port area encompasses both overhead and underground cable lines, facilitating the distribution of low voltage (400 V, 230 V) and medium voltage (10 kV and 20 kV) electricity within the port and nearby settlements. Additionally, underground cables of both low and medium voltage (400 V, 230 V, 10 kV, 20 kV) run from Kilrane to Rosslare Harbour village and extend into the port via the customs hall, providing power connections to Berths 1 and 3. The port is also equipped with standard street lighting.

22.3.2.2 TELECOMMUNICATIONS

No overhead telecommunication cables were observed within the Proposed Development boundary.

Based on the indicative drawings from service providers and the utility report by Murphy Geospatial (March 2023), the port area contains EIR cables and ducts distributed across various chambers throughout the port. CCTV monitoring systems are installed across the area, covering administrative buildings, berths, parking bays, and other site chambers. Additionally, the port area includes fibre cables, with both 4-core and 12-core, running along the administrative buildings and extending further throughout the port.

22.3.2.3 GAS AND OIL FUEL MAINS

According to the utility report and the service provider drawings, no gas pipelines were identified within the port and Proposed Development area. Hence, these are not further assessed.

22.3.2.4 WATER SUPPLY AND FOUL DRAIN NETWORK

There are no water and foul drainage pipelines within the Proposed Development boundary. Indicative record drawings provided by Uisce Éireann reveal the presence of a water supply network and manholes throughout the port. According to these drawings, there are no foul or drainage network lines shown in the central part of the port, though a non-Uisce Éireann line is indicated at the far northwest end of the port. However, the survey conducted by Punch in March 2022 identified a more extensive network of both water supply and foul drainage systems across the port.

22.3.2.5 IMPORTED MATERIAL

As described in Chapter 6: Project Description, construction will require the importation of construction materials such as concrete, rockfill, aggregate and asphalt. The materials required represent a small proportion of overall quantities manufactured each year and are readily available.

22.3.3 OFFSHORE MATERIAL ASSETS

The baseline conditions for offshore material assets have been established through a review of publicly available data from EMODnet.

22.3.3.1 ELECTRICAL INFRASTRUCTURE AND TELECOMMUNICATIONS

The EMODnet Map viewer shows the Proposed Development and Onshore study area do not encompass any current electrical assets. However, telecommunication cables like the Pan European Crossing (UK- Ireland), Celtic Cable, Esat-1 Cable and Solas are identified within the offshore study area. These cables are located approximately 16 km from the Proposed Development, with their landfall stations positioned at the far end of the north and south of the study area, as presented in Figure 22.3.

22.3.3.2 OIL AND GAS INFRASTRUCTURE

Based on the review of the EMODnet Map viewer, it was observed that the Proposed Development boundary and its associated material assets study area do not encompass any oil and gas infrastructure. Hence, oil and gas infrastructure is not further assessed.

22.3.3.3 MILITARY ACTIVE AREAS

According to the EMODnet Map Viewer, it was noted that the Proposed Development and its associated material assets study area do not encompass any Military Active Areas. Hence Military Active Areas are not further assessed.

22.3.3.4 PORTS AND HARBOURS

Rosslare Europort, operated by Iarnród Éireann, is a strategically significant maritime facility. The port is equipped with dedicated Roll-On Roll-Off (RoRo) berths, designed to accommodate both ferry and freight operations. These berths vary in length and depth, with Berth 1 measuring 221 m in length with depths between 7.6 m and 10 m, and Berth 4 measuring 148 m in length with depths between 6.5 m and 8.9 m. The port infrastructure includes specialised landside storage, efficient queuing lanes, and modern terminal buildings, facilitating streamlined operations. Additionally, Rosslare Europort offers comprehensive maritime services such as mooring, stevedoring, and passenger-car check-in, ensuring the smooth handling of the port's 36 weekly continental and 55 weekly UK sailings. The port also includes a small boat harbour and the Fisherman’s Quay. Further details on existing operations and future activities at Rosslare Europort can be found in Chapter 6: Project Description.

22.3.3.5 MARINE DISPOSAL SITES

On review of the Environmental Protection Agency Data and Maps (EPA maps), it was observed that the nearest active Dumping at Sea (DaS) permitted area is held by Iarnród Éireann, situated roughly 6.5 km northeast of Rosslare Europort (Figure 22.4). The DaS permit number S0016-02 was issued in 2023 and remains active until 30th September 2027. The material being disposed of is maintenance dredged material from the port, amounting to approximately 478,500 tonnes.

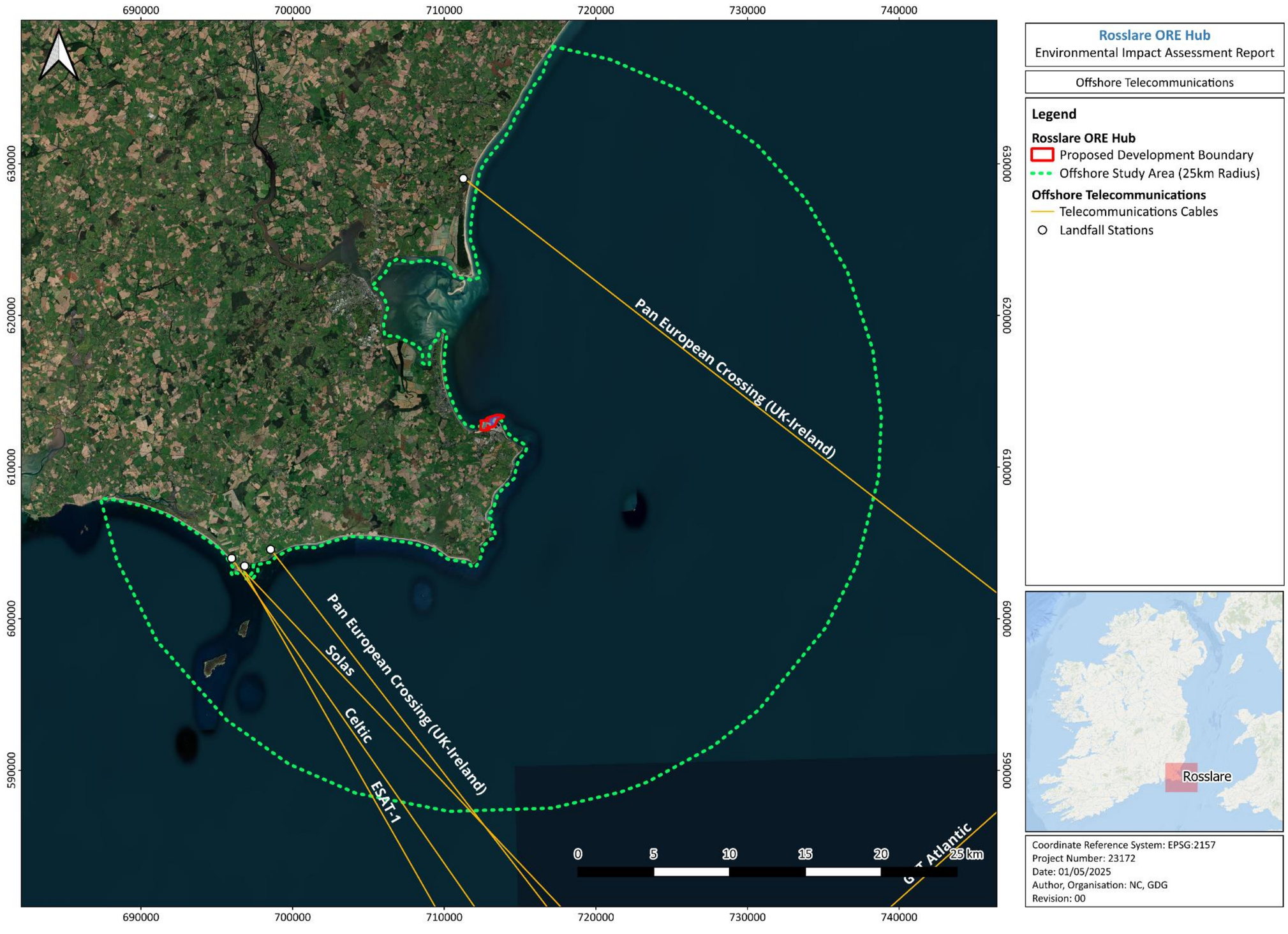

Figure 22.3: Offshore Telecommunications Cables within Rosslare ORE Hub Material Assets Study Area (EMODNet, 2024)

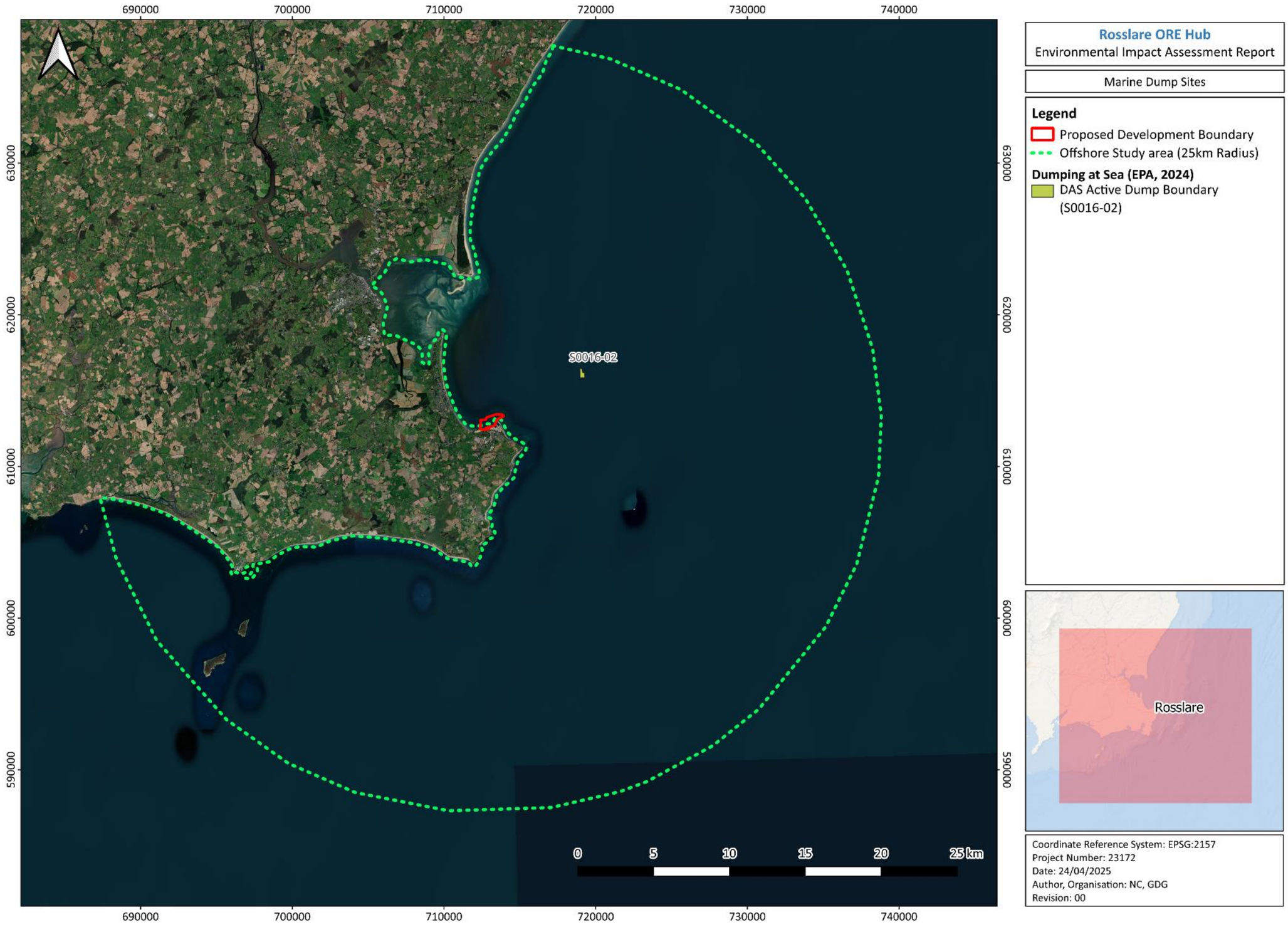

Figure 22.4: Marine Dumping Sites within Rosslare ORE Hub Material Assets Study Area

22.4 ASSESSMENT OF EFFECTS

22.4.1 KEY RECEPTORS

With due consideration of the potential material assets receptors described in this report, the following subset of key receptors has been identified and assessed for effects due to the Proposed Development on material assets.

Key Onshore Material Assets Receptors:

- Electrical Infrastructure
- Water Supply and Foul Drain Network

Key Offshore Material Assets Receptors:

- Electrical and Telecommunications
- Marine Disposal
- Ports and harbours

22.4.2 "DO-NOTHING" SCENARIO

In the scenario where the Proposed Development does not proceed as planned, none of the effects as set out in this chapter would occur. Under the 'do nothing' scenario, the material assets baseline as presented in Section 22.3 would persist subject to maintenance and upgrades by asset owners, and no significant effects would arise.

22.4.3 PRIMARY MITIGATION

Primary mitigation refers to mitigation which is integrated into the design of the Proposed Development. For the Proposed Development, primary mitigation measures set out in Chapter 6: Project Description which are relevant to material assets receptors such as utilities, electrical infrastructure, and existing port operations include:

- Close coordination with utility providers to ensure existing services, including electrical and underground utilities, are protected during construction. This will include mapping all utilities and defining exclusion zones where necessary.
- Identification and protection of existing water supply infrastructure to avoid disruptions during construction. Provision will be made for temporary water supply connections to ensure uninterrupted service for port operations.
- Planning for the segregation and treatment of greywater generated during construction and operation. Dedicated containment systems will be implemented to prevent contamination of existing watercourses, with greywater being treated or disposed of off site in line with environmental regulations.
- Construction activities will be planned to minimise disruption to ongoing port operations
- Dedicated staging areas and temporary access routes will be established to maintain the functionality of key facilities throughout the construction phase

- Provision of a new medium voltage electrical substation will service the electricity demand associated with the Proposed Development.
- A water network will be constructed as part of the Proposed Development. The water supply for this proposed network will be drawn from the Iarnród Éireann internal water main located at the Western Roundabout
- A proposed foul water pumping station will be constructed, from where foul water from the ORE Hub will be pumped, along a proposed pressure main which will convey flows to the existing foul pumping chamber on site, from where it will be pumped onwards to the existing public wastewater network. From here, flows will be conveyed by gravity through Uisce Éireann's public wastewater system to the Rosslare Sewage Plant for treatment and disposal.
- The ORE storage yard will be lit by 30 m high lighting masts around the perimeter which are individually controlled and have lamp clusters directed downwards and onto the storage yard.

22.4.4 TERTIARY MITIGATION

Relevant industry best practice measures which will be implemented are outlined below.

When construction activities are required near or across known utility infrastructure, the appointed contractor will take precautions to prevent damage. These measures will follow best practices, and the requirements set by the utility companies and port operations teams where applicable. Protection strategies during construction include:

- Warning signs and markings indicating the location of utility infrastructure
- Implementing safe digging techniques and careful excavation practices near known utilities
- Where possible, isolate sections of infrastructure during work in the immediate area
- Protection of overhead services: installing suitable fencing and goal posts
- Using Ground Penetration Radar (GPR) for accurate location verification of existing assets
- Conducting excavation work in accordance with the Guidelines for Managing Openings in Public Roads
- Utilising trial holes or slit trenches to gain precise information about existing assets
- Engaging with asset owners to discuss and agree on clearances and final details
- Road closures, signages, traffic management, recommended speed limits, management of spoil, cleaning the areas of work
- Proper planning and programming the existing operation of the port, with freight movement, mariners and other associated activities

Interruptions to existing utilities will be minimised and only occur when necessary. Any unavoidable interruptions will be carefully planned by the contractor. All works will be planned to minimise disturbances as much as possible. All works near existing services and utilities will be carried out in consultation with the relevant Utility Provider and Local Authority and will follow any requirements or guidelines they may have.

22.4.5 POTENTIAL EFFECTS

Potential effects on onshore and offshore material assets have been identified which may occur during construction and operational phases of the Proposed Development:

- Potential damage to existing utility infrastructure (e.g., connections to the network). Specifically, infrastructure such as water mains, sewers, and drainage that is located in close proximity to elements of the Proposed Development, may need to be moved or replaced to accommodate such elements.
- Temporary disruptions to service operations, as well as physical disturbance to existing infrastructure (e.g., connections to the network) where it cannot be avoided.
- There is the potential demand on utilities during construction and operation of the Proposed Development. Some utilities will be required such as electricity for elements such as lighting and potable water for staff / firewater provision.
- Temporary disruption to port infrastructure.

The significance of these effects in EIA terms is assessed by receptor in the sections below.

22.4.6 ONSHORE CONSTRUCTION PHASE EFFECTS

During the construction phase, a temporary site construction compound will be established near the eastern edge of the existing small boat harbour. This location will provide access to the foreshore on the northern side of the existing port lands to facilitate construction activities.

The compound will be temporarily serviced with welfare connections, including water, power, foul drainage, and communications, sourced from existing services within the adjacent Iarnród Éireann compound. Further details on these activities are provided in Chapter 6: Project Description.

22.4.6.1 ELECTRICAL INFRASTRUCTURE

As outlined in the Section 22.3.2.1, no existing electrical infrastructure was observed within the Proposed Development Boundary.

Electricity for the temporary site compound and temporary marshalling offices will be supplied via the local distribution network managed by ESB Networks. To accommodate construction needs, rerouting of existing ESB overhead lines is planned. This process is expected to cause minimal disruption, with only a brief outage required to complete connections. Where feasible, construction compounds and work areas will utilise the existing electricity supply. If this is not practicable, power will be provided by diesel generators, with weekly diesel deliveries using a 20,000-litre tanker.

The significance of effects of the proposed activities on the electrical infrastructure demand is therefore considered imperceptible and not significant in EIA terms.

22.4.6.2 WATER SUPPLY AND FOUL DRAIN NETWORK

No existing water supply and the foul networks were observed within the Proposed Development boundary as outlined in Section 22.3.2.4.

Water supply and foul drain network for the temporary site compound is described as follows:

- Potable water for the temporary construction compound will be supplied from Uisce Éireann mains. If connecting to the local water main is not feasible, potable water for the temporary construction compound areas will be provided using mobile bowsers.
- Grey water for welfare facilities and construction activities (such as wheel washes and dust control) will be sourced from rainfall collection or transported by tanker to the working areas. Any potable water supplies affected by construction will be reinstated as quickly as possible or a temporary alternative supply will be provided until the permanent supply is restored. Given the relatively low demand for potable water during construction, the sensitivity of the receptor is assessed as low, and the magnitude of the impact is considered minimal, as the regional and local water supply will remain unaffected.
- Wastewater from the temporary construction compound will be collected in holding tanks, which will be emptied regularly (typically every two weeks) by licensed contractors and properly disposed of. Portable toilets will be used in the working areas, with maintenance and disposal handled by the contractor at a licensed facility. Given the limited workforce, the impact on existing wastewater treatment capacity is low.

Consequently, the effects on water supply and foul drain network and their demand for the Proposed Development temporary construction compound are considered to be imperceptible and not significant in EIA terms.

22.4.7 OFFSHORE CONSTRUCTION PHASE EFFECTS

22.4.7.1 ELECTRICAL AND TELECOMMUNICATIONS

The construction of the Proposed Development will have no effects on electrical, and telecommunications given that the telecommunication cables identified within the offshore study area (Pan European Crossing (UK- Ireland) two cables, Celtic Cable, Esat-1 Cable and Solas) are located approximately 16km from the Proposed Development Boundary, with their landfall stations positioned to the north and south of the Proposed Development Boundary.

22.4.7.2 PORTS AND HARBOURS

The construction of the Proposed Development includes the addition of ORE purpose-built quays, ORE quayside storage and pre-construction areas, a navigable channel dredged down to a minimum of -10 m Chart Datum (CD) water depth, a main berth pocket dredged down to a minimum of -12m CD, and a new small boat harbour for local boat users and facilities. The construction activities are not linked to the existing port infrastructure at Rosslare Europort and there is no spatial overlap.

The potential construction phase effects on existing port infrastructure are considered imperceptible and therefore not significant in EIA terms.

Note this assessment is focussed on potential impacts to existing port infrastructure; potential impacts on maritime operations at Rosslare Europort during construction of the Proposed Development are considered in detail in Chapter 20: Shipping and Navigation.

22.4.7.3 MARINE DISPOSAL

During the construction phase of the Proposed Development, the dredged material to deepen the approach channel and create the berth pockets will be entirely reused for the reclamation of land. There will be no requirement to dump at sea, and therefore no impact on the existing licensed marine disposal site.

The potential construction phase effects on marine disposal are considered imperceptible and therefore not significant in EIA terms.

22.4.8 ONSHORE OPERATIONAL PHASE EFFECTS

22.4.8.1 ELECTRICAL INFRASTRUCTURE AND TELECOMMUNICATION

There will be no significant effect on electrical infrastructure and telecommunication from the operation of the Proposed Development.

Once the Proposed Development is operational, electricity will be supplied via a new electrical substation located along the new access road to coordinate with the existing route of power supply and existing ESB transformer near the inner end of the existing small boat harbour. It is proposed that the new sub-station will house both the ESB plant and a customer-side switch room.

The additional demand on electricity supply is largely from lighting, with relatively low electricity demand expected for the ORE Compound, the new Small Boat Harbour and lighting for component testing.

The ORE storage yard will be lit by 30 m high lighting masts around the perimeter which are individually controlled and have lamp clusters directed downwards and onto the storage yard. These will be switched on individually only when operators are active in each respective zone. Chapter 6: Project Description describes the measures to control lighting and therefore energy use. Measure such as the use of lighting zones where smaller areas can be lit and dimmed individually, motion sensors and the use of energy efficient LED, all aim to minimise the electricity use at the Proposed Development.

The electricity demand for the Proposed Development is likely to be less than the existing port operations (including terminal and customs buildings and their staff and ferry passengers) and as such the additional demand is considered to be relatively small as described in Table 22.2.

The anticipated impact on electricity demand during the Operational Phase is considered not significant in EIA terms.

22.4.8.2 WATER SUPPLY AND FOUL DRAIN NETWORK

As mentioned, the Proposed Development will be connected to the existing Uisce Éireann water main supply. The foul water from the Proposed Development will connect to the existing foul pumping station and treated at the Rosslare Sewage Plant for treatment and disposal. Chapter 6: Project Description includes more details.

The potable water demand is estimated at a peak hour flow of 1.302 litres/sec and an average water flow of 0.261 litres/sec. The calculated water demand for the Rosslare ORE Hub project arises from a

population equivalent of 150 persons which is ample to serve the workers who will use the ORE Compound at any one time, with additional capacity available for potential future uses.

A fire-water storage tank is proposed at the southwestern corner of the site in accordance with Wexford Fire Department requirements. The tank will be an above-ground, galvanised steel structure with a conical roof and a 180m³ storage capacity, further details can be found in Chapter 6: Project Description.

Similar to the potable water, the foul water is designed to ensure a robust future-proofed foul water network is provided at the outset, the services are sized to include safeguarded hydraulic capacity to facilitate the potential future flows from the area reserved as a "Site for Potential Future Uses", as shown in the planning drawings.

The potable water and foul water provision for the Proposed Development is likely to be less than the existing port operations (including terminal & customs buildings and their staff and ferry passengers) and as such the additional demand is considered to be relatively small as described in Table 22.2.

Potential effects for water demand are considered slight and not significant in EIA terms.

22.4.9 OFFSHORE OPERATIONAL PHASE EFFECTS

22.4.9.1 ELECTRICAL INFRASTRUCTURE AND TELECOMMUNICATIONS

There will be no effect on electrical utilities and telecommunication utilities from the operation of the Proposed Development since this offshore infrastructure is at the closest 16km away.

22.4.9.2 PORTS AND HARBOURS

The Proposed Development will operate alongside Rosslare Europort. There will be no adverse operational phase impacts on existing Rosslare Europort infrastructure.

Overall, the potential operational effects are considered imperceptible and therefore not significant in EIA terms.

22.4.9.3 MARINE DISPOSAL

The operational activities including ORE vessel movements will have no impact on the licensed marine disposal site.

22.5 SECONDARY MITIGATION MEASURES

The Proposed Development is not expected to require any additional construction phase mitigation measures, as the necessary primary and tertiary mitigation strategies have already been incorporated. Given that the operational phase is anticipated to have minimal impact on the material assets discussed in this chapter, no further measures are deemed necessary.

22.6 CUMULATIVE EFFECTS AND OTHER INTERACTIONS

22.6.1 CUMULATIVE EFFECTS

Potential cumulative effects may arise from the Proposed Development when combined with other existing and/or approved projects where the zones of influence overlap. In accordance with the EPA Guidelines (2022), existing and/or approved projects with the potential for cumulative impacts have been identified. These include projects within Rosslare Europort, those located outside but proximal to the Proposed Development, and those offshore projects which located a greater distance from the Rosslare Europort entirely. A summary table of all projects, with the scale and nature of development, is provided in Chapter 25: Interactions.

This section considers the cumulative impacts of ongoing and planned developments at the port, including the REAR road project. Detailed timelines and specific interactions with material assets for these projects were not fully available at the time of the assessment.

For the purpose of this chapter, the following developments may give rise to cumulative effects in conjunction with the Proposed Development:

Within Rosslare Europort:

- **Planning ref; 20211672:** Permission for an extension to the existing Berth 3, the replacement of the existing linkspan at Berth 3 with a new linkspan and support structures, and the demolition and removal of the existing Berth 4 linkspan with Rosslare Europort
- **Planning ref; 20211322:** Permission for the construction of Rosslare Europort Terminal 7, a new Border Control Post (BCP) at Rosslare Europort

Nearby onshore projects outside of Rosslare Europort:

- **Planning ref; 314015**: Development of the N25 Rosslare Europort Access Road. The proposed scheme will improve the existing L3068 Ballygerry Link Road to national standards and to meet the future demand for port traffic. A new section of road then extends from the western end of the existing L3068 Ballygerry Link Road at its junction with the existing L7021 Churchtown Road. The new section of road then turns to the north, crossing over the existing Dublin to Rosslare Harbour rail line before continuing east to connect into Rosslare Europort, via a new roundabout proposed as part of the Masterplan Phase 1 development of Rosslare Europort.

Offshore projects at a greater distance outside the Rosslare Europort development area:

- Dumping at sea permit **S0016-02**: Permit for the loading and dumping at sea of dredged material, arising from maintenance dredging at Rosslare Europort and Ballygerry Harbour, Co. Wexford. The proposed activities involve the loading and dumping of 478,500 tonnes of dredged material from 2023 to 2027. The established dumping site is located approximately 6 km northeast of the port.

With regard to material assets, works during the construction and operational phases of the Proposed Development, in combination with other projects, have the potential to cause disruption to existing utility infrastructure. This includes water mains, sewers, and drainage systems located in close proximity to elements of the Proposed Development.

Given the scale of the Proposed Development and other projects within the port, all of which are managed by IÉ, the impact on these utilities is assessed as slight and therefore not significant in EIA terms.

22.6.2 INTERACTIONS

There are no significant interactions between material assets receptors and other receptors.

22.7 RESIDUAL EFFECTS

The Proposed Development is not expected to have significant effects during the construction and operational phases following the implementation of primary and construction phase tertiary mitigation measures. Table 22.3 summarises the potential impacts and residual effects of the Proposed Development on material assets.

As the operational phase is anticipated to have minimal impact on the material assets outlined in this chapter, no mitigation measures are considered necessary to address residual effects.

22.8 SUMMARY

This chapter of the EIAR has assessed the potential environmental impacts on Material Assets from the construction and operation phases of the Proposed Development, the assessment is summarised in Table 22.3.

Table 22.3: Assessment Summary

Receptor(s)	Potential Effect	Construction/ Operation	Significance Level / Degree of Impact	Secondary Mitigation	Residual Impact
Electrical Infrastructure	Potential damage to existing utility infrastructure. Temporary disruptions to service operations, as well as physical disturbance to existing infrastructure	Construction	Not Significant	-	Not Significant in EIA terms
	Increase demand on utilities	Construction	Imperceptible	-	Not Significant in EIA terms
		Operation	Slight	-	Not Significant in EIA terms
Water Supply and Foul Drain Network	Potential damage to existing utility infrastructure. Temporary disruptions to service operations, as well as physical disturbance to existing infrastructure	Construction	Not Significant	-	Not Significant in EIA terms
	Increase demand on utilities	Construction	Imperceptible	-	Not Significant in EIA terms
		Operation	Slight	-	
Marine Disposal site	Disruption to infrastructure	Construction	Imperceptible	-	Not Significant in EIA terms
		Operation			
Ports and Harbours	Disruption to infrastructure	Construction	Imperceptible	-	Not Significant in EIA terms
		Operation	Imperceptible	-	Not Significant in EIA terms

22.9 CONCLUSION

The assessment of material assets for the Proposed Development was conducted following the Environmental Protection Agency (EPA) Guidelines (2022). The methodology focused on evaluating potential effects on built infrastructure (ports) and services, including electricity, telecommunications, water supply, foul drainage, traffic, and marine facilities. Both onshore and offshore elements were considered. The assessment incorporates stakeholder consultations, data collection from utility providers, and a review of cumulative impacts from other relevant projects in the area.

During construction, connection to electrical, water and wastewater utilities is required. Potential for damage and disruption to these utilities was considered not significant in EIA terms. During construction of the Proposed Development demand for electrical and water/ wastewater utilities was considered not significant in EIA terms. Any disruption to infrastructure, marine disposal sites and Rosslare Europort was assessed as not significant in EIA terms.

During operation of the Proposed Development, demand for electrical and water/ wastewater utilities was considered slight and not significant in EIA terms. Any disruption to infrastructure, marine disposal sites and Rosslare Europort was assessed as no effect and imperceptible and therefore not significant in EIA terms.

Best practice measures and strategies will be implemented during construction to prevent damage to utilities particularly as services are connected to the Proposed Development.

In summary, with integrated measures built into the project design and best practices measures, the overall significance of impacts to material assets from the Proposed Development are not considered significant in EIA terms. Therefore, it is concluded that the construction and operation of the Proposed Development will not result in significant effects on any material assets.

22.10 REFERENCES

Environmental Protection Agency (EPA). (2022). *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports.*

European Commission (EC). (2017). *Environmental Impact Assessment of Projects - Guidance on the Preparation of the Environmental Impact Assessment Report Institute of Environmental*

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