

Rosslare ORE Hub

EIAR Introductory Chapters

Chapter 4:

Scoping and Consultation

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LIST OF ABBREVIATIONS

AIS	Automatic Identification System
BWI	BirdWatch Ireland
CIL	Commissioners of Irish Lights
cSPA	Candidate Special Protection Area
DFDS	Det Forenede Dampskibs-Selskab
EC	European Commission
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
IÉ	Iarnród Éireann
LPS	Local Positioning System
MSO	Marine Survey Office
NMPF	National Marine Planning Framework
NPWS	National Parks and Wildlife Service
RNLI	Royal National Lifeboat Institution
SAC	Special Areas of Conservation
SBOA	Small Boat Harbour Owners Association
SPA	Special Protection Areas
VTs	Vessel Traffic Services

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4 SCOPING AND CONSULTATION

4.1 INTRODUCTION

This chapter of the Environmental Impact Assessment Report (EIAR) describes the extensive consultation process undertaken by the Project Team with relevant stakeholders in relation to the Proposed Development during scoping and pre-application stages, and engagement with the local community, consistent with the principle of early public participation under the Aarhus Convention and the EIA Directive (2011/92/EU as amended by 2014/52/EU).

The proposals and design of the Proposed Development have been formulated and evolved through EIA scoping and consultations with key stakeholders and the local community. Further detail is provided in EIAR Chapter 5: Consideration of Alternatives and Project Design.

4.2 SCOPING

An environmental impact assessment scoping exercise was undertaken between June 2022 and December 2023 and included engagement and consultation with the key environmental stakeholders, in accordance with the European Commission's Environmental Impact Assessment of Projects Guidance on Scoping (EC, 2017). An EIA Scoping Report was prepared in September 2022. It identified the topics to be scoped into EIA, and what topics could be scoped out based upon the likelihood or not of giving rise to significant environmental effects during construction and operation.

The EIA Scoping Report described the approach to be taken in assessing each of the listed environmental topics, including a description of the study area for each topic; a description of the methodology to be used in assessing each topic including the desk-based, survey work and consultation to be undertaken to inform the assessment; as well as outlining the current baseline conditions and the potential impacts which would occur as a result of construction and operation of the Proposed Development and the significance of effects.

Table 4.1 summarises environmental topics that were scoped in or out of the EIAR and the proposed data requirements to inform the relevant chapter for each scoped in topic.

Table 4.1: Summary of EIA scoping exercise and data required

Scoping Topic	Scoped In for EIAR	Data requirements
Consultation	n/a	A full programme of engagement to be undertaken with all relevant statutory bodies, other users of the marine space including fisheries and leisure users, elected representatives, environmental groups, landowners, businesses, existing customers of the port, the offshore wind industry, residents and any other stakeholders identified.
Onshore Soils, Geology, Hydrogeology and Contamination	Yes	Desktop Study, Site Investigation

Scoping Topic	Scoped In for EIAR	Data requirements
Marine Geology	Yes	Desktop Study, Site Investigation
Coastal Processes	Yes	Desktop Study, Site Investigation
Flood Risk	Yes	Desktop Study, Site Investigation, Consultation
Biodiversity: Terrestrial Ecology	Yes	Desktop Study, Site Investigation, Consultation
Biodiversity: Benthic Ecology	Yes	Desktop Study, Site Investigation
Biodiversity: Fishing and Fish Ecology	Yes	Desktop Study, Site Investigation, Consultation
Biodiversity: Marine Mammals	Yes	Desktop Study, Marine Mammal Risk Assessment, Site Investigation (visual and acoustic surveys)
Biodiversity: Ornithology	Yes	Desktop Study, Site Investigation (vantage point and other surveys), Impact Assessment
Cultural Heritage (Onshore Archaeology)	Yes	Desktop Study, Site Investigation
Cultural Heritage (Marine Archaeology)	Yes	Site Investigation
Water Quality	Yes	Desktop Study, Site Investigation
Waste	No	Desktop study
Transportation (onshore)	Yes	Desktop Study
Air Quality and Climate	Yes	Desktop Study
Noise and Vibration	Yes	Desktop Study, Site Investigation
Navigation and Shipping	Yes	Consultation, Navigational Risk Assessment
Human Health and Population	Yes	Desktop Study, Consultation
Material Assets	Yes	Desktop Study, Consultation
Landscape and Visual	Yes	Desktop Study, Site Investigation and Impact Assessment
Major Disasters and Accidents	No	n/a
Cumulative Impacts	Yes	Desktop Study and Consultation

4.2.1 TOPICS SCOPED OUT OF EIAR

- **Major Accidents and Disasters** - The Major Accidents and Disasters EIA Scoping Report chapter noted that existing port operations policies and procedures overseen by Iarnród Éireann (IÉ) are implemented in line with a range of control measures throughout the harbour, which include *inter alia*: Rosslare Europort – Port Waste Management Plan 2021/2022, Iarnród Éireann Environmental Policy, Iarnród Éireann Health and Safety Policy, Byelaws of Rosslare Europort, Rosslare Europort Emergency Plan 2022/2023, and Rosslare Europort Oil Spill Response Plan (2018).

It was concluded that major disaster or accident effects at construction and operational stages of the Proposed Development such as accidental discharge of dangerous substances, and presence, movement and navigation of vessels, can be addressed in Chapter 9: Water Quality and Flood Risk, and Chapter 20: Shipping and Navigation, and there is therefore no requirement to address this matter in its own EIAR chapter.

- **Waste** – It was concluded in the EIA Scoping Report that there could be potential impacts from waste generated during construction and operation of the Proposed Development and therefore impacts from waste should be scoped into the EIA. However, considering the limited volume of waste that will be generated by the Proposed Development during construction and operation, it is considered that there is no need to address waste as a separate EIA topic.

Chapter 6: Project Description lists the waste streams expected to be generated and describes how they will be managed. Waste generated during construction is addressed in the outline Construction Environment Management Plan. Waste generated during operation will be addressed through Rosslare Europort's operations policies and procedures.

4.2.2 SCOPING CONSULTATIONS

The EIA Scoping Report was issued to the following topic relevant stakeholders in February 2023:

- Bord Iascaigh Mara
- Commissioners of Irish Lights
- Department of Transport Marine Survey Office
- Inland Fisheries Ireland
- Irish Coast Guard
- Marine Institute
- National Monuments Service Underwater Archaeological Unit
- National Parks and Wildlife Service
- Royal National Lifeboat Institution Wexford
- Sea Fisheries Protection Authority
- Wexford County Council.

The above consultees were asked to provide a written response. However, no responses to EIA Scoping were received.

As follow up to EIA Scoping, online consultation meetings were held with key stakeholders who confirmed they would be available to attend a meeting. The issues raised and actions taken by the EIA project team in relation to project design and preparation of the EIAR are set out in Table 4.2.

Table 4.2: Scoping consultation meetings with key stakeholders - key comments, responses and outcomes

Consultee meeting date	Key comments made during scoping consultations	Response	Outcome
Commissioners of Irish Lights (CIL) / 3rd April 2023	CIL asked project team to consider adding sector light on NE corner of reclaimed land for safety and marking approach	Consideration of adding sector light to NE corner of reclamation area scoped into EIAR.	Provision of sector light on NE corner of reclamation discussed further with relevant stakeholders during Hazards Workshop (see EIAR Volume 3, Technical Appendix 20: Shipping and Navigation). Introducing leading lights installed on the reclaimed area of the Proposed Development, aligned with the dredged area, was discussed with consultees including the Irish Lights, Harbourmaster, Stena Lines, Irish Ferries, (Det Forenede Dampskibs-Selskab) (DFDS) and Finnlines. These consultees agreed that these would offer little benefit and may confuse other vessels operating further offshore.
Department of Transport Marine Survey Office (MSO) / 19th April 2023	MSO note there can be a discrepancy between the Automatic Identification System (AIS) results and incidents information where local small fishing vessels are not included in AIS data but are included in incident information.	Consideration of discrepancy between the AIS results and incidents information and of Vessel Traffic Services (VTS) requirement scoped into EIAR.	Incident analysis into the type and frequency of incidents in and around Rosslare Europort was carried out for Chapter 20: Shipping and Navigation using data sourced from RNLI (2008-2023), Marine Casualty Investigation Board (1992-2023) and directly from Harbour Master reports (2015-2022). Chapter 20: Shipping and Navigation states that the Harbourmaster will engage with the MSO to review and update (where necessary) the Local Positioning System (LPS) manual prior to Operational phase of Proposed Development. Note this engagement will determine whether VTS is required to ensure safety of navigation.

Consultee meeting date	Key comments made during scoping consultations	Response	Outcome
	MSO noted VTS may be needed to ensure safety of navigation		
National Monuments Service Underwater Archaeological Unit (NMS) / 19th April 2023	NMS confirmed an EIAR marine archaeology chapter is sufficient for underwater archaeology risk assessment, advised archaeologist should liaise with geophysical survey provider to ensure surveys are fit for purpose	EIAR marine archaeology chapter scoped into EIAR, project archaeologist to provide toolbox talk to project geophysical surveyors prior to surveys being undertaken to ensure surveys fit for purpose for archaeology.	<p>Project archaeologist provided toolbox talk to project geophysical surveyors prior to surveys being undertaken to ensure surveys fit for purpose for archaeology.</p> <p>Chapter 16: Cultural Heritage addresses marine archaeology and provides summary of marine surveys which informed archaeology baseline, including geophysical survey.</p>
National Parks and Wildlife Service (NPWS) / 4th September 2023	<p>National Parks and Wildlife Service (NPWS) advised marine mammal Vantage Point surveys at the project site should be undertaken for 24 months.</p> <p>NPWS advised a sufficient number and coverage of grab samples be taken as part of the benthic ecology survey to robustly characterise the benthic infaunal communities present.</p>	<p>Consideration given to extending temporal coverage of marine mammal surveys and to ensuring sufficient number and coverage of grab samples collected at project site to robustly characterise the benthic infaunal communities present.</p>	<p>As described in Chapter 13: Marine Mammals, marine mammal vantage point surveys extended in September 2023 to provide 24 months spatial coverage (from 12 months).</p> <p>As described in Chapter 11: Benthic Ecology, benthic ecology survey designed to ensure sufficient number and coverage of grab samples taken to robustly characterise the benthic infaunal communities present.</p>

4.3 ENGAGEMENT WITH THE LOCAL COMMUNITY

An extensive programme of engagement with the local community was undertaken between December 2023 and December 2024 in line with the principle of early public participation under the Aarhus Convention and the EIA Directive (2011/92/EU as amended by 2014/52/EU). The purpose of the engagement was to seek the views of the wider public on the Proposed Development, to gather information pertinent to the preparation of the EIAR, and to get feedback on the proposals and design.

4.3.1 PUBLIC CONSULTATION ON INITIAL DESIGN CONCEPTS (DECEMBER 2023)

The Project Team held a series of ‘town hall’ events to present location and layout options under consideration for the Proposed Development and receive feedback on these from key stakeholders, including the public, in Rosslare Europort on 11th and 12th December 2023.

The first event was held at 2:00pm on 11th December 2023. Invited guests included Teachta Dála, Councillors, Maritime Area Regulatory Authority, Wexford Chamber, the Industrial Development Agency, Green Economy team, Wind Energy Ireland, the RNLI, the Port of Waterford, Southeast Technological University, and members of the press. At this event, a series of talks from the Project Team outlining the background to the project, options considered and progress with the concept design of the Proposed Development were presented, and a Questions and Answers session was facilitated by the Project Team. Drawings showing locations and indicative layouts considered for the Proposed Development at the initial design concept stage (presented in Chapter 5: Consideration of Alternatives and Project Design) were displayed on boards and Project Team contact details were provided. Feedback forms were provided to attendees seeking feedback on the information presented and attendees were asked to provide their contact details if they wished to be kept informed of the project. A press release was issued by IEÉ following the event to facilitate information sharing with the wider public.

The second and third events were held at 5:00pm on 11th December 2023, and 10:30am on 12th December 2023 and were open to the public. Invites to these events were hand delivered in the local community the week before the events with notices placed in the following public locations in Rosslare Harbour:

- Post Office
- Supervalu
- Texaco Garage
- Church
- Apache Pizza.

Key IEÉ staff, and Project Team members directly involved in the project participated in the events. They were on hand at the events to outline the location and layout options under consideration for the Proposed Development, and engaged with the attendees in small groups or individually.

Drawings showing locations and indicative layouts considered for the Proposed Development at the initial design concept stage (as presented in Chapter 5: Consideration of Alternatives and Project

Design) were also displayed on boards for these events and Project Team contact details were provided. Feedback forms were provided for attendees seeking feedback on the information presented, and attendees were asked to provide their contact details if they wished to be contacted about the project.

Attendance at the second and third events was relatively low (<10). A press release was issued by IÉ following the events to facilitate information sharing with the wider public.

From all consultation events, feedback was supportive. Preliminary design was progressed by the Project Team following the public consultation on the initial design concepts, as detailed in Chapter 5: Consideration of Alternatives and Project Design. Feedback received from the public consultation on the initial design concepts did not result in design changes, as no design changes were proposed for consideration during the consultation.

4.3.2 DEDICATED PROJECT WEBSITE

The dedicated project website (www.rosslareorehub.ie) was launched in May 2024 to provide information regarding the Proposed Development to members of the public and facilitate public participation.

To raise awareness of the launch of the dedicated project website, an article was published on the Rosslare Europort website news page, and the website address was included on subsequent public engagement event materials, including posters and leaflets.

The dedicated project website provides the following information:

- Project Overview and summary of Project Benefits
- Details of the Proposed Development Site and Optioneering
- Key Project Elements and associated layout drawings and computer-generated video and images of what Proposed Development will look like
- Details of Public Consultation
- Project Team contact details
- Frequently Asked Questions

The project website also includes a downloadable information brochure which sets out project background, need for the project, key project elements planned, next steps and details on how to engage with the Project Team including details of public consultation event details, the web address of and QR code to navigate to the project website and contact details for the Project Team.

Once the application for development permission is submitted, all of the documentation will be made available to download from the project website, with information on how the public can participate in the statutory consultation process.

4.3.3 PUBLIC CONSULTATION ON OPTIONEERING AND THE PREFERRED OPTION

Following optioneering and the evolution of the preferred option, subsequent to the indicative concept design consultations in December 2023, the Project Team engaged in further public consultation on 22nd May 2024, inviting comment on the emerging preferred option for the ORE Hub

to the Project Team by email and/or in-person at a public information event which were held 30th May 2024, and a subsequent event which was held on 23rd June 2024.

The public consultation for the preferred option was announced to the wider public through an article published on the Rosslare Europort website news page, which provided details of the consultation, and schedule of public information events.

The public consultation on the preferred option was launched with an online information session held on Wednesday 22nd May 2024 where members of the Project Team shared a series of talks outlining progress with the design, environmental and planning aspects of the Proposed Development, and a Questions & Answer session which was facilitated by the Project Team. Invited guests included TDs, Councillors and Southeast Technological University. The public consultation on the preferred option coincided with the launch of the dedicated project website.

The public were invited to attend a public information event to learn more about the project at the Rosslare Europort Terminal Building on 30th May 2024 from 3:00pm to 8:00pm and to provide any feedback or comments. Key IE staff, GDG and NOD Project Team members directly involved in the project participated in the events and were available to discuss the Proposed Development in greater depth.

An information brochure setting out project background, need for the project, key project elements the planned next steps and details on how to engage with the Project Team, including public consultation details, the address of and QR code to navigate to the project website, and contact details for the Project Team was distributed throughout the area surrounding Rosslare Europort ahead of the event. Additional copies of the information brochure were also available at the event and attendees were made aware of the project website, where the brochure and other information are freely available.

- On display were posters providing an overview of the status of the Rosslare Europort ORE Hub and an explanation of the rationale for the project in alignment with relevant government policies, and posters outlining key project elements, associated layout drawings and a computer-generated video of what the Proposed Development could look like.
- Drawings showing alternative locations and designs for the Proposed Development were also displayed and Project Team contact details were provided. Feedback forms were provided to attendees, and attendees were asked to provide their contact details if they wished to be kept informed of the project.

There were 34 attendees at the public information evening event 30th May 2024. Verbal feedback at the event was positive. There were two feedback forms received at the event, which stated:

“Very interesting exhibition and good to chat with the experts. Doing a great job keeping people informed. Love the project and hope it goes well. Thank you.”

“Use of dredged material could be used as a source of coastal protection against erosion at sea.”

Following this event, an email was received from a member of the public with a query in relation to impacts on rail and future plans for rail in relation to the ORE Hub. The project team was in

correspondence with the member of the public in the lead up to submission of the application. Plans relating to rail are addressed in the Planning Report which is submitted with the application for development permission.

A further online information session was held on 21st June 2024 at 10:00am. Invited guests and attendees included TDs, Councillors and Southeast Technological University staff.

At all consultation events with the local community, attendees voiced support for the project, including with the representatives from local clubs and fishers who attended these events (Refer to Table 4.3). In summary, the feedback received at the events did not result in design changes.

Engagement with the local community and stakeholders has continued up until submission of the application for development permission.

4.4 PRE-APPLICATION CONSULTATION WITH KEY AGENCIES AND STAKEHOLDERS

Following the EIA scoping consultation with topic relevant stakeholders, the Project Team continued to engage with key agencies and stakeholders during preparation of the EIAR and the application for development permission. The matters raised during the consultation meetings, and how they have been responded to in the EIAR and application are now described following, and are summarised in Table 4.3.

4.4.1 AN BORD PLEANÁLA/ AN COIMISIÚN PLEANÁLA

The Project Team had a pre-application consultation meeting with the statutory Planning Authority, An Bord Pleanála (now An Coimisiún Pleanála), on 24th July 2024. On 28th November 2024, An Bord Pleanála subsequently wrote to inform the Project Team that the pre-application consultations were concluded and provided a list of prescribed bodies to be notified of submission of the application for development permission. A copy of this letter is submitted with the application.

The Project Team have continued to engage with An Coimisiún Pleanála to confirm requirements for the application up to the time of writing, for example providing draft public notices for review, and to confirm the approach to preparation of the rehabilitation statement, which is required as a condition of the Maritime Area Consent dated 2nd July 2025 (ref: 20230005).

4.4.2 WEXFORD COUNTY COUNCIL

Following engagement between the Project Team and Wexford County Council during the EIA scoping phase of the Proposed Development and public engagement events outlined above, Wexford County Council wrote to the Project Team by email dated 21st June 2024 to provide its views on the Proposed Development. Wexford County Council stated that

“WCC fully supports the development and expansion of Rosslare Europort for the development and operation of ORE and associated development. Such development will contribute towards achieving climate change objectives and create opportunities for economic development and job creation, new local industry, supply chain developments and local and regional specialisations, in and around the port as well as in nearby settlements. It will also provide opportunities for reskilling, further education and research and development with significant

potential to develop links with the further and higher education sector” and highlighted that “the proposal also aligns with the Action BET9 of the Wexford Climate Action Plan which seeks to “Engage with Rosslare Europort stakeholders to progress the development of Rosslare as a renewable energy hub having due regard to environmental sensitivities...””.

Following this, the Project Team met with Wexford County Council staff on 24th October 2024 and with the Wexford County Council Biodiversity Officer on 14th November 2024.

4.4.3 NATIONAL PARKS AND WILDLIFE SERVICE

Following engagement between the Project Team and NPWS during the EIA scoping phase of the project, the Project Team met online with NPWS on 10th December 2024. Refer to Table 4.3 for a summary of the matters discussed.

IE has engaged separately with NPWS in relation to the proposed designation of the Seas off Wexford candidate Special Protection Area (cSPA), as announced in January 2024, and submitted an observation in relation to this to NPWS in April 2024. NPWS furnished IE with a notice of intention to classify the Seas off Wexford (Site code: 004237) as a candidate Special Protection Area dated 31st July 2025 stating that:

“Further to the notification of January 2024 under Regulation 15 of the European Communities (Birds and Natural Habitats) Regulations 2011, in relation to the above candidate Special Protection Area, this notice is to advise you that, under Regulation 16 of the European Communities (Birds and Natural Habitats) Regulations 2011, the Minister for Housing, Local Government and Heritage has identified the Seas off Wexford 004237 as eligible for classification as a candidate Special Protection Area”

IE have continued to engage with NPWS regarding the cSPA designation throughout preparation of the EIAR and the application for development permission.

4.4.4 BIRDWATCH IRELAND

The Project Team met online with BirdWatch Ireland (BWI) on 22nd November 2024. Refer to Table 4.3 for a summary of the matters raised by BWI.

4.4.5 SHIPPING AND NAVIGATION STAKEHOLDERS

Following engagement between the Project Team and shipping and navigation stakeholders during the EIA scoping phase of the EIA for the Proposed Development, a pre-application consultation letter was prepared and issued to a wide range of shipping and navigation stakeholder groups inviting feedback. The following stakeholders were contacted:

- Rosslare Harbour Master
- Stena Line
- Irish Ferries
- Brittany Ferries

- DFDS
- Neptune Lines
- Finnlines
- RNLI
- Small Boat Owner Association
- Commissioner of Irish Lights
- Marine Safety Office
- Irish Coastguard.

Following the issue of the letters, the Project Team met with the Irish Coastguard on 5th July 2024, Commissioner of Irish Lights on 19th July 2024 and Stena Line on 24th July 2024. An online Hazard Workshop was held on 30th July 2024 which was attended by the Project Team, the Rosslare Harbour Master, Stena Line, DFDS, Irish Ferries and Finnlines.

The objectives of the workshop were to:

- Ensure all relevant potential impacts have been identified
- Ensure all hazards have been identified
- Ensure the risks have been appropriately assessed
- Review risk control options and discuss requirements for additional mitigation.

Chapter 20: Shipping and Navigation and the accompanying Technical Appendix 20 (EIAR Volume 3) provide further details regarding the pre-application consultations with shipping and navigation stakeholder groups. Refer to Table 4.3 for a summary of the matters raised by Shipping and Navigation stakeholders.

4.4.6 ROSSLARE HARBOUR FISHERIES CONSULTATIVE GROUP

The Rosslare Harbour Fisheries Consultative Group was established in February 2024. As detailed in Chapter 15: Commercial Fisheries and Aquaculture, the group comprises local and regional fisheries, aquaculture, and professional charter boat interests. The Group, chaired by Mr John Lynch of the Irish South & East Fish Producers Organisation, has acted as the principal communications and discussion forum for the local commercial fisheries and aquaculture sectors and the Project Team.

Fishers were invited to attend in-person public consultation sessions arranged by the Project Team in Rosslare Europort in December 2023 and May 2024 and engaged directly with the Project Team during both sessions regarding their views on the Proposed Development. The Consultative Group has met regularly throughout project design development, meeting in person in Rosslare Europort on 1st February 2024, 19th July 2024, and 3rd October 2024, and online on 24th October 2024.

The group voiced support for the consultation process followed and more generally for the Proposed Development during consultations. Their feedback regarding project design and a summary of the matters raised are provided in Table 4.3.

4.4.7 ROYAL NATIONAL LIFEBOAT INSTITUTION

The RNLI is a charity that launched its first lifeboat in 1824. A station was opened at Rosslare by the Institution in 1838 and the present station was opened at Rosslare Harbour in 1927.

The Project Team has engaged with the RNLI throughout the project, including through direct engagement via the Harbourmaster and public and shipping and navigation stakeholder engagement.

The Project Team met with RNLI on 16th November 2023 to discuss the concept proposals relating to the Proposed Development and potential re-location of existing RNLI facilities from within Rosslare Europort to the new small boat harbour.

Following progression of the preliminary design, a further meeting was held on 17th December 2024 to update the RNLI representatives on the latest design proposals, which include provision for vessel berthing (for Severn class vessels). The Project Team advised of proposals as part of the Proposed Development for providing a fully serviced area in the small boat harbour with berthing facilities and a site for a new building to cater for a potential future move from the existing harbour. This would provide an opportunity for RNLI to move from their current location in the existing harbour to the new small boat harbour in the future.

Refer to Table 4.3 for a summary of the matters raised by the RNLI.

4.4.8 ROSSLARE HARBOUR SMALL BOAT OWNERS ASSOCIATION

Rosslare Harbour Small Boat Owners Association (SBOA) (previously Rosslare Harbour Small Boats & Inshore Fishermen's Association) was established in 1992. The purpose of the Association is to represent the interests of the local fishing and leisure craft owners.

The Project Team has engaged with the Small Boat Harbour Owners Association throughout the emergence of the Proposed Development, including through direct engagement via the Harbourmaster and public engagement events described. The first direct consultation with the SBOA took place on 24th April 2024, followed by a public consultation on 30th May 2024.

The SBOA wrote to the Project Team on 15th October 2024, to provide their views on the Proposed Development. Their email stated that *"the SBOA confirms that we have no objections to the proposed development, particularly with regard to the proposed Small Boats Harbour. Key elements of our agreement include:*

- 24/7 access to the proposed Small Boats Harbour & Fishing Quay
- Construction of pontoon facilities for 64 boats
- 7m wide x 49m long concrete slipway
- Secure parking for 50 vehicles (2100m²)
- 10 number 4m x 3m steel sheds
- Associated site works including lighting, power, water, and CCTV".

Refer to Table 4.3 for a summary of the matters raised by the SBOA.

4.4.9 TUSKAR SEA SCOUTS

Sea Scouting has existed in Ireland since 1912, and all Irish Sea Scouting Groups are members of Scouting Ireland. Tuskar Sea Scouts are based in Rosslare Harbour Small Boat Harbour. The Project Team engaged with the Tuskar Sea Scouts at the public consultation event held in May 2024. The Tuskar Sea Scouts voiced support for the project at the event. Their feedback regarding project design is summarised in Table 4.3.

Table 4.3: Pre-application consultation: key comments and responses

Key comments	Response
An Bord Pleanála	
To ensure proper planning and sustainable development, proposed development consent application needs to consider:	
<ul style="list-style-type: none"> National Marine Planning Framework (NMPF), and in particular the need to clearly indicate project compliance with NMPF policies and objectives 	Considered in Chapter 2: Legislation and Policy Context
<ul style="list-style-type: none"> Policy context surrounding proposal ranging from strategic to local, including the Regional Spatial Economic Strategy for the Southern Region and the Wexford County Development Plan 2022-2028. Documentation needs to be robust in its assessment against national and local policy and use of best available scientific data 	Considered in Chapter 2: Legislation and Policy Context
<ul style="list-style-type: none"> Public consultation process, including with prescribed bodies such as NPWS 	Considered in this chapter and topic specific chapters as relevant
<ul style="list-style-type: none"> Potential impact on birds and extent of survey area, using most up to date data and impact from construction and operation noise 	Considered in Chapter 14: Ornithology and the Appropriate Assessment reporting
<ul style="list-style-type: none"> Potential impact on migratory and/or mobile species, including marine mammals 	Considered in Chapter 13: Marine Mammals and the Appropriate Assessment reporting
<ul style="list-style-type: none"> Potential impact on hydrodynamic, wave patterns and coastal processes (including patterns of erosion and deposition along the coastline) 	Considered in Chapter 8: Coastal Processes
<ul style="list-style-type: none"> Potential impacts on seabed and benthic communities 	Considered in Chapter 11: Benthic Ecology and the Appropriate Assessment reporting
<ul style="list-style-type: none"> Potential impacts on fisheries, shipping and navigation, cultural heritage, air quality and noise, landscape and visual and cumulative impacts 	Considered in Chapter 12: Fish, Shellfish and Turtle Ecology, Chapter 15: Commercial Fisheries and Aquaculture, Chapter 16: Cultural Heritage, Chapter 18: Air Quality, Chapter 19: Noise and Vibration, Chapter 20: Shipping and Navigation, Chapter 23: Seascape, Landscape and Visual Impact

Key comments	Response
	Assessment and Chapter 25: Interactions and the Appropriate Assessment reporting respectively
<ul style="list-style-type: none"> Potential impacts from construction and operational phases- <ul style="list-style-type: none"> Construction impacts include inter alia: Dredging (increase in suspended sediment); piling/drilling/blasting (increase in underwater noise); Reclamation (change to local hydrological and sediment dynamics); Increase in construction vessel traffic (disruption to shipping traffic). Operational impacts include inter alia: operation of ORE facility (provision of storage and operational areas to facilitate ORE projects); Operation of new Small Boat Harbour (provision of small boat harbour with enhanced facilities for current users); Increase in ORE vessel traffic (disruption to shipping traffic); Increase in freight vessel traffic from 2040 (disruption to shipping traffic) 	Considered in EIAR chapters as relevant. Increase in freight vessel traffic from 2040 (disruption to shipping traffic) is not relevant to this application.
<ul style="list-style-type: none"> Survey work- methodologies adopted, modelling assumptions and any data gaps clearly set out 	Considered in EIAR Volume 3: Technical Appendices and summarised in topic specific chapters as relevant
<ul style="list-style-type: none"> Potential impacts on terrestrial habitats and species 	Considered in Chapter 10: Terrestrial Ecology and the Appropriate Assessment reporting
<ul style="list-style-type: none"> Potential impacts on traffic and traffic management given other developments in the area, specifically the permitted access road 	Considered in Chapter 17: Traffic and Road Transport and Chapter 25: Interactions
<ul style="list-style-type: none"> Designated sites and habitats- consideration of Zone of Influence, noting extent of zone of influence can be large given mobility of species, and noting proximity to Seas off Wexford cSPA and recent additions to SACs in the area 	Considered in the Appropriate Assessment reporting
<ul style="list-style-type: none"> Consideration of carbon sequestration and consideration of destination of any removed material (including any EPA Licence requirements) 	Considered in Chapter 5: Consideration of Alternatives and Project Design, Chapter 6: Project Description and Chapter 24: Climate
<ul style="list-style-type: none"> Important that EIAR includes robust impact assessments, setting out of methodology, most up to date data, source of survey data, dates of surveys etc and identify areas of uncertainty 	Robust impact assessments completed with methodology set out in Chapter 1: Introduction and Methodology and each topic specific chapter. Most up to date data have been used with sources of survey data, dates of surveys and all

Key comments	Response
	other relevant information provided in Technical Appendices contained in EIAR Volume 3 and summarised in EIAR chapters as relevant. Areas of uncertainty clearly outlined in Data Limitations section of each topic specific EIAR chapter.
<ul style="list-style-type: none"> It is advised to submit a Natura Impact Assessment Report with the proposed application 	A Natura Impact Statement has been completed and submitted with the proposed application.
Wexford County Council	
<p>The Rosslare Harbour and Kilrane Settlement Plan (Volume 3 of Wexford County Development Plan 2022-2028) recognises the need to improve the public realm and visual amenities of the settlement to encourage visitors to spend time there, and also to give a positive introduction to our county for those arriving at the Europort.</p> <p>Objective RHK 46 states that it is an objective of the Council "To encourage and facilitate improvements to the built environment and public realm in and surrounding the Europort in order to create a positive, attractive gateway to the county and region subject to compliance with the Habitats Directive and normal planning and environmental criteria."</p> <p>The planning application to An Bord Pleanála should factor in these requirements.</p> <p>ABP may attach a condition requiring, in whole or in part, (i) the construction of the financing of a facility, or (ii) the provision of the financing of the provision of a service, in the area in which the proposed development would be situated, being a facility or service that, in the opinion of the Board would constitute a substantial gain to the community. WCC would encourage Rosslare Europort to work with the local community in this regard.</p>	<p>Details of Wexford County Development Plan 2022-2028 are considered in context of Proposed Development in Chapter 2: Legislation and Policy Context with visual amenity considered in Chapter 23: Seascape / Landscape and Visual Assessment.</p> <p>Compliance with the Habitats Directive is addressed in Chapter 2: Legislation and Policy Context and the Appropriate Assessment reporting.</p> <p>Details of how the Applicant will work with local community in circumstance of such condition is outlined in the Planning Report</p>

Key comments	Response
National Parks and Wildlife Service	
NPWS advised Project Team to clarify source of imported material for infilling Reclamation Area	Delivery routes of imported material for infilling the Land Reclamation Area are provided in Chapter 6: Project Description. Exact sources of materials are subject to confirmation by the Contractor at detailed design stage.
NPWS advised Project Team to clearly define construction sequencing to avoid any uncertainties or gaps in impact assessment.	Details of construction sequencing are provided in Chapter 6: Project Description
NPWS advised Project Team to consider potential disturbance to birds such as Common Scoter and Red Throated Diver due to increased vessel traffic from construction and increased vessel activity from small boat harbour and potential cumulative impacts in combination with existing fishing vessel activities. Project Team to consider implications of NPWS observation of nesting Black Guillemots on existing pier infrastructure (breakwater on the outer edge of the harbour facing out towards the sea) in summer 2024.	Potential disturbance to birds, including Common Scoter, Red Throated Diver and Black Guillemots due to Proposed Development and potential cumulative impacts in combination with existing fishing vessel activities, is considered in Chapter 14: Ornithology and the Appropriate Assessment reporting
NPWS noted the modelled sediment footprint overlaps with nearby SACs and highlighted the need to address this and ensure site-specific conservation objectives are considered. Impacts on coastal processes should also be considered.	Effects on site-specific conservation objectives of Special Areas of Conservation (SAC), Special Protection Areas (SPA) and cSPA from increased sedimentation due to proposed dredging considered in relevant topic specific chapters and the Appropriate Assessment reporting. Hydrodynamic and sediment transport modelling has been undertaken to inform assessment of impacts of Proposed Development on coastal processes as described in Chapter 8: Coastal Processes and EIAR Volume 3 Technical Appendix 8: Coastal Processes.
NPWS queried whether seasonal restrictions and/or acoustic mitigation such as bubble curtains or Acoustic Deterrence Devices are being considered as mitigation for underwater noise impacts on marine mammal species and emphasised that the 2014 DAHG guidance is a risk assessment tool, not a mitigation tool, and should not solely be relied upon for mitigation measures.	Activity and species-specific risk assessment-based mitigation measures for underwater noise is provided in Chapter 13: Marine Mammals.

Key comments		Response
NPWS queried whether biodiversity enhancement will form part of Proposed Development		Details of proposed biodiversity enhancements is provided in Chapter 6: Project Description, Chapter 10: Terrestrial Ecology and Chapter 14: Ornithology
BirdWatch Ireland		
BWI advised that consideration should be given to the potential for breeding Sandwich terns from Lady's Island Lake to use the Long Bank sea area north-east of Rosslare Harbour for foraging.		Potential for breeding Sandwich terns from Lady's Island Lake to use the Long Bank sea area considered in Chapter 14: Ornithology.
Shipping and Navigation Stakeholders		
Irish Coastguard	Consider impacts of Proposed Development on search and rescue.	Considered in EIAR Volume 3 Technical Appendix 20: Navigation Risk Assessment
	Had the South Shear Channel been considered regarding previous close quarters incidents near the West Holdens Buoy.	
Commissioner of Irish Lights	Would a strong NE wind push commercial vessels towards the quay development during their manoeuvres.	Considered in EIAR Volume 3 Technical Appendix 20: Navigation Risk Assessment
	Would additional vessels present a problem with conflicting ferry operations.	
Stena Line	Safe distance for vessels approaching Berth 1 and Berth 2. Suitability of risk controls.	Considered in EIAR Volume 3 Technical Appendix 20: Navigation Risk Assessment and Chapter 20: Shipping and Navigation

Key comments		Response
	In regards, to the existing passenger tracks, does the blade overhang create a collision risk depending on the carrier's location along the quay, especially with proposed longer ferry vessels. With the history of close quarters situations, is hazard 1 'Ferry Commercial Vessel ICW Project Vessel' scored too low.	Considered in EIAR Volume 3 Technical Appendix 20: Navigation Risk Assessment
Harbour Master	Is remote pilotage and LPS sufficient management with additional vessels unfamiliar with the harbour. Would additional risk controls be required.	Considered in EIAR Volume 3 Technical Appendix 20: Navigation Risk Assessment and Chapter 20: Shipping and Navigation
Stena Line		
DFDS		
Irish Ferries	Is there likely to be an increase in recreational craft when facilitated by the new Small Boat Harbour infrastructure.	Considered in EIAR Volume 3 Technical Appendix 20: Navigation Risk Assessment, and Chapter 6: Project Description and Chapter 20: Shipping and Navigation
Finnlines	Would strong swell from the NE, unable to dissipate due to the confines of the quayside, cause a surge and increase the risk of breakout.	Considered in Chapter 5: Consideration of Alternatives and Project Design and EIAR Volume 3 Technical Appendix 20: Navigation Risk Assessment.
Rosslare Harbour Fisheries Consultative Group		
	Rosslare Harbour Fisheries Consultative Group advised berths for larger fishing vessels to unload fish were required in replacement small boat harbour and that existing access to Fisherman's Quay for regular users should not be restricted by construction or operational phases of Proposed Development	Final layout of small boat harbour, which includes berths for larger fishing vessels, construction sequencing and access to Fisherman's Quay is described in Chapter 6: Project Description and the planning drawings. The design has been agreed in consultations with the Rosslare Harbour Fisheries Consultative Group, as outlined in Chapter 5: Consideration of Alternatives and Project Design, through feedback provided to the Project Team in direct engagement and at consultation events, where drawings of proposed layout options under consideration were shared.

Key comments	Response
Rosslare Harbour Fisheries Consultative Group raised concerns that proposed geometry of the entrance configuration may lead to sedimentation in small boat harbour and over-exposure to North-Easterly approaching waves	Final design of the entrance configuration is described in Chapter 6: Project Description and the Application Drawings. The design has been agreed in consultations with the Rosslare Harbour Fisheries Consultative Group, as outlined in Chapter 5: Consideration of Alternatives and Project Design, through feedback provided to the Project Team in direct engagement and at consultation events, where drawings of proposed layout options under consideration were shared.
Royal National Lifeboat Institution	
RNLI advised provision for vessel berthing for Severn class vessels and allowance for a new building/s were required by RNLI to facilitate move from existing location to new location.	RNLI has been consulted on the final layout of the new Small Boat Harbour and specifically the proposed berthing arrangements and provision of services, as described in Chapter 6: Project Description and shown on the Application Drawings.
Small Boat Owners Association	
<p>SBOA advised of the following replacement small boat harbour requirements:</p> <ul style="list-style-type: none"> - 24/7 access to proposed Small Boat Harbour and Fishing Quay - Construction of pontoon facilities for 64 boats <ul style="list-style-type: none"> - 7 m wide and 49 m long concrete slipway - Secure parking for 50 vehicles (2,100 m2) - 10 number 4 m * 3 m steel sheds - Associated site works including lighting, power, water and CCTV <p>SBOA raised concerns that proposed geometry of the entrance configuration may lead to sedimentation in small boat harbour</p>	<p>Final layout of the new small boat harbour, as outlined in Chapter 5: Consideration of Alternatives and Project Design and described in Chapter 6: Project Description and the Application Drawings, has been agreed in consultations with the SBOA through feedback provided to the Project Team from the SBOA by direct engagement at consultation events described above and with the Harbourmaster, where drawings of proposed layout options under consideration were shared.</p> <p>Final design of the new small boat harbour entrance configuration as outlined in Chapter 5: Consideration of</p>

Key comments	Response
	Alternatives and Project Design and described in Chapter 6: Project Description and the Application Drawings, has been agreed in consultation with the SBOA through feedback provided to the Project Team from the SBOA by direct engagement at consultation events described above and with the Harbourmaster, where drawings of proposed layout options under consideration were shared.
<p>SBOA advised of the following replacement small boat harbour requirements:</p> <ul style="list-style-type: none"> - 24/7 access to proposed Small Boat Harbour and Fishing Quay - Construction of pontoon facilities for 64 boats <ul style="list-style-type: none"> - 7 m wide and 49 m long concrete slipway - Secure parking for 50 vehicles (2,100 m²) - 10 number 4 m * 3 m steel sheds - Associated site works including lighting, power, water and CCTV 	<p>Final layout of small boat harbour, as outlined in Chapter 5: Consideration of Alternatives and Project Design and described in Chapter 6: Project Description and the Application Drawings, has been agreed in consultations with the SBOA, through feedback provided to the Project Team from the SBOA by direct engagement at consultation events described above and with the Harbourmaster, where drawings of proposed layout options under consideration were shared.</p>
Tuskar Sea Scouts	
<p>Tuskar Sea Scouts advised of the following replacement small boat harbour requirements:</p> <ul style="list-style-type: none"> - Provision of a relatively small slipway - Limited levels of equipment storage are required - Vehicular access to the site, preferably be via the public road network for vehicular turning (for drop-off) and very small allowance for parking 	<p>Final layout of the Proposed Development, as outlined in Chapter 5: Consideration of Alternatives and Project Design and described in Chapter 6: Project Description and the Application Drawings, has considered these requirements through feedback provided to the Project Team from the Tuskar Sea Scouts by direct engagement at consultation events described above, where drawings of proposed layout options under consideration were shared.</p>

4.5 SUMMARY OF SCOPING AND CONSULTATIONS

Significant efforts in scoping and consultation have taken place since January 2022, the outcome of which has informed the design and proposals of the Rosslare ORE Hub. All submissions and comments made by stakeholders, including the public, have been fully considered by the Project Team in the design of the Proposed Development and in the preparation of the EIAR and application for development permission.

