



APPENDIX 5.2

CONSULTATION RESPONSES

Maeve Toal

From: O'Connell. David (ESB Networks) <David.OConnell@esb.ie>
Sent: 23 April 2014 11:14
To: Maeve English
Cc: Waldron. Eoin (ESB Networks); Byrne. Mark (ESBI - HV Cables)
Subject: Aviation Fuel Pipeline
Attachments: ATT03551.txt

Categories: Red Category

Hi Maeve,

I'm contacting you in relation to the letter you sent to Ms. Antoinette Lacey in the Finglas Depot on 10th April. We would like to meet with you to discuss the project and the impact it may have on our MV and HV cables along the proposed route. Can you advise suitable dates towards the end of next week/beginning of following week?

Please give me a call if you wish to discuss. Mobile is best,

Regards,

David O'Connell | Manager, Network Investments North | Asset Management, ESB Networks Ltd. | T: +353 1 213 7262 / +353 87 680 4428 | www.esbnetworks.ie

Maeve Toal

From: Audrey Murray <audrey.murray1@hse.ie>
Sent: 28 April 2014 13:18
To: Maeve English
Subject: FW: Aviation Fuel Pipeline from Dublin Port to Dublin Airport
Attachments: EIS for aviation fuel pipeline from Dublin port to airport.pdf

Categories: Red Category

Hi Maeve,

Could you send me the Scoping Document for the Aviation Fuel Pipeline from Dublin Port to Dublin Airport (14 km/200mm) if it is available please?

Regards
Audrey Murray
Environmental Health Officer
First Floor
Nexus Building
Blanchardstown Corporate Park
Dublin 15.

Direct Line: 018976129
Switch: 018976140
Fax: 018976196
Mob: 0872847960

From: Audrey Murray
Sent: 16 December 2011 11:14
To: Niamh McGrath; NOEL DONNELLY; 'andrew.sulley@hse.ie'
Subject: FW: Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Kind Regards,

*Audrey Murray
Environmental Health Officer
Port Health Section
Unit 5 block 4b
Blanchardstown Corporate Park
Dublin 15.*

*tel ☎ +353 (0)1 8098338
fax K: +353 (0)1 8098359
mobile +353 (0) 872847960*

From: Maeve English [mailto:maeve.english@ftco.ie]
Sent: 15 December 2011 09:15
To: Audrey Murray
Subject: RE: Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Audrey,

We won't be submitting until after Christmas now.

Best regards,

Maeve

**Maeve English
Principal Scientist**

for and on behalf of
Fehily Timoney & Company
Core House
Pouladuff Road
Cork
Ireland

☎ Office +353 (0) 21 496 4133
☎: Fax + 353 (0) 21 496 4464
✉ e-mail maeve.english@ftco.ie
🌐 Web www.fehilytimoney.ie



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From: Audrey Murray [<mailto:audrey.murray1@hse.ie>]
Sent: 14 December 2011 14:40
To: Maeve English
Subject: RE: Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Maeve,

Are you submitting your application before Christmas?

Kind Regards,

*Audrey Murray
Environmental Health Officer
Port Health Section
Unit 5 block 4b
Blanchardstown Corporate Park
Dublin 15.*

*tel ☎ +353 (0)1 8098338
fax K: +353 (0)1 8098359
mobile +353 (0) 872847960*

From: Maeve English [<mailto:maeve.english@ftco.ie>]
Sent: 23 November 2011 08:34
To: Audrey Murray
Subject: RE: Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Audrey,

We are currently finalizing the scoping report which I will send to you over the coming days. If at all possible I would be grateful if you could come back to us at your earliest convenience as we will be submitting the application over the coming weeks.

Best regards,

Maeve

**Maeve English
Principal Scientist**

for and on behalf of
Fehily Timoney & Company
Core House
Pouladuff Road
Cork
Ireland

☎ Office +353 (0) 21 496 4133
☎: Fax + 353 (0) 21 496 4464
✉ e-mail maeve.english@ftco.ie
🌐 Web www.fehilytimoney.ie



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From: Audrey Murray [<mailto:audrey.murray1@hse.ie>]
Sent: 22 November 2011 16:07
To: Maeve English
Subject: Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Maeve,

Could you send me the Scoping Document for the Aviation Fuel Pipeline from Dublin Port to Dublin Airport as the Environmental Health Service has not received it.
Have you a response date for the Scoping Consultation?

If you have the results of the Scoping or an Environmental Impact Statement could you please send me those also?

I am available on my mobile.

Kind Regards,

Audrey Murray

Environmental Health Officer

Health Service Executive

Port Health Section

Unit 5 block 4b

Blanchardstown Corporate Park

Dublin 15.

tel ☎ +353 (0)1 8098338

fax K: +353 (0)1 8098359

mobile +353 (0) 872847960

Health Promotion

If you have a cold or flu this winter - remember - antibiotics just won't do.

Taking antibiotics when you don't need them is a waste, can harm your health and increases antibiotic resistance. Antibiotics are wasted on colds and flu.

For more information visit www.hse.ie/go/antibiotics

"Tá an fhaisnéis sa ríomhphost seo (ceangaltáin san áireamh) faoi rún. Baineann sé leis an té ar seoladh chuige amháin agus tá sé ar intinn go bhfaighfidh siadsan amháin é agus gurb iadsan amháin a dhéanfaidh breithniú air. Más rud é nach tusa an duine ar leis é, tá cosc iomlán ar aon fhaisnéis atá ann, a úsáid, a chraobhscaoileadh, a scaipeadh, a nochtadh, a fhoilsiú, ná a chóipeáil. Seains gurb iad tuairimí pearsanta an údar atá san ríomhphost agus nach tuairimí FSS iad.

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and increases antibiotic resistance. Antibiotics are wasted on colds and flu.

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If you're a smoker, remember You can QUIT and we can help.

Contact your local smoking cessation service, visit www.quit.ie, or FREEFONE the QUITline on 1800 201 203.

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Maeve Toal

From: adam.szymanski@bt.com on behalf of gis.ireland@bt.com
Sent: 02 May 2014 12:59
To: Maeve English
Subject: Fehily Timoney and Company - BT Services for Aviation Fuel Pipeline - 05-02-2014
Attachments: Proposed Aviation Fuel Pipeline 2014.05.02 - Stats Req Lines.dwg

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Maeve,

Thank you for your enquiry regarding our network in this area & I enclose a file indicating the location of the BT Network according to our records. With regard to the location of the network, these records cannot be taken as an exact location, but merely as an indication as to their location. There may also be items of network where no record is held.

It is essential that you contact the diversionaryworksrequests@bt.com if you believe BT services will be affected or need diversion.

BT require up to 90 days notice of intention to carry out work as they will need to plan the move and notify their customers.

As well it is essential that on the day of the site setup you contact the BT NMC 014326555 before you break the ground surface.

Please note that your company will be liable for the full cost of repairs and services lost if any damage is caused to our network during works being carried out.

Please send all future enquiries regarding our network to gis.ireland@bt.com.

Kind Regards,
Adam Szymanski

BT Ireland | Block C, Dundrum Business Park, Dublin 14. | E: gis.ireland@bt.com | tel: 014326479

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Maeve Toal

From: Reception
Sent: 17 April 2014 16:00
To: Maeve English
Subject: FW: G Pre00158/2014 - Fuel pipeline Dublin Port to Dub Airport

Categories: Red Category

FYI
Mary

From: Manager Dau [mailto:Manager.Dau@ahg.gov.ie]
Sent: 17 April 2014 15:54
To: Reception
Subject: G Pre00158/2014 - Fuel pipeline Dublin Port to Dub Airport

****PLEASE FORWARD TO MAEVE ENGLISH****

Our Ref: G Pre00158/2014
(Please quote in all related correspondence)

Fehily Timoney & Co
FAO Maeve English

Maeve, a chara

I acknowledge receipt of your recent consultation.

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU) on behalf of the Department.

If after six weeks from the date of your enquiry you have not heard from DAU and wish to receive an update, please 'phone the direct line number below or, alternatively, 053-911 7500 and ask for DAU.

Important additional information:

Pre-planning consultations should only be sent to Development Applications Unit, which co-ordinates for the Department across the three heritage sections. Duplicate correspondence sent to NPWS or elsewhere in the Department is not necessary and can lead to duplication of effort and potential confusion.

This office issues all responses and communications by email and, accordingly, inward consultations/enquiries by email are preferred. Please send your emails only to manager.dau@ahg.gov.ie (Note: i) it is not necessary to also send a hard copy; and ii) please send a maximum of two attachments).

Le meas

Muiris Ó Conchúir
Manager, Development Applications Unit (DAU)
Bainisteoir, Aonad um Iarratais Forbartha
Department of Arts, Heritage & the Gaeltacht
Roinn Ealaíon, Oidhreachta & Gaeltachta
Newtown Road, Wexford
Br an Bhaile Nua, Loch Garman
T: 053-911 7387 (direct/díreach)
Reception/Fáiltiú: 053-911 7500

Is faoi rún agus chun úsáide an té nó an aonán atá luaite leis, a sheoltar an ríomhphost seo agus aon comhad atá nasctha leis. Má bhfuair tú an ríomhphost seo trí earráid, déan teagmháil le bhainisteoir an chórais.

Deimhnítear leis an bhfo-nóta seo freisin go bhfuil an teachtaireacht ríomhphoist seo scuabtha le bogearraí frithvíorais chun víorais ríomhaire a aimsiú.

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Maeve Toal

From: O'Connell. David (ESB Networks) <David.OConnell@esb.ie>
Sent: 25 April 2014 09:14
To: Maeve English
Cc: Waldron. Eoin (ESB Networks); Byrne. Mark (ESBI - HV Cables)
Subject: RE: Aviation Fuel Pipeline

Maeve,
Thanks for same. Mary has been in contact and we hope to arrange a meeting shortly,

Kind regards,
David.

From: Maeve English [mailto:maeve.english@ftco.ie]
Sent: 25 April 2014 09:06
To: O'Connell. David (ESB Networks)
Cc: Waldron. Eoin (ESB Networks); Byrne. Mark (ESBI - HV Cables)
Subject: RE: Aviation Fuel Pipeline

David,

Thank you for your email. Mary White of Fingleton White will contact you shortly to arrange a meeting.

Best regards,

Maeve

Maeve English
Principal Scientist
Deputy Head of Waste & Resource Management

for and on behalf of

Fehily Timoney & Company | Core House | Pouladuff Road | Cork | Ireland
Office +353 (0) 21 496 4133 | Fax + 353 (0) 21 496
4464 | <mailto:maeve.english@ftco.ie> | Web www.fehilytimoney.ie

Winner CMG Design Building Awards Project/Construction Management Company of the Year 2012
Winner CMG Design Building Awards Engineering Practice of the Year 2011
Winner CMG Design Building Awards Engineering Practice/Consultant of the Year 2010

From: O'Connell. David (ESB Networks) [mailto:David.OConnell@esb.ie]
Sent: Wednesday, April 23, 2014 11:14 AM
To: Maeve English
Cc: Waldron. Eoin (ESB Networks); Byrne. Mark (ESBI - HV Cables)
Subject: Aviation Fuel Pipeline

Hi Maeve,
I'm contacting you in relation to the letter you sent to Ms. Antoinette Lacey in the Finglas Depot on 10th April. We would like to meet with you to discuss the project and the impact it may have on our MV and HV cables along the proposed route. Can you advise suitable dates towards the end of next week/beginning of following week?

Please give me a call if you wish to discuss. Mobile is best,

Regards,

David O'Connell | Manager, Network Investments North | Asset Management, ESB Networks Ltd. | T: +353 1 213 7262 / +353 87 680 4428 | www.esbnetworks.ie

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An timpeallacht? - Smaoinigh air sula bpriontáileann tú an r-phost seo.
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* * * * *

Tá an t-eolas sa ríomhphost seo agus in aon chomhad a ghabhann leis rúnda agus ceaptha le haghaidh úsáide an té nó an aonáin ar seoladh chuige iad agus na húsáide sin amháin.

Is tuairimí nó dearcthaí an údair amháin aon tuairimí nó dearcthaí ann, agus ní gá gurb ionann iad agus tuairimí nó dearcthaí ESB.

Má bhfuair tú an ríomhphost seo trí earráid, ar mhiste leat é sin a chur in iúl don seoltóir.

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* * * * *

Maeve Toal

From: dermot nelis archaeology <info@dnarchaeology.com>
Sent: 02 May 2014 08:41
To: Maeve English
Subject: Fw: Aviation fuel pipeline: archaeology, architecture and cultural heritage

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

Hi Maeve,

I received this email from Nicola Matthews yesterday afternoon.

I don't really think I need to have a meeting with her, but since she has given us the opportunity it is probably best if I call in to see her.

Is it ok with you if I contact her today to arrange the meeting?

Regards,

Dermot

----- Original Message -----

From: [Nicola Matthews](#)
To: 'dermot nelis archaeology'
Cc: [Derry Solon](#) ; [Ruth Johnson](#)
Sent: Thursday, May 01, 2014 4:53 PM
Subject: RE: Aviation fuel pipeline: archaeology, architecture and cultural heritage

Dermot,

Received with thanks

I note the report states the CO has been consulted with – I confirm that the CO has been circulated with the document that states that there are no protected structures and no adverse impact, however, I have not had the benefit of meeting with you to discuss the situation regarding historic kerbs, pavings, roads and general urban streetscape artefacts that may have a heritage concern. I would also note that where there were previously historic structures removed that remnants of foundations, cellars, boundaries are likely and need to be provided for in the course of works.

If you need to confirm any of this with me please contact me to set up a meeting to review.

Regards
Nicki Matthews

From: dermot nelis archaeology [mailto:info@dnarchaeology.com]
Sent: 01 May 2014 12:01
To: Nicola Matthews
Cc: Maeve English
Subject: Aviation fuel pipeline: archaeology, architecture and cultural heritage

Hi Nicola,

I am currently preparing an Archaeological, Architectural and Cultural Heritage chapter of an EIA for a pipeline to transport aviation fuel from a pumping station at Dublin Port to a receiving station at Dublin Airport. We were previously in communication (January to March 2011) re. an alternative route for the same project.

The route passes through two Local Authority functional areas, namely Dublin City Council and Fingal County Council. A map showing the line of the proposed scheme can be found on Page 6 of the attached Scoping Report. The pipeline will be located predominantly within the road carriageway, with sections along the eastern boundary of Darndale Park as well as the Athletic Union League- Football Association of Ireland (AUL-FAI) sports complex at Clonshaugh. There will be seven crossing points of watercourses.

The pipeline will be 14.2km in length and will have a 200mm nominal bore. It is proposed to establish the line of the route through the excavation of trial holes within the consented planning corridor, and once the exact position of the pipeline has been established it is proposed to saw cut the carriageway, breakout the surface with a mechanical excavator, excavate to the required depth to accommodate the pipeline at approximately 1.2m of cover, reinstate the trenches and make good the road surface. Trenches will be approximately 0.45m wide.

The Archaeological, Architectural and Cultural Heritage chapter of the EIA will include a walkover survey of all areas of land take. It will also involve an assessment of Conservation Areas and Proposed Conservation Areas, Protected Structures and features identified in the National Inventory of Architectural Heritage. An assessment will be made of features identified in the Dublin City Development Plan such as stone setts, paved areas, granite kerbing etc.

I am also liaising with your colleague Dr. Ruth Johnson re. above and below-ground archaeological remains.

If you have any requirements you feel should be considered and would like to see integrated in to the report, then please feel free to get in touch. I will be submitting a Draft report to Fehily Timoney and Co. (EIS coordinators) by Friday 9th May 2014.

Regards,

Dermot Nelis

Principal

Dermot Nelis Archaeology

t.: 0862861020

Smaoinigh ar an timpeallacht sula ndéanann tú an ríomhphost seo a phriontáil. Please consider the Environment before printing this mail.

Maeve Toal

From: dermot nelis archaeology <info@dnarchaeology.com>
Sent: 19 May 2014 22:54
To: Nicola Matthews
Cc: Maeve English
Subject: Re: Aviation fuel pipeline: archaeology, architecture and cultural heritage

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Nicki,

Thank you for your emails. All of your recommendations re. recording, handling, reinstatement etc. will be fully integrated in to the report. In addition, it will be recommended that a Conservation Architect Grade 1 with urban design skills will be appointed to guide on best conservation practice.

Thanks again for taking the time to respond.

If I have any further queries or seek any guidance I will be in touch.

Regards,

Dermot

----- Original Message -----

From: [Nicola Matthews](#)
To: info@dnarchaeology.com
Sent: Monday, May 19, 2014 12:23 PM
Subject: RE: Aviation fuel pipeline: archaeology, architecture and cultural heritage

Dermot

I should have also noted that a Conservation Architect Grade 1 with urban design skills is to be appointed to guide best conservation practice vis a vis re-instatement works, jointing detail, use of lime mortar, overall coherence of any disturbed paving and the mitigation of any interventions etc. and to liaise with the CO on such works.

Regards

Nicki

From: Nicola Matthews
Sent: 19 May 2014 11:40
To: 'dermot nelis archaeology'
Cc: Ruth Johnson
Subject: RE: Aviation fuel pipeline: archaeology, architecture and cultural heritage

Dermot

Thank you for your detailed response. You appear to have satisfied my concerns previously unidentified features in the public realm namely historic kerbs, setts etc. We have not compiled a RPS that adequately reflects what survives in reality and your documentation needs to make provision for the careful recording, handling and re-instatement of such features where they appear as they are most likely not to be protected.

Good Luck with your project and I would be grateful for feedback on it and if you require a site inspection at any stage please let me know.

Regards

Nicki

From: dermot nelis archaeology [<mailto:info@dnarchaeology.com>]
Sent: 12 May 2014 12:30
To: Nicola Matthews

Cc: Maeve English

Subject: Aviation fuel pipeline: archaeology, architecture and cultural heritage

Hi Nicola,

Further to your email of 1st May, I have tried several times to contact you by phone but you have been away from your office.

I have a Draft copy of the archaeological, architectural and cultural heritage chapter of the EIS prepared. I thought it may be useful to provide you with a brief summary of the findings in case there are any points you would like to make.

Research carried out for the report has established that there are seven Protected Structures, as recorded in the Dublin City Development Plan, within approximately 50m of the proposed development area, but outside all areas of proposed land take. They take the form of four granite milestones, a bridge, a church and a gate lodge. An Architectural Conservation Area (Marino Casino) is located immediately west of the proposed development, but again outside the area of land take. There are no Proposed Architectural Conservation Areas within the development area or its immediate environment.

Appendix 12 of the Dublin City Development Plan contains a list of "*Stone Setts to be Retained, Restored or Introduced*". There are no such features within the proposed development area or its immediate environment. Appendix 13 of the Dublin City Development Plan contains a list of "*Paved Areas*" (Appendix 13A) and "*Paved Areas and Streets with Granite Kerbing*" (Appendix 13B). Again, there are no such features within the proposed development area or its immediate environment.

Detailed site visits have failed to reveal the presence of any previously unrecorded archaeological, architectural or cultural heritage features within the area of proposed land take.

Mitigation measures recommended in the report include fencing off, well in advance of the commencement of groundworks, all seven of the Protected Structures recorded in the vicinity of the proposed development. This is to ensure that there will be no construction impacts on the Protected Structures. A pre-development geophysical survey will be carried out within the full width of the planning corridor. Monitoring of slit trenches, excavated to establish the final location of the pipeline within the planning corridor, will be carried out by a Licensed Archaeologist. In addition, Licensed intermittent monitoring will be carried out on the remainder of the scheme. The geophysical survey and Licensed archaeological monitoring will help establish the extent, character and condition of any previously unrecorded archaeological or architectural features that may exist within the proposed development area. Should any archaeological or architectural features be revealed as a result of carrying out the geophysical survey or monitoring, detailed mitigation strategies, which may include preservation *in situ* or preservation by record, will be agreed in advance with Dublin City Council.

If you have any comments please feel free to get in touch.

Regards,

Dermot

t.: 0862861020

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Maeve Toal

From: Gretta Hannigan <Gretta.Hannigan@fisheriesireland.ie>
Sent: 12 May 2014 10:39
To: Maeve English
Cc: Brian Beckett
Subject: FW: EIS Scoping Aviation Pipeline Dublin Port to Dublin Airport Fingleton White

Ms Maeve English
Feehily, Timoney and Co.,
Consultants in Engineering & Environmental Sciences.

RE: EIS for an Aviation Pipeline from Dublin Port to Dublin Airport.

Your Ref : Q:/LE10/727/01/Let15/ME/MG

Dear Maeve,

I refer to your letter of April 10th in respect of a proposal by Fingleton White to construct and operate an aviation fuel pipeline from Dublin Port to Dublin Airport.

The ecological integrity of surface water systems the River Tolka which represents a regionally significant salmonid system, Mayne, Cuckoo and Santry Rivers must be protected at all times and should not deteriorate in any way as a result of either construction or operation of the proposed development. The Cuckoo and Mayne Rivers are non-salmonid, however with improvements in habitat and water quality we are hopeful of an positive change in fisheries status. The Santry River is non-salmonid due of the presence of a number of impassable features located toward the lower end of the system. The Wad is extensively culverted and is non salmonid.

- All works should be completed in line with an Construction Management Plan which ensures that good construction practices are adopted throughout the construction period and contains mitigation measures to deal with potential adverse impacts identified in advance of the scheme.
- As with any development, all measures necessary should be taken to ensure comprehensive protection of local aquatic ecological integrity, in the first place by complete impact avoidance and as a secondary approach through mitigation by reduction and remedy. River and stream crossings should be planned and executed in an environmentally sensitive way. The proposal to cross all watercourse by trenchless techniques is welcomed. Trenchless crossings will not be subject to salmonid seasonal constraints. Borehole exploratory work in salmonid systems should be completed during the period May to September.
- Any works associated with watercourses or riparian habitats including trenchless crossings are subject to Method Statement and must be submitted to IFI (ERBD) for assessment and approval.
- Construction works have significant potential to cause the release of sediments and pollutants into surrounding watercourses. Pollution of the adjacent waters from poor on-site construction practices could have a significantly negative impact on the fauna and flora of this surface water system. A comprehensive and integrated approach for river protection during construction and operation should be implemented. Pipe laying activity poses a high risk of suspended solid contamination of surface waters, if dewatering of the launch and reception pits or water jetting of the pipe is required water must be treated by either infiltration over land, discharge to a Local Authority sewer or to a suitably sized and sited settlement pond before discharge to any watercourse. There can be no direct pumping of contaminated water from the works to a watercourse at any time.
- Appropriate bunding should be in place at all high risk refuelling and storage locations (hydrocarbon interception etc.). The short-term storage and removal / disposal of excavated material must be considered and planned such that risk of pollution from these activities is minimised.
- Works to the river banks / bed must not impact negatively on the water quality / fisheries habitat. All works areas should be reinstated fully in a manner that minimises the potential for erosion.

Please provide us with a copy of the EIS when complete.

Yours sincerely,

Gretta Hannigan

Gretta Hannigan
Senior Fisheries Environmental Officer

Iascach Intíre Éireann
Inland Fisheries Ireland

Tel +353 (0)1 2787 022
Fax +353 (0)1 2787 025
Email gretta.hannigan@fisheriesireland.ie

Web www.fisheriesireland.ie

15a Main Street, Blackrock, County Dublin, IRELAND.

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Maeve Toal

From: Garry OBrien <Garry.OBrien@fingal.ie>
Sent: 22 May 2014 18:29
To: Maeve English
Cc: John Daly; Brendan Colgan
Subject: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Ms. English,

I refer to your letter dated 10 April 2014 addressed to me regarding the above. While I haven't had the opportunity to fully assess the proposed route in the Fingal Area I am writing to advise you that a sewerage Scheme is planned for the Cloghran Area that will be constructed along Clonsaugh Road. As the depth of this sewer is 'fixed' in terms of levels, cognisance will have to be taken of the relative separation and route chosen so as no conflict between the two pipelines arises. This will require further discussion and clarification in due course.

Regards,

Garry O'Brien

Director of Services | Environment and Water Services | Fingal County Council | Grove Road | Blanchardstown | Fingal | Dublin 15
T: +353 (0)1 8906222 | F: +353 (0)1 8906229 | M: 087 6999247

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Maeve Toal

From: Gerard Doherty <gerry.doherty@dublincity.ie>
Sent: 24 April 2014 12:27
To: Maeve English
Cc: Ken Hand
Subject: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Categories: Red Category

Dear Ms English,

I acknowledge receipt of your letter dated 10th April and the attached Environmental Scoping Report for the Aviation Fuel Pipeline.

Initially I would like to point out that Irish Water are the statutory agency now responsible for foul/combined drainage systems while Dublin City Council retain responsibility for surface water pipelines and flooding. This Division effectively acts for Irish Water under the terms of the Service Level Agreement between both organisations.

Drainage Division offer the following comments to cover all the drainage issues:

- At the strategic level, the main issues for this Division would be any adverse impacts, due to the construction of this project, on either the pipe network (both SW and Foul) or any of the watercourses en route.
- In practice this means that a detailed construction methodology must be drawn up to ensure any clashes with our existing assets are properly managed. From recent experience with An Bord Gais laying a major pipeline through the north city, a system must be put in place to identify where clashes occur, how any proposed diversions/severances will be managed and setting up a process where your engineers can certify to us that any such interventions and re-instatements to the drainage network have been constructed in accordance with our requirements.
- No work can be carried out on any of our assets without the specific permission of this Division.
- To minimise the risk of pollution, the river crossings shall not take place until agreement is in place between this Division and the Developer with respect to the construction methodology.
- A Flood Risk Assessment should take cognisance of the impact of any diversions/severances during the construction phase. (eg: temporary removal of road gullies to facilitate construction).
- Should it be required, any pumping of groundwater to sewers/watercourses during construction of the pipeline, can only be carried out under a trade effluent discharge licence. Applications for such a licence may be made to the Drainage Division.

I am available to meet you – contact details below - to discuss these issues in detail.

Gerry Doherty

Senior Executive Engineer

Drainage Division | Environment and Engineering Department | Dublin City Council
Floor 4 Block 1 | Civic Offices | Wood Quay | Dublin 8

Tel: 01- 2222414

Email: gerry.doherty@dublincity.ie

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Maeve Toal

From: James Murphy <james.murphy@dublincity.ie>
Sent: 23 April 2014 10:37
To: Maeve English
Subject: Aviation fuel pipe line



Maeve

I wish to acknowledge receipt of your letter dated 10th April in relation to the above. I have passed the correspondence on to my colleague, Mr. Gerry Doherty, Senior Executive Engineer, Drainage Division Planning and Development Control Section, who deals with pre planning matters.

Regards

James Murphy

| James Murphy | Senior Executive Engineer | Drainage and Wastewater Services Division | Maintenance Section | Environment and Engineering Department

| : Dublin City Council | Block 1 Floor 4 | Civic Offices | Wood Quay | Dublin 8 | Ireland
| : 00353 1 222 2413 | : 00353 1 222 2300 | james.murphy@dublincity.ie | www.dublincity.ie

Smaoinigh ar an timpeallacht sula ndéanann tú an ríomhphost seo a phriontáil. Please consider the Environment before printing this mail.

Maeve Toal

From: Corinne Molloy <c.molloy@magnet.ie>
Sent: 16 April 2014 14:01
To: Maeve English
Subject: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Hi Maeve,

I acknowledge receipt of your letter and confirm that Magnet Networks have no comments to make.

Kind Regards,

Corinne.

Corinne Molloy
Solicitor
Legal Commercial Affairs Manager
Tel: 01 681 0473



International Exchange Centre,
Clonshaugh Industrial Estate,
Dublin 17, Ireland.

www.magnet.ie

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Maeve Toal

From: Pat Maher <PMAHER@nra.ie>
Sent: 17 April 2014 14:28
To: Maeve English
Subject: Proposed Dublin Port - Dublin Airport Pipeline
Attachments: SKHFI214041714270.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Maeve

I refer to your letter to me of April 10th seeking comments in relation to the proposed Dublin Port – Dublin Airport pipeline, please see attached letter issued to you today by post.

I have requested from you a map showing the preferred route so that the NRA can comment as fully as possible, and I would be grateful if you would send me an overall map of the route (by emailed softcopy if that is more convenient for you) for this purpose.

Yours sincerely

Pat Maher

Pat Maher | Head of Network Operations | National Roads Authority | St. Martin's House, Waterloo Road, Dublin 4 |
Tel: +353-1-660 2511 | Direct +353-1-665 8862 | Fax: +353-1-668 0009 | email: pmaher@nra.ie | Web: www.nra.ie |

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Yours sincerely

Pat Maher

Pat Maher | Head of Network Operations | National Roads Authority | St. Martin's House, Waterloo Road, Dublin 4 |
Tel: +353-1-660 2511 | Direct +353-1-665 8862 | Fax: +353-1-668 0009 | email: pmaher@nra.ie | Web: www.nra.ie |

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Maeve Toal

From: Rita McGrath <Rita.McGrath@fingal.ie>
Sent: 08 May 2014 13:18
To: Maeve English
Cc: Brendan Fleming
Subject: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Hi Maeve,

Your letter of 10th April addressed to Mr. Garry O'Brien has been internally circulated to Environment Department for comment. We will be forwarding our comments shortly. I acknowledge you want all comments by 22nd May, 2014.

Regards,

Rita McGrath | Senior Executive Scientist |

Fingal County Council, Environment Division, Environment and Water Services Department, County Hall, Swords, Co. Dublin | Tel: 01 8906266 | Fax: 01 8906270 |

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Ms Maeve English,
Fehily Timoney & Company,
Core House,
Pouladuff Road,
Cork.

Date: 13th May 2014

Ref No: 03.04.2.3.003

Dear Ms English,

Re: Consultation on Environmental Impact Statement (EIS) for an Aviation Fuel Pipeline from Dublin Port to Dublin Airport

We, daa, Head Office, Dublin Airport, Co. Dublin, wish to make the following comments regarding the proposed aviation fuel pipeline from Dublin Port to Dublin Airport.

Dublin Airport welcomes the proposed provision of a fuel pipeline from Dublin Port to Dublin Airport which would increase security of supply and result in greater efficiency of operations. Daa welcome the opportunity to work with Fingleton White to explore how this project would interface with the Airport and existing operations.

It is unlikely that the necessary construction works would affect Airport operations. However, any proposed crane operations in the vicinity of the Airport should be agreed with daa in advance of construction to ensure that operations will not be affected.

We welcome the progression of this project subject to clarification on details of design and how it would interface with the Airport and existing land uses. In this regard, daa would very much welcome a further opportunity to meet and discuss these issues, at which point further detail could be explored on the physical provision of the pipeline within the campus.

We look forward to meeting to progress these items.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Yvonne Dalton', with a stylized flourish at the end.

Yvonne Dalton,
Head of Planning



Project Management Office, Environment & Engineering Department,
Block 1, Floor 4, Civic Offices, Wood Quay, Dublin 8.

Oifig Bainistíocht Tionscadal, Roinn Comhshaoil agus Innealtóireachta,
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8.
T: +353 (0) 1 222 2789 F: +353 (0) 1 222 2300
E: yvonne.patterson@dublincity.ie

22nd April 2014

Your Ref : Q:/LE10/727/01/Let015/ME/MG

Ms Maeve English,
Fehily Timoney & Company,
Core House,
Pouladuff Road,
Cork.

Re: Environmental Impact Statement (EIS) for an Aviation Fuel Line from Dublin Port to Dublin Airport

Dear Ms English,

I refer to your letter dated 10th April 2014, attaching environmental scoping report for proposed aviation fuel pipeline route regarding a proposal to apply for planning permission for a 14 km aviation fuel pipeline from Dublin Port to Dublin Airport. Your letter seeks any comments regarding the proposed development as part of the scoping process associated with the Environmental Impact Statement for the project.

Please note that the DCC Transport Project Office closed with effect from 18th February 2012 and therefore no response will issue. However, I advise that you seek comments separately from other Dublin City Council departments whose services will be impacted on by your proposal, such as Traffic, Water and Drainage divisions. I also advise that you seek comments from the National Roads Authority with regard to the proposed pipeline alignment in the vicinity of the Dublin Port Tunnel at Alfie Byrne Road.

Yours sincerely,

**John Neylon,
Senior Engineer.**

cc Michael Phillips, Director of Traffic
Jeff Burt NRA

Our Ref: Q:/LE10/727/01/Let015/ME/MG

Mr. John Neylon
Executive Manager
Dublin City Council Transport Project Office
Ocean House
Arran Quay
Dublin 7

10 April 2014

**RE: Environmental Impact Statement (EIS) for an Aviation Fuel Pipeline
from Dublin Port to Dublin Airport**

Dear Mr. Neylon,

Fingleton White proposes to apply for planning permission to construct and operate a pipeline which will transport aviation fuel from a pumping station at Dublin Port to a receiving station at Dublin Airport as indicated on Figure 1.1.

Fingleton White received permission for such a development in 2001 from Dublin City Council (planning ref 0189/00) and Fingal County Council (F99A/0063). This permission lapsed and it is now the applicant's intention to apply for permission to lay a 200 mm diameter pipeline along a revised route through Dublin City Council and Fingal County Council functional areas. This type of development is not a new concept and is in operation in UK and EU cities including Heathrow, Gatwick, Birmingham, Manchester, Amsterdam, Frankfurt, Brussels, Zurich, Luxembourg. The pipeline will be operated using a telemetry system and can be monitored and controlled from the Dublin Docks and Dublin Airport.

Since 2008 Fingleton White has carried out a complete review of the design of the pipeline and route selection which has resulted in the emergence of a preferred route which is now being progressed for planning purposes.

The 14 km proposed pipeline will be located predominantly within the road carriageway. Sections will be located along the eastern boundary of Darndale Park as well as the Athletic Union League- Football Association of Ireland (AUL- FAI) Sports Complex at Clonsaugh. An open cut approach using trenching will be adopted as it is the standard method for the construction of a pipeline of this nature.

Cont'd...

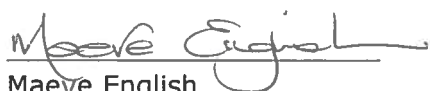
There will be seven crossing points of watercourses including the Tolka, Santry, Mayne, Wad and Nanniken Rivers and the Cuckoo and Kilbarrack Streams which will require specialised construction techniques. It is envisaged that these crossings will be completed using trenchless technology, comprising the excavation of pits on either side of the crossing and thrust boring underneath the culvert/river bed.

Temporary construction compounds will be located at Dublin Docks and the Clonsaugh Road area for the duration of the construction works (approximately 10 months). The linear and repetitive nature of the works is similar to the works required to provide other utility infrastructure such as water, drainage, gas, telecoms, electricity. The pipeline will be laid simultaneously in three working zones. It is proposed that the trenches will be backfilled and temporarily reinstated each evening, ensuring minimum disruption to pedestrians, home owners and businesses.

As the preferred pipeline route traverses two local authority functional areas, separate planning applications are required for each planning authority, these being Dublin City Council and Fingal County Council. While the development is sub-threshold for an environmental impact statement (EIS), one is being prepared in response to a request from both local authorities. Fehily Timoney & Company (FTC) has been commissioned to prepare the EIS.

This letter is being issued to you as part of the scoping process for the EIS as we would be interested in receiving any comments you may have on the proposed development, relevant to your area of expertise within six weeks of the date of this letter. If you have no comments to make, we would be grateful if you would please acknowledge receipt of this letter, marking it for the attention of the undersigned. Correspondence can be sent to the address below or alternatively by email to maeve.english@ftco.ie.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Maeve English", written over a horizontal line.

Maeve English
for and on behalf of **Fehily Timoney & Company**

Encl.



**An Roinn
Ealaíon, Oidhreacht agus Gaeltachta**
**Department of
Arts, Heritage and the Gaeltacht**

Our Ref: G Pre00158/2014

28 May 2014

Maeve English
Fehily Timony & Company
Core House
Pouladuff Road
Cork
Maeve.english@ftco.ie

Re: EIS scoping for aviation fuel pipeline from Dublin Port to Dublin Airport.

A Chara,

On behalf of the Department of Arts, Heritage and the Gaeltacht, I refer to your notification in relation to the above proposal. Outlined below are the observations of the Department of Arts, Heritage and the Gaeltacht in relation to archaeology and to nature conservation.

Archaeology

The Department notes the intention of the developer to submit an EIS in respect of the proposed construction of the fuel pipeline.

The services of a suitably qualified archaeologist should be engaged to carry out an assessment of the revised pipeline route and to evaluate its impact on archaeological sites and potential sites along the route. The results of this assessment should be included in the Environmental Impact Assessment.

The archaeologist should consult with all appropriate authorities, in particular the Dublin City Archaeologist.

Nature Conservation

EIS

With regard to scoping for an EIS for this proposed development an ecological survey should be carried out of the proposed compound sites and route of the pipeline to survey the habitats and species present. Where ex-situ impacts are possible survey work may be required outside of the development sites. Such surveys should be carried out by suitably qualified persons at an appropriate time of the year depending on the species being surveyed for. The EIS should include the results of the surveys, and detail the survey methodology and timing of such surveys. Inland Fisheries Ireland should be consulted with regard to fish species if applicable. With regard to any existing records the data of the National Parks and Wildlife Service (NPWS) should be consulted at www.npws.ie and the data of the National Biodiversity Data Centre at <http://www.biodiversityireland.ie/>. Reference should be made to the National Biodiversity Plan and any relevant County Biodiversity Plan. The EIS should also address the issue of invasive alien plant and animal species, such as Japanese Knotweed, and detail the methods required to ensure they are not accidentally introduced or spread during construction. Information on alien invasive species in Ireland can be found at <http://invasives.biodiversityireland.ie/> and at <http://invasivespeciesireland.com/>.

The impact of the development on the flora, fauna and habitats present should be assessed. In particular the impact of the proposed development should be assessed, where applicable, with regard to:

- Natura 2000 sites, i.e. Special Areas of Conservation (SAC) designated under the EC Habitats Directive (Council Directive 92/43/EEC) and Special Protection Areas designated under the EC Birds Directive (Directive 2009/147 EC),
- Other designated sites, or sites proposed for designation, such as Natural Heritage Areas, Nature Reserves and Refuges for Fauna or Flora, designated under the Wildlife Acts of 1976 and 2000,
- Habitats listed on annex I of the Habitats Directive,
- Species listed on Annexes II and IV of the Habitats Directive,
- Habitats important for birds,
- Birds listed on Annex I of the EC Birds Directive,
- Species protected under the Wildlife Acts including protected flora,
- Habitats that can be considered to be corridors or stepping stones for the purpose of article 10 of the Habitats Directive,
- Red data book species,
- and biodiversity in general.

In order to assess the above impacts it may be necessary to obtain hydrological and/or geological data. In particular any impact on water table levels or groundwater flows may impact on wetland sites some distance away. The EIS should assess cumulative impacts with other plans or projects if applicable. Where negative impacts are identified suitable mitigation measures should be detailed if appropriate. As Ireland has to report every 6 years on the National resource of habitats and species listed under the Habitats Directive it is important that any impact on such habitats and species both inside and outside of Natura 2000 sites is recorded.

Where there are impacts on protected species and their habitats, resting or breeding places, licenses may be required under the Wildlife Acts or derogations under the Habitats Regulations. In particular bats and otters are strictly protected under annex IV of the Habitats Directive and a copy of Circular Letter NPWS 2/07 entitled "Guidance on Compliance with Regulation 23 of the Habitats Regulations 1997 – strict protection of certain species/applications for derogation licences" can be found on our web site at <http://www.npws.ie/media/npws/publications/circulars/media.6686.en.pdf>. In addition licenses will be required if there are any impacts on other protected species or their resting or breeding places, such as on protected plants, badger setts or birds' nests. Hedgerows should be maintained where possible. Where trees or hedges have to be removed there should be suitable planting of native species in mitigation. The EIS should estimate the length of hedgerow that will be lost, if any. Where possible hedges and trees should not be removed during the nesting season (i.e. March 1st to August 31st). Birds' nests can only be intentionally destroyed under licence issued under the Wildlife Acts of 1976 and 2000. In order to apply for any such licenses or derogations as mentioned above a detailed survey should be submitted to NPWS which should have been carried out by appropriately qualified person/s. Such licences should be applied for in advance of planning to avoid delays and in case project modifications are necessary.

Should the original survey work take place well before construction commences it is recommended that an ecological survey of the development site should take place immediately prior to construction to ensure no significant change in the baseline ecological survey has occurred. If there has been any significant change mitigation may require amendment and there may be a need for new licence applications with regard to protected species. In such a case NPWS should be consulted.

You should refer to the various circular letters issued by the National Parks and Wildlife Service of this Dept. which can be found at <http://www.npws.ie/planning/appropriateassessment/>. In particular Circular Letter PD 2/07 and NPWS 1/07 on the use of compliance conditions is relevant and in order to allow for a complete assessment, it is essential that any mitigation measures detailed in the EIS and/or NIS form part of a construction management plan which must be implemented by

the successful contractor at construction phase. This must be detailed in the EIS/NIS. It is not possible to adequately assess the impact of the project without knowing the minimum standards and mitigation measures that will be in any construction methodology or plans.

Appropriate Assessment

In accordance with article 6.3 of the Habitats Directive, this project should be subject to appropriate assessment (AA) screening and if necessary appropriate assessment.

It is noted that there will be some river crossings and these are to be trenchless. It should be noted that any impacts on such rivers could impact on Natura 2000 sites downstream. This issue should be assessed.

Some Guidance documents are referred to below which may help. However CJEU case law has to some extent clarified certain issues, in particular case C-258/2011- N6 Galway City Outer Bypass. As a result of this permanent loss of a habitat for which a site has been designated has been established to mean that there is a significant effect on the site. Therefore it is the view of this Dept. that if any loss of a habitat or habitat of a species for which the site is designated cannot be ruled out with certainty at screening, the likelihood of an adverse effect on the integrity of the site must be assumed, thus proceeding to appropriate assessment.

Guidance on AA is available in the Departmental guidance document on Appropriate Assessment, which is available on the NPWS web site at <http://www.npws.ie/media/npws/publications/codesofpractice/AA%20Guidance%2010-12-09.pdf> and in the EU Commission guidance entitled "*Assessment of plans and projects significantly affecting Natura 2000 sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC*" which can be downloaded from http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf

A rule of thumb often used is to include all Natura 2000 sites within a distance of 15km. It should be noted however that this will not always be appropriate. In some instances where there are hydrological connections a whole river catchment or a groundwater aquifer may need to be included.

In order to carry out the appropriate assessment screening and/or prepare a NIS you will need to collect information about the relevant Natura 2000 sites including their conservation objectives. Details of designated sites and species and conservation objectives can be found on www.npws.ie. Site-specific, as opposed to generic, conservation objectives are now available for some sites. Each conservation objective is defined by a list of attributes and targets. Where these are not available for a site it is recommended that you look at the detailed conservation objectives for other sites which have the same qualifying interests. For example if a site without detailed conservation objectives has otters as a qualifying interest you could refer to the River Barrow and River Nore SAC detailed conservation objectives to see how otters are treated. You might also note that it is now advised, as per the notes and guidelines in the detailed conservation objectives, that any reports quoting conservation objectives should give the version number and date. This will allow statutory consultees and others assessing reports to be confident that the correct and most up to date version of the conservation objectives are used at the time of writing any report.

Where further detail is required on any information on the NPWS website, a data request form should be submitted. This can be found at <http://www.npws.ie/media/npws/publications/Data%20request%20form.doc>. It should be noted that at present due to technical problems not all the most up to date conservation objectives have been added to the website. In particular site specific conservation objectives are now available for North Dublin Bay. While this issue will shortly be rectified it would be worth checking via the data request form that all the most recent conservation objectives for any sites you are interested in are up to date on this web site.

As stated above various circular letters issued by the National Parks and Wildlife Service of this Dept. can be found at <http://www.npws.ie/planning/appropriateassessment/>. In particular Circular Letter PD 2/07 and NPWS 1/07 on the use of compliance conditions is relevant. In order to allow for a complete assessment, it is essential that any mitigation measures detailed in the EIS and/or NIS form part of a construction management plan to be implemented by the successful contractor at construction phase. This should be detailed in the EIS/NIS. It is not possible to adequately assess the impact of the project without knowing the minimum standards and mitigation measures that will be in any construction methodology or plans.

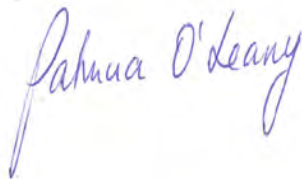
It is recommended that you consult with the relevant Local Authorities to determine if there are any projects or plans which alone or in combination could impact on any Natura sites

The acknowledgement to this letter or any further information should ideally be sent to manager.dau@ahg.gov.ie; if this is not possible, correspondence may alternatively be sent to:

The Manager
Development Applications Unit
Department of Arts, Heritage and the Gaeltacht
Newtown Road
Wexford

Finally, the above observations and recommendations are based on the papers submitted to this Department on a pre-planning basis and are made without prejudice to any observations the Minister may make in the context of any consultation arising on foot of any development application referred to the Minister, by the planning authority, in his role as statutory consultee under the Planning and Development Act 2000, as amended.

Is mise, le meas



Patricia O'Leary
Development Applications Unit
Tel: (053) 911 7482



Environmental Health Section, Environment & Engineering Department,
Block 3 Floor 1, Civic Offices, Wood Quay, Dublin 8

Rannóg Sláinte Comhshaoil, An Roinn Comhshaoil agus Innealtóireacht,
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8

Tel: 01 222 3745 Fax: 01 222 2431 E-mail: michelle.mcnally@dublincity.ie

Maeve English,
Fehily Timoney & Company,
Core House,
Pouladuff Road,
Cork.

FEHILY TIMONEY & Co.	
Received by	
Date	
Action	
Distribution	30 APR 2014 ME
Job No:	
Correspondence No:	6
Comment:	

25th April 2014

Re: EIS Scoping for proposed Aviation Fuel Pipeline from Dublin Port to Dublin Airport.

Dear Ms. English,

Thank you for your correspondence regarding the above. Having reviewed the submitted scoping report, the Air Quality Monitoring & Noise Control Unit would like to make the following comments;

Hours of work

With regard to hours of work, typically, construction in the city is limited to Monday to Friday - 07.00 a.m. - 6.00 p.m., Saturday 08.00 a.m. - 2.00p.m. with no noisy work on Sundays or bank holidays. It is understood that a lot of this pipeline will run along roads and, as such, these times, for traffic management reasons, may have to be amended somewhat. It is important that the correct balance be considered between traffic management requirements and the definite noise and vibration impact of this work on local residents.

Noise Levels

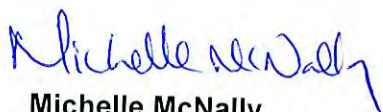
As a general consideration, in terms of defining noise nuisance, noise levels from the proposed works should not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood or to a person lawfully using any public place. It is important that local residents are informed of the time schedule for proposed work and are provided with a contact person whom they can contact directly should there be any issue regarding noise / dust etc. during the works.

Air Quality

The biggest obvious impact, in terms of air quality, for this project is dust / fumes caused during construction. Best practicable means should be employed during the construction phase to ensure dust nuisance does not arise.

If you have any queries in relation to this letter or require further advice please contact this office at telephone no. 2223745.

Yours sincerely,



Michelle McNally
Environmental Health Officer



HSA Head Office, Metropolitan Building, James Joyce Street, Dublin 1
Telephone: 1890 289 389 Website: <http://www.hsa.ie>

01/05/2014

FEHILY TIMONEY & COMPANY LIMITED
CORE HOUSE
POULADUFF ROAD
CORK

Ref: Environmental Impact Statement (EIS) for an Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Ms. English,

I am responding to your letter dated 10th April to the Workplace Contact Unit (WCU) in relation to the above.

The proposed development will be in the vicinity of several COMAH establishments. On receipt of the planning application the planning authority will write to us seeking technical advice. To provide advice the Authority will look for demonstration that the proposed pipeline will not increase the risk or consequence of a major accident at the COMAH establishments which are in the vicinity,

Yours sincerely,

Tara Horigan
Inspector

Ms. Maeve English
Fehily Timoney & Company
Core House
Pouladuff Road
Cork

Teach Naomh Máirtín / Bóthar Waterloo / Baile Átha Cliath 4
St. Martin's House / Waterloo Road / Dublin 4
Tel: / Tel: + 353 1 660 2511 Facs: / Fax: + 353 1 668 0009

Dáta | Date

9th May 2014

Ár dTag. | Our Ref.

Bhur dTag. | Your Ref.

Re: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Maeve,

I refer to your correspondence of April 10th regarding the scoping process for the EIS for the proposed aviation fuel pipeline from Dublin Port to Dublin Airport, and seeking the Authority's comments in respect of this proposal, and to the mapping showing the preferred route for the pipeline.

It is clear from the mapping, that the proposed pipeline will interact with the motorway network at two points (a) between M1 Junctions 1 & 2 and (b) close to the southern portal of the Dublin Tunnel.

In the case of any crossing of the M1 between junctions 1 & 2, we would request that the EIS should note the Authority's requirement that such a crossing must be via trenchless technology and that jacking / receptor pits should lie outside the boundary of motorway lands.

I note that the proposed pipeline will run along the former N32 route between the Malahide Road and Turnapin Interchange. I can confirm that the majority of this route was reclassified as the R139 under SI 53/2012 - Roads Act 1993 (Classification of National Roads) Order 2012, and so is no longer a national road. The Authority therefore has no interest in this section of road, other than the link between Bewleys roundabout and the M1, which remains part of the motorway network.

In relation to the crossing of the line of the Dublin Tunnel, this appears to occur in Fairview Park on the eastern side of the railway line. Consequently the crossing point will be close to the southern tunnel portal. Between the tunnel portal and the railway line the tunnel is at a relatively shallow depth and this needs to be borne in mind in any pipeline design. The point of concern to the Authority revolves around the risk of aviation fuel discharging due to leakage from or fracture of the pipeline in the immediate vicinity of the tunnel and the consequences that might arise for the operation of the tunnel. I would ask that this risk be considered and assessed in detail as part of the EIS process.

It will be our intention to seek support from specialist advisors in respect of this matter and I would request that the Authority and our advisors be consulted on the crossing of the tunnel by the proposed pipeline as part of the EIS process.

I hope that the above provides sufficient detail for you at this point. Please do not hesitate to contact me if you require further feedback.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Pat Maher', is written over a horizontal line.

Pat Maher

Head of Network Operations

24th April 2014.

Our Ref: LF 3
Your Ref:

Ms. Maeve English,
Fehily Timoney & Co.,
Core House,
Pouladuff Rd.,
CORK.

FEHILY TIMONEY & Co.	
Received by	
Date	
Action	
Distribution	25 APR 2014 ME
Job No:	6
Correspondence No:	
Comment:	

Re: EIS for an Aviation Fuel Pipeline.

Dear Ms. English,

I refer to letter dated 10th April 2014 in relation to the above matter.

Dublin Port Company is referenced a number of times in your letter and I would appreciate if we could be afforded an opportunity to receive an overview of the project and the involvement that Dublin Port Company may have in the process.

Please contact the undersigned to arrange this meeting.

Yours sincerely,



Gerry Barry,
Estate & Facilities Manager.



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

Environmental Health
Health Service Executive
1st floor, Unit 4 & 5
The Nexus Building
Block 6A
Blanchardstown Corporate Park
Ballycoolin
Dublin 15

Tel: +353 (0)1-8976140
Fax +353 (0)1-8976196

May 2014

Re: EIS (Scoping Document) for an Aviation Fuel Pipeline from Dublin
Port to Dublin Airport (Revised Route).

Dear Fehily Timoney & Company,

Please find enclosed the HSE consultation report in relation to the above proposal.

If you have any queries regarding any of these reports, the initial contact is Niamh McGrath A/Principal Environmental Health Officer, who will refer you to an appropriate person in the responsible department.

The above Scoping Document was referred to this Environmental Health Service on May 6th 2014.

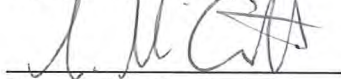
The Environmental Health service response to the document is in the attached consultation report. The assessment is based (solely) on an assessment of documentation submitted to this office on April 11th and May 6th 2014 by Fehily Timoney & Company. This report refers only to those sections of the document which are relevant to the Environmental Health Service. Other HSE agency reports are attached where received.

We have made observations and submissions under the following specific areas:

Human Beings
Air Quality
Water

Climatic Factors
Waste
Environment and Health

Yours Sincerely,



Niamh McGrath
A/Principal Environmental Health Officer

All correspondence or any queries with regard to this report including acknowledgement of this report should be forwarded to Niamh McGrath, Principal Environmental Health Officer, The Nexus Building, Specialist Section, Blanchardstown Corporate Park, Dublin 15.

FEHILY TIMONEY & Co.	
Received by	
Date	
Action	
Distribution	25 APR 2014 ME
Job No:	
Correspondence No:	5
Comment:	

Maeve English
Fehily Timoney & Company
Core House
Pouladuff Road
Cork

24th April 2014

Dear Ms. English,

I acknowledge your letter dated 10th April 2014 in relation to the Environmental Impact Statement for an aviation fuel pipeline from Dublin Port to Dublin Airport.

As statutory consultees in the Planning process, Irish Water wish to review the impact of the works associated with this project on our assets, following the Planning Applications that will be made to Dublin City Council and Fingal County Council.

In this context, we would encourage Fehily Timoney & Company to engage with both Local Authorities at this stage to address the potential conflicts and crossings of water and sewerage services and to ensure appropriate mitigation.

In the course of this work, if particular risks relating to identified Irish Water assets need to be discussed, please revert to us and we will arrange appropriate meetings.

Kind regards,


Jerry Grant
Head of Asset Management
Irish Water

Environmental Health Service Consultation Report
*(as a Statutory Consultee (Planning and Development Acts 2000,
& Regs made thereunder)).*

Report to:

Maeve English, Principal Scientist of Fehily Timoney & Company, Core House, Pouladuff Road, Cork. Ireland

Type of consultation: Scoping

Planning Authority:

Dublin City Council, Fingal County Council

Reference Number:

Q:LE10/727/01/Let015/ME/MG

Applicant:

Fingleton White & Company

Proposed Development:

An 14km/200mm diameter Aviation Fuel Pipeline from Dublin Port to Dublin Airport to transport aviation fuel from a pumping station at Dublin Port to a receiving station at Dublin Airport.

1. General Introduction:

This report only comments on Environmental Health (EH) Impacts of the proposed development as outlined in this EIS Scoping Document and the adequacy of the EIS Scoping Document from an EH viewpoint.

We have made observations and submissions on the following specific EH areas:

- Human Beings (Noise and Vibration)
- Air quality
- Water
- Climatic Factors
- Waste
- Environment and Health

2. Principle of the Project:

The pipeline will be used to transport Jet A1 aviation fuel between Dublin Port and Dublin Airport.

3. Later Consents Required:

- A Discharge Licence for the disposal of test water.
- A Waste Collection Permit.

4. Public Consultation:

It is required that meaningful public consultation takes place. The EIS should record the public consultation process and demonstrate how the outcomes of the consultation were made part of the decision making process.

5. Description of the Project:

The proposed development will consist of a 14km length pipeline located predominantly within the road carriageway. Sections will be located along the eastern boundary of Darndale Park as well as the Athletic Union League – Football Association of Ireland (AUL – FAI) Sports Complex at Clonsaugh. An open cut approach using trenching will be adopted as it is the standard method for the construction of a pipeline of this nature.

The route passes through two local authority functional areas namely, Dublin City Council and Fingal County Council. Separate planning applications are required from each planning authority.

6. Consideration of Alternatives:

Environmental Health received an Application on April 11th with a revised pipeline route. There is no alternative route listed within this chosen route.

7. Description of Physical Environment:

The surrounding landuse is predominantly urban and the pipeline passes through a number of residential areas. Industrial, enterprise and employment areas are predominantly located at the start and end of the pipeline route in the Dublin Docklands area, East Wall Road and in the Dublin Airport area. There are a number of neighbourhood facilities such as shops, restaurants, bars, etc. along the route as well as larger shopping centres and educational facilities.

There are a number of public parks namely, Alfie Byrne Open Space, Darndale Park, Moatview Open Space and Belcamp Park, smaller residential green areas and sports grounds as well as larger facilities such as Clontarf Golf Course along the route. The northern section of route along Clonsaugh Road is predominantly in an open green countryside area.

River crossings are being completed using trenchless technology, comprising the excavation of pits on either side of the crossing and thrust boring underneath the culver/river bed.

8. Human Beings – Noise, Vibration, Traffic & Dust

Noise

Noise from the proposed development is likely to be significant during the project. It is recommended that predictive noise monitoring and regular noise monitoring be carried out during the construction phase (including night time hours) of the proposed development particularly at noise sensitive locations, nursing homes, preschools etc. Detailed mitigation measures should be identified during the Environmental Impact Assessment and a noise management plan implemented for the construction phase for drilling, blasting, grinding, crushing, transporting and excavating etc.

Traffic

The proposed development may result in increased levels of road traffic in strategic traffic routes during construction works (East Wall Road, Alfie Byrne Road, Howth Road, Copeland Avenue, Clontarf Road, Malahide Road, Clonsaugh Road, R139 etc). The proposed traffic management and monitoring measures identified in the scoping document should be fully implemented to minimise the impact on local residents, commuters, emergency vehicles, healthcare facilities and businesses. The potential disruption of the road network during the installation of the pipeline and the availability of alternative routes should be assessed in the EIA.

Vibration

It is recommended that regular monitoring be carried out during the construction phase of the proposed development particularly at vibration sensitive locations. Detailed mitigation measures should be identified during the Environmental Impact Assessment.

9. Air Quality:

It is recommended that regular air monitoring be carried out during the construction phase of the proposed development. Detailed mitigation measures should be identified during the Environmental Impact Assessment to ensure air quality standards for Nitrogen Oxide, particulates, carbon monoxide and benzene are not breached and dust/emissions from transportation, material storage and handling does not become a public health nuisance.

10. Water:

It is recommended that regular water quality monitoring/sampling of any surface water bodies, water courses, streams, ditches and groundwater be carried out during construction and operational phases of the proposed development. Detailed mitigation measures should be identified during the Environmental Impact Assessment including visual leak detection in relevant and vulnerable areas of water bodies/courses and pipeline equipment. It is recommended that extra physical protection of pipes be provided at all river and stream crossings including the Tolka, Santry, Mayne, Wad, Nanniken Rivers and the Cuckoo and Kilbarrack Streams which will require specialised construction techniques..

Chemical and quantitative analysis of the Dublin Urban Waterbody should be regular monitored against ELVs.

The pipeline route also lies adjacent to the South Dublin Bay and River Tolka Estuary SPA, North Dublin Bay pNHA, Santry Demesne pNHA and Royal Canal pNHA.

The impacts for contamination of substrata and groundwater in the unlikely event of a leakage from the pipe should be outlined in the EIA.

Consideration should be given to accidental spillages (fuel and oil) that may occur and that may enter the groundwater system. Detailed mitigation measures should be identified during the Environmental Impact Assessment.

11. Climatic Factors - Flooding

The impacts from the submergence of the pipeline by floodwaters at the Tolka and Santry Rivers during the operation of the pipeline should be assessed during the EIA.

12. Waste

The safe storage and disposal of any waste materials arising from construction/excavation activities or soil heaps stockpiled onsite must be considered so as not to pollute groundwaters, watercourses and aquifers by wind, run-off or rain waters. It is recommended that excavated material be stored separately and re-instated in the same areas as soon as possible.

Waste Water

It is recommended that test water is disposed of in a controlled manner to an appropriate water body in accordance with a discharge licence.

The EIA should look at the environmental impacts from a nuisance point of view on the receiving environment.

11. Environment and Health submissions:

It is recommended that a company procedure for dealing with public queries or complaints arising from the construction or operational phases of the proposed development be put in place.

As there are a number of neighbourhood facilities such as shops, restaurants, bars, etc. along the route as well as larger shopping centres the EIA should consider the impact on food businesses from dust, pest activity or interruption of services.

All correspondence or any queries with regard to this report including acknowledgement of this report should be forwarded to Niamh McGrath, A/Principal Environmental Health Officer, The Nexus Building, Specialist Section, Blanchardstown Corporate Park, Dublin 15.



Emergency Management Office.
Phoenix Hall.
St Mary's Hospital Campus,
Phoenix Park.
Dublin 20.
Phone 00-353-1-6754100.
Fax 00-353-1-6754121.
emergency.planning@hse.ie

Ms. N. McGrath.
A/Principal Environmental Health Officer.
Specialist Section
Health Service Executive.

13/05/2014.

EIS Aviation Fuel Pipeline, Dublin Port to Dublin Airport

Dear Colleague,

Thank you for the associated files in relation to the above works. I note from your email that Public health and Environmental health will also be commenting from their respective view points, from an Emergency Management point of view the office notes that while the pipeline is not covered by seveso regulations (S.I 74 of 2006) as outlined in section 1.4.2 of the Environmental Scoping Document, it will form part of the critical infrastructure and may require review in partnership with the other Principal Response Agencies, Local Authorities and An Garda Síochána in relation to inclusion in the next regional risk assessment review.

Section 4.8.1 Human Beings – Health & Safety, makes reference an emergency plan, it may be necessary at a later date for this office to engage with our colleagues in both Public and Environmental Health to develop a hazard specific HSE response plan to incident involving this installation.

Yours truly,

Brendan Lawlor
Chief Emergency Management Officer.

Maeve English
Fehily Timoney & Company
Core House,
Pouladuff Road,
Cork.

21st May 2014

Harcourt Lane, Dublin 2

Dún Sionna, Baile Átha Cliath 2

tel: 01 879 8300

fax: 01 879 8333

email: info@nationaltransport.ie

web: www.nationaltransport.ie

Re: Environmental Impact Statement (EIS) for an Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Dear Ms English,

The National Transport Authority would recommend that all of the following issues should be taken into consideration in the scoping of the EIS for the proposed aviation fuel pipeline:

- Potential impact on the proposed Bus Rapid Transit (BRT) Network;
- Impact on the existing Quality Bus Network (QBN);
- Impact on the Greater Dublin Area Cycle Network Plan.

Potential Impact on the proposed Bus Rapid Transit Network

The preferred route for the pipeline relates to a number of transport investment objectives in the NTA's Integrated Implementation Plan 2013-2018, including two proposed Bus Rapid Transit (BRT) lines – Clongriffin to Tallaght (indicative route included the entire length of the Malahide Road) and Swords/Airport to City Centre (indicative route includes the Swords Road). The Authority recently undertook a public and stakeholder consultation, introducing the proposed BRT network (see attached information leaflets).

Of the two BRT lines relating to the proposed pipeline's preferred route, the Swords-Airport-City Centre line is more likely to proceed first on account of high existing levels of demand. It is envisaged that a planning application will be submitted in late 2015, for construction from 2016. Although a longer time frame is envisaged for the delivery of the Belmayne-City Centre-Tallaght line, commencement of construction would still be envisaged within the Integrated Implementation Plan's timeframe.

Notwithstanding this likely order of priority and the fact that a preliminary design/ EIA/ route selection process has yet to be undertaken for the Clongriffin-City Centre BRT line, there is a high likelihood that the Malahide Road will form the basis for its accommodation on the northside of the city.

For this reason, a proposal for the accommodation of the pipeline on the Malahide Road would need to demonstrate that the proposal does not conflict with, or compromise, the BRT scheme planned for this route.

A similar position applies in the case of the Swords-Airport-City Centre BRT line, which is most likely to be accommodated on the Swords Road.

In summary, objectives relating to the design, delivery and operational stage of the BRT lines should therefore be taken into consideration in the design, construction and operational-phase access/maintenance requirements of the pipeline.

Impact on the existing Quality Bus Network

Both the Howth Road and Malahide Road currently form part of the existing Quality Bus Network, and as such, the assessment of effects during construction would need to take the importance of these roads into consideration, in terms of both public transport and general vehicular movement. Objectives relating to traffic management and the safeguarding of bus priority should therefore be taken into consideration in the design, construction and operational phases of the pipeline.


Impact on the Greater Dublin Area Cycle Network Plan

The Authority published a Cycle Network Plan for the Greater Dublin Area in April 2014. This sets out a 10 year strategy for the expansion of the existing network and is defined on the basis of Primary, Secondary, Greenway, Feeder and Inter-Urban routes.

The Malahide Road and Swords Road have been identified as part of the Primary Cycle Network with a number of Secondary and Green routes connecting with them. The objectives relating to design, delivery and management of the cycle network should therefore be taken into consideration in the design, construction and operational-phases of the proposed pipeline.

I trust the views of the Authority will be taken into consideration in the scoping of the EIS.

Yours sincerely,



Hugh Creegan,

Director of Transport Investment and Taxi Regulation



OPW

*The Office of Public Works
Oifig na nOibreacha Poiblí*



Ceann Oifig

Sráid Jonathan Swift
Baile Átha Troim
Co. na Mí

Head Office

Jonathan Swift Street
Trim
Co Meath

Teil/Phone: (046) 942 6000

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Iosghlao/LoCall 1890 213414

Suíomh gréasáin/website: www.opw.ie

Our Ref: 0520-2014

Ms. Maeve English,
Fehily Timoney & Company,
Core House,
Pouladuff Road,
CORK.

**Re: Environmental Impact Statement (EIS) for an Aviation Fuel Pipeline
from Dublin Port to Dublin Airport**

Dear Ms. English,

I refer to your correspondence dated 10th April 2014 in relation to the above matter.

The documentation submitted has been examined and this office would like to make the following comments:

At the seven watercourse crossings of the proposed pipeline: Tolka, Santry, Mayne, Wad and Nanniken Rivers, Cuckoo and Kilbarrack Streams the pipeline should be a minimum of 1000mm below bed level, to allow for channel maintenance and possible future flood relief works.

The crossing point should have marking posts on both banks indicating pipeline position.

Yours sincerely,

Shirley Crosbie

Shirley Crosbie,
Engineering Services.

22nd July 2014.

FEHILY TIMONEY & Co.	
Received by	
Date	
Action	
Distribution	23 JUL 2014 ME
Job No:	
Correspondence No:	6
Comment:	

From: Rita McGrath [<mailto:Rita.McGrath@fingal.ie>]
Sent: Friday, May 23, 2014 10:50 AM
To: Maeve English
Cc: Brendan Fleming
Subject: RE: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Hi Maeve,

I have spoken to Brendan and his concerns about the proposed route and he has asked are you able to demonstrate that you have identified all existing and proposed services along the pipeline route and the separation distances between them prior to submission of an application?

If you need assistance please ask.

Regards,

Rita McGrath | Senior Executive Scientist |
Fingal County Council, Environment Division, Environment and Water Services Department, County Hall, Swords, Co. Dublin
| Tel: 01 8906266| Fax: 01 8906270|

From: Maeve English [<mailto:maeve.english@ftco.ie>]
Sent: 20 May 2014 11:57
To: Rita McGrath; Brendan Fleming
Cc: Mary White
Subject: RE: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Brendan,

I was wondering if you have had time to review the strip mapping and whether you still have some concerns about the proposed route?

Best regards,

Maeve

Maeve English
Principal Scientist
Deputy Head of Waste & Resource Management

for and on behalf of

Fehily Timoney & Company | Core House | Pouladuff Road | Cork | Ireland
Office +353 (0) 21 496 4133 | Fax + 353 (0) 21 496
4464 | <mailto:maeve.english@ftco.ie> | Web www.fehilytimoney.ie

Winner CMG Design Building Awards Project/Construction Management Company of the Year 2012

Winner CMG Design Building Awards Engineering Practice of the Year 2011

Winner CMG Design Building Awards Engineering Practice/Consultant of the Year 2010

Please consider the environment - do you really need to print this email?

From: Rita McGrath [<mailto:Rita.McGrath@fingal.ie>]
Sent: Thursday, May 08, 2014 1:18 PM
To: Maeve English
Cc: Brendan Fleming
Subject: EIS for Aviation Fuel Pipeline from Dublin Port to Dublin Airport

Hi Maeve,

Your letter of 10th April addressed to Mr. Garry O'Brien has been internally circulated to Environment Department for comment. We will be forwarding our comments shortly. I acknowledge you want all comments by 22nd May, 2014.

Regards,

Rita McGrath | Senior Executive Scientist |

Fingal County Council, Environment Division, Environment and Water Services Department, County Hall, Swords, Co. Dublin
| Tel: 01 8906266| Fax: 01 8906270|

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