AIS ENVIRONMENT

Public Access in Relation to an Environmental Impact Assessment (EIA)

As per ERA requirements for PA/04448/22

Report

PUBLIC ACCESS
AIS REF. NO: **PRJ-ENV694**
CLIENT REF. NO: **CT3025/2022**
THIRD VERSION

PUBLICATION DATE
02 May 2023

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DOCUMENT REVISION HISTORY

DATE	VERSION	COMMENTS	AUTHORS / CONTRIBUTORS
03/03/2022	1.0	First Version	Siân Pledger Elena Portelli
28/03/2023	2.0	Revisions	Elena Portelli
02/05/2023	3.0	Revisions	Elena Portelli

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1 SCOPE

This report describes the public access impacts arising from the construction and operation of the proposed development (PA/04448/22). The aforementioned development application proposes the "*construction of the second cable link inter-connector project. The proposal includes trenching, laying, cable jointing and installation between the Enemalta 132kV Maghtab Terminal Station and the near shore approach, construction of underground joint bays, a trench-less transition from onshore to offshore and the laying and protection of the submarine cable up to the median line between Maghtab, Naxxar and Ragusa, Sicily*".

The project, hereinafter referred to as the "Scheme", aims to secure the electrical supply to the Maltese Islands.

This technical study identifies the public access in the area and assesses the impacts caused in relation to the EIA regulations for the proposed redevelopment, in line with the requirements issued by the ERA under EA 00018/21.

The proposed cable shall connect Malta to the TERNA 220kV substation located in Sicily. The primary aim of the project is to transmit electricity via a second electrical interconnector (IC2) between Maghtab, Naxxar (Malta) and Contrada Cimillà, Ragusa (Sicily).

The length of the submarine cable is estimated to be 99.6km, while the onshore cable is estimated to be around 1.8km in Malta and 20.6km in Sicily. The transmission voltage to Malta shall be at 220kV with transformation to match the local 132kV network in Malta. To maximize the project's benefits, the proposed interconnector shall operate in parallel with the existing link.

Malta is already connected to the European electricity grid through a submarine cable interconnection (IC1) to Sicily since 2015. Once the new project is implemented, Malta will be better equipped to address the ever-increasing electrical demand attributed primarily to economic growth and increasing population. Furthermore, the project will also be an enabler of further renewable energy generation as it can allow for Renewable Energy Sources (RES) intermittency The need for such a project also stems from the European Green Deal and other policy documents which oblige member states to prioritise carbon emission neutrality by 2050. In fact, the proposed cable is expected to reduce the dependency on fossil fuel power generation at Delimara Power Station and increase the security of supply with the potential for increased energy input from renewables.

In order to minimise the environmental impact of the project, the Applicant is proposing to make use of the existing transmission station just outside the ECOHIVE complex, in Maghtab, Naxxar. On shore, the cable shall be installed in underground trenches passing through or in close proximity to the ECOHIVE complex which is

operated by WasteServ Malta. The onshore and nearshore approaches will be connected via trenchless drilling techniques passing underneath the Coast Road, which forms part of the Ten-T network. The offshore cable shall be buried beneath the seafloor to a nominal depth of circa 1.5m on the most optimal route. The cable shall also be protected by means of rock protection/placement in certain areas which do not facilitate cable burying.

FIGURE 1: PROPOSED INTERCONNECTOR ROUTE IN THE MALTESE EXCLUSIVE ECONOMIC ZONE (EEZ)

2 TERMS OF REFERENCE

The Terms of Reference (ToR) related to the study on public access for the EIA were issued by the ERA in July 2022.

Appendix 1 of this report contains a copy of the ToR for ease of reference.

3 METHODOLOGY

3.1 AREA OF INFLUENCE

The Area of Influence (AOI) for the terrestrial component of the study comprised a 100m buffer zone around the proposed onshore route of the interconnector cable. An on-site survey of the public access conditions of the onshore AOI was carried out on the 21st of February 2023. The nearshore and offshore AOI follow the proposed interconnector corridor's centre line, extending 300m from each side of this proposed centre line. Research into the public access conditions of the nearshore and offshore AOI was done through a desk study within the same period.

The AOIs are mapped in Figure 2.

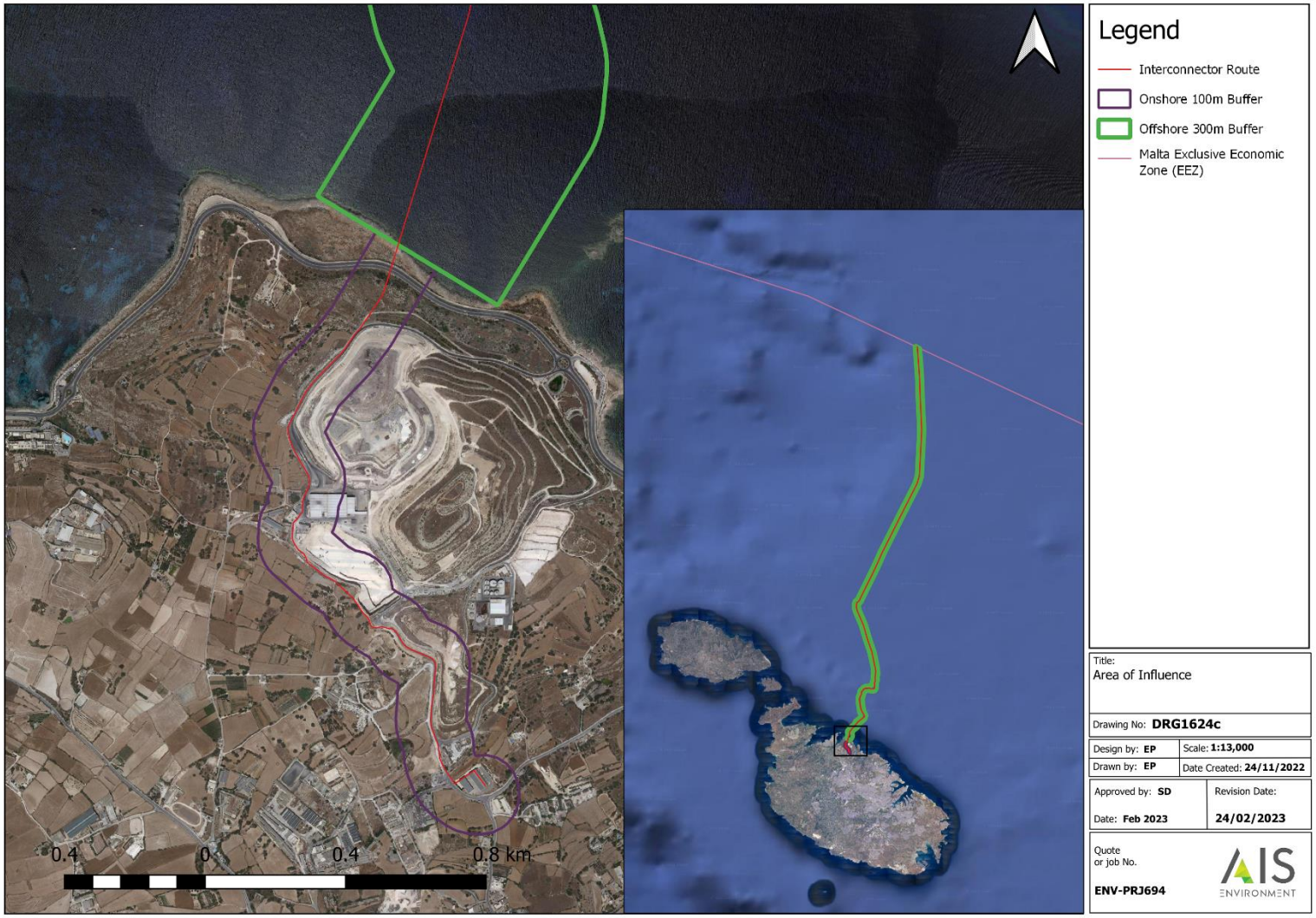

FIGURE 2: AREA OF INFLUENCE (ONSHORE AND OFFSHORE) FOR PUBLIC ACCESS

3.2 STUDY METHODOLOGY

The public access study identifies the existing public access arrangements within the AOI and analyses how they will be affected by the Scheme. The baseline research was composed of two main elements: a literature review and a field survey.

The literature review included the analysis of satellite images from sources such as Landsat/Copernicus (Google Earth). Given that such sources are not often representative of the real-time scenario, a field survey was also conducted. The survey verified/modified the information gathered during the desktop survey and included the capturing of photographic evidence.

Once the Consultant had completed both of the aforementioned components, they mapped the existing public access routes and proposed route changes (if applicable) using Geographic Information Systems Software (GIS).

4 EXISTING PUBLIC ACCESS

The existing public access arrangements to and around the Scheme site are mapped in

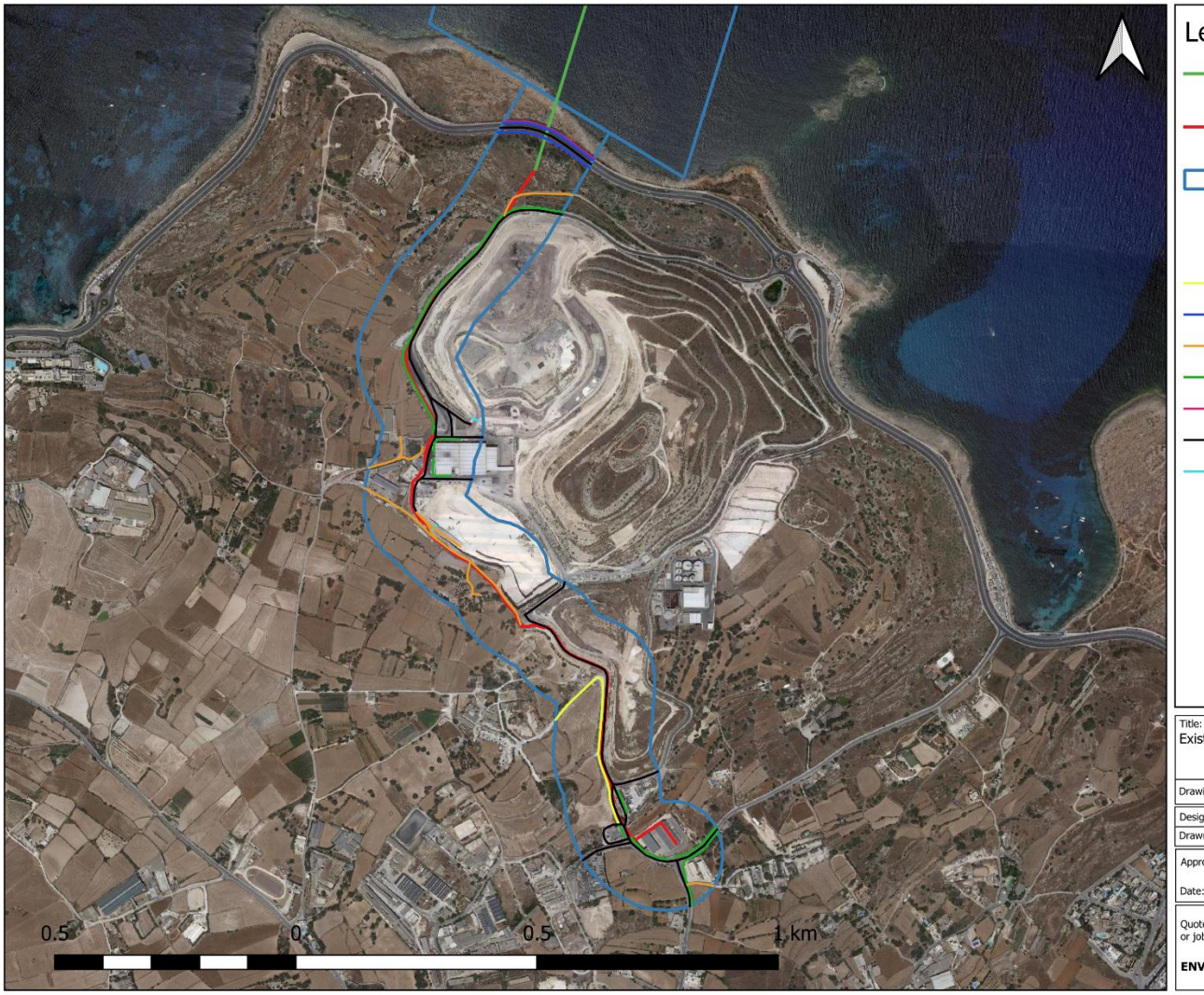

Figure 9 and Figure 10. The majority of the cable's terrestrial route and surrounding buffer zone falls within the confinements of the ECOHIVE waste management facility. This is a private facility operated by WasteServ Malta Ltd.; therefore, access to the general public is prohibited. Since the roads within the complex are intensively used by heavy-weight trucks, they are covered by all-weather asphalt surfaces and are well maintained. The roads are also wide enough to allow large vehicles to navigate the roads with ease in opposing directions.

The Area of Influence also contains a network of pavements to allow pedestrian access. These pavements are limited to the immediate area around the Enemalta Terminal Station, the Civic Amenity Site, the Mechanical Treatment Plant and along the perimeter of the landfill heap within the ECOHIVE Complex.

A few rural dirt roads also lie within the study area. These small secondary roads provide access to the adjacent agricultural fields. A single concrete road in the South-

West section of the study area provides public access to the adjacent fields and boatyard on the Western area of the site. The concrete road ends adjacent to the entrance of a Civic Amenity Site. This concrete road along with a bituminous asphalt road to the South-East of the Civic Amenity site are both open to the public.

The bi-directional Coast Road which connects the St Julians area to the Northern tip of Malta dissects the study area at the Northern most section of the onshore route. The road is part of the Ten-T network of arterial and distributor roads, which are continuously upgraded. The Coast Road has been recently upgraded with new resurfacing, street lighting, traffic signs, directional signage, and vehicle containment crash barriers (including motorcycle strips), and is now bordered by at-grade bicycle lanes on both sides. The parallel pedestrian promenade also cuts across the study area on the northern side of the Coast Road. The promenade is made from concrete so it has a smooth surface which makes it relatively easy to walk along.

The coastline itself is comprised of natural rocky foreshore. It is accessible to the general public; however, it is hard to navigate due to the naturally undulating surface of the exposed rock.

The public also has unrestricted access to the marine nearshore area around the proposed cable route. However, due to the shallow water depths and lack of berthing/mooring facilities and swimming infrastructures (such as ladders and walk ways) it is not heavily frequented. The offshore route and surrounding area do not encroach into any designated aquaculture, trawling or bunkering areas. Therefore, there are no access restrictions.

FIGURE 3: WIDE ASPHALT ROADS WITHIN THE ECOHIVE COMPLEX - SOUTHERN REGION (21ST FEBRUARY 2023)

FIGURE 4: RELATIVELY WIDE PAVEMENT, AT THE NORTHERN SIDE OF THE ECOHIVE COMPLEX (21ST FEBRUARY 2023)

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FIGURE 6: CONCRETE ROAD PROVIDING PUBLIC ACCESS TO THE NEARBY BOATYARD AND FIELDS (21ST FEBRUARY 2023)

FIGURE 7: RECENTLY UPGRADED COAST ROAD WITH ADJACENT BICYCLE LANE AND PROMENADE (21ST FEBRUARY 2023)

FIGURE 8: NATURAL ROCKY COASTLINE (21ST FEBRUARY 2023)

FIGURE 9: EXISTING PUBLIC ACCESS TO AND WITHIN THE SCHEME SITE

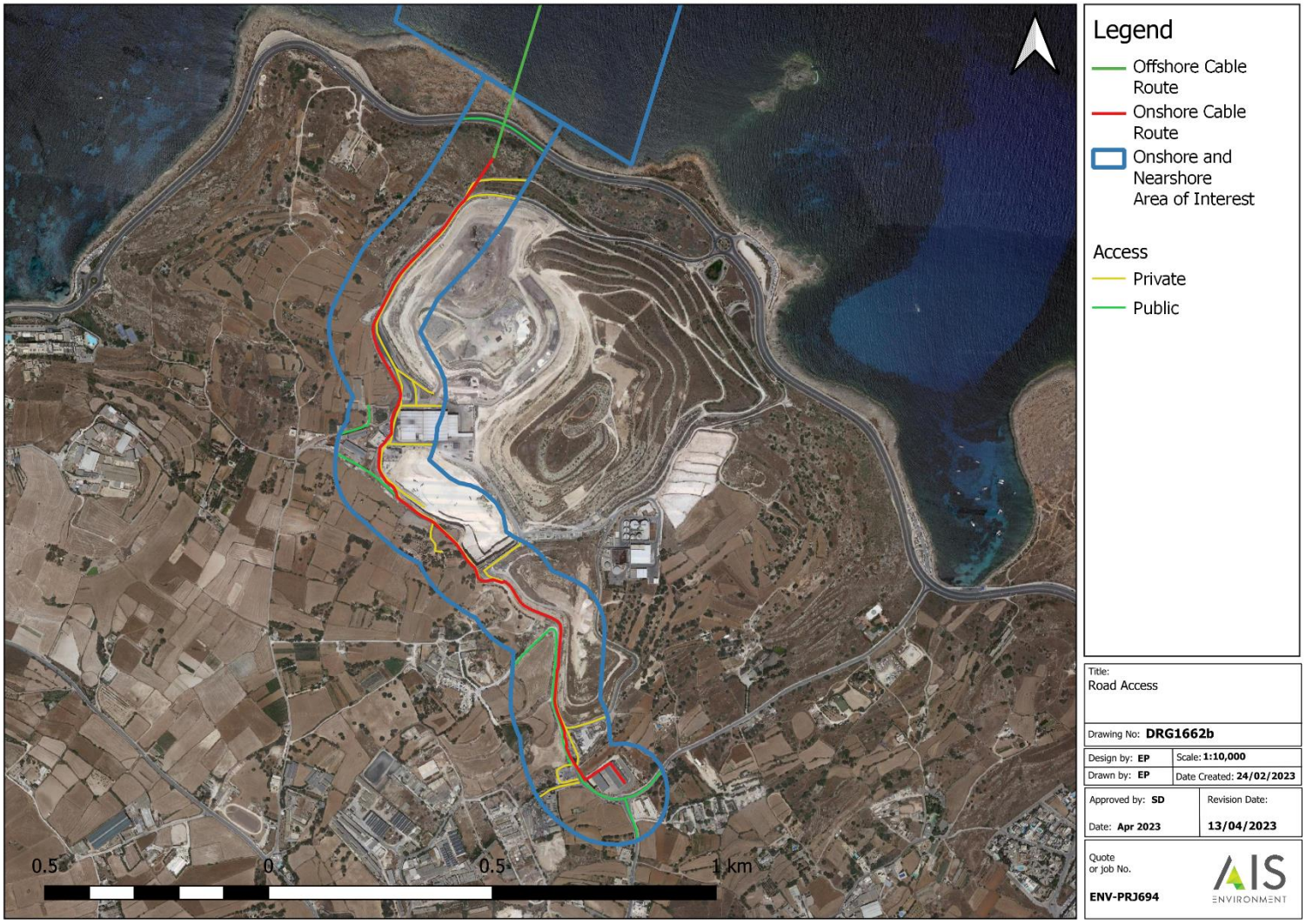

FIGURE 10: EXISTING PUBLIC AND PRIVATE ROADS WITHIN THE SCHEME SITE

5 PROPOSED PUBLIC ACCESS

The proposed project will not affect the public access to the site or surrounding area during the operational phase.

6 IMPACT ASSESSMENT

The following subsections outline the potential impacts arising from the construction and operation of the Scheme on the existing public access. The evaluation followed the method described in the approved Method Statement.

6.1 IMPACT SIGNIFICANCE CRITERIA

The qualitative assessment determines the potential impacts on public access arising from the proposed second interconnector cable between Malta and Sicily. The tables below (Table 1 to Table 9) provide a definition for each of the criteria used in Table 10, which summarises the assessment of impacts on public access.

TABLE 1: CRITERIA FOR THE SENSITIVITY OF RESOURCES TO IMPACT

SENSITIVITY OF RECEPTORS TO IMPACT

LEVEL	DEFINITION
High	The receptors which will be highly sensitive to the impact and consequently impacted to a major degree.
Medium	The receptors which will be moderately sensitive to the impact and consequently impacted to a moderate degree.
Low	The receptors which will be minimally sensitive to the impact and consequently impacted to a minor degree.

TABLE 2: CRITERIA FOR THE CONSEQUENCES OF IMPACT

CONSEQUENCES OF IMPACT

LEVEL	DEFINITION
Direct	Changes that result from direct cause-effect consequences of interactions between the result of action under consideration and the proposed project.
Indirect	Result from cause-effect consequences of interactions between the action under consideration and indirect impacts.
Cumulative	Result from cause-effect consequences of interactions between the action under consideration and other related projects.

TABLE 3: CRITERIA FOR THE EFFECT OF IMPACT

EFFECT OF IMPACT

LEVEL	DEFINITION
Adverse	Public access would suffer consequences as a direct result of the proposed development.
Beneficial	Public access would benefit as a direct result of the proposed development.

TABLE 4: CRITERIA FOR THE SEVERITY OF IMPACT

SEVERITY OF IMPACT

LEVEL	DEFINITION
High	This action is a major contributor to the public access in the area of influence.
Medium	This action is a moderate contributor to the public access in the area of influence.
Low	This action is a minor contributor to the public access in the area of influence.

TABLE 5: CRITERIA FOR THE PHYSICAL EXTENT OF THE IMPACT

PHYSICAL EXTENT OF IMPACT

LEVEL	DEFINITION
Local	Impact would affect the areas in the nearby surroundings.
National	Impact would affect Malta on a national scale.
International	Impact would affect Malta and/or other countries.

TABLE 6: DURATION OF IMPACT

DURATION OF IMPACT

LEVEL	DEFINITION
Permanent	Impact would still be detectable after the concerned phase.
Temporary	Impact would not persist through the whole duration of the concerned phase.

TABLE 7: CRITERIA FOR THE REVERSIBILITY OF THE IMPACT

REVERSIBILITY OF IMPACT

LEVEL	DEFINITION
Reversible	State of the activity/action is potentially expected to return to baseline background level following cessation of the source of impact.
Irreversible	Impact is expected to cause partial or total destruction of the action under consideration and a return of the state of the resource to baseline levels should be considered highly improbable.

TABLE 8: CRITERIA FOR THE PROBABILITY OF IMPACT OCCURRING

PROBABILITY OF IMPACT OCCURRING

LEVEL	DEFINITION
Inevitable	Level of certainty that impact will occur is greater than 90%
Likely	Level of certainty that impact will occur ranges between 50-90%
Unlikely	Level of certainty that impact will occur ranges between 30-50%
Remote	Level of certainty that impact will occur is below 30%

TABLE 9: CRITERIA FOR THE OVERALL IMPACT SIGNIFICANCE

IMPACT SIGNIFICANCE

LEVEL	DEFINITION
Not significant	Negligible significance.
Minor significance	Low order impact and therefore likely to have little real effect on public access. In the case of adverse impacts, mitigation is either easily achieved or little will be required, or both.
Moderate significance	Impact on public access is real but not substantial in relation to other impacts that might take effect within the bounds of those that could occur. In the case of adverse impacts, mitigation is both feasible and fairly easily possible.
Major significance	Of the highest order possible within the bounds of impacts on public access that could occur. In the case of adverse impacts, there is little or no possible mitigation that could offset the impact.

6.2 CONSTRUCTION IMPACTS

The onshore trajectory of the cable between the Enemalta Terminal Station and the HDD site proposed within the natural area adjacent to the Coast Road, will be installed through the excavation of a trench. It is estimated that 1,185.5m of trenching will be necessary along internal restricted roads located within the ECOHIVE Complex. An additional 43m of trenching is proposed within the public road connecting the ECOHIVE complex at South Gate to the Enemalta Terminal Station. A further 479.55m will be dug through internal routes on the West side of the ECOHIVE complex. These routes form part of the plan that WasteServ Malta Ltd have submitted under PA 03422/22 (Upgrading of the road network at the ECOHIVE Complex, Maghtab) to be built for internal traffic.

The roads within the ECOHIVE complex are not accessible to the general public, however, these are used regularly and intensively by large vehicles owned by the Wasteserv Malta Ltd and other private waste carriers which have access to the site. The trenching and associated hoarding will cause a temporary narrowing of the existing road access. The internal access roads accommodate two vehicles going in opposite directions for the majority of the route, with the exception of a short stretch between the Malta North facility and the area currently undergoing excavation (future engineered landfill). Some increased pressure on traffic flow within the complex is expected, however the applicant will take all necessary measures to ensure that daily operations of the complex continue. Due to the importance of the site to the National interest (as the main local waste-management facility), impacts

are also being assessed in this regard. The adverse impact is considered of minor significance if all mitigation measures are in place.

The public road between the ECOHIVE Complex, the Civic Amenity Site and the Enemalta Terminal station is frequently used by the general public, primarily as an access road for the services provided by the Civic Amenity Site. The area is also connected to a concrete road, which provides access to a nearby boatyard and fields. The latter can be reached by alternative roads to the North-West. The cross-road opposite the Enemalta Terminal Station gate is also frequented by workers and passers-by, which frequent a temporary kiosk present in this area. However, the works have been restricted to the northern most part of the road in an area which is wide enough to still accommodate two vehicles during the construction phase. The width of the road in this area is of approximately 14m and works will be carried out against the east side with no impact on the Civic Amenity Site and the concrete road. Please refer to Figure 11. The consultant has classified the impact as adverse, with minor significance due to the temporary nature of the impact.

FIGURE 11: CABLE ROUTE (IN RED) FROM ENEMALTA TERMINAL STATION INTO THE ECOHIVE COMPLEX

The increase in heavy vehicles accessing the site during construction works may increase congestion on the surrounding roads which will affect other road users in the nearby vicinity. Since the adjacent road network is not heavily frequented by members of the general public, the Consultant has classified the adverse impact as being of minor significance.

The starting point of the offshore route will be excavated using HDD , passing underneath the natural area between the ECOHIVE access road and the Coast Road

at the North end of the site. The cable will be laid underneath the Coast Road using HDD drilling and continue underneath the rocky coastline into the seabed using the same method. The length of the HDD drilling is to be defined. Therefore, the HDD activity and offshore cable route construction will not result in any changes to public access arrangements, as the HDD drilling station is located within uneven terrain which is not frequented by the general public.

The construction works at sea will require the use of at least one vessel. At certain times throughout the construction phase, certain areas of the marine area may be inaccessible to other vessels. This will force other sea users such as fishers and recreational boat users to make deviations from their preferred routes. Since the proposed corridor route is relatively narrow and works will be confined to one section at a time, the Consultant has classified the impact as adverse and of minor significance. They assigned a low significance due to temporary nature of the impact.

6.3 OPERATIONAL IMPACTS

Since the terrestrial ancillary facilities required to operate the proposed cable will be located within the confines of the Enemalta Terminal Station, the Scheme will not have any adverse impacts on terrestrial access arrangements.

Similarly, given that the cable shall be laid on the seabed and does not encroach into any designated areas, it is not expected to lead to any alterations or access restrictions within the marine environment during its operation.

7 MITIGATION MEASURES, RESIDUAL IMPACTS AND MONITORING

7.1 MITIGATION MEASURES AND RESIDUAL IMPACTS

The Contractor should organise the activities on site to avoid large construction vehicles using the public road network during peak traffic hours. In addition, the site logistics should be organised to avoid the queuing of vehicles outside of the site.

The Contractor should take all necessary measures to ensure access to the Civic Amenity site and the ECOHIVE complex (both operated by Wasteserv Malta) are maintained throughout the construction phase. The trench footprint will be kept to the bare minimum, with appropriate site hoarding in place to ensure access to the trench is restricted to workers at all times. At points where access needs to be maintained, such as the entrance gates to the Civic Amenity site, metal plates will be placed across the trench of the appropriate width and strength to allow the safe passage of pedestrians and vehicles.

Close collaboration between the Contractor and the operators of the ECOHIVE complex and Civic Amenity Site is required to ensure that the work phasing and methods used during the trenching and cable laying phases minimise the impacts on the traffic flow within both sites.

During the marine construction works, the Contractor will need to liaise with the Competent Authorities to obtain the necessary clearances, permits and a Notice to Mariners to advise the public of the works. If deemed appropriate, the work area should be cordoned off with buoys to ensure that it is highly visible to other vessels.

The implementation of the outlined mitigation measures will reduce the significance of the expected adverse impacts.

7.2 MONITORING

The Consultant does not deem it necessary to carry out monitoring of public access arrangements.

8 SUMMARY OF IMPACTS

TABLE 10: SUMMARY OF THE PROPOSED IMPACTS ON PUBLIC ACCESS DUE TO THE PROPOSED SCHEME

IMPACT TYPE AND SOURCE			IMPACT RECEPTOR		EFFECT AND SCALE											
IMPACT TYPE	SPECIFIC INTERVENTION LEADING TO IMPACT	PROJECT PHASE	RECEPTOR TYPE	SENSITIVITY & RESILIENCE TOWARDS IMPACT	DIRECT/ INDIRECT/ CUMULATIVE	BENEFICIAL/ ADVERSE	SEVERITY	PHYSICAL/ GEOGRAPHIC EXTENT OF IMPACT	SHORT/ MEDIUM/ LONG TERM	TEMPORARY/ PERMANENT	REVERSIBLE/ IRREVERSIBLE	PROBABILITY OF IMPACT OCCURRING	OVERALL IMPACT SIGNIFICANCE	PROPOSED MITIGATION MEASURES	RESIDUAL IMPACT SIGNIFICANCE	OTHER REQUIREMENTS
Reduced terrestrial accessibility	Heavy-duty vehicles using public roads	Construction	Local road users	Low	Direct	Adverse	Low	Immediate surroundings	Short	Temporary	Reversible	Inevitable	Minor	Implementation of traffic management plan	Negligible	N/A
Reduced terrestrial accessibility	Private vehicles	Construction	Local road users	Low	Direct	Adverse	Low	Site	Short	Temporary	Reversible	Inevitable	Minor	Liaise with WSM and site hoarding/trench covers	Negligible	N/A
Reduced terrestrial accessibility	Access to Wasteserv Facilities	Construction	Waste Carrier Vehicles	Moderate	Direct	Adverse	Low	Site	Short	Temporary	Reversible	Inevitable	Minor	Liaise with WSM, Traffic management measures	Negligible	N/A
Reduced marine accessibility	Marine construction works	Construction	Vessel operators	Low	Direct	Adverse	Low	Site and immediate surroundings	Short	Temporary	Reversible	Inevitable	Minor	Issuing a Notice to Mariners	Negligible	N/A

APPENDIX 1

TERMS OF REFERENCE

3.0 A DESCRIPTION OF THE SITE AND ITS SURROUNDINGS (I.E. ENVIRONMENTAL BASELINE)

The existing environmental features, characteristics and conditions, in and around the proposed development site as well as in all locations likely to be affected by the development or by ancillary interventions and operations, are to be identified and described in sufficient detail, with particular attention to the aspects elaborated further in the next sections.

The consultants should also identify (and justify) wherever relevant:

1. The geographic area (e.g. viewshed or other area of influence) that needs to be covered by each study;

2. The relevant sensitive receptors vis-à-vis the environmental parameter under consideration (e.g. residential communities, other users, natural ecosystems, specific populations of particular species, or individual physical features);

3. The location of the reference points or stations (e.g. viewpoints, monitoring stations, or sampling points (including depth of multiple sampling points at a single sampling point in the case of water media and sediment, where applicable) to be used in the study; and

4. Other methodological parameters of relevance, also noting that the assessment will normally require both desk-top studies and on-site investigations (including visual observations and sampling, as relevant).

***Note**: It is recommended that these details are discussed in advance with the ERA prior to commencement of the relevant parts of the studies, in order to pre-empt (as much as possible) later-stage issues.*

Wherever relevant to the environmental aspects under discussion, reference to legislation, policies, plans (including programmes and strategies) standards and targets, should also be made, such that the compatibility (or otherwise) of the proposal therewith is also factored into the assessment required by Section 4 below. The discussion should cover the following aspects, in the appropriate level of detail:

• Supra-national (e.g. European Union; United Nations; or other international or regional) legislation, directives, policies, conventions, protocols, treaties, charters, plans and obligations;

• National legislation, policies and plans (e.g. Structure Plan; National Environment Policy); and

• Sub-national legislation, policies and plans (e.g. local plans, site-specific regulations, action plans, management plans, and protective designations such as scheduling or Natura 2000).

Note: *In addition to already in-force legislation, policies and plans, the discussion should also cover any foreseeable future updates (or new legislation, policies and plans) likely to be fulfilled, affected or compromised by the proposed project. Furthermore, it should be noted that some cross-cutting legal/policy instruments (e.g. Water Framework Directive and Marine Strategy Framework Directive) may need to be factored into more than one aspect of the discussion.*

3.7 Public Access

The assessment should identify the current public access arrangements (particularly the accessibility of the countryside, coast, and public open spaces), including existing footpaths and other public access routes, and should clearly indicate whether these would be affected and how.

Wherever any new or altered arrangements are proposed, these should be clearly identified and their environmental implications should also be indicated.

4.0 ASSESSMENT OF ENVIRONMENTAL IMPACTS AND ENVIRONMENTAL RISKS

All likely significant effects and risks posed by the proposed project on the environment during all relevant phases (including construction/excavation/ demolition, operation and decommissioning) should be assessed in detail, taking into account the information emerging from Sections 1, 2 and 3 above. Apart from considering the project on its own merits (i.e. if taken in isolation), the assessment should also take into account the wider surrounding context and should consider the limitations and effects that the surrounding environmental constraints, features and dynamics may exert on the proposed development, thereby identifying any incompatibilities, conflicts, interferences or other relevant implications that may arise if the project is implemented.

In this regard, the assessment should address the following aspects, as applicable for any category of effects or for the overall evaluation of environmental impact, addressing the worst-case scenario wherever relevant:

1. An exhaustive identification and description of the envisaged impacts;
2. The magnitude, severity and significance of the impacts;
3. The geographical extent/range and physical distribution of the impacts, in relation to: site coverage; the features located in the site surroundings; whether the impacts are short-, medium- or long-range; and any transboundary impacts (i.e. impacts affecting other countries);
4. The timing and duration of the impacts (whether the impact is temporary or permanent; short-, medium- or long-term; and reasonable quantification of timeframes);
5. Whether the impacts are reversible or irreversible (including the degree of reversibility in practice and a clear identification of any conditions, assumptions and pre-requisites for reversibility);
6. A comprehensive coverage of direct, indirect, secondary and cumulative impacts, including:

- *interactions (e.g. summative, synergistic, antagonistic, and vicious-cycle effects) between impacts;*

• interactions or interference with natural or anthropogenic processes and dynamics; • cumulation of the project and its effects with other past, present or reasonably foreseeable developments, activities and land uses and with other relevant baseline situations; and
• wider impacts and environmental implications arising from consequent demands, implications and commitments associated with the project (including: displacement of existing uses; new or increased pressures on the environment in the surroundings of the project, including pressures which may be exacerbated by the proposal but of which effects may go beyond the area of influence; and impacts of any additional interventions likely to be triggered or necessitated by situations created, induced or exacerbated by the project);

7. Whether the impacts are adverse, neutral or beneficial;
8. The sensitivity and resilience of resources, environmental features and receptors vis-à-vis the impacts;
9. Implications and conflicts vis-à-vis environmentally-relevant plans, policies and regulations;
10. The probability of the impacts occurring; and
11. The techniques, methods, calculations and assumptions used in the analyses and predictions, and the confidence level/limits and uncertainties vis-à-vis impact prediction.

5.0 REQUIRED MEASURES, IDENTIFICATION OF RESIDUAL IMPACTS, AND MONITORING PROGRAMMES

5.1 Mitigation Measures

A clear identification and explanation of the measures envisaged to prevent, eliminate, reduce or offset (as relevant) the identified significant adverse effects of the project during all relevant phases including construction, operation and decommissioning [see Section 1.2.3 above].

As a general rule, mitigation measures for construction-phase impacts should be packaged as a holistic Construction Management Plan (CMP). Whilst the detailed workings of the CMP may need to be devised at a later stage (e.g. after the final design of the project has been approved and/or after a contractor has been appointed), the key parameters that the CMP must adhere to for proper mitigation need to be identified in the EIA. Broadly similar considerations also apply vis-à-vis operational-phase impacts [which may need to be mitigated through an operational permit] and decommissioning-phase impacts [see Section 5.4 below], where relevant.

Mitigation measures for accident/risk scenarios should be packaged as a holistic plan that includes the integration of failsafe systems into the project design as well as well-defined contingency measures.

The recommended measures should be feasible, realistically implementable to the required standards and in a timely manner, effective and reliable, and reasonably exhaustive. They should not be dependent on factors that are beyond the developer's and ERA's control or which would be difficult to monitor, implement or enforce. The actual scope for, and feasibility of, effective prevention or mitigation should also be

clearly indicated, also identifying all potentially important pre-requisites, conditionalities and side-effects.

5.2 Residual Impacts

Any residual impacts [i.e. impacts that cannot be effectively mitigated, or can only be partly mitigated, or which are expected to remain or recur again following exhaustive implementation of mitigation measures] should also be clearly identified.

5.3 Additional Measures

Compensatory measures (i.e. measures intended to offset, in whole or in part, the residual impacts) should also be identified, as reasonably relevant. Such measures should be not considered as an acceptable substitute to impact avoidance or mitigation.

If the assessment also identifies beneficial impacts on the environment, measures to maximise the environmental benefit should also be identified.

In both instances, the same practical considerations as indicated vis-à-vis mitigation measures should also apply.

5.4 Decommissioning Plan

A decommissioning plan (DP) should also be proposed to address the following circumstances, as relevant:
1. Removal of any temporary or defined-lifetime development (or of any structures, infrastructure or land use required temporarily in connection with it) upon the expiry of their permitted duration; and
2. Removal of the development (or of any secondary developments, infrastructure or land use ancillary to it) in the event of redundancy, cessation of operations, serious default from critical mitigation measures, or other overriding situations that may emerge in future.

5.5 Monitoring Programme

A realistic and enforceable programme for effective monitoring of those works envisaged to have an adverse or uncertain impact. The monitoring programme should include:

1. Details regarding type and frequency of monitoring and reporting, including spot checks;
2. The parameters that will be monitored, their units of measurement, the monitoring indicators to be used; and standard analytical methods in line with relevant EU policy;
3. An effective indication of the required action to address any exceedances, risks, mitigation failures or noncompliances for each monitoring parameter;
4. An evaluation of forecasts, predictions and measures identified in the EIA; and
5. An indication of the nature and extent of any additional investigations (including EIAs or ad hoc detailed investigations, if relevant) that may be required in the event of any contingencies, unanticipated impacts, or impacts of larger magnitude or extent than predicted.

The programme should address all relevant stages, as follows:

(a) Where relevant, monitoring of preliminary on-site investigations that may entail significant disturbance or damage to site features (e.g. archaeological excavations, geological sampling, or any works that require prior site clearance or any significant destructive sampling);. [Note: Official written consent from the competent authorities (e.g. Superintendence of Cultural Heritage) may also be required for such interventions.]
(b) Monitoring of the construction phase, including the situation before initiation of works (including site clearance), during appropriate stages of progress, and after completion of works;
(c) Monitoring of the operational phase, except where otherwise directed by ERA (e.g. where monitoring would be more appropriately integrated into an operating permit); and
(d) Where relevant, monitoring of the decommissioning phase, including the situation before initiation of works, during appropriate stages of progress, and after completion of works.

5.6 Identification of required authorisations
The assessment should also identify all environmentally-relevant permits, licences, clearances and authorisations (other than the development permit to which this EIA is ancillary) which must be obtained by the applicant in order to effectively implement the project if development permission is granted. Any uncertainty, as to whether any of these pre-requisites is applicable to the project, should be clearly stated.

Note on Sections 5.1 to 5.6 above:
The expected effects, the proposed measures, the residual impacts, the proposed monitoring etc. should also be summarised in a user-friendly itemised table that enables the reader to easily relate the various aspects to each other. An indicative specimen table is attached in Appendix 3 – attached to Method Statement as Appendix 1.

Appendix 2

Maps

Figure 12: Existing public access to and within the scheme site (Large scale)

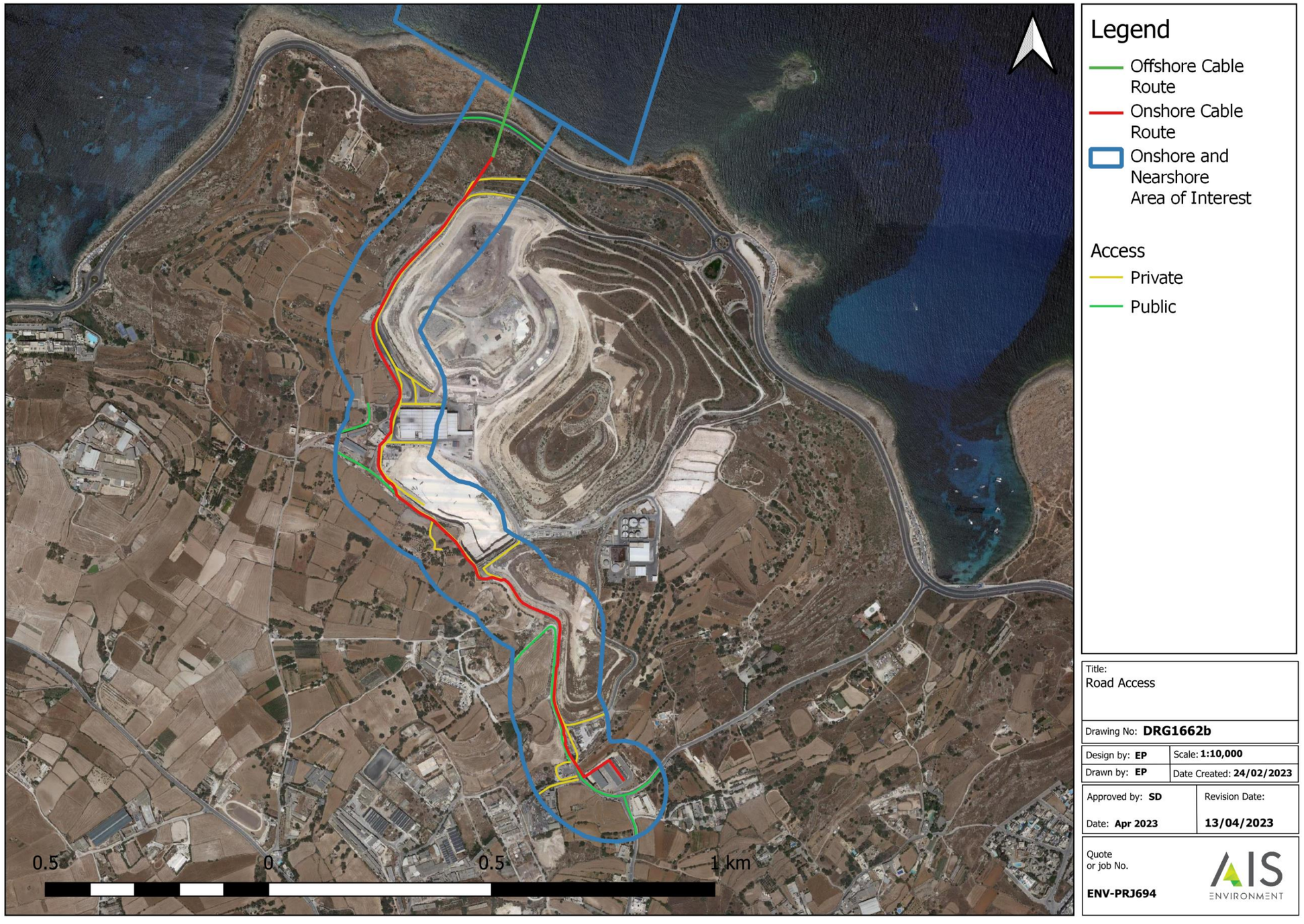

Figure 13: Existing Public and Private roads within the scheme site (Large Scale)