

EIA Screening - Stage 1 Preliminary Examination*

Planning Ref:			
Development Proposal:	Bunduaile wall Project: Repair of Existing Flood defence Wall Carn Belmullet CO. Mayo		
Introduction			
Is the proposed development listed under Schedule 5-Development for the purposes of part 10 of the Planning and Development Regulations 2001 (as amended). (If yes, Proceed to next step) (If no, an EIAR is not required)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Repair of existing sea defence wall – not a new structure, development or facility
Is the proposed development subthreshold? (If Yes, proceed to next step) (If no, an EIAR is required)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Minor repairs to existing sea defence wall

Examination		
What size is the development in the context of the existing environment?	Exceptional <input type="checkbox"/> Significant <input type="checkbox"/> Insignificant <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	Repair of existing Sea defence Wall – not a new structure or facility.
Is the development located on, in adjoining or have the potential to impact on an environmental sensitive site or location?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	Project subject to AA screening report which concluded the project would not have an impact on the Natura site either directly or indirectly, significant or insignificant
Will the development result in the production of any significant wastes / residues or result in any emissions or pollutants or result in the use of any significant natural resources?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	Repair of existing sea wall resulting in an environmentally inert structure.
Conclusion		
Based on a preliminary examination of the nature, size or location of the development, Mayo County Council have concluded that:		
There is no real likelihood of significant effects on the environment: No	EIAR not required	
There is significant and realistic doubt in regard to the likelihood of significant effects on the environment	Stage 2 Screening Determination required	
<u>All potential impacts on the environment can be accurately predicted.</u>	Schedule 7A information submitted	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
There is no likelihood of significant impacts on the environment given the scale, nature and duration of the repairs of the existing sea defence wall which will result in an inert structure which would indirectly provide protection for the Nauara site in which it is located.	If Yes: Proceed to Screening Determination (Stage 2)	
	If No: Request applicant in accordance with Section 172 of the Planning and Development Act 2000, (as amended) and under Article 103 (1)(b)(ii) of the Planning and Development Regulations 2001, (as amended) to submit the information specified and in the format of Schedule 7A of the regulations for the purposes of making a screening determination.	
There is a real likelihood of significant effects on the environment:	EIAR is required	
	Request applicant in accordance with Section 172 of the	

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

No likelihood of significant impacts on the environment.

Planning and Development Act 2000, (as amended) and under Article 103 (1)(b)(iii) (II) of the Planning and Development Regulations 2001, (as amended) to submit and EIAR and to comply with the requirements of article 105 of the regulations.

Signature: Paul Neary B.Sc. Env, Sc & Tech, M.Sc. Eco Tox.

Date: 30/07/20

csgead stage 2 screening request

Paul Neary 31/7/20

A/SP

EIA Screening - Stage 2
Screening Determination

Case Details		
Planning Reference:	PROPOSED REPAIR OF THE EXISTING FLOOD DEFENCE WALL AT CARN, BELMULLET, CO. MAYO - Bunduaile wall Project	
Development Summary:	<p>Effect repairs of the existing sea wall by placing a 300mm concrete reinforcement along 260M of the existing storm damaged flood defence wall involving short duration light construction works between late spring and early Autumn to avoid winter storms and neap tides. The works will involve excavating 300mm wide foundations down to bedrock and reinforcing the existing sea wall. The construction activities shall only occur during low tide. Shuttering will be used for all process using cast in place concrete which confines the concrete directly to the area of construction. The batch concrete trucks will not enter the shore area but will pour from the R313 road. A small tracked excavator will be used along the sea ward side of the flood defence wall to excavate the foundations and move forms and would only operate along the wall circa 2.5M strip along the base of the existing wall. The forms / shuttering will remain in place until the concrete goes off.</p>	
Has all information required under Schedule 7A been submitted?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<u>Comment</u>
Has an AA Screening report or NIS been completed?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	An AA screening report has been submitted which concluded that the proposed project would Not have a significant or insignificant impact on the Natura sites either during or post construction.
Is an IED/ IPC or Waste Licence (or review of licence) required from the EPA? If YES has the EPA commented on the need for an EIAR?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	<u>Comment</u>
Have any other relevant assessments of the effects on the environment carried out pursuant to other relevant Directives? – for example, SEA	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<u>Comment</u>

In relation to Schedule 7A has information been provided by the applicant in regards, to proposed

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development:		
1. Description of Proposed Development	Yes/ No	Comment
a. Has a description of the physical characteristics of the whole development been provided by applicant? (including demolition works, etc.)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Uncertain <input type="checkbox"/>	Effect repairs of the existing sea wall by placing a 300mm concrete reinforcement along 260M of the existing storm damaged flood defence wall involving short duration light construction works between late spring and early Autumn to avoid winter storms and neap tides. The works will involve excavating 300mm wide foundations down to bedrock and reinforcing the existing sea wall. The construction activities shall only occur during low tide. Shuttering will be used for all process using cast in place concrete which confines the concrete directly to the area of construction. The batch concrete trucks will not enter the shore area but will pour from the R313 road. A small tracked excavator will be used along the sea ward side of the flood defence wall to excavate the foundations and move forms and would only operate along the wall circa 2.5M strip along the base of the existing wall. The forms / shuttering will remain in place until the concrete goes off.
b. Has a description of the location of the proposed development with particular regard to the environmental sensitivity of geographical areas likely to be affected, been provided?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Uncertain <input type="checkbox"/>	See attached
2. Has a description of the aspects of the environment likely to be significantly affected by the proposed development been provided?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Uncertain <input type="checkbox"/>	See attached
3. A description of any likely significant effects, to the extent of the information available on such effects, of proposed developments on the environment resulting from-		
a. The expected residues and emissions and the production of waste, where relevant?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Uncertain <input type="checkbox"/>	No wastes or emissions are anticipated. Insignificant amounts of construction waste may be produced during construction but materials will be only ordered as required to mitigate this. Any wastes from the construction process will be disposed of at an authorised waste facility.
b. The use of natural resources, in particular soil, land, water and biodiversity?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The aggregate used for the construction of roads and foundations or for the purposes of fill will be sourced in a quarry that is registered under section 261/261A

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	Uncertain <input type="checkbox"/>	of the 2000 planning and development act or have a grant of planning under that act and be free from the invasive botanical species. There is no requirement to import top soil for any purposes associated with the project. There will be no impact on bio diversity as the existing BL3 habitat has no biodiversity. There are no discharges to surface water or ground water to consider with the structure considered inert once cured. The use of natural resources is negligible.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	

Conclusion

	Yes/ No	Comment
Mayo County Council are satisfied that the information submitted in accordance with Schedule 7A.	Yes <input type="checkbox"/> No <input type="checkbox"/>	

Schedule 7

EXAMINATION	Yes/No/	Briefly describe the characteristics of any likely
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	Uncertain	<p>significant effects (having regard to the probability, magnitude. (Including population size affected), complexity, duration, frequency, intensity and reversibility of impact))</p> <p>Mitigation measures- If a conclusion of no significant effects on the environment is based on specific features or measures proposed by the applicant to avoid or prevent a significant effect, these should be specified.</p>
1. Characteristics of proposed development (including demolition, construction, operation or decommissioning)		
a. Is the design/ scale significantly out of character with the surrounding environment?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	The proposed project is orientated around the repair of the storm damaged existing sea defence wall and does not introduce any new structures to the area.
b. (1) Will the project combined with existing and proposed projects form part of a wider scale change that could result in a cumulative effect in the environment? (2) Is the project part of a wider large scale change that could result in cumulative effects on the environment?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	<p>The negligible environment impact of the proposed development during construction dictates that it can easily be absorbed into the back ground and with no other projects in proximity to the proposed. No cumulative impacts are anticipated. The completed project is inert with no potential for cumulative impact post completion. The project does not represent a new structure.</p> <p>No cumulative impacts are likely to arise during the construction phase as there are no other project in proximity to the site. The implementation of mitigation measures in a basic CEMP will ensure no potential for cumulative impacts arise. In conclusion, for the above reasons, the potential for adverse cumulative effects in relation to the proposed project are not considered significant. In addition the provisions of a basic Traffic Management Plan and CEMP are considered sufficient to mitigate all the insignificant negative effects in relation to the construction activities. There will no potential for either significant or insignificant impacts post completion with no potential for cumulative impacts.</p>
c. Will the nature of any demolition works cause physical changes to the locality or the environment?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	No demolition works associated with the proposed project.
d. Will construction or operations use natural resources such as land, soil, water and biodiversity, materials/ minerals or energy, in particular resources which are non- renewable?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	Steel rebar and concrete are the only non renewable resources to be used.

<p>e. (1) Will the project produce any waste, such as solid waste, liquid waste, hazardous substances?</p> <p>(2) Will project involve use, storage, transport handling or production of substance which would be harmful to the environment</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>No waste will be produced post completion. The structure is inert once cured.</p> <p>Steel rebar and concrete are the only materials to be used in construction.</p>
<p>f. Will project release pollutants or lead to a risk combined of land or water from released pollutants</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>The completed structure is inert once the concrete is cured. A basic CEMP would negate all potential impacts from the concrete in its wet / slurry state.</p>
<p>g. Will there be any risk to major accidents that could affect human health or the environment?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>There would be no risk from climate change on the proposed development given that it is a flood defense wall of small scale. The nature and location of the proposed dictates that major accidents and / or disasters are not of consideration.</p>
<p>h. (1) Will there be any risk to human health, (for example due to water contamination or air pollution?)</p> <p>(2) Will the project involve the use of storage, transport handling or production of any substance which could be harmful to human health?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>The nature of the proposed project dictates that there are no significant or insignificant risks to human health as it does not present the potential for water contamination or air pollution.</p> <p>No substances or materials that could be considered harmful to human health would be used during construction with the completed structure considered inert.</p>
<p>2. Location of proposed development</p>		
<p>a. Is the proposed development located in an environmentally sensitive geographical area?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>The footprint of the project site consists of BL3 buildings and other artificial surfaces of no ecological value and diversity. The site was historically and is currently the location of a sea defence wall that protects the dwelling to the North and the R313 road which was damaged during red warning storms.</p>

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<p>b. (i) Would the proposed development have an effect on any of the following: abundance, availability, quality and the regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>The site is composed of BL3 habitat of no ecological value and diversity along a regional road. Bio diversity at this location would not increase or decrease as a result of the project or its absence. It can be argued that not repairing the sea wall would eventually lead to a significant negative environmental impact on the bay and Natura site by permitting erosion of sediments into that area. The impact of the proposed development is considered insignificant with respect to water, land and soil.</p>
<p>(ii) Would the proposed development have an effect on any of the following: abundance, availability, quality and the regenerative capacity of natural resources (including soil, land, water and biodiversity) underground?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>The site is composed of BL3 habitat of no ecological value and diversity along a regional road. Bio diversity at this location would not increase or decrease as a result of the project or its absence. It can be argued that not repairing the sea wall would eventually lead to a significant negative environmental impact on the bay and Natura site by permitting erosion of sediments into that area. The impact of the proposed development is considered insignificant with respect to water, land and soil.</p>
<p>(c) Will the location of the proposed development affect the absorption capacity of the natural environment paying particular attention to-</p>		<p>No negative impacts either significant or insignificant are anticipated therefore the absorption capacity of the natural environment will not be impacted.</p>
<p>(i) Wetlands, riparian areas, river mouths?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>No interaction or works are proposed that will affect wetlands, riparian areas or river mouths.</p>
<p>(ii) Coastal zones and the marine environment?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>The presence of the existing sea wall which it is proposed to repair dictates that it is already absorbed in to the environment. The completed structure will be inert and will not effect the absorption capacity of the natural environment.</p>
<p>(iii) mountain and forest areas?</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> <p>Uncertain <input type="checkbox"/></p>	<p>Not applicable due to separation distance</p>
<p>(iv) nature reserves and parks</p>	<p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p>	<p>Not application separation distance and BL3 setting (existing sea wall)</p>

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	Uncertain <input type="checkbox"/>	
(v) Is the proposed development located on, in adjoining or have a potential impact on any of the following: → European Site (SAC/ SPA/ pSAC) → NHA/pNHA → Designated Nature Reserve → Designated refuge for flora and fauna Place, site or feature of ecological interest, the preservation/conservation/protection of which is an objective of a development plan/LAP/ draft plan or variation of a plan	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Uncertain <input type="checkbox"/>	A screening for appropriate assessment under article 6 of the Habitats directive has been carried out and has determined that there are no likely significant or insignificant impacts, alone or in combination with other projects, on the Natura Site. A do nothing approach would eventually have a negative impact on the Natura site due to erosion of the local infrastructure and lands in to the bay.
(vi) Is the proposed development located on an area which has already failed to meet the environmental quality standards laid down by legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	There will be no impact on surface water quality post completion as the project will result in an inert structure.. There are no discharges to ground water or atmosphere to consider. There are no surface water features in proximity to the proposed site which could be impacted either during construction or subsequent use. The proposed impact of the project is considered neutral.
(vii) is the proposed development located in a densely populated area?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	The subject lands are not located within an urban location or densely populated area. No significant negative impacts are identified during construction. The insignificant impacts of noise and dust are mitigated through the traffic management, CEMP plan. The operation of the facility is not anticipated to have any negative impacts on the area as it is an inert structure designed to protect the R313 and the dwellings in the vicinity.
(viii) Is the proposed development located in an area where other features of landscape, historic, archaeological or cultural significance could be affected?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	The proposed development will not directly or indirectly impact on any archaeological sites or protected structures as none are present. No significant impacts on cultural or historical sites are anticipated. The proposed project area is the location of an existing sea wall which nit is proposed to repair there fore it presence will not be noticed.
3. Types and characteristics of potential impacts		
The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of ‘environmental impact assessment report’ in section 171A of the Act, taking into account:		
a. the magnitude and spatial extent of the impact (for example, geographical area	Likely <input type="checkbox"/>	Minor localised temporary short duration insignificant impacts are all associated with the construction stage

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and size of the population likely to be affected)	Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	only all of which can be negated and mitigated through the implementation of a CEMP if deemed necessary.
b. the nature of the impact	Likely <input type="checkbox"/> Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	The area is already subject to considerable anthropogenic activity associated with the R313 road therefore no impacts are anticipated as the project would be absorbed into the back ground.
c. the transboundary nature of the impact	Likely <input type="checkbox"/> Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	No transfrontier impacts are identified or possible.
d. the intensity and complexity of the impact	Likely <input type="checkbox"/> Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	The potential impacts are low level and are not complex to cater for by means of mitigation measures and are confined to the short duration light construction phase.
e. the probability of the impact	Likely <input type="checkbox"/> Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	The probability of the impacts is extremely low due to the nature of the project and the proposed control measures.
f. the expected onset, duration, frequency and reversibility of the impact	Likely <input type="checkbox"/> Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	There are no irreversible, synergistic or cumulative impacts associated with the project. The timing of the potential impacts during construction are 100% predictable as is the frequency and duration e.g. excavations for foundation.
g. the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	Likely <input type="checkbox"/> Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	There would be no to negligible insignificant impacts during the construction phase of the development which would not result in synergistic or cumulative impacts.
h. The possibility of effectively reducing the impact.	Likely <input type="checkbox"/>	The CEMP and along with a traffic management plan would negate all the predictable short duration

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	Unlikely <input checked="" type="checkbox"/> Uncertain <input type="checkbox"/>	insignificant impacts
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CONCLUSION		
No real likelihood of a significant effects on the environment.	EIAR Not Required	<input checked="" type="checkbox"/>
Real likelihood of significant effects on the environment.	EIAR Required	<input type="checkbox"/>

Conclusion to be included in Planner's Report
<p>Where an EIAR is Required</p> <p>On the basis of the information on the file, which I consider adequate in order to issue a screening determination, it is reasonable to conclude that there is a real likelihood of significant effects on the environment arising from the proposed development. An EIAR must, therefore, be submitted to Mayo County Council and must comply with the requirements of article 112 of the Planning and Development Regulations 2001 (as amended).</p>
<p>Where an EIAR is not Required</p> <p>On the basis of the information on the file, which I consider adequate in order to issue a screening determination, it is reasonable to conclude that there is no real likelihood of significant effects on the environment arising from the proposed development and an environmental impact assessment report is not required.</p>

Signature: Paul Neary, B.Sc. NEV Sc. & Tech, M.Sc. Eco Tox Date: 30/07/20

on the basis of the information on file, which I considered in order to issue a screening determination. It is reasonable to conclude that there is no real likelihood of significant effects on the environment arising from the proposed development and an Environmental Impact Assessment Report is not required.

John A. O'Sullivan
31/7/20

ADDITIONAL INFORMATION:

Description of the Location of the Proposed Project:

The site is located in the townland of Carns with an address at Belmullet, Ballina, Co. Mayo and is located along the Southern side of the R313 Road, 621M NW of Belmullet Town Square between grid references 469742, 832843 and 409986, 832857. The proposed project involves the repair and 300mm concrete reinforcement of 260M of the existing storm damaged flood defence wall involving short duration light construction works between late spring and early Autumn. The works will involve excavating 300mm wide foundations down to bedrock and reinforcing the existing sea wall. The construction activities shall only occur during low tide outside of the Winter period.

The site is located in a catchment which includes the area drained by all streams entering tidal water in Blacksod and Broadhaven Bays and between Corraun Point and Benwee Head, Co. Mayo, draining a total area of 1,302km². The largest urban centre in the catchment is Belmullet. The other main urban centers in this catchment are Bangor and Keel. The total population of the catchment is approximately 12,549 with a population density of 10 people per km². The catchment contains many upland areas including the north Mayo coast and the northern part of the Nephin Beg range. The catchment is underlain mostly by metamorphic rocks with sandstones and shales underlying the flat expanses to the east of Bangor. This catchment includes part of mainland County Mayo, the Belmullet Peninsula and Achill Island. Achill is drained by a number of small streams draining the slopes of the four mountains that dominate the Island, Croaghan, Slievemore, Minaun and Knockmore. The largest river system on the island comprises the Dookinelly, Keel Rivers and Keel Lough drains the central basin of the Island. The island is separated from the mainland by Achill Sound. The Belmullet Peninsula is separated from Achill and the mainland by Blacksod Bay to the south and from the mainland by Broad Haven Bay to the north. The sandy soil of Belmullet is drained by a series of small streams and rivers, the largest of which is the Clooneen River, which flows into Broad Haven Bay. More specifically the site is located in the Glencastle – sc-010 sub catchment.

The underlying geology is PQGS (Precambrian Quartzites, gneiss and schists). The sub soils are not classified by the GSI due to the marine nature of the proposed project area. The site is located within two Natura sites, the Blacksod Bay SAC 000472 and the Blacksod Bay / Broadhave Bay SPA 004037 however despite this there is no land take from either as the project is the the repair of the existing storm damaged sea wall.. The on site habitat is described as Shingle and gravel shore LS1 and BL3. The surrounding land use and habitat types also consists of BL3 – buildings and artificial surfaces and improved agricultural grassland to the North and Shingle and gravel shore LS1 directly to the South which are subject to a degree of anthropogenic activity dominated by the R313 road and recreational use of the LS1 habitat (walking, dog walking etc.).

The site is not located in an “Area for Action” with respect to plans and projects for the catchment in which it is located. There is no existing qualitative or quantitative data for ground water in the immediate area of the proposed development which would be anticipated given its PI classification and location, none the less the NRBMP / WFD has classified the Belmullet ground water body IE_WE_G0057aquifer as Good with the

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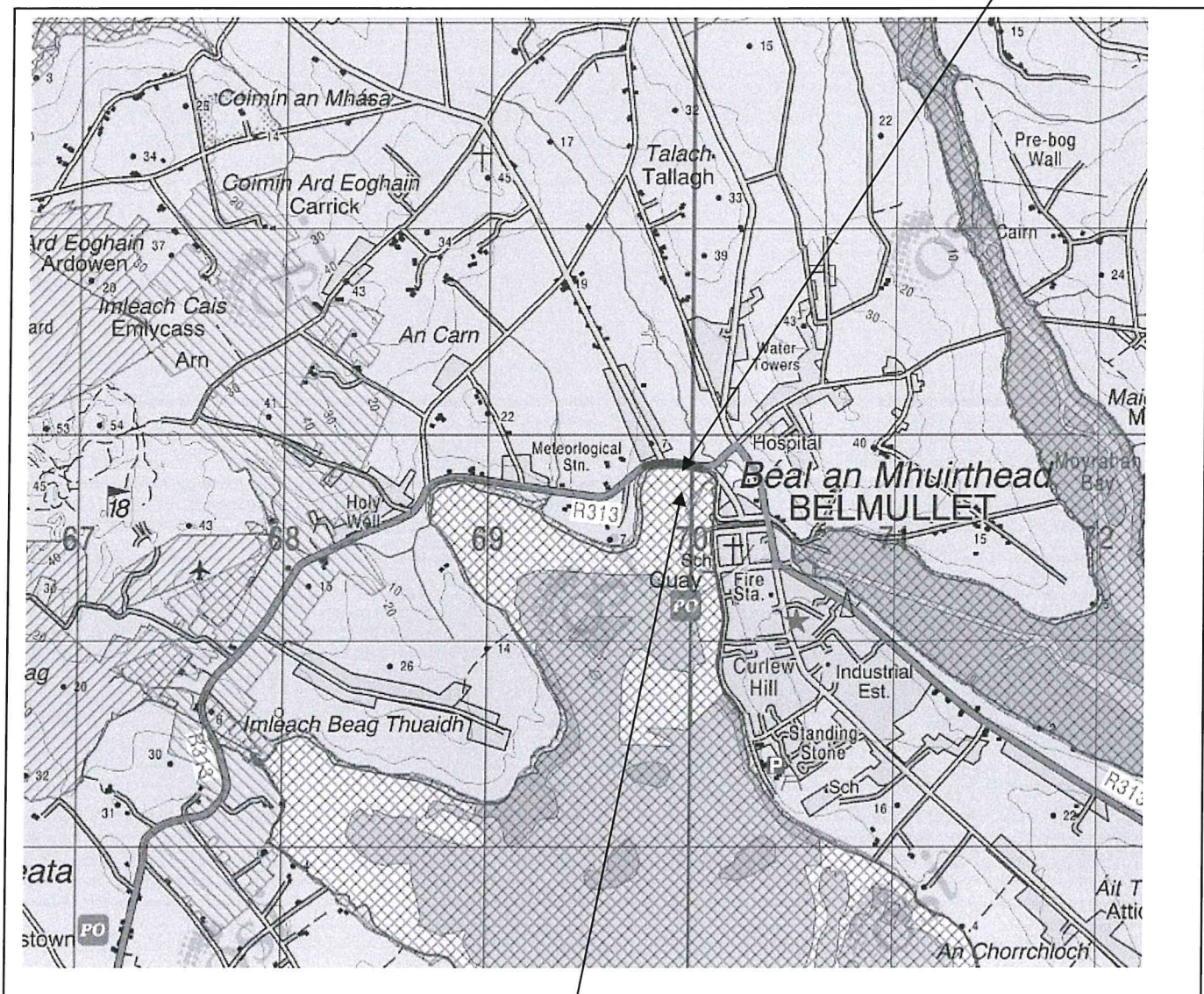
Risk under review. The water in Belmullet bay is described by the WFD / NRPMP as not at risk with the status not assigned. The air quality in the area is described as very good (zone D) which translates to the following, SO₂ 0-49µgM⁻³ (1hr average), NO₂ 0-36 µgM⁻³ (1hr average), O₃ 0-39 µgM⁻³ (1hr average) and PM₁₀ 0-19 µgM⁻³ (24hr average).

SITE LOCATION:

The proposed linear project is located in the town land of Carns with an address at Belmullet, Co. Mayo and is located along the Southern side of the R313 Road, 621M NW of Belmullet Town Square between grid references 469742, 832843 and 409986, 832857.

MAP: 1 Development Location

Location of Sea Wall

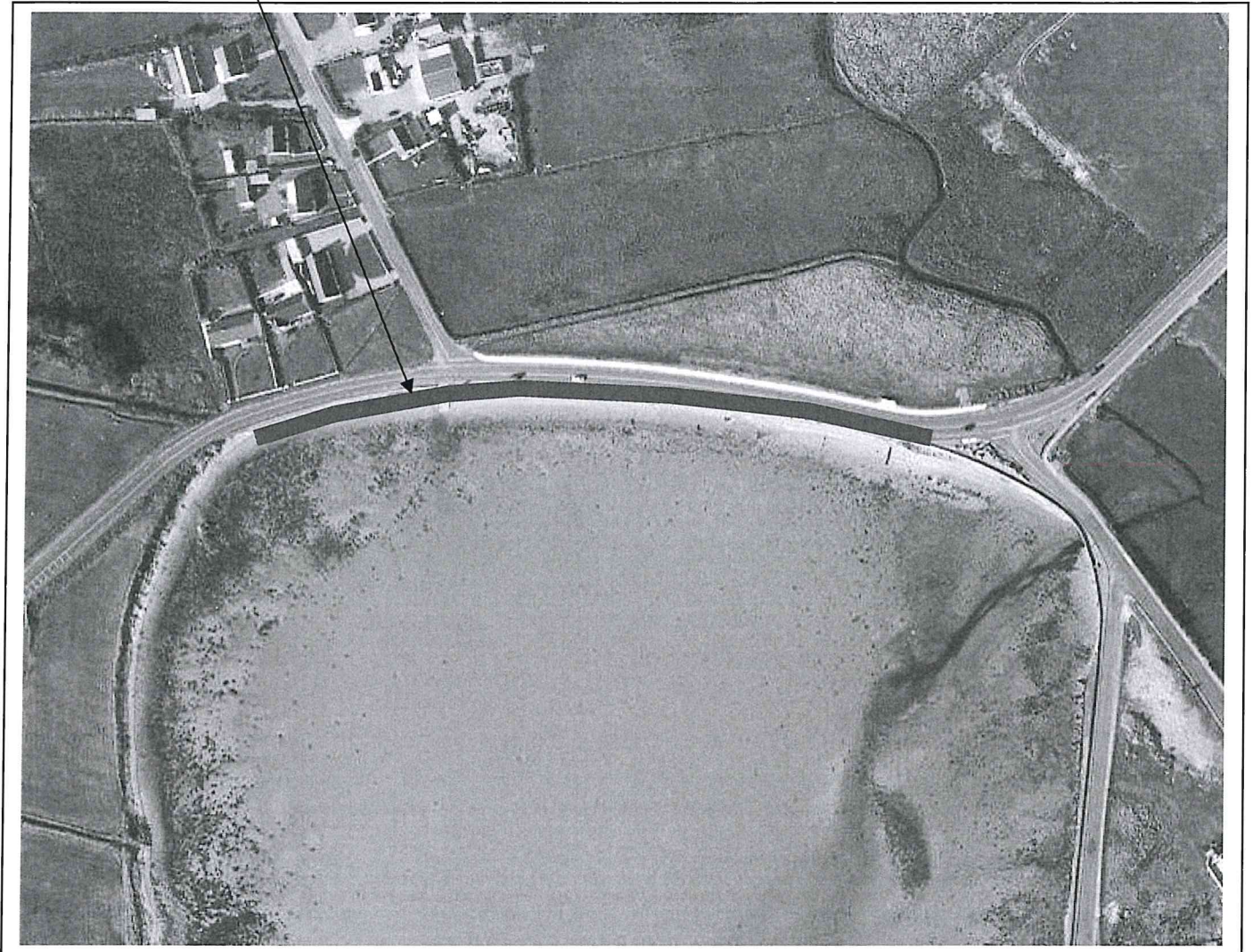


Mullet / Blacksod Bay Complex SAC 000470
 Blacksod Bay / Broadhave Bay SPA 004037

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MAP 2: Site Layout

Location of Sea Wall



PROJECT DESCRIPTION

The proposed linear project involves

- Repair and strengthen the existing sea defense wall for 260m in total at Bundola along the R-313.
- The design proposal will be to repair the existing sea wall and strengthen it by constructing a concrete 'skin' (300mm thick) on the sea side of the existing wall and raising it approx. 1m
- Excavation for the foundations will be completed to solid
- Reinforced concrete foundation will then be laid from solid / bedrock
- Concrete and steel reinforcement will be imported on to site for the construction of the new sea wall
- A small tracked excavator will be in use for the duration of the project
- A tractor and dump trailer will be in use for the duration of the project
- This Project will be governed by tides so there will be shift work involved
- The project shall occur during late spring / summer / early autumn as meteorological conditions permit
- No work are projected to occur from mid Autumn to Mid Spring due to potential impact from adverse weather conditions.
- There is no proposal to remove material from the shore as a result of the project

The works will involve excavating 300mm wide foundations down to bedrock and reinforcing the existing sea wall. The construction activities shall only occur during low tide. Shuttering will be used for all process using cast in place concrete which confines the concrete directly to the area of construction. The batch concrete trucks will not enter the shore area but will pour from the R313 road. A small tracked excavator will be used along the sea ward side of the flood defence wall to excavate the foundations and move forms and would only operate along the wall circa 2.5M strip along the base of the existing wall. The forms / shuttering will remain in place until the concrete goes off.

Receiving Environment

The site is located in the townland of Carns with an address at Belmullet, Ballina, Co.Mayo and is located along the Southern side of the R313 Road, 621M NW of Belmullet Town Square between grid references 469742, 832843 and 409986, 832857. The proposed project involves the repair and 300mm concrete reinforcement of 260M of the existing storm damaged flood defence wall involving short duration light construction works between late spring and early Autumn. The works will involve excavating 300mm wide foundations down to bedrock and reinforcing the existing sea wall. The construction activities shall only occur during low tide outside of the Winter period.

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

The site is located in a catchment which includes the area drained by all streams entering tidal water in Blacksod and Broadhaven Bays and between Corraun Point and Benwee Head, Co. Mayo, draining a total area of 1,302km². The largest urban centre in the catchment is Belmullet. The other main urban centers in this catchment are Bangor and Keel. The total population of the catchment is approximately 12,549 with a population density of 10 people per km². The catchment contains many upland areas including the north Mayo coast and the northern part of the Nephin Beg range. The catchment is underlain mostly by metamorphic rocks with sandstones and shales underlying the flat expanses to the east of Bangor. This catchment includes part of mainland County Mayo, the Belmullet Peninsula and Achill Island. Achill is drained by a number of small streams draining the slopes of the four mountains that dominate the Island, Croaghan, Slievemore, Minaun and Knockmore. The largest river system on the island comprises the Dookinelly, Keel Rivers and Keel Lough drains the central basin of the Island. The island is separated from the mainland by Achill Sound. The Belmullet Peninsula is separated from Achill and the mainland by Blacksod Bay to the south and from the mainland by Broad Haven Bay to the north. The sandy soil of Belmullet is drained by a series of small streams and rivers, the largest of which is the Clooneen River, which flows into Broad Haven Bay. More specifically the site is located in the Glencastle – sc-010 sub catchment.

The underlying geology is PQGS (Precambrian Quartzites, gneiss and schists). The sub soils are not classified by the GSI due to the marine nature of the proposed project area. The site is located within two Natura sites, the Blacksod Bay SAC 000472 and the Blacksod Bay / Broadhave Bay SPA 004037 however despite this there is no land take from either as the project is the the repair of the existing storm damaged sea wall.. The on site habitat is described as Shingle and gravel shore LS1 and BL3. The surrounding land use and habitat types also consists of BL3 – buildings and artificial surfaces and improved agricultural grassland to the North and Shingle and gravel shore LS1 directly to the South which are subject to a degree of anthropogenic activity dominated by the R313 road and recreational use of the LS1 habitat (walking, dog walking etc.).

The site is not located in an “Area for Action” with respect to plans and projects for the catchment in which it is located. There is no existing qualitative or quantitative data for ground water in the immediate area of the proposed development which would be anticipated given its PI classification and location, none the less the NRBMP / WFD has classified the Belmullet ground water body IE_WE_G0057aquifer as Good with the Risk under review. The water in Belmullet bay is described by the WFD / NRPMP as not at risk with the status not assigned. The air quality in the area is described as very good (zone D) which translates to the following, SO₂ 0-49µgM⁻³ (1hr average), NO₂ 0-36 µgM⁻³ (1hr average), O₃ 0-39 µgM⁻³ (1hr average) and PM₁₀ 0-19 µgM⁻³ (24hr average).

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

SOCIO ECONOMIC

There are no potential for negative potential socio economic impacts from carrying out the proposed project. However there is the possibility of negative socio economic should the project not proceed. This is based on the fact that not repairing the existing sea defense wall could at a future date result in the flooding of properties and the undermining of the R313 road.

The impact socio economic impact magnitude associated with the project is "Negligible" with the receptor sensitivity considered "Low".

Impact Magnitude	Description
Negligible	No detectable change from baseline conditions
Low	Slight change in typical baseline conditions but well within normal socio-economic fluctuations
Moderate	Change in typical baseline conditions but well within normal socio-economic fluctuations or to cause a detectable change in social or economic parameters within the range of natural variability
High	Change predicted to exceed established normal socio-economic fluctuations, or to cause a detectable change in social or economic parameters

Receptor sensitivity	Description
Low	Not operating at capacity, able to absorb the increase in population.
Moderate	Approaching capacity, capable of absorbing small population increases.
High	At capacity, unable to absorb any additional population increases.

FLORA & FAUNA

An Appropriate Assessment Screening report under Article 6 of the Habitats Directive has been completed for the proposed project and determined that it would not negatively impact on any of the Natura sites within the potential impact zone.

The site is located within a Natura site however given the linear nature of the repairs to the existing flood defense wall there is no technical land take form the Natura sites. The existing habitats on-site are identified as BL3 with no change to that classification post completion.

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

The proposed project would have a positive impact in that it would prevent the erosion of the R313 road and surrounding lands which would cause extraneous material to be washed out into the bay area during storms.

The construction phase of the development is to be subject to appropriate traffic management plans, C&D plans and a CEMP.

GEOLOGY AND HYDROGEOLOGY

No areas / sites of geological interest are located within the proposed development site or in close proximity to it.

The underlying geology is PQGS (Precambrian Quartzites, gneiss and schists). The sub soils are not classified by the GSI due to the marine nature of the proposed project area. The site is located within two Natura sites, the Blacksod Bay SAC 000472 and the Blacksod Bay / Broadhave Bay SPA 004037 however despite this there is no land take from either as the project is the repair of the existing storm damaged sea wall.. The on site habitat is described as Shingle and gravel shore LS1 and BL3. The surrounding land use and habitat types also consists of BL3 – buildings and artificial surfaces and improved agricultural grassland to the North and Shingle and gravel shore LS1 directly to the South which are subject to a degree of anthropogenic activity dominated by the R313 road and recreational use of the LS1 habitat (walking, dog walking etc.).

The repair to the existing flood defense wall would not alter or impact on the existing hydrology of the area.

The construction phase of the development is to be subject to appropriate traffic management plans, C&D plans and a CEMP.

AIR, DUST AND CLIMATIC FACTORS

There is no potential for fugitive dust generation during construction given the nature of the project.. Post construction there would be no concerns with dust given the inert structure.

There are no climatic considerations associated with the proposed project with no atmospheric emissions to consider either during or post construction.

There are no cumulative impacts to consider due to the nature of the proposed project.

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

NOISE

The existing ambient noise environment at the estate dwellings is dominated by local traffic noise. There are no existing industrial noises at the dwellings or in proximity to the site to consider. With exception to the short construction phase, the proposed project has no potential for noise generation with no night time impact to consider. Consequently there are no cumulative impacts to consider.

VIBRATION

There is no potential for vibration resulting from the project either during or post construction. Vibration would be dominated by the traffic on the R313 road and would not be elevated above that during construction. For a comparative analysis the following are established examples of ppv; hydraulic roller at 25M - 1.5mms, 8 wheeler truck on rough surfaces - ppv of <2mm/s at 20M.

As there are no other projects of this magnitude in the area then there are no cumulative impacts to consider.

LIGHT

Although there may be some lighting required during construction this would be used outside of the winter period and be localised and temporary in nature and absorbed into the back ground due to the proximity to the R313 Road, existing dwellings and urban centre. There are no light sources to consider post completion to consider.

VISUAL ASSESSMENT

There is no visual impact to consider. The proposed repairs to the existing sea wall are not introducing a new structure to the area. The criteria under which Visual Impact can be assessed is listed below.

<i>None</i>	There will be no change to an existing view.
<i>Imperceptible</i>	An impact capable of measurement but without noticeable consequences.
<i>Low</i>	An impact, which does not cause significant or profound changes to the existing environment.
<i>Moderate</i>	An impact, which by its magnitude duration or intensity alters an important aspect of the environment.
<i>High (Profound)</i>	The view would be altered to a significant degree as to affect a dramatic change.

Visual Impacts may be Neutral, Positive or Negative:

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

Neutral A neutral impact will neither enhance nor detract from the landscape character or viewpoint.

Positive A positive impact will improve or enhance the landscape character or viewpoint.

Negative A negative impact will have an adverse effect on the existing landscape character or viewpoint.

Duration of Impacts:

Temporary Impacts lasting one year or less.

Short-term Impacts lasting one to seven years.

Medium-term Impacts lasting seven to twenty years.

Long-term Impacts lasting twenty to fifty years.

Permanent Impacts lasting over fifty years.

Based on the above criteria there will be no visual impact associated with the proposed development with no cumulative impacts to consider.

TRAFFIC

A commensurate traffic management plan is to accompany the proposed development to cater for activities during the construction phase.

The key traffic issues considered in the assessment and to be addressed are as follows:

- (3) The site is located in an area of good accessibility to the existing road network;
- (4) Queue lengths and predicted vehicle delays are not anticipated;
- (5) A temporary one way system could be implemented to reduce or avoid the impact of reversing sirens and queue lengths.
- (6) The proposed layout will provide adequate access for service and emergency vehicles;

Consequently, it is considered that the impact on the surrounding road network as a result of the proposed development during the short construction phase would be negligible with no post construction traffic issues to consider.

ARCHAEOLOGY

The site and the surrounding areas have been investigated through a desk top study and site walkover with no archaeological sites present consequently there will be no impact.

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

CONSIDERTAION OF ALTERNATIVES.

No alternatives can be considered as the project involves repair to an existing sea defense wall

MITIGATION MEASURES.

(1) The proposed short duration phase of the development is to be subject to a Construction Environmental Management Plan (CEMP) which will address all the potential short duration insignificant impacts during that phase.

The CEMPS shall be prepared in advance of the construction phase and will be implemented throughout that phase with all stake holders informed of its requirements. Such plans shall incorporate relevant mitigation measures to address any potential impacts..

The Inland Fisheries Ireland's Requirements for the Protection of Fisheries Habitat during Construction and Development Works are not required in this instance as no in stream works or works adjacent to lotic / lentic systems are involved.

The CIRIA (Construction Industry Research and Information Association) Guidance Documents that could be consulted are listed as follows;

- (i) Control of water pollution from construction sites (C532)
- (ii) Control of water pollution from construction projects: Technical Guidance (C648)
- (iii) Control of water pollution from construction projects: Site Guide (C649)
- (iv) Environmental Good Practice on Site (C692)

The foundation require 300mm excavation along the foot of the existing sea wall with the excavated material to remain on site and be reinstated along the foot of the sea wall once the works are completed. The Concrete delivery trucks will pour from the R313 and well not enter onto the beach area. The only machinery that will enter the LS1 habitat would be a small excavator which would use the existing slip way. Once cured the concrete is an inert structure similar to that which is currently in place. There are no direct or indirect emissions to air, land, surface water or ground water associated with the proposed project. All machinery will be removed from the beach area daily post works and prior to high tides.

No Soil or sub soil is to be imported on to the site as a result of the proposed development.

Where aggregate for the purposes of fill is required it is to be sourced in a quarry that is registered under section 261/261A of the 2000 planning and development act or have a grant of planning under that act and should be sourced locally.

No maintenance of heavy plant shall occur on site with all preventative maintenance carried out prior to entry to the site.

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

Refuelling of heavy plant shall only occur as necessary with no hydrocarbons for such purposes stored on site.

All machinery / equipment shall be removed from the beach area at the end of each shift.

(2) A Traffic management plan is also proposed to address

- (7) The site is located in an area of good accessibility to the existing road network;
- (8) Queue lengths and predicted vehicle delays are not anticipated;
- (9) A temporary one way system could be implemented to reduce or avoid the impact of reversing sirens and queue lengths.
- (10) The proposed layout will provide adequate access for service and emergency vehicles;

SCREENING CONCLUSION:

The proposed development does not trigger the threshold for mandatory EIA/EIAR as set in EU Directive 85/337/EEC (as amended by Directive 97/11/EC, Directive 2014/52/EU and S.I. 454 of 2011; S.I. 464 of 2011; S.I. 456 of 2011 and S.I. No 296 of 2018) and has been assessed as a sub threshold EIA development. This EIA Screening Assessment has determined that the characteristics of the proposed development are not considered significant due to the small scale and nature of the proposed development and its footprint, which is confined to repairs to the existing sea wall, the characteristics and sensitivities of the receiving environment and design and mitigation measures that will be implemented as part of the construction phase of the proposed project. Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development (during and post construction) is considered to be negligible or insignificant, as summarised in the sections above.

No significant environmental impacts would occur once the standard mitigation measures outlined in a CEMP are implemented. These mitigation measures are representative of standard industry environmental management that are implemented to minimise and negate the impact of such projects on the environment. The information provided in this EIA Screening Report can be used by the competent authority to conclude or determine that an EIA is or is not required for the development. The overall conclusion for this screening appraisal is that, having considered the appropriate criteria, Environmental Impact Assessment for the project would not be required or warranted .

* In accordance with Article 103 (1) of the Planning and Development Regulations 2001 (as amended)

