

## **Appendix A**

### **Letter issued to consultees and copies of Consultee Responses**

|           |  |
|-----------|--|
| <b>A1</b> | <b>Consultation Letter</b>   |
| <b>A2</b> | <b>Mapping Accompanying Consultation Letter</b>                      |
| <b>A3</b> | <b>List of Engineering Measures Accompanying Consultation Letter</b> |
| <b>A4</b> | <b>Responses from Consultees</b>                                     |

4 September 2012

**Our Ref:**

2268-120211

**Re: River Deel (Crossmolina) Flood Relief Scheme – Environmental Constraints Consultation**

A chara,

Ryan Hanley, in association with McCarthy Keville O'Sullivan, have been appointed by the Office of Public Works to carry out an Environmental Impact Assessment of the proposed River Deel (Crossmolina) Flood Relief Scheme.

The first stage of this work is to prepare a Constraints Study in order to identify the key environmental issues in the study area which may be impacted upon by possible flood alleviation measures and/or which may impose constraints on the viability and/or design of these measures.

In advance of the preparation of a full Engineering Study, it is not possible at this point to say exactly what flood alleviation measures will be proposed as part of the Flood Relief Scheme, however the range of flood measures typically considered are included on the enclosed sheet for your information.

The Study Area for the scheme is shown in red on the enclosed map.

We welcome your comments in relation to the Study Area and particularly in relation to any relevant environmental issues that may be impacted upon by a potential Flood Relief Scheme.

A Public Consultation will be held at Crossmolina Town Hall on 14 September 2012 from 4pm to 8pm at which you are invited to give us your comments. Alternatively, please submit your comments in writing to the postal or email addresses provided below.

A second public consultation will take place early next year during the preparation of the Environmental Impact Statement for the scheme, at which stage further details of the engineering measures proposed will be available. You will be given a further opportunity to comment at this stage.

We would appreciate that you would forward this documentation to the most appropriate person within your organisation, if it has been issued to you in error.

Yours sincerely,

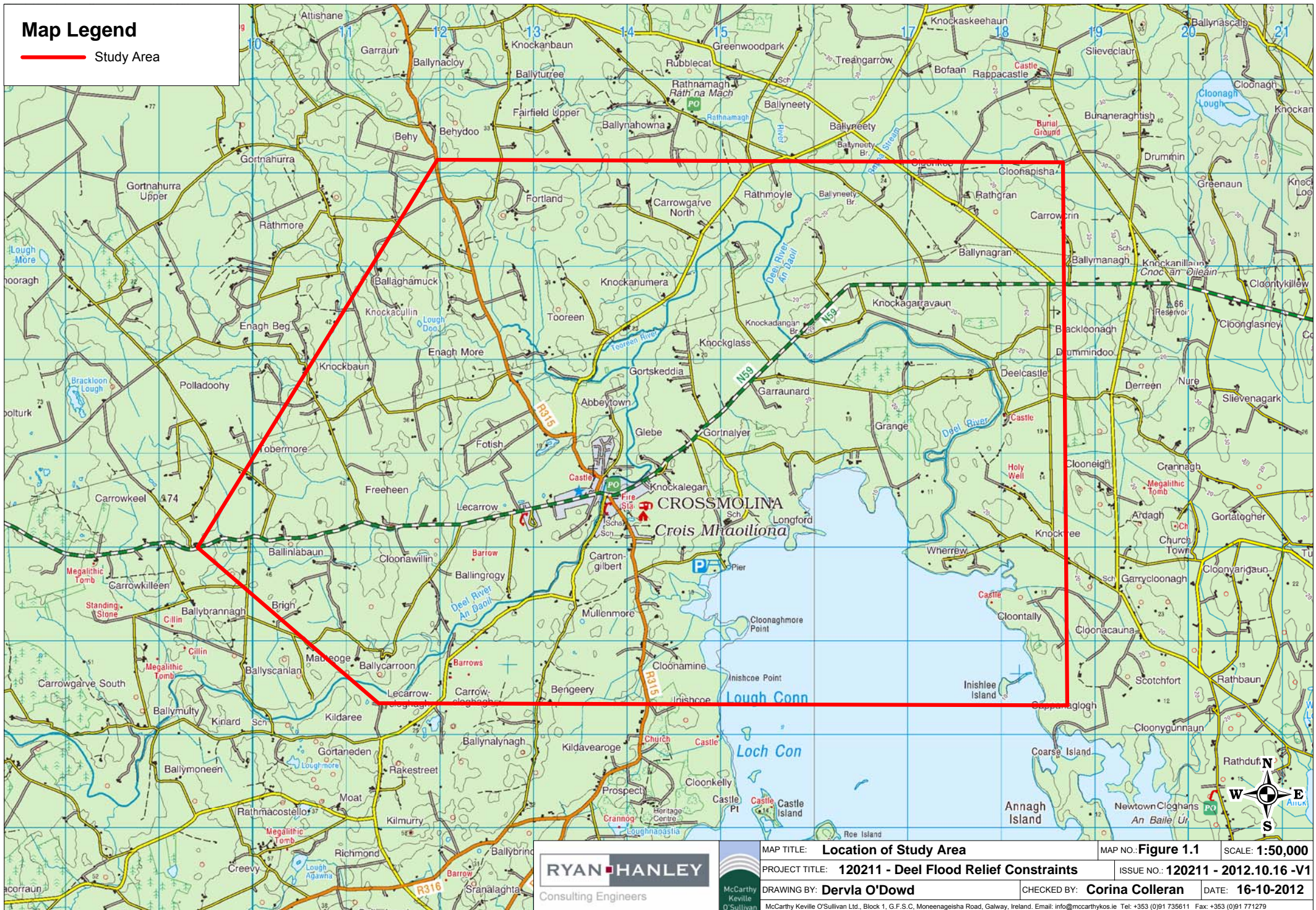


Corina Colleran,  
McCarthy Keville O'Sullivan Ltd.



## Map Legend

— Study Area



**RYAN HANLEY**  
Consulting Engineers



|   |   |                         |
|---|---|-------------------------|
| MAP TITLE: <b>Location of Study Area</b>  | MAP NO.: <b>Figure 1.1</b>                | SCALE: <b>1:50,000</b>  |
| PROJECT TITLE: <b>120211 - Deel Flood Relief Constraints</b>  | ISSUE NO.: <b>120211 - 2012.10.16 -V1</b> |                         |
| DRAWING BY: <b>Dervla O'Dowd</b>  | CHECKED BY: <b>Corina Collieran</b>       | DATE: <b>16-10-2012</b> |
| McCarthy Keville O'Sullivan Ltd., Block 1, G.F.S.C. Moneenageisha Road, Galway, Ireland. Email: info@mcCarthykos.ie Tel: +353 (0)91 735611 Fax: +353 (0)91 771279 |   |                         |

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## **River Deel (Crossmolina) Flood Relief Scheme**

### **Possible Engineering Measures being considered for Flood Relief Scheme**

- a) Do Nothing (i.e., implement no new flood alleviation measures)
- b) Non-Structural Measures
  - i. Installation of a flood warning system
  - ii. Individual property protection
- c) Relocation of Properties and/or infrastructure
- d) Reconstruction of Properties and/or infrastructure to a higher level
- e) Flow Diversion
  - i. Diversion of entire river
  - ii. Flood flow bypass channel
- f) Flow Reduction
  - i. Upstream catchment management (i.e. reduce runoff)
  - ii. Upstream flood storage (single site or multiple sites)
- g) Flood Containment through Construction of Flood Defences
  - i. Walls or embankments
  - ii. Demountable defences
- h) Increase Conveyance (upstream and / or through and / or downstream of the town)
  - i. Change the channel section and / or grade
  - ii. Change the floodplain section and / or grade
  - iii. Remove or reduce local key constraints, e.g. bridges, bends, throttles, infill material on a floodplain, etc.
  - iv. Reduce the roughness of the channel / floodplain (removal of vegetation, lining, etc.)
  - v. Specify ongoing channel / floodplain maintenance
- i) Sediment Deposition and Possible Sediment Traps
- j) Tidal Barrage
- k) Pump storm waters from behind flood defences
- l) Measures Specific to the Study Location

**Ms. Corina Colleran  
McCarthy Keville O'Sullivan Ltd.  
Planning & Environmental Consultants  
Block 1, G.F.S.C.  
Moneenaeisha Road  
Galway**

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

Dáta | Date  
7 September 2012

Ár dTag. | Our Ref.  
NRA12 86013

Bhur dTag. | Your Ref.  
2268-120211

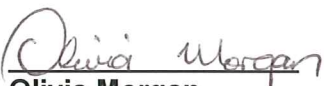
**Re: River Deel (Crossmolina) Flood Relief Scheme – Environmental Constraints Consultation**

**Dear Ms. Colleran**

I wish to acknowledge receipt of your correspondence of 4 September 2012 regarding the above.

The matter is receiving attention and a further letter will issue in due course.

**Yours sincerely**

  
**Olivia Morgan  
Programme & Regulatory Unit**





**BirdWatchIreland**  
*protecting birds and biodiversity*

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Bullford Business Campus  
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**f:** +353 1 281 0997  
**e:** [info@birdwatchireland.ie](mailto:info@birdwatchireland.ie)  
**w:** [birdwatchireland.ie](http://birdwatchireland.ie)

**Patron**  
Michael D. Higgins  
President of Ireland

**Éarlámh**  
Micheál D Ó hUigín  
Uachtarán Na hÉireann

From: [casework@birdwatch.ie](mailto:casework@birdwatch.ie)

To: [ccollaran@mccarthykos.ie](mailto:ccollaran@mccarthykos.ie)

18<sup>th</sup> October, 2012

**Re: River Deel (Crossmolina) Flood Relief Scheme – Environmental Constraints Consultation**

Dear Ms Collaran

Thank you for submitting this project to us for comments.

For this project we have the following comments that should be considered:

- The site is adjacent to Lough Conn and Lough Cullin Special Protection Area (site code 004228) under the E.U. Birds Directive, of special conservation interest for the following species: Greenland White-fronted Goose, Tufted Duck, Common Scoter and Common Gull. The site integrity of the site and wintering waterbirds should be considered in the assessment process.
- Survey work is also needed along River Deel for potential nesting Kingfishers, which is an Annex I species under the Birds Directive. Survey work is needed both for the **presence of any birds** and also for the **presence of suitable kingfisher habitats**. The latter is of particular importance as the kingfisher is an elusive bird and therefore easily missed.

We would welcome the opportunity to discuss the proposal and our comments further with you. Please notify us with any updates on this project.

Yours sincerely,

Vivi Bolin

Policy & Advocacy

## Corina Colleran

---

**From:** Michael OKane <Michael.OKane@teagasc.ie>  
**Sent:** 23 October 2012 14:24  
**To:** Corina Colleran  
**Cc:** Sheila Gibbons; michael.diskin@teagasc.ie  
**Subject:** River Deel (Crossmolina) Flood Relief Scheme-Environmental Constraints Consultation.

Corina, further to the above and your letter to Teagasc of 4<sup>th</sup> September 2012, I would confirm that Teagasc will not be making any submission on this project and that we waive our right to be consulted on any derivative project associated with this scheme.

*Michael O'Kane C. Eng*  
*Teagasc*  
*Moorepark*  
*Fermoy*  
*PH 025 42307*  
*E [michael.okane@teagasc.ie](mailto:michael.okane@teagasc.ie)*

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Ta an r-phost seo faoi phribhleid agus faoi run. Mura tusa an duine a bhi beartaithe leis an teachtaireacht seo a fhail, scrios e le do thoil agus cuir an seoltóir ar an eolas. Is leis an udar amhain aon dearcaí no tuairimí a leirítear. Scanadh an r-phost seo le Teagasc agus deimhníodh go raibh se saor o vioras leis an bpatrunchomhad ata in usaid faoi lathair. Ni feidir a rathu leis seo afach nach bhfuil abhar malliseach ann.

Áras an Chontae,  
Cnoc na Radharc, Gaillimh.  
Áras an Chontae,  
Prospect Hill, Galway.

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✉motortax@galwaycoco.ie

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Driving Licences  
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✉motortax@galwaycoco.ie

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Corina Colleran,  
Mearthy Keville O'Sullivan,  
Planning and Environmental Consultants,  
Block 1, G.F.S.C.  
Moneenageisha Road,  
Galway.

Comhairle Chontae na Gaillimhe  
Galway County Council

Date: 03/10/2012

**RE: River Deel (Crossmolina) Flood Relief Scheme -  
Environmental Constraints Consultation**

Dear Corina,

In response to your letter dated 4<sup>th</sup> September 2012 the WRBD Office has prepared the following comments.

The ecological status of Lough Conn has improved from moderate (interim status) to good (updated status) in the last 5 years and this status must be retained. The lake is a Special Protected Area and forms part of the River Moy Special Area of Conservation and its conservation must be prioritised. A screening report is necessary to determine if the implementation of a flood relief scheme would have a significant adverse impact on Lough Conn due to its SPA status. If a disturbance is likely, both mitigation measures and possible alternatives must be proposed.

The River Moy SAC includes the main extent of the River Deel and therefore the protection of the Annexed species and habitats described in the SAC Site Synopsis and Natura statement should be prioritized. The Moy-Deel catchment has been identified as having an extant population of freshwater pearl mussel *Margaritifera margaritifera*; however it is not an SAC for the species. The Moy catchment including the river Deel is one of the most important *Salmo salar* fisheries in Europe as well as holding stocks of the sea lamprey *Petromyzon marinus* and brook lamprey *Lampetra planeri*. It is necessary to determine the possible significant adverse effects a flood relief scheme may have on the latter species. Issues such as siltation of salmonid spawning grounds and pearl mussel beds, as well as disturbance during peak salmonid migration and spawning periods must be taken into account.



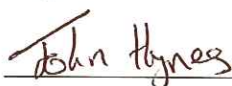
The Deel river system occurs in the Conn water management unit within the Western River Basin District. The proposed study area for the Flood relief scheme includes segments from 7 individual waterbodies (Table 1).

The waterbodies have been assigned an ecological status by the EPA based on the Q value assessments. It is essential that any relief scheme takes into account the current ecological water body status and the overall conservation restore date for the water body (Table 1).

The status of the waterbodies within the proposed study area ranges from poor to high (Figure 1). The high and good status waterbodies need to be protected and their status retained. The status of the poor and moderate waterbodies cannot decrease and any Flood Relief Scheme needs to include proposals to maintain or improve their ecological status. Water body IE\_WE\_34\_1272 is currently at poor status and has been identified as being at risk from changes in river morphology and agricultural pollution.

Not all the waterbodies in the target area have been independently assessed. The status of 3 waterbodies has been estimated and extrapolated from a similar donor water body (IE\_WE\_3728 is a donor water body for IE\_WE\_34\_400 and IE\_WE\_34\_1817). We would recommend that each water body should be assessed independently to confirm its current ecological status.

Regards,



**John Hynes,**

**RBD Intern,**

**WRBD Office,**

**Galway County Council.**

| Euro_Code       | WBTYPE | NAME                        | RBMP_<br>EXTRAP | RBMP_<br>DONOR | ECOL_<br>LATEST | OBJECTIVE       |
|-----------------|--------|-----------------------------|-----------------|----------------|-----------------|-----------------|
| IE_WE_34_3728   | RIVERS | WE_Moy_Tooreen              |                 |                | Good            | Protect         |
| IE_WE_34_400    | RIVERS | WE_Moy_RappaTRIB_Bunaneragh | YES             | WE_34_3728     | Good            | Protect         |
| IE_WE_34_1272   | RIVERS | WE_Moy_Rappa_Cloonkee       |                 |                | Poor            | Restore<br>2021 |
| IE_WE_34_1817   | RIVERS | WE_Moy_DeelTRIB             | YES             | WE_34_3728     | Good            | Protect         |
| IE_WE_34_3896_2 | RIVERS | WE_Moy_Deel_DooleegBeg_2    |                 |                | High            | Protect         |
| IE_WE_34_3896_3 | RIVERS | WE_Moy_Deel_DooleegBeg_3    |                 |                | Moderate        | Restore<br>2021 |
| IE_WE_34_3741   | RIVERS | WE_Moy_Conn                 | YES             | WE_34_3728     | Good            | Protect         |

Table 1: Water bodies within the proposed Flood Relief Study Area. (Extract from EPA status update 2011)

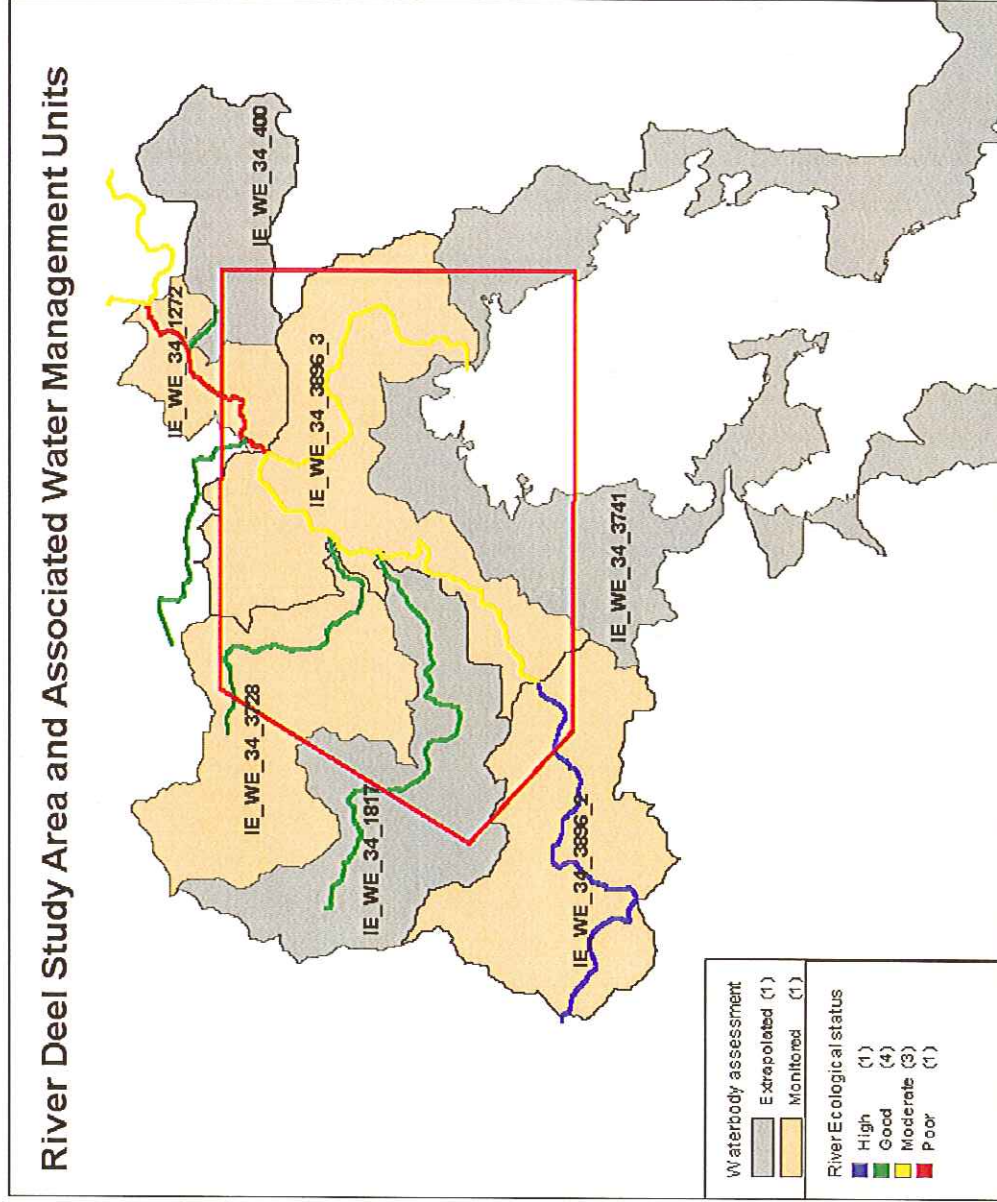


Figure 1: Waterbodies within the proposed Study area including ecological and extrapolated status



## Corina Colleran

---

**From:** Mellett David <dmellett@MayoCoCo.ie>  
**Sent:** 17 September 2012 15:04  
**To:** Corina Colleran  
**Attachments:** 2\_a\_1 N59.mht

Corina,

Link to the N59 Road Project through Crossmolina. As far as I know the Project is currently on hold.

Regards

David Mellett EE  
Water Services - Capital Works  
Tel: 094 9047431

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## N59 Crossmolina - Ballina Road Project

Length of Project: **12km**

Carriageway Type: **Reduced Single Carriageway** ([Diagram](#))

Current Status of Project: **Phase 3 - Route Selection**

This Project is funded by the Irish Government under the National Development Plan 2007 - 2013 and part financed by the European Union

### Introduction:

In July 1998 the NRA published the NRA National Road Needs Study. The N59 Crossmolina-Ballina Road Project was identified as needing improvement as a backlog project and that the road should be a reduced 2-lane cross section. The current Mayo County Development Plan 2003-2009 has stated in its transportation policy its objective to complete the improvements to the national routes and to continue to improve these routes as finance permits. The improvements proposed within the N59 Crossmolina-Ballina Road Project are consistent with this policy. The Ireland National Development Plan 2007-2013 is a Government policy to provide a high quality of service on the national road network and the improvements proposed within the N59 Crossmolina-Ballina Road Project are consistent with this policy. The National Spatial Strategy 2002-2020 recognizes the need to provide good quality road and public transport connections between Dublin, Galway, Mayo and Sligo and identifies 2 strategic radial corridors and 1 strategic linking corridor within County Mayo. These corridors will assist in promoting development within the West Region between the Gateways of Galway, Sligo and Athlone and the linked Hub of Castlebar and Ballina. The proposed N59 Crossmolina-Ballina Road Project is a fundamental element of this strategy. Transport 21 is a government sponsored policy which seeks to provide an integrated solution to Ireland's current and evolving transport needs that will underpin the country's competitiveness, promote balanced regional growth and enhance the quality of life for generations to come. It has identified a number of national routes for development and includes the N59 Crossmolina-Ballina Road Project.

The N59 between Crossmolina and Ballina is approximately 8.4km long when measured between both towns' speed limit restrictions. Its horizontal alignment is quite satisfactory with approximately 70% of its length being a combination of two straights (2.5km and 3.5km ) connected by a sharp bend of 100m curvature. The remaining 2.5km section approaching Ballina has a fairly satisfactory horizontal alignment and again is a combination of two straights. In general, the vertical alignment is fairly satisfactory but there are several locations where the gradient of the road compromises visibility and this is especially apparent on the 2.5km section approaching Ballina. There are approximately 20 at-grade junctions of varying importance gaining access onto the N59 and combined with the existence of approximately 80 individual house accesses also gaining direct access there are limited overtaking opportunities along the road and this is characterised by the presence of continuous white lining over much of its length. The road has no hardshoulder along the majority of its alignment and it has no right-turning provisions while its average width is approximately 7m. By amalgamating the above road particulars it is evident that the existing road is experiencing problems in catering safely and efficiently for the existing traffic needs of the region and platooning of vehicles is a common occurrence. Undoubtedly, current traffic trends which will realize an increase in traffic along the route will further aggravate this problem and diminish the effectiveness and safety of the road.

The objective of the N59 Crossmolina-Ballina Road Project is to provide a new route that is a justifiable solution to the existing and future needs of road users from a local, regional and national perspective having regard for the future road planning aspirations of both towns.

### Progress to Date:

#### *Project Planning (Phase 1 to Phase 3)*

In accordance with the requirements of the NRA National Roads Project Management Guidelines, Phase 1-Initial Project Planning the need for the project was agreed between Mayo County Council and the National Roads Authority.

Having established the need for the project, Phase 2-Constraints Study commenced in July 2005 when a Study Area was identified and information was gathered in relation to the various constraints that exist within this area which could affect the design and location of the project. A Constraints Study brochure with questionnaire was made available for public perusal and a closing date for the return of the questionnaire was September 2005.

Having identified the various constraints located within the Study Area, Phase 3-Route Corridor Selection of the process commenced when viable route option corridors were selected. A public presentation of the various route option corridors was held in June 2006 and the public were invited to attend, provided with a Route Option Corridor brochure and questionnaire and invited to assist in selecting the emerging preferred route by completing the accompanying questionnaire. The public were also encouraged to submit written submissions to supplement their views expressed in the questionnaire, if they wished to do so. Each of the Route Options were assessed from an Engineering, Economic, Human and Environmental perspective and the Emerging Preferred Route was presented to the public in July 2008 as part of a public consultation process. The public reaction to the project was assessed while the project undertook a further project appraisal and National Roads Authority review process. Consequently, the Preferred Route has been selected and it is anticipated that the route will be brought before the Council at the February or March 2010 Meeting.

However, if the Preferred Route is adopted, any planning applications located on any of the other route options, that were previously deferred, will be released to progress through the planning process.

The proposed route can be viewed at Crossmolina Library, Ballina Civic Offices or the Mayo National Roads Design Office, Castlebar. A map of the proposed route can be viewed on this webpage. Please scroll down for this link.

### Contact Information:

[Paul Hyland](#), Project Engineer,  
Mayo National Roads Design Office,  
Mayo County Council,  
Glenparke House,  
The Mall, Castlebar, County Mayo.

Phone: (094) 9047623; Fax: 094 9034525. Hours are from 9 a.m. to 1 p.m. and from 2 p.m. to 5 p.m., Monday to Friday.

### Publications:

**Information Brochures:**

Information leaflets/brochures and questionnaires are issued periodically to inform the public on the progress of the project and to assist us in assessing the public reaction to the project. Click on any of the following to view the file!

[Map of Preferred Route](#) pdf format or in [jpeg format](#)

**Map1:** Fotish, Lecarrow, Crossmolina, Abbeystown, Glebe.

**Map2:** Abbeystown, Glebe, Gortskeddia, Knockglass, Garraunard, Knockadangan, Knockagarravaun.

**Map 3:** Knockagarravaun, Deelcastle.

**Map 4:** Deelcastle, Ballymanagh, Knockanillaun, Slievenagark, Cloonclasney.

**Map 5:** Slievenagark, Cloonclasney, Tullyegan, Gortatogher, Farrandeelion.

**Map 6:** Tullyegan, Gortatogher, Farrandeelion.

[Proposed Changes at Abbeystown](#)

[Proposed Changes at Slievenagark](#)

Emerging Preferred Route [Brochure - pdf](#)

Constraints Study Brochure

Route Options Brochure

**Reports:**

Reports are prepared at various stages of the project in accordance with the requirements of the NRA National Roads Project Management Guidelines. The text of the reports may be downloaded here. Please note that the following Pdf files may not include all of the appendices, maps and diagrams contained in the published version in order to reduce the file size for downloading.

Constraints Study Report

**Other Relevant Information:**

If you have an interest in other aspects of road planning or construction click here to view some of the publications contained within this website. Alternatively, you can visit the National Roads Authority Website at [www.nra.ie](http://www.nra.ie) to view their comprehensive library of publications.

**Archaeology:**

During the planning and preliminary design stage (Phase 1 to Phase 4) of the project, no on-site intrusive archaeological investigations take place. This occurs during the construction stage of the project (Phase 5 to Phase 7) and generally occurs in advance of the main construction contract. However, a combination of desk-top and non-destructive field assessments of known archaeological sites occur during Phase 1 to Phase 4. If you wish to view this information, please refer to the Constraints Study Report, the Route Selection Report and the Environmental Impact Statement, where appropriate.





## Corina Colleran

---

**From:** Douglas Iain <idouglas@MayoCoCo.ie>  
**Sent:** 25 September 2012 10:26  
**To:** Corina Colleran  
**Attachments:** River Deel Flood Relief Scheme.doc

Corina,

Attached is a short submission, it doesn't go into detail on the potential schemes proposed but feel that submissions made on EIS and HDA early next year will be more beneficial and will be more specific. The submission points out a few existing problems within the Deel catchment and gives some references for reading material. If more detail is necessary at this time, please let me know.

The Council's viewpoint, this is a catchment which ranks as very important and any works here should be closely monitored.

Regards,

Iain Douglas  
Senior Planner

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## **River Deel Flood Relief Scheme – Environmental Constraints Consultation**

The River Deel catchment is one of the most studied river catchments in Ireland, and internationally. Extensive research has been undertaken on the River Deel catchment, specifically on the phosphorus loading from the river which discharges to Lough Conn. As the main tributary of Lough Conn, a designated SAC and SPA, the quality of the Deel is also of significance to the quality of this important Western lake, which supplies approximately 9000 m<sup>3</sup> drinking water per day to much of north Mayo.

While the Deel catchment was studied in detail by McGarrigle et al. (1993; 2000), McGarrigle and Champ (1999), Hallissey et al. (2001) and Donnelly (2001), a number of internationally peer-reviewed and conference papers also concluded with the same hypothesis tested within the Deel catchment – that phosphorus losses to surface waters increase with soil phosphorus levels and the majority of phosphorus loadings were from agricultural sources; lands and farmyards. Much research has led to water-protection recommendations with some national and local policies pertaining to agriculture, forestry, sewage treatment and worked peat bogs. The current possible engineering measures being considered for Flood Relief Scheme should focus on all water protection measures and appropriate excavation / earthworks to take into account the existing quality of the Deel and the underlying problems which have been so clearly and thoroughly studied, and invested in for decades. General water-protection measures (including silt traps and riparian buffer zones) should be established once the flood relief scheme has been selected, but specific measures to include soil P testing should also be considered for any engineering works which involve structural / construction works.

Incidentally, it is also worthy to note that the Deel River is one of two water bodies in the Western River Basin District where there was a failure in surface water chemical status, due to the presence of a priority hazardous substance (in this case a polycyclic aromatic hydrocarbon known as benzo[ghi]perylene+Indeno[1,2,3-c,d]pyrene).

From the current list of possible engineering works for flood relief, a number are considered unfeasible, including c) and d) relocation of properties and / or infrastructure and reconstruction of properties and / or infrastructure to a higher level, while others are quite radical and complex; diversion of entire river.

The flood relief scheme will undoubtedly undergo an Environmental Impact Assessment and a Habitats Directive Assessment should be undertaken to assess the significant effects on Natura 2000 sites in the vicinity. This should include potential impacts on the Lough Conn and Lough Cullin SPA and the River Moy Complex SAC, and an array of mitigation measures to negate / alleviate negative significant effects. Potential impacts of a flood relief scheme, in particular during construction, may include habitat / species disturbance and fragmentation, water pollution and aquatic habitat changes, to name a few.

When the EIS is being prepared and also during the HDA process, further comments will be made but until more details are provided on the scheme chosen as the most suitable, only general comments on current and past trends in water quality of the Deel can be given.

#### References

- Donnelly, K., 2001. The Response of Lough Conn and Lough Mask, two Irish Western Lakes, to Total Phosphorus Loadings, 1995 to 1999. Unpublished PhD thesis, University College Dublin.
- Hallissey, R., McGarrigle, M.L. and Donnelly, K., 2001. The relationship between in-stream total phosphorus and the characteristics of the surrounding catchment, Rappa catchment, Co. Mayo, Ireland. *Verh. Internat. Verein. Limnol* 27: 3556-3560.
- McGarrigle, M.L. and Champ, W.S.T., 1999. Keeping pristine lakes clean: Loughs Conn and Mask, Western Ireland. *Hydrobiologia* 395/396: 455-469.
- McGarrigle, M.L., Champ, W.S.T., Norton, R., Larkin, P. and Moore, M., 1993. The Trophic Status of Lough Conn. Mayo County Council, Castlebar, Co. Mayo 84 pp.
- McGarrigle, M.L., Hallissey, R., Donnelly, K. and Kilmartin, L., 2000. Trends in Phosphorus Loading to Lough Conn, Co. Mayo, Ireland. *Verh. Internat. Verein. Limnol* 27: 2642-2647.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Dr. K. Donnelly, BSc PhD



**McCarthy Keville O'Sullivan Ltd.**  
**Planning & Environmental Consultants**  
**Block 1, G.F.S.C.**  
**Moneenageisha Road**  
**Galway**

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

Dáta | Date 13 September 2012 Ár dTag. | Our Ref. NRA12 86013 Bhur dTag. | Your Ref.

**Re: River Deel (Crossmolina) Flood Relief Scheme – Environmental Constraints Consultation**

**Dear Sir/Madam**

Thank you for your correspondence of 4 September, 2012. The Authority endeavours to consider and respond to planning applications and other requests referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by the Authority in making such submissions or comments will seek to uphold official policy and guidelines as outlined in the Department of the Environments, Community & Local Government's Spatial Planning and National Roads Guidelines for Planning Authorities (2012). Regard should also be had to NRA guidance and other relevant circulars, which are available at [www.nra.ie](http://www.nra.ie).

The issuing of this correspondence is provided as best practice guidance only and does not prejudice the NRA's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.

With respect to the River Deel Flood Relief Scheme, the recommendations indicated below provide only general guidance in relation to matters which may affect the National Roads Network and may form part of your early scoping of the proposed study.

The developer should have regard, *inter alia*, to the following:

- Consultations should be had with the relevant Local Authority/Regional Design Office with regard to locations of existing and future national road schemes in the area; N59 Relief Road and Crossmolina to Ballina Scheme,
- The Authority would be specifically concerned as to potential significant impacts the development would have on any national roads in the vicinity of proposed works; existing N59,
- The developer should assess visual impacts from existing national roads,
- The developer should have regard to any Environmental Impact Statement and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts,

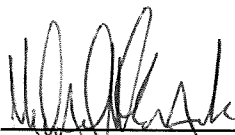
- The developer, in conducting Environmental Impact Assessment, should have regard to the NRA Design Manual for Roads & Bridges (DMRB) and the NRA Manual of Contract Documents for Road Works,
- The developer, in conducting Environmental Impact Assessment, should have regard to the NRA's Environmental Assessment and Construction Guidelines, including the *Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes* (National Roads Authority, 2006),
- The EIS should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see *Guidelines for the Treatment of Noise and Vibration in National Road Schemes* (1<sup>st</sup> Rev., National Roads Authority, 2004)),
- It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines and best practice, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. The Authority's Traffic and Transport Assessment Guidelines (2007) should be referred to in this regard. Please also have regard to Section 2.2 of the Guidelines which address circumstances where sub-threshold TTA may be required.
- The designers are asked to consult the National Roads Authority's DMRB *Road Safety Audit* (NRA HD 19/09) to determine whether a Road Safety Audit is required,
- In the interests of maintaining the safety and standard of the national road network, the EIS should identify the methods/techniques proposed for any works traversing/in proximity to the national road network.

(Developers may wish to consult the local planning authority, road authority/County Council or National Road Regional Design Office for the area for assistance on the foregoing matters).

Notwithstanding, any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practise.

I hope that the above comments are of use in your scoping process.

**Yours sincerely**



**Michael McCormack**  
Policy Adviser (Planning)

## Bernadette Rabbitt

---

**From:** Corina Colleran  
**Sent:** 12 September 2012 12:20  
**To:** Bernadette Rabbitt  
**Subject:** Fwd: River Deel (Crossmolina) Flood relief scheme

Begin forwarded message:

**From:** "Parkes, Matthew" <[mparkes@museum.ie](mailto:mparkes@museum.ie)>  
**Date:** 12 September 2012 12:02:42 GMT+01:00  
**To:** "[ccolleran@mccarthykos.ie](mailto:ccolleran@mccarthykos.ie)" <[ccolleran@mccarthykos.ie](mailto:ccolleran@mccarthykos.ie)>  
**Subject:** River Deel (Crossmolina) Flood relief scheme

GE/2012/130

Dear Corina,

Regarding your environmental constraints consultation to the Mining Heritage Trust of Ireland (MHTI) on the above scheme, we are unaware of any mining heritage sites or features in the study area that need consideration. Obviously, if any historic mine sites or adits/shafts etc were encountered during any eventual engineering works we would be keen that we were consulted to make a record and assess, but it seems unlikely from the known records and geology of the area.

Whilst I and other Directors of MHTI might have personal views on the issues of trying to use engineering solutions to control geological processes, and as a response to bad planning control, we won't be adding them here.

Yours sincerely,

Matthew Parkes  
Director, Mining Heritage Trust of Ireland

Dr Matthew A Parkes  
National Museum of Ireland - Natural History  
Merrion Street, Dublin 2, Ireland  
Email: [mparkes@museum.ie](mailto:mparkes@museum.ie)  
Telephone: +353 (0)87 122 1967 or 01-6307006

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Editor, Irish Journal of Earth Sciences: <http://www.ria.ie/Publications/Journals/Irish-Journal-of-Earth-Sciences.aspx>  
Director, Journal Editor, Mining Heritage Trust of Ireland: [www.mhti.com](http://www.mhti.com)  
Earth Science Ireland Committee - <http://www.habitas.org.uk/es2k/>  
Research Associate, Department of Geology, TCD: <http://www.tcd.ie/Geology/>  
SUI Librarian: [www.caving.ie](http://www.caving.ie)

### Féagra Tóibhachtach

Tuairisc an t-eolas sa réimhphost seo agus in aon chomhad a ghabhann leis ranná agus d'fhádfadh sé a bheith faoi phribhléid dlí thíosil freisin. Sreanann Ard Mheasaem na hÉireann ach go h-iríthe (ach níl tré theorann) chuile fhreagracht, agus níl ghlacann le haon dliteanas i leith aon réimhphost níl iat in a ghabhann leo, atá clomhillteach, taircísniíl, ciníoch níl a shéaraíonn cearta an duine in aon tsle eile, sáirí rannachta, próbhídeachais níl cearta eile san Éireamh. Mót an réimhphost seo faighte agat trídhearmad, cuir ar an eolas muid lóithreach ag [thelpdesk@museum.ie](mailto:thelpdesk@museum.ie) agus scríos amach féin agus

chuile ch<sup>?</sup>ip de as do ch<sup>?</sup>ras. Deimhn<sup>?</sup>onn an fon<sup>?</sup>ta seo chomh maith gur seice<sup>?</sup>ileadh an teachtaireacht  
r<sup>?</sup>omhphoist seo ar fhait<sup>?</sup>os v<sup>?</sup>r<sup>?</sup>s.

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Ms Corina Collieran  
McCarthy Keville O'Sullivan  
Block 1, G.F.S.C.  
Moneenageisha Road  
Ballincollig  
Galway

12<sup>th</sup> September, 2012

Your ref: 2268-120211

Re River Deel Flood Relief Scheme

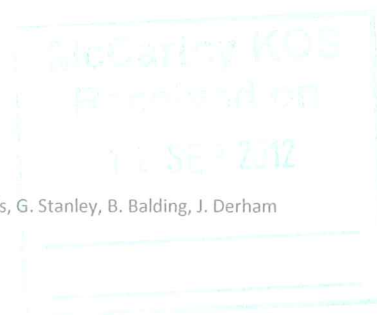
Dear Ms Collieran,

Thank you for your letter of 4<sup>th</sup> September, 2012, regarding the River Deel Flood Relief Scheme. We wish to inform you that the Institute of Geologists of Ireland does not make comments on individual environmental consultations.

Yours sincerely,

Susan Pyne  
Administrative Secretary

Company number 314400. Directors: D. Lewis, G. Stanley, B. Balding, J. Derham



*A member of the European Federation of Geologists*

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Office of the Minister for Agriculture, Food and the Marine, Dublin 2.

Oifig an Aire Talmhaíochta, Bia agus Mara, Baile Átha Cliath 2.

12 September 2012

Ms Corina Colleran  
McCarthy Keville O'Sullivan Ltd  
Planning & Environmental Consultants  
Block 1, G.F.S.C.  
Moneenageisha Road  
Galway

PLEASE QUOTE REF NUMBER ON ALL CORRESPONDENCE.

Our Ref: 2012/44679N /JC HO

Dear Ms Colleran

I wish to acknowledge receipt of your recent correspondence addressed to the Minister for Agriculture, Food and the Marine, Simon Coveney, TD concerning the River Deel (Crossmolina) Flood Relief Scheme - Environmental Constraints Consultation.

I will bring your letter to the Minister's attention.

Yours sincerely,

  
PP Kevin Galligan  
Private Secretary



## Bernadette Rabbitt

---

**From:** Corina Colleran  
**Sent:** 12 September 2012 10:17  
**To:** brabbitt@mccarthykos.ie  
**Subject:** FW: Fáilte Ireland EIS and Tourism Guidelines 2011  
**Attachments:** EIS and Tourism Guidelines 2011.doc; ATT355644.txt; ATT355645.htm

---

**From:** Jill Stewart [<mailto:Jill.Stewart@failteireland.ie>]  
**Sent:** 11 September 2012 14:04  
**To:** Corina Colleran  
**Subject:** Fáilte Ireland EIS and Tourism Guidelines 2011

Dear Ms Colleran,,

I wish to acknowledge receipt of your recent letter to Fáilte Ireland in relation to Environmental Impact Statement of the proposed River Deel (Crossmolina) Flood Relief Scheme.

I attach a copy of Fáilte Ireland Guidelines for the treatment of tourism in an EIS, which we recommend should be taken into account in preparing the EIS.

Yours sincerely,

Jill Stewart.

Jill Stewart  
Destinations Development  
Fáilte Ireland  
88-95 Amiens Street  
Dublin 1  
Tel: 01 8847202  
[Jill.Stewart@failteireland.ie](mailto:Jill.Stewart@failteireland.ie)  
[www.failteireland.ie](http://www.failteireland.ie)

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# Guidelines on the treatment of tourism in an Environmental Impact Statement

## **1. Introduction**

Tourism is a significant component of the Irish Economy – estimated to employ approximately 190,000 people – and contributing over €5.3 billion in spending to the economy in 2009. The environment is one of the main resources upon which this activity depends – so it is important that the EIS evaluates whether and how the interacting impacts of a project are likely to affect tourism resources.

The purpose of this short note is to provide guidance on how these impacts can be assessed through the existing EIA process. Undertaking an EIA is governed by the EIA Advice Notes published by the EPA. These Advice Notes contain detailed guidance on how to describe and evaluate the effects arising from a range of projects, including tourism projects.

These guidelines were written with the assistance of Conor Skehan, Head of Department of Environment and Planning, Dublin Institute of Technology.



## 2. Tourism and the Environment

There are two interactions between tourism and the environment.

1. Impacts caused by Tourism Projects
2. Impacts affecting Tourism (e.g. the quality of a destination or a tourism activity)

### Impacts caused by Tourism Projects

Tourism projects can give rise to effects on the environment. These are specifically dealt with under a number of Project Types in the Advice Notes, specifically:

#### 12 TOURISM AND LEISURE

- a. Ski-runs, ski-lifts and cable-cars where the length would exceed 500 metres and associated developments. Project Type 20
- b. Sea water marinas where the number of berths would exceed 300 and fresh water marinas where the number of berths would exceed 100. Project Type 10
- c. Holiday villages which would consist of more than 100 holiday homes outside built-up areas; hotel complexes outside built-up areas which would have an area of 20 hectares or more or an accommodation capacity exceeding 300 bedrooms. Project Type 28
- d. Permanent camp sites and caravan sites where the number of pitches would be greater than 100. Project Type 28
- e. Theme parks occupying an area greater than 5 hectares. Project Type 29

**Figure 1 The Advice Notes contain detailed descriptions on how to describe and evaluate the effects arising from a range of tourism projects.**

### Impacts affecting Tourism

Environmental effects of other projects on tourism are not specifically addressed in the Advice Notes. Taking account of the significance of tourism to the Irish economy a specialist topic of 'Tourism' has been prepared to facilitate a systematic evaluation of effects on this sector within the format laid down for other parts of the Environmental Impact Statement.

It is not intended that the assessment of effects on tourism should become a separate section of the Impact Statement, instead it is intended to become a specialist sub-section of the topic 'Human Beings' which is currently described in Section 2 of the Advice Notes

### 3. Tourism in the Existing Environment

#### Introduction

Visitor attitude surveys reveal that the following factors – in order of priority – are the reasons that tourists visit and enjoy Ireland:

- Beautiful scenery
- Friendly & hospitable people
- Safe & Secure
- Easy, relaxed pace of life
- Unspoilt environment
- Nature, wildlife, flora
- Interesting history & culture
- Plenty of things to see and do
- Good range of natural attractions

It is noteworthy that over half of the factors listed are environmental and that all others are related to the way of life of the people. The following describes how these factors are considered within an EIS, set out under EIA topic headings, and how they interact with tourism.

#### *Beautiful scenery*

This is covered in the '*Landscape*' Section. Particular attention needs to be paid to effects on views from existing purpose-built tourism facilities, especially hotels, as well as views from touring routes and walking trails. It is important to note that there appears to be evidence that the visitor's expectations of 'beautiful' scenery does not exclude an admiration of new modern developments – such as windfarms – which appear to be seen as indicative of an modern, informed and responsible attitude to the environment.

#### *Friendly & hospitable people*

This is not an environmental factor though it is indirectly covered under the '*Human Beings*' section of the EIS. The principal factor is the ratio of visitors to residents. This is of less significance in areas with long-established patterns of tourism.

#### *Safe & Secure*

This is not an environmental issue – though some of the factors that are sometimes covered under the heading of '*Human Beings*' – such as social inclusion or poverty – can point to likely effects and interactions.

#### *Easy, relaxed pace of life*

This is not an environmental issue though it is partially covered under '*Human Beings*' – see comments above.

#### *Unspoilt environment*

This is covered under the sections dealing with '*Landscape*', '*Flora*' and '*Fauna*' and to a lesser extent under emissions to '*Water*' and '*Air*'. In some instances traffic congestion, especially in rural areas, can be an issue, this is usually covered within '*Material Assets*'.

#### *Nature, wildlife, flora*

This is principally covered under the headings of '*Flora*' and '*Fauna*' and to a lesser extent by '*Landscape*', '*Water*' and '*Air*'. The principal issues being to avoid any effects that might reduce the health or extent of the habitats. This can occur either directly, by impinging on the site, or indirectly, through emission, that can affect the natural resources, like clean water, which the habitat depends on. It also considers effect on physical access to and visibility of these sites. Occasionally there are concerns about the disturbance or wear and tear of visitor numbers to such sites.

#### *Interesting history & culture*

This is principally covered under '*Cultural Heritage*' and, to a lesser extent, under '*Human Beings*'. The principal issues being to avoid damage to sites and structures of cultural, historical, archaeological or architectural significance – and to their contexts or settings. It also considers effect on physical access to and visibility of these sites. Occasionally there are concerns about the wear and tear of visitor numbers to such sites.

#### *Plenty of things to see and do.*

This is not an environmental issue though it is partially covered by the '*Human Beings*' section, where the tourism resources of an area are described and assessed.

#### *Good range of natural attractions*

This is covered by the '*Landscape*', '*Flora*', '*Fauna*', and '*Cultural Heritage*' sections of the EIS.

## 4. Project factors affecting Tourism

### Introduction

Tourism can be affected both by the structures or emissions of new developments as well as by interactions between new activities and tourism activities – for example the effects of high volumes of heavy goods vehicles passing through hitherto quiet, scenic, rural areas. Tourism can be affected by a number of the characteristics of the new project such as:

- New Developments
  - Social Considerations
  - Land-uses and Activities
- *New Developments* - will the development stimulate or suppress demand for additional tourism development in the area? If so, what type, how much and where? Marinas, golf courses, other major sporting facilities as well as theme parks and larger conference facilities can all stimulate the emergence of new accommodation, catering and leisure facilities often within an extensive area around a new primary visitor facility. Extensive urbanisation and large scale infrastructure as well as certain processing and extractive industries all have the potential to suppress demand for additional tourism – but usually only in the immediate locality of the new development. It should be noted however, that some types of new or improved large scale infrastructure – such as roads – can improve the visitor experience – by increasing safety and comfort or can convey a sense of environmental responsibility – such as wind turbines.
- *Social Consideration* - will the development change patterns and types of activity and land use? Will it affect the demographics, economy or social dynamics of the locality?
- *Land-use* - will there be severance, loss of rights of way or amenities, conflicts, or other changes likely to ultimately alter the character and use of the tourism resources in the surrounding area?

### Existing Tourism

In the area likely to be affected by the proposed development, the following attributes of tourism, or the resources that sustain tourism, should be described under the following headings.

Note that the detailed description and analysis will usually be covered in the section dealing with the relevant environmental topic – such as '*Landscape*'. Only the relevant finding as to the likely significance to, or effect on, tourism needs to be summarised in this section.

### Context

Indicate the location of sensitive neighbouring tourism resources that are likely to be directly affected, and other premises which although located elsewhere, may be the subject of secondary impacts such as alteration of traffic flows or increased urban development. The following should be noted in particular:

- Hotels, conference centres, holiday accommodation – including holiday villages, holiday homes, and caravan parks.
- Visitor centres, Interpretive centres and theme parks
- Golf courses, adventure sport centres and other visitor sporting facilities
- Marinas and boating facilities
- Angling facilities
- Equestrian facilities
- Tourism-related specialist retailers and visitor facilities
- Historic and Cultural Sites
- Pedestrian, cycling, equestrian, vehicular and coach touring routes

Indicate the numbers of premises and visitors likely to be directly affected directly and indirectly.

Identify and quantify, where possible, their potential receptors of impacts, noting in particular transient populations, such as drivers, walkers, seasonal and other non-resident groups.

Describe any significant trends evident in the overall growth or decline of these numbers, or of any changes in the proportion of one type of activity relative to any other.

Indicate any commercial tourism activity which likely to be directly affected, with resultant environmental impacts.

### **Character**

Indicate the occupations, activities or interests of principal types of tourism in the area. – Where relevant, describe the specific environmental resources or attributes in the existing environment which each group uses or values; where relevant, indicate the time, duration or seasonality of any of those activities. For example describe the number of guides, boats and anglers who use a salmon fishery and the duration of the salmon season as well as the quantity and type of local accommodation that is believed to be used by the anglers.

### **Significance**

Indicate the significance of the principal tourism assets or activities likely to be affected. Refer to any existing formal or published designation or recognition of such significance. Where possible provide an estimate of the contribution of such tourism activities to the local economy. For instance refer to the number of annual visitors to a tourism attraction or to the grading of a hotel.

### **Sensitivity**

Describe any significant concerns, fears or opposition to the development known to exist among tourism interests. Identify, where possible, the particular aspect of the development which is of concern, together with the part of the existing tourism resource which may be threatened. For instance describe the extent of a potential visual intrusion onto a site of historic significance which is the main local tourist attraction.



## 5. Impacts on Tourism

### **"Do Nothing" Impact;**

Describe how trends evident in the existing environment will continue and how these trends will affect tourism.

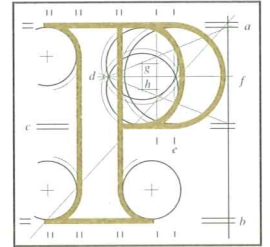
### **Predicted impact;**

- Describe the location, type, significance, magnitude/extent of the tourism activities or assets that are likely to be affected.
- Describe how the new development will affect the balance between long-established and new dwellers in an area and its affect on the cultural or linguistic distinctiveness of an area. For example describe the effect of a new multi-national population required for an international call-centre located in a Gaeltacht area.
- Describe how changes in patterns of employment, land use and economic activity arising from the proposed development will affect tourism, for example, illustrating how a new industrial development will diversify local employment opportunities thereby reducing the area's unsustainable over-reliance on seasonal tourism.
- Describe the consequences of change, referring to indirect, secondary and cumulative impacts on tourism; Examples can include describing how the new development may lead to a reduced assimilative capacity for traffic or water during the peak of the tourism season or how new urbanism combined with existing patterns of tourism may lead to unsustainable levels of pedestrian traffic through a sensitive habitat.
- Describe the potential for interaction between changes induced in tourism and other uses that may affect the environment – for instance increasing new tourism-related housing affecting water resources or structures
- Describe the worst case for tourism if all mitigation measures fail.

## 6. Mitigating adverse impact on Tourism

Describe the mitigation measures proposed to:

- *avoid* sensitive tourism resources – such as views, access, and amenity areas including habitats as well as historical or cultural sites and structures.
- *reduce* the exposure of sensitive resources to excessive environmental burdens arising from the development's emissions or volumes of traffic [pedestrian and vehicular], and/or losses of amenity arising from visually conspicuous elements of the development – for example by prioritizing visual screening of views from a hotel towards a quarry.
- *reduce* the adverse effects to tourism land uses and patterns of activities – especially through interactions arising from significant changes in the intensity of use or contrasts of character or appearance – for example by separating traffic routes for industrial and tourism traffic.
- *remedy* any unavoidable significant residual adverse effects on tourism resources or activities, for example by providing alternative access to tourism amenities – such as waterways or monuments.



Corina Colleran  
McCarthy Keville O'Sullivan Ltd  
Block 1, G.F.S.C.  
Moneenageisha Road  
Galway

10<sup>th</sup> September 2012


Dear Madam,

I have been asked by An Bord Pleanála to refer to your letter dated 4<sup>th</sup> September 2012 in relation to the River Deel (Crossmolina) Flood Relief Scheme.

Please be advised that the Board will not be making any submission/observation in relation to the scheme.

If you have any queries in relation to the matter, please contact the undersigned officer of the Board.

Yours faithfully,

  
\_\_\_\_\_  
Sinéad McInerney  
Executive Officer

