



Comhairle Contae Mhaigh Eo
Mayo County Council



OPW

River Deel (Crossmolina) Drainage Scheme



EIAR Addendum Errata

August 2021



Client	Office of Public Works
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A	Final	K. Carney	J. Reid	M. Joyce	08/2021

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1 INTRODUCTION

The following forms Errata to the published Environmental Impact Assessment Report (EIAR) Addendum for the River Deel (Crossmolina) Drainage Scheme (Dated July 2021). This Errata has been compiled to reflect an error in Table 11.5 of the EIAR Addendum.

2 OUTLINE

The following paragraph outlines how these errata are presented. The relevant section of the EIAR subject to the errata is quoted. The text is appropriately amended as follows:

Quoted text is outlined as follows: 'Quoted text/Quoted text'

Amendment text is in bold (red): **Amendment text**

3 ERRATA

The text in Section 11.2.4.2 of the EIAR Addendum is amended as follows:

11.2.4.2 Potential Impact of Construction Traffic

Potential Short Term Slight Negative Impact and Potential Occasional Imperceptible Negative Impact

Table 11.5 compares the predicted peak construction traffic with the existing traffic flows in Crossmolina town. A worst-case scenario has been assumed in relation to the daily volume of construction traffic, as detailed in Section 11.2.3 and Table 11.4:

Road Name	Annual Average Daily Traffic	Construction Traffic	
		Peak Daily Construction Traffic (Round Trips)	As a Percentage of Existing Traffic
N59 – Ballina Street	5638	107	3.80%
N59 – Erris Street	3086	107	6.93%
R315 – Church Street	2111	107	10.14%
R315 – Mullenmore Street	3502	107	6.11%
L1105 - Chapel Street	1948	107	10.99%
The Boreen – North of Carpark	579	14 ^a	4.84%
The Boreen – South of Carpark	164	14 ^a	17.07%

Table 11.5– Peak Daily Construction Traffic as a Percentage of Existing Traffic on Anticipated Construction Traffic Routes

^aPeak daily construction traffic for works associated with the construction of the river flow control structure.

During the construction phase, the predicted increase in traffic as a result of construction traffic is estimated to range in an increase of **3.80%** to **17.07%** on existing base levels assuming the worst-case scenario. It is predicted that the L1105/Chapel Street and the Boreen (south of the carpark) will have the largest percentage increase in existing traffic volumes during the construction phase of the proposed scheme due to the smaller volumes of traffic currently using the roads, however it is not anticipated that this will result in notable traffic congestion. It is not anticipated that there will be a significant increase in journey time along the anticipated traffic routes as a result of construction traffic. The potential impact will be short term in nature.

During the operation phase of the Scheme, traffic associated with the Scheme maintenance will have an occasional imperceptible negative impact on traffic due to the small volume and infrequent nature of the maintenance works (Chapter 3, Section 3.2.4).

Mitigation Measures

Traffic volumes on the L1105 will be mitigated by the road closure during the construction of the Pollnacross Bridge, which will increase traffic volumes using the R315. The L1105 will be used for delivery of materials during construction of the river flow control structure which will minimise construction traffic on the Boreen.

A Road Transport and Traffic Management Report will be prepared to include a map indicating the proposed public roads or haulage routes for removal of surplus material off site, as listed in Table 11.5.

In addition, the following mitigation measure will be implemented within the Plan:

- The locations at which traffic management measures will be put in place will be agreed with the BMD-West Engineer prior to commencement of the construction phase.
- The contractor will confirm the proposed laden weight of trucks identified, max length of same, Journey time and number of trips per route per day to and from works sites.
- The contractor will confirm the proposed start and finish times as outlined in this document and days for truck haulage and estimate the minimum and maximum number of days for full operation.
- Pull-in lay-bys or hardstands for overtaking of slow moving traffic will be identified along the proposed haulage routes.
- Any traffic control measures will be carried out with the agreement and under the supervision of the local Area Engineer. Road signage on the public road network will comply with the Department of the Transport's Traffic Signs Manual "Chapter 8 Temporary Traffic Measures and Signs for Roadworks".
- Traffic management measures will be designed in accordance with the "Guidance for the Control and Management of Traffic at Roadworks – Second Edition".

Residual Impact – Short Term Not Significant Negative Impact and Occasional Imperceptible Negative Impact

The impact of additional traffic volumes due to construction traffic will be short term. With the above mitigation measures in place, it is not anticipated that the volume of construction traffic will significantly affect the flow of traffic through Crossmolina Town and it is not anticipated that there will be a significant increase in journey time along the anticipated traffic routes.

During the operation phase, traffic associated with maintenance of the Scheme will have an occasional imperceptible negative impact on traffic volumes.