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Donegal County Council Piers & Harbours – Burtonport Harbour

Preliminary Environmental Impact Assessment (EIA) Screening

Donegal County Council

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Glossary of Terms and Abbreviations

AA	Appropriate Assessment
AASS	Appropriate Assessment Screening Statement
CEMP	Construction Environmental Management Plan
DCC	Donegal County Council
EEC	European Executive Committee
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
European Sites	Appropriate assessment tests whether a plan or a project is likely to have a significant negative impact on any Special Protection Areas, Special Areas of Conservation, and/or Ramsar sites. Jointly, these are called 'European sites'.
EU	European Union
EC	European Commission
IROPI	Imperative Reasons of Overriding Public Interest
km	Kilometre
mm	Millimetres
NPWS	National Parks and Wildlife Service
Natura 2000	Natura 2000 is a network of core breeding and resting sites for rare and threatened species, and some rare natural habitat types which are protected in their own right. It stretches across all 27 EU countries, both on land and at sea.
NIS	Natura Impact Statement
NMS	National Monument Service
SAC	Special Area of Conservation
SCIs	Special Conservation Interests
SPA	Special Protected Area
QIs	Qualifying Interests
WFD	Water Framework Directive
Zone of Influence ZOI	The area where potential environmental changes may potentially impact upon sensitive environmental receptors, considering the spatial scope of the proposed scheme.

1 Introduction

1.1 Overview

Donegal County Council (DCC) propose to carry out structural maintenance and construction works at the Burtonport Harbour in Burtonport, County Donegal. This will include structural piling works, installation of pontoons and widening of the existing slipway.

The Project location is illustrated in Figure 1-1.

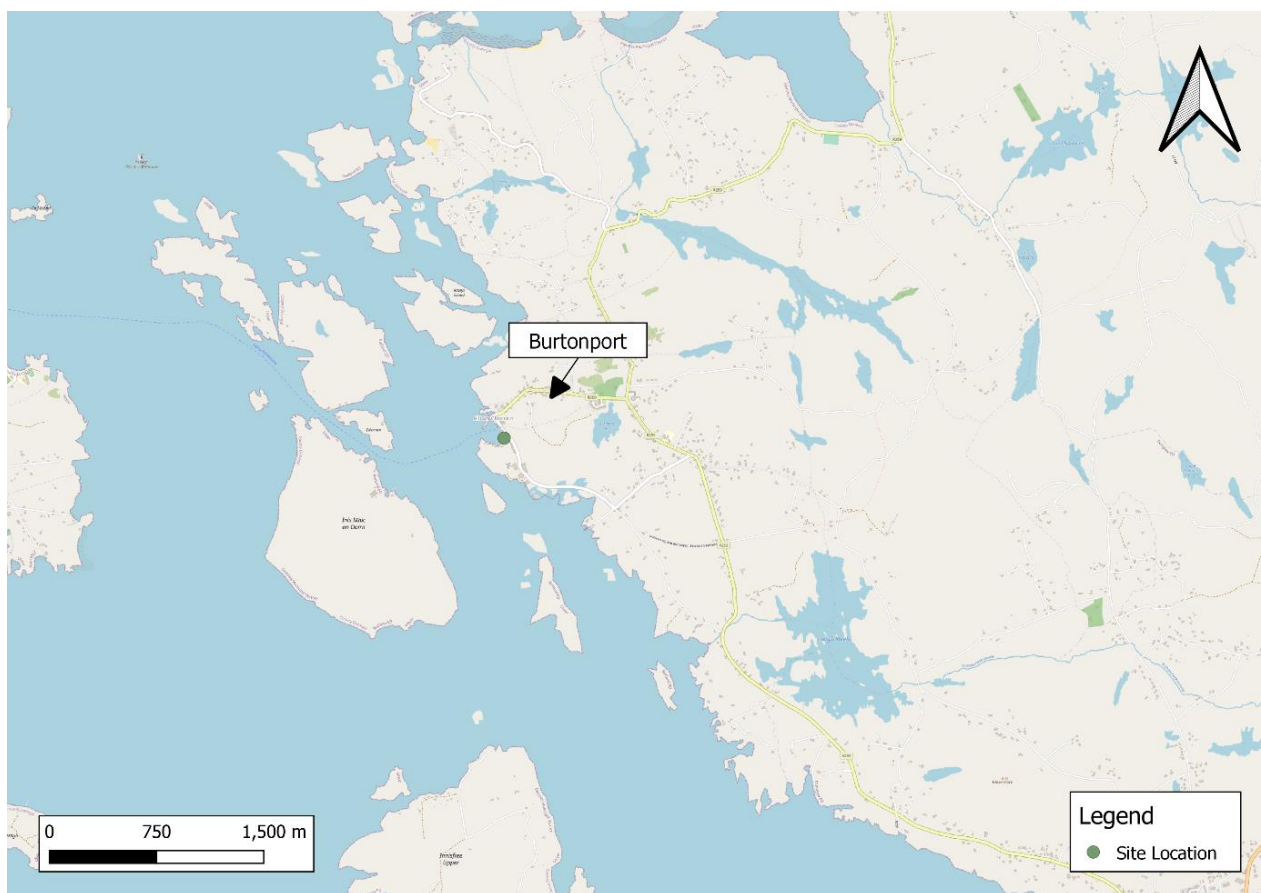


Figure 1-1: Burtonport Harbour, County Donegal

The works are being undertaken as part of a package of works, including the maintenance/ upgrade/ construction of twelve various piers and harbours within County Donegal.

ByrneLooby has been commissioned to undertake a Preliminary Environmental Impact Assessment (EIA) Screening and Appropriate Assessment (AA) Screening Assessment for these planned works.

1.2 Purpose of this Report

As part of the proposed project, this Preliminary Environmental Impact Assessment (EIA) Screening Report has been prepared to determine whether or not an EIA is likely to be required as a project listed in Annex II of the EIA Directive (Annex II Projects) and transposed into Irish Planning Law in Schedule 5 of the Planning and Development Regulations 2001-2020. Schedule 7 of the Planning and Development Regulations identify the criteria for determining if a subthreshold development (as identified in Schedule 5) will require an EIA.

1.3 Project Background

Burtonport Harbour is currently undergoing a significant redevelopment to address the congestion issues and provide a safe harbour for all users and visitors by providing suitable road infrastructure, additional parking and improved pedestrian facilities. As part of the ongoing redevelopment works it is proposed to raise the level of the existing road by approximately 300mm to alleviate existing flooding issues encountered during spring high tides. Preliminary investigations have established that the existing masonry quay wall is in a poor state of repair and will not be adequate to support the additional loading of the raised road.

1.3.1 Construction Programme

Burtonport is extremely busy throughout the summer months due to increased traffic from tourism and seasonal fishing. It's therefore not desirable to impact the harbour or to carry out construction works with such congestion. The harbour in Burtonport is well sheltered and the weather or sea conditions will not significantly impact construction works so on that basis the works will all be carried out between October and March.

Phase 1 – Construction Period November 2022 – February 2023

Phase 2 – Construction Period October 2023 – January 2024

Phase 3 – TBC. The installation process should be completed within 1 week.

1.3.2 Construction Method Statement

Phase 1

Traffic management will be set up and the worksite separated from the public. It is proposed to drive sheet piles into the seabed at a 1m offset from the existing masonry wall face. Once the ingress of water has been stopped by the new sheet piles the area to the back will be filled with fill material and compacted in 250mm layers using the Excavator and compacting plate attachment. A piling cap can then be shuttered on top of the piles and set in concrete.

The overall phase should be completed within 3 months with the pile driving element to take approximately 2 weeks.

Materials on site will include steel sheet piles, engineered granular fill material, cast in situ concrete for the sheet pile cap, crushed rock and bituminous road materials for the proposed road make up behind the sheet piles.

Phase 2

Due to the presence of rock, it is proposed to excavate down using the excavator to a level based trench and lift the precast concrete units along the proposed alignment to form the base/foundation of the proposed wall and bring it above the low water level. Above the water mark the concrete wall will be cast in situ. The precast units will include exposed rebar to tie into the proposed cast in situ sections of wall. The area behind the concrete wall will be backfilled with suitable compacted engineered fill material in 250mm deep layers to tie in with the proposed adjacent road level.

The proposed slipway extension will be constructed in a similar manner with precast concrete units to be used below the low water level and cast in situ reinforced concrete placed above the low water level.

The plant required on site includes a 13 tonne Excavator including compacting plate attachment, a crane, a 32 Tonne Tipper Lorry, a Concrete Lorry, and a 6-tonne dumper.

The materials required on site includes precast concrete units, engineered granular fill material, steel reinforcement, cast in situ concrete for the retaining wall and slipway deck.

1.3.2.1 Environmental Considerations

No waste dredging spoil will be generated.

All construction wastes will be removed by an accredited waste haulage company and taken to an accredited landfill.

Vibratory piling rig chosen to reduce noise pollution above and below water level. Precast units to alleviate potential for water contamination.

All equipment will be checked daily and to have maintenance records to reduce excess noise generation.

Piling works rescheduled after tourism season.

Excess light pollution to be avoided with the use of lighting towers.

The fuelling station will be located away from the water and to have spill kits. Further, all liquids will be stored in a bunded spill tray

2 Description of Project Area and Baseline Conditions

Burtonport and the surrounding hinterland are characterised as rural land (largely non-agricultural) with scattered linear urban development, particularly along road of R260. Burtonport Harbour is a working fishing port and services approximately 20 to 25 commercial fishing and shellfish boats as well as two ferry companies and numerous Arranmore Island tour operators from the main slipway year-round. Some commercial facilities are located within the immediate vicinity of the port (70m away), including the Harbour Front Cafe, O'Donnells Bar and The Lobster Pot. The closest residential property is located approximately 50m from the harbour.

The project site lies within <20m of the Rutland Island and Sound Special Area of Conservation (SAC) Natura 2000 Site, and within 15km of 13 nos. other Natura 2000 Sites, including (see Figure 2-1) (EPA Map Viewer, 2022):

1. Aran Island (Donegal) Cliffs SAC
2. Fawnboy Bog/Lough Nacung SAC
3. Gannivegil Bog SAC
4. West Of Ardara/Maas Road SAC
5. Gweedore Bay And Islands SAC
6. Termon Strand SAC
7. Cloghernagore Bog And Glenveagh National Park SAC
8. Derryveagh And Glendowan Mountains Special Protection Area (SPA)
9. Inishkeel SPA
10. Roaninish SPA
11. Illancrone and Inishkeeragh SPA
12. West Donegal Coast SPA
13. West Donegal Islands SPA

The qualifying interests of the Rutland Island and Sound SAC include the harbour seal (*Phoca vitulina*) and various coastal habitats including coastal lagoons, reefs, shifting dunes and coastal dunes (NPWS, 2014).

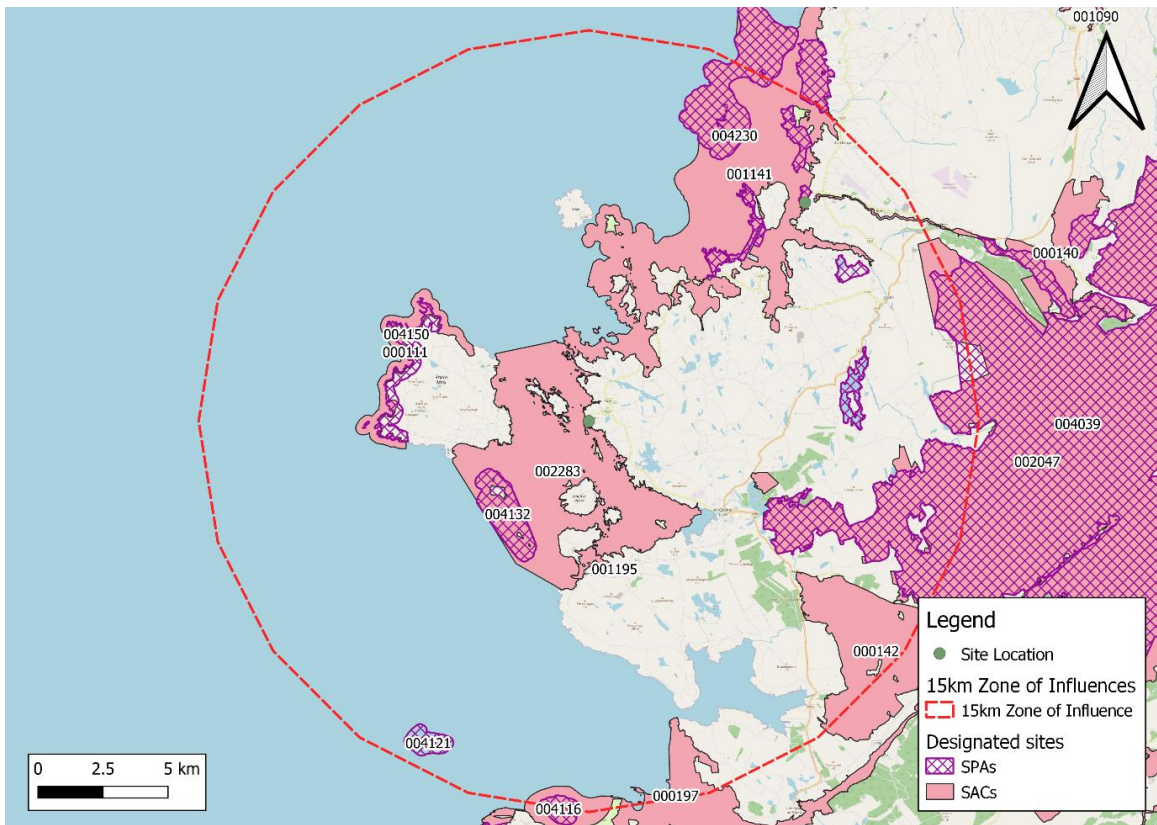


Figure 2-1: Natura 2000 sites within the 15km Zone of Influence

There are no World Heritage Sites, UNESCO sites, Architectural Conservation Areas (ACA) or Historic Towns in the vicinity of the Project (Historic Environment Viewer, 2022). There are two sites recorded on the National Monuments Service (NMS) located 1km east of the site, associated to the Inishcoo House (Monument ID DG03428) (Historic Environment Viewer, 2022). These sites do not have Preservation Order and are not on the Record of Monuments and Places (RMP).

There is also record of previous excavations on the Correns Rock Wreck (2010:180) located in the Burtonport Harbour, evidence of which points towards a mid-18th or early 19th century vessel, and three wrecks on the Rutland Island (2012:155, 2011:140 and 2010:181). A total of twelve wrecks are recorded in the general area around Burtonport however no specific coordinates or exact location details are provided (NMS, 2022) (NMS Wreck Inventory of Ireland: Donegal, 2022).

The Leckenagh Lough is located 725m from the harbours, however no details are available as to its status under the Water Framework Directive (WFD) or its ecological interest (EPA Map Viewer, 2022).

Wastewater currently entering the public sewer network discharges untreated wastewater into the Rutland Sound waterbody, through the primary discharge location PEFF0600A0446SW001, at the Burtonport Harbour, threatening water quality (EPA Map Viewer, 2022). Irish Water, in partnership with DCC, are progressing works on the Burtonport Sewerage Scheme in 2022, through construction of a single wastewater treatment plant (Donegal County Council, 2019) (Irish Water, n.d.). Some of the work will occur at the harbour itself, where a wastewater pumping station is

planned to be constructed and currently has planning permission granted (Donegal County Council, 2022).

3 Environmental Impact Assessment Screening

3.1 Introduction

EIA Screening is the process of deciding whether a development requires an EIA. The EIA screening exercise initially assesses the development for Mandatory EIA using classifications defined in the appropriate legislation. Where no mandatory requirement is concluded, screening advances to Sub-Threshold Development Assessment, where the competent authority evaluates whether the project is likely to have a significant effect on the environment, with reference to its scale, nature, location and context.

3.2 Legislative Context

The requirement for an EIA derives from Council Directive 85/337/EEC (as amended by Council Directives 97/11/EC, 2003/35/EC and 2009/31/EC and as codified and replaced by Directive 2001/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment (and as amended in turn by Council Directive 2014/52/EU).

The mandatory requirement for an EIA is generally based on the nature or scale of a proposed development, as set out in EU Directive 85/337/EEC (as amended by Directive 97/11/EC).

The 2014 Directive defines the EIA as a process, the responsibility for which lies with the developer, to prepare an EIAR for examination by the Competent Authority to allow reasonable conclusions to be drawn on the proposed development.

These requirements are transposed into Irish Law and included in the Planning and Development Act 2000, as amended, and Planning and Development Regulations 2001-2020 as necessary. The Planning and Development Regulations 2001-2020 also identify certain types and scales of development, generally based on thresholds of scale, for which an EIA is mandatory.

In addition, there can be a requirement to undertake an EIA for 'sub-threshold' developments. In this respect, it is necessary to undertake a screening exercise to assess whether the proposed development requires an EIA (either mandatory or sub-threshold).

This EIA Screening Report references the Planning and Development Acts 2000 to 2020 when describing the EIA threshold criteria (Schedule 5 and 7).

3.3 Methodology

EIA Screening for the proposed scheme was undertaken with consideration of the following legislation and guidance:

- Planning and Development Acts, 2000 to 2020.
- Planning and Development Regulations, 2001 to 2020 (including Schedules 5 and 7).
- Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Commission (EC), 2017.
- Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2017).
- Draft Advice Notes on Preparing Environmental Impact Statements (EPA, 2015).
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing, Local Government and Heritage (DHPLG, 2018).
- Annex IIA of Council Directive 2014/52/EU.
- Annex III of Council Directive 2014/52/EU.
- EU Directive 85/337/EEC (as amended by Directive 97/11/EC).

3.3.1 Screening for Mandatory EIA

Screening for Mandatory EIA requires a developer to provide the information listed in Annex IIA and to determine the need against the Criteria in Annex III to the 2014 Directive. The Planning and Development Regulations 2001 (as amended) also apply and must be considered as the legislation specifies projects in Schedule 5 of the Regulations that must undergo mandatory EIA.

If the project does not require a mandatory EIA under Schedule 5 of the Planning and Development Regulations 2001 (as amended), it may still be required under Article 103 of the Planning and Development Regulations 2001 (as amended) where the Competent Authority considers that the development would be likely to have a significant effect on the environment.

3.3.2 Screening for Sub-Threshold EIA

Screening for a Sub-Threshold EIA addresses the possible need for EIA below the Annex II national thresholds. There is a requirement to carry out EIA where significant effects may arise due to the nature of the proposed development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

Annex III of Council Directive 2014/52/EU sets out the criteria for assessing whether or not a project will have “likely” and “significant” effects on the environment, in which case an EIA is also required.

4 Screening for Mandatory EIA

4.1 Methodology

The methodology for screening for mandatory EIA involved:

- A desktop study of the baseline environmental conditions and environmental receptors within the vicinity of the proposed development. Identification of the potential impacts and effects.
- An examination of the proposed scheme against Schedule 5 of the Planning and Development Regulations 2001 (as amended).
- An examination of the proposed scheme against Schedule 7 of the Planning and Development Regulations 2001 (as amended) (refer to Appendix A).

4.2 Schedule 5 of the Planning and Development Regulations 2001-2020 Review

The proposed scheme falls within the relevant categories listed below as described within Schedule 5 of the Planning Development Regulations 2001-2020.

Table 4-1: Relevant Extracts from Schedule 5 of the Planning and Development Regulations 2001

Statutory Reference	Mandatory Threshold	Screening Conclusion
Schedule 5, Part 1		
The Project is not listed. It therefore is not subject to Mandatory EIA under this Schedule.		
Schedule 5, Part 2		
Schedule 5 Part 2 Section 10(e)	New or extended harbours and port installations, including fishing harbours, not included in Part 1 of this Schedule, where the area, or additional area, of water enclosed would be 20 hectares or more, or which would involve the reclamation of 5 hectares or more of land, or which would involve the construction of additional quays exceeding 500 metres in length.	The proposed project includes small-scale repair/maintenance of a ca. 45m masonry quay wall through the construction of a sheet pile wall at a 1m offset from the existing wall frontage. Further, the existing slipway is planned to be widened in the same vein. Prefabricated floating pontoons are proposed to be installed, secured with chain and anchors manufactured offsite. No extension or reclamation exceeding 20 hectares is proposed, nor is the construction of additional quays extending 500m in length. Mandatory threshold is not reached.

Statutory Reference	Mandatory Threshold	Screening Conclusion
Schedule 5 Part 1 Section 12(b)	Sea water marinas where the number of berths would exceed 300 and freshwater marinas where the number of berths would exceed 100.	<p>The project is the repair/maintenance of a small 45m masonry quay wall and extension of a slipway serving an existing 20-25 vessels.</p> <p>Prefabricated floating pontoons are proposed to be installed, resulting in a total number of berths post-construction of <50 nos.</p> <p>Mandatory threshold is not reached.</p>
Schedule 5 Part 2 Section 15	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	See the sub-threshold screening outlined in Chapter 5.

In summary, the proposed development does not fall under any of the thresholds in Schedule 5 Part 1 for mandatory EIA and it does not meet/exceed the thresholds for which it falls under in Schedule 5 Part 2. Therefore, it is considered that a mandatory EIA is not required and that it is a sub-threshold project.

5 Sub-Threshold EIA Screening

Sub-threshold development is defined in the Planning and Development Regulations 2001-2018 Part 10 Section 92 as “development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development”. This is the case for this Project.

The Planning and Development Regulations 2001-2018 Part 10 Section 120 outline the requirements for proposed sub-threshold developments in relation to EIA, and state:

(1) (a) Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

(b) Where the local authority concludes, based on such preliminary examination, that—

(i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,

(ii) there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or

(iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall

(I) conclude that the development would be likely to have such effects, and

(II) prepare, or cause to be prepared, an EIAR in respect of the development.

On this basis, a preliminary screening examination of the proposed project was undertaken using the criteria outlined in Schedule 7 of the Planning Development Regulations 2001-2020. This is outlined in Table 5-1.

Table 5-1: Sub-Threshold Screening in Accordance with Schedule 7

Criteria in Schedule 7 of the Planning Development Regulations 2001-2020.	Review
<p>Characteristics of the proposed development, in particular:</p> <ul style="list-style-type: none"> (a) the size and design of the whole of the proposed development. (b) cumulation with other existing development 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. (c) The nature of any associated demolition works. (d) the use of natural resources, in particular land, soil, water and biodiversity. (e) the production of waste. (f) pollution and nuisances. (g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge. (h) the risks to human health (for example, due to water contamination or air pollution). 	<p>The proposed project includes small-scale repair/maintenance of a ca. 45m masonry quay wall through additional sheet piling at a 1m offset from the existing wall frontage. Further, the existing slipway is planned to be widened and prefabricated floating pontoons will be installed.</p> <p>The works are not anticipated to extend beyond the planned 1m offset from the existing masonry quay wall. The floating pontoons are planned to be installed using a crane, with no ‘in water’ works planned, and all sheet piling will be undertaken from the existing wall.</p> <p>The Project is located in the village of Burtonport, which is characterised as having scattered linear urban development along the linear road of R260. Some commercial and residential properties are located in proximity to the harbour (70m and 50m respectively).</p> <p>Cumulative impacts have been assessed through review of the Donegal Planning Applications Viewer and those projects with planning consent. There are some small-scale improvement/extension works planned for some port buildings and nearby commercial properties however these are minor in scale so will unlikely give rise to cumulative impacts. However, the Burtonport Sewerage Scheme is planned, being implemented by Irish Water and DCC in an attempt to avoid the current discharge of raw sewage into the marine environment. Planning permission is in place for the construction of a wastewater pumping station at the harbour itself. Works are planned to commence in 2022 and may overlap with those planned at Burtonport Harbour.</p> <p>The use of natural resources such as aggregates, steel, concrete materials and energy will be required during the construction stage of the proposed scheme however the quantity is minimal and the resources to be used are common construction materials.</p>

Criteria in Schedule 7 of the Planning Development Regulations 2001-2020.	Review
	<p>Wastes will be generated in the construction phase, comprising of common construction materials (i.e., waste concrete and steel) and facilities waste for contractors working onsite (i.e., food waste). Volumes will be minimal and appropriately managed.</p> <p>The generation of air pollution is considered minimal, limited to the operation of various construction plant (i.e., machinery/generators). The works will generate noise and given the proximity of residential receptors to the harbour some impact is likely. However, these nuisances are deemed manageable through best practise construction mitigation. Further, the construction timeline is short (maximum 6 months), so all impacts are considered temporary.</p> <p>As works are ongoing and adjacent to the marine environment, there is the potential for accidental release of waste and hazardous substances from accidental spillage of fuels and breakdown of equipment/machinery. The quantities to be present on site are however anticipated to be minimal and best practise construction mitigation will provide appropriate management of these impacts.</p>
<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:</p> <ul style="list-style-type: none"> (a) the existing and approved land use (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground (c) the absorption capacity of the natural environment, paying particular attention to the following areas: <ul style="list-style-type: none"> - wetlands, riparian areas, river mouths. - coastal zones and the marine environment. - mountain and forest areas. 	<p>As identified in the AA Screening, the qualifying interests of the Rutland Island and Sound SAC are considered to have high sensitivity given its location within 20m of the proposed works. Sensitivities were established as a result of potential risks from hydrocarbon contamination. Further, the three SPA sites located within 15km also required a more detailed screening assessment on the basis that noise impacts from construction could disturb breeding or foraging avifauna.</p> <p>There are two sites recorded on the National Monuments Service (NMS) located 1km east of the site, belonging to Inishcoo House (Monument ID DG03428, Heritagemaps.ie, 2022). These sites do not have Preservation Order and are not on the Record of Monuments and Places (RMP), and therefore there is no Zone of Notification to be mindful of. Aside from this, the works are not anticipated to impact upon these structures, given their distance from the site, and are not considered sensitivities to the Project.</p>

Criteria in Schedule 7 of the Planning Development Regulations 2001-2020.	Review
<ul style="list-style-type: none"> - nature reserves and parks. - areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive. - areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure. - densely populated areas. <p>(d) landscapes and sites of historical, cultural or archaeological significance.</p>	<p>There are record of previous excavations on the Correns Rock Wreck (2010:180) located in the Burtonport Harbour, and record of a further twelve wrecks in the general area around Burtonport Harbour (Shipwreck Inventory of Ireland Data: Donegal).</p>
<p>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—</p> <ul style="list-style-type: none"> (a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected). (b) the nature of the impact, (c) the transboundary nature of the impact (d) the intensity and complexity of the impact (e) the probability of the impact, 	<p>The magnitude and special extent of the works is minimal, limited to the immediate vicinity (1m offset) of the existing harbour infrastructure (masonry quay wall and slip way).</p> <p>The works will occur within the marine environment and impact the existing seabed. However the footprint of impact is very minimal (a 1m offset from the existing wall) and given the nature of the area as a fishing harbour basin with historical dredging, it is not anticipated to contain habitats of significant ecological value. The impact is therefore considered minimal.</p> <p>It is possible that aquifer and groundwater in the area may be impacted by sheet piling activities, depending on their depth and the planned driving depth, however it is anticipated that appropriate Site Investigations will enable due diligence in this regard, ensuring no impact is caused to these resources.</p> <p>Following a screening assessment and review of potential risks without mitigation, the AA Screening determined beyond reasonable scientific doubt that significant effects to the Rutland Island and Sound SAC were highly unlikely, alone or in combination with other plans or projects. Effects of hydrocarbon spill were considered negligible given the</p>

Criteria in Schedule 7 of the Planning Development Regulations 2001-2020.	Review
<p>(f) the expected onset, duration, frequency and reversibility of the impact,</p> <p>(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, and</p> <p>(h) the possibility of effectively reducing the impact.</p>	<p>planned location of the refuelling area >100m from the working area, and through standard maintenance of vehicle and plant. Further, noise impacts were considered to have a negligible effect on avifauna's capacity to forage as the total area of Zone of Influence (ZOI) is relatively small thus displacement of birds will be minimal. Therefore, it was determined that a Natural Impact Statement (NIS) was not required for this Project.</p> <p>As well as the ecological interests, there are commercial facilities and residential areas located within a 100m buffer of the planned works area and may be impacted by effects of construction noise, generation of pollutants and increased traffic movements in the area. However, the construction timeline is short (6 months) and therefore all impacts are considered temporary. Further, these impacts are entirely management through implementation of best practise construction mitigation in line with a site-specific Construction Environmental Management Plan (CEMP).</p> <p>Regarding the recorded presence of wrecks within the general Burtonport Harbour area, the works are planned within a 1-2m offset from the existing pier and slipway and therefore physical impact to wrecks and stray finds is considered unlikely. Further, historical dredging has occurred within the harbour basin and therefore the presence of wrecks and archaeological finds in the vicinity of the works is also considered unlikely. In any case, pre-construction topographic and bathymetric surveys are planned to be undertaken pre-construction, whereby the presence of any physical archaeological structures or stray finds will be detected. Should anything be found, appropriate due diligence and statutory consultation will take place ahead of works commencing. Further, it is recommended that National Monuments Service (NMS) is consulted with ahead of the works, to ensure appropriate due diligence is undertaken.</p> <p>In summary, no significant effects on the environment are anticipated as a result of the works.</p>

6 Screening Conclusion

The proposed project has been assessed in terms of the mandatory requirement for an EIA based on the nature or scale of the development, as addressed in the EU Directive 2014/52/EU. It is considered that the proposed project does not fall within the scope of mandatory EIA and is a sub-threshold EIA.

In consideration of the nature, scale and location of the development Project according to the criteria outlined in Schedule 7 of the Planning Development Regulations 2001-2020, it is concluded that there is no significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development.

An EIA is not considered to be required in this instance.

Reasons for conclusion:

- The planned works associated with the Project are substantially below relevant mandatory EIA thresholds.
- Cumulative and in combination effects are able to be sufficiently managed through appropriate project phasing. The short construction timeline (maximum 6 months) enables this.
- There is no real likelihood of significant effects on the environment arising from the proposed development.
- The implementation of appropriate pre-construction planning and preparation of a CEMP with appropriate measures are considered sufficient to avoid or prevent what might otherwise have been significant adverse effects on the environment.

However, the recorded presence of underwater wrecks within the Burtonport Harbour and surrounding area warrants consultation with the National Monument Service (NMS) as a due diligence exercise, ahead of the works commencing. Records of historical dredging in the harbour and results of recent surveying (i.e., bathymetric) may need to be provided to support in decision making.

7 References

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Appendix A – Project Location Plan



IRELAND | UK | UAE | BAHRAIN | KSA

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