FITZSIMONS WALSH ENVIRONMENTAL
SUSTAINABLE SOLUTIONS

Environmental Impact Assessment Screening Report.

Cuan na Loinge road coastal flooding mitigation project.

Cuan Na Loinge

Carrowroe West

Co. Galway

Report prepared by: **Fitzsimons Walsh Environmental Limited**

Report Title: **Environmental Impact Assessment Screening for the proposed Cuan na Loinge Road Coastal Flooding Mitigation Project.**

Revision No	Date	Description
Rev 1	09/06/2025	Issued with the planning application
Rev 2	20/03/2026	Further Information Response

Contents

Executive summary

This Environmental Impact Assessment (EIA) Screening Report has been prepared for a proposed road improvement/flood mitigation project on a 200-metre stretch of the L-52214 local road in Cuan na Loinge, Ceantar na nOileán, County Galway. The road is subject to coastal flooding, impacting access for local residents. The proposed development aims to raise the road level and improve its resilience to tidal inundation without significantly altering the existing footprint or hydrological regime.

The screening assessment has been conducted in accordance with the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2001 (as amended) and the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU). The project does not fall under any category requiring mandatory EIA under Schedule 5 of the Regulations or Section 50 of the Roads Act 1993 (as amended).

A sub-threshold assessment was carried out using the criteria set out in Schedule 7 and the information required by Schedule 7A of the Planning Regulations. The analysis considered the project's characteristics, its location and the potential nature and magnitude of impacts. While the project is small in scale and confined to an existing roadway, given the proximity to the Kilkieran Bay and Islands SAC and hydrologically connected water bodies, a Natura Impact Statement (NIS) and Ecological Impact Assessment (EcIA) have been prepared. The NIS concludes that the proposed development will not adversely affect the integrity of any European site, either alone or in combination with other plans or projects.

Having regard to the nature, scale and location of the proposed development, and taking account of its design and standard embedded construction practices, it is considered that the proposed development is not likely to give rise to significant environmental effects. Accordingly, the preparation of an Environmental Impact Assessment Report is not required

1.0 Introduction

It is proposed to undertake road improvement works on a 200-metre stretch of the L-52214 local road, including its junctions with two side roads, in Cuan Na Loinge, Ceantar na nOileán, Co. Galway. This 200m stretch of the L-52214 is inundated by water during high tides and storm surge events. The objective of the project is to raise the road level to reduce the frequency of occurrence and negative impacts of flooding, without significantly altering the existing road footprint, road safety, tidal patterns or water flows.

This report has been prepared to provide information to the competent authority (Galway County Council) to enable it to undertake an Environmental Impact Assessment (EIA) screening determination for the proposed road improvement on a 200m stretch of the L-52214, including its junctions with two side roads in Cuan Na Loinge, Ceantar na nOileán, Co. Galway.

The purpose of EIA screening is to assess whether the proposed development is likely to have significant effects on the environment and, consequently, whether a full Environmental Impact Assessment Report (EIAR) is required to accompany the planning application. This report is prepared in accordance with the requirements of relevant Irish and European legislation.

This report has been undertaken by Oliver Fitzsimons,[i] BSc.MSc. Environmental Scientist.

1.1 Background to EIA Screening

Environmental Impact Assessment (EIA) is a process that identifies, describes, and assesses the likely significant effects of a project on the environment. EIA screening is the initial stage of this process for certain projects, particularly those that fall below the mandatory thresholds for EIA but could still potentially have significant environmental effects due to their nature, size, or location.

The report provides the information required under Schedule 7A, having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. This information will enable a screening determination in respect of the need for an Environmental Impact Assessment Report ('EIAR') for the proposed development. There is a mandatory requirement for an EIAR to accompany a planning application for some types of development that meet or exceed the "thresholds" specified in Schedule 5 to the Planning and Development Regulations. In addition to the mandatory requirement, there is a case-by-case assessment necessary for sub-threshold developments as they may be likely to have significant effects on the environment. If a sub-threshold development is determined to be likely to have significant effect on the environment, then an EIAR will be required. The second reason for this report is to document the studies undertaken by the Applicant, and the design team, to consider

whether the development would be likely to have significant effects on the environment. The proposed development and component parts have been considered, as documented in Section 2, against the thresholds for EIA as outlined in the Planning and Development Regulations 2001 (as amended).

1.2 Legislative Context

The national requirements to provide an EIA with a planning application is outlined in Planning and Development Act 2000 as amended ('the Act') and Planning and Development Regulations, 2001 as amended ('the Regulations'). In addition to the national legislation there are requirements set out in the EIA Directive (Directive 2011/92/EU as amended by 2014/52/EU); for relevant purposes, the EIA Directive has been transposed into Irish planning legislation through amendments to the Act and the Regulations.

This EIA Screening Report has been prepared having regard to the requirements of:

- Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment,[1] as amended by Directive 2014/52/EU[2] (the EIA Directive).
- The Planning and Development Act 2000 (as amended).
- The Planning and Development Regulations 2001 (as amended), in particular Schedule 5 (classes of development requiring EIA), Schedule 7 (criteria for determining whether development would be likely to have significant effects on the environment), and Schedule 7A (information to be submitted for screening sub-threshold development).

1.3 Methodology

The screening process followed in this report is in accordance with the EIA Directive 2011/92/EU of the European Parliament and of the Council as amended by 2014/52/EU and follows the format as per Section 3.2 of the EPA Guidelines (2022). The key steps to screen for an EIA are set out in Section 3.2 of the EPA Guidelines are as follows:

1. Is the development a type that that requires EIA?
2. Is it of a type that requires mandatory EIA?
3. Is it above the specified threshold?
4. Is it a type of project that could lead to effects? and/or
5. Is it a sensitive location? and/or
6. Could the effects be significant?

The information required to be submitted to make a determination on EIA Screening is set out in Schedule 7A of the Regulations of 2001 (see also Annex IIA of the EIA Directive).

Guidance documentation

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022)
- Environmental Impact Assessment Screening, OPR Practice Note PN02 (Office of the Planning Regulator, 2021).
- Interpretation of definitions of project categories of Annex I and II of the EIA Directive. (European Commission, 2015)

2.0 Preliminary Screening For EIAR

Preliminary screening determines whether a project constitutes a class of development requiring EIA under Schedule 5, Parts 1 and 2 of the Planning and Development Regulations 2001 (S.I. No. 600 of 2001, as amended). The assessment follows the provisions of Part 10 of the Planning and Development Act 2000 (as amended) and transposes the requirements of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU.

The type of projects for which an EIA is mandatory is set out in Schedule 5, Part 1 and Part 2 of the Regulations. An EIA is deemed mandatory under Section 172 of the Act to accompany a planning application for development for the types of projects set out in Schedule 5.

A development that does not exceed a limit, quantity or threshold set for that class of development in Schedule 5 of the Regulations is known as a 'sub-threshold development'.

Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994 outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development.

According to Section 50 (1) (a) of the Roads Act "*A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of:*

i. the construction of a motorway,
ii. the construction of a busway,
iii. the construction of a service area, or
iv. any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road."

Article 8 of S.I. No. 119/1994 Roads Regulations ,1994 prescribes the types of road developments for the purposes of Section 50 (1)(a)(iv) that are subject to the provisions of Section 50 of the Roads Act 1993 to 2007 (as amended).

a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area
b) The construction of a new bridge or tunnel which would be 100 metres or more in length

2.1 Preliminary Screening Conclusion

There is no class set out under Schedule 5 in relation to the upgrade to an existing road.

Under the provisions of Schedule 5, the closest type of project to the subject development is for the provision of "all private roads which would exceed 2,000 metres in length", as per Item 10 (a)(dd) of the Schedule.

The proposed development is an upgrade of an existing public road and not the construction of a new private road.

- The proposed project **does not constitute** a class of development listed under Schedule 5, Part 1 or Part 2 of the Planning and Development Regulations 2001 (as amended), therefore, it does not require mandatory EIA.
- The proposed development is an upgrade to the existing public road and **does not trigger** the requirement for mandatory EIA under Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994.

3.0 Sub-threshold Assessment

Section 172 of the Planning & Development Act 2000, as amended, also sets out the basis for EIA for developments which may not be of a scale included in Schedule 5 of the Planning & Development Regulations 2001, as amended.

This allows a consenting authority to require EIA where it is of the opinion that a development (although sub-threshold) is likely to have significant effects on the environment and therefore should be subject to EIA.

In this context, the consideration of 'significant effect' should not be determined by reference to size only and the nature and location of a project must also be taken into account.

Item 15 of Schedule 5 Part 2 provides for EIA/EIAR for developments under or with no relevant threshold, where the works would be likely to have significant effects on the environment. This states the following:

> *"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."*

The EPA Guidance (2022) requires an assessment beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it. As such, the project should be subject to further screening against Schedule 7 to fully evaluate potential impacts.

Criteria for determining whether a development would or would not be likely to have significant effects on the environment is outlined in Schedule 7 of the Planning and Development Regulations.

Schedule 7 outlines the information to be provided for the purposes of screening sub-threshold development for Environmental Impact Assessment.

Table 3.1 Schedule 7 Information

Criteria	Details
Characteristics of proposed development	• the size of the proposed development, • the cumulation with other proposed development, • the use of natural resources, • the production of waste, • pollution and nuisances, • the risk of accidents, having regard to substances or technologies used.
Location of proposed development	The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to: • the existing land use,

Criteria	Details
	• the relative abundance, quality and regenerative capacity of natural resources in the area, • the absorption capacity of the natural environment, paying particular attention to the following areas: a) wetlands, b) coastal zones, c) mountain and forest areas, d) nature reserves and parks, e) areas classified or protected under legislation, including special protection areas designated pursuant to Directives 79/409/EEC and 92/43/EEC, f) areas in which the environmental quality standards laid down in legislation of the EU have already been exceeded, g) densely populated areas, h) landscapes of historical, cultural or archaeological significance.
Type and Characteristics of the Potential Impacts	The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 above, with regard to the impact of the project on the factors specified in Article 3 (1), taking into account: a) The magnitude and spatial extent of the impact (for example the geographical area and size of the population likely to be affected); b) The nature of the impact; c) The trans-boundary nature of the impact; d) The intensity and complexity of the impact; e) The probability of the impact; The expected onset, duration, frequency and reversibility of the impact; f) The cumulation of the impact with the impact of other existing and or approved projects; g. The possibility of effectively reducing the impact.

4.0 Characteristics of proposed development

4.1 Site location

The site is located at the local road L-52214, in Cuan Na Loinge, Ceantar na nOileán, Co. Galway, as shown in figures 4.1 and 4.2.

Figure 4.1 Site location

Figure 4.2 Scheme location

4.2 Project description

The proposed road improvement/flood alleviation project is located on a c.200 m stretch of the of the L-52214, including its junctions with two side roads in Cuan Na Loinge, Ceantar na nOileán, Co. Galway. Lands in the vicinity of the road and the road is frequently inundated by seawater during high tides and storm surge events. This limits access over the local road for to up to 17 residences in the area. Hydraulic connectivity between lands either side of road is provided via existing culverts.

The objective of the project is to raise the road level to minimise the impact of coastal flooding, without significantly altering the existing road footprint nor tidal patterns and water flows.

4.2.1 The Proposed Works

The objective of the project is to raise the road level to minimise the impact of coastal flooding without altering the existing road footprint or adversely affecting tidal patterns and water flows within the adjacent lagoonal and saltmarsh system.

The scheme is located adjacent to Kilkieran Bay and Islands SAC (site code 002111) and in immediate proximity to Loch Fhada Upper Pools (IL054), a designated 1150* Coastal Lagoon priority habitat of high conservation value. The ecological sensitivity of this location has been a primary design constraint throughout the development of the scheme.

Road Raising and Embankment

The flood containment solution raises the road to finished levels ranging from EL 3.57 mOD to EL 3.99 mOD, representing an average increase of approximately 0.5 m above the existing level, with a maximum increase of 0.8 m at specific locations as shown on the engineering drawings (Langan Consulting Engineers).

A rock armour embankment with a natural stone roadside wall will be constructed along the route, with a parapet wall height of 0.8 m above the new road surface. The embankment slope is 1:1.5 on the fill face. A critical design constraint is that the proposed road edge, stone wall, and all associated works remain entirely within the existing road and embankment footprint at all points along the scheme length.

The proposed embankment toe will not extend beyond the existing embankment toe on the northern (lagoon/SAC) side at any point. The proposed works do not encroach on the Annex I habitat boundary at any station.

Culvert Works

Five existing culverts pass beneath the road, providing the hydrological connections between the lagoon water bodies and tidal channels on either side of the embankment and maintaining the tidal exchange essential to the ecological integrity of IL054.

The proposed works includes to replace five existing culverts and headwalls on a like-for-like basis if required.

It was not possible to carry out site investigation works on the culverts pre-planning. It is intended to expose each culvert during the works. If a culvert is deemed to be functional, it is proposed to retain it. If a culvert is found to be in poor condition, it is proposed to replace it like-for-like. The existing pipe diameter, invert level, alignment, gradient, and length are preserved at each location. The renovation restores each culvert to full hydraulic capacity.

The ecological significance of the renovation is directly positive. Because the existing culverts are partially collapsed and underperforming, their restoration to full bore flow will restore and enhance tidal exchange capacity relative to the current degraded condition.

The full hydrological and ecological impact assessment of the culvert works is detailed below.

Table 4.1 Construction Sequence and Methodology

Phase	Detail
Site Preparation and Traffic Management	Erect temporary traffic signage and barriers in accordance with Chapter 8 of the Traffic Signs Manual. Install silt fencing and sediment traps around works areas to protect adjacent aquatic features, particularly on the northern (lagoon) side of the scheme. Identify and mark utilities using a utility survey and Ground Penetrating Radar (GPR) where required. Establish buffer zones around all five culvert locations prior to commencement of culvert works.
Culvert Renovation	Excavate around existing culverts under controlled conditions. If the culvert is in good condition, no further works will be done. If the culvert is in poor condition, it is proposed to replace it like-for-like, preserving existing diameter, invert level, alignment, and gradient. Headwalls will be dealt with similarly. Then the embankment will be backfilled and compacted in 150 mm layers with 6P graded granular fill material. Works at culverts will be carried out at low tide periods. Where this is not possible, bypass pumping will be implemented to maintain tidal flow continuity. Works at each culvert are to be phased sequentially, with flow restored before works commence at the next location.
Road Raising and Layer Construction	Excavate existing road surface to formation level. Construct road build-up using the following layers: Capping Layer: 600 mm of 6F2 material compacted to 95% MDD; Sub-base Layer: 150–225 mm of Type 1 granular material to Clause 804; Base Course: 60 mm Dense Bitumen Macadam (DBM); Wearing Course: 40 mm Close-Graded Macadam or SMA 10 surface. All layers to be tested for compaction and compliance.

Phase	Detail
Stone Wall and Rock Armour	Construct a natural stone roadside wall to parapet height of 0.8 m above the new road surface. Place rock armour embankment within the existing embankment footprint, at 1:1.5 slope, not extending beyond existing embankment toe on northern side at any station.
Final Works and Restoration	Install fuel and oil interceptors as part of the road drainage design. Install road markings and signage as required. Remove temporary traffic management and demobilise site. Conduct post-construction inspection of all five culverts to confirm tidal flow and prepare as-built records.

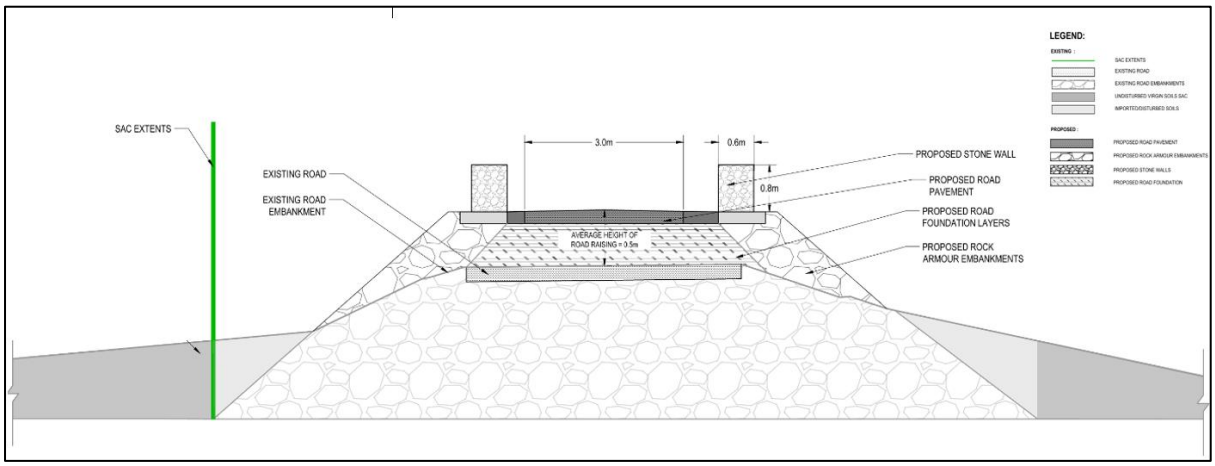

Figure 4.3 Typical cross-section

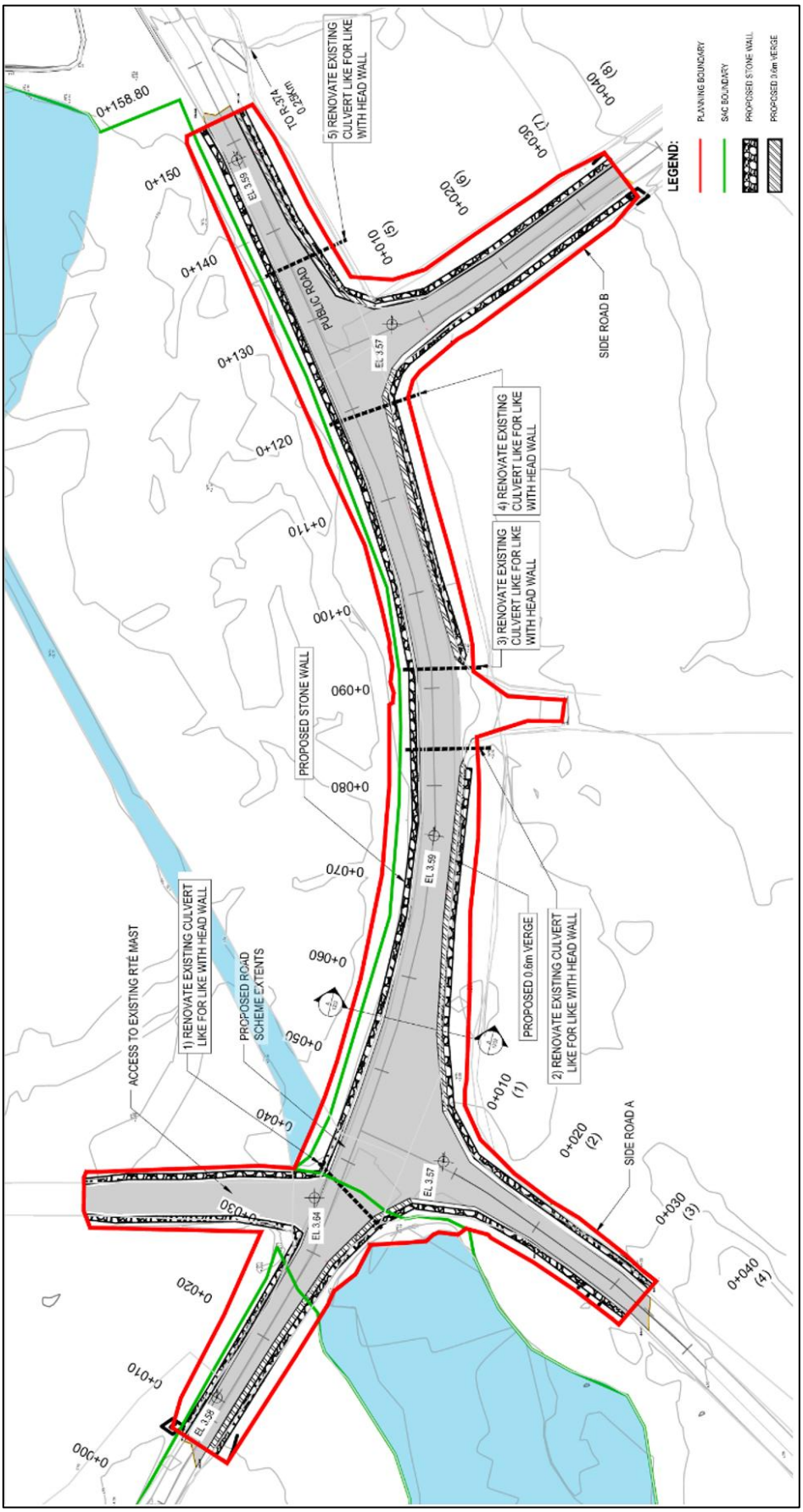

Figure 4.4 Site layout

4.2 Characteristics of the proposed development

Table 4.2 below sets out the ***Characteristics of the proposed*** **development** and a critique of each of the appropriate criteria.

Table 4.2 Characteristics of Proposed Development

Characteristics of the Proposed Development – Screening Questions	Yes/No	Comment
Could the scale of the proposed works be considered significant?	No.	The proposed road improvement works can be described as small scale by any reasonable metric. The proposed works will involve raising the level of the existing road over a stretch of 200 metres. Potential impacts will be confined to the construction stage only. The size of the proposed works is taking in the context of the wider road network. There should be no new or additional impacts associated with the operational phase providing the drainage design is robust. It is anticipated that the works will take no more than two months. Works will be confined to daytime hours avoiding Sundays and Public holidays.
Considered cumulatively with other adjacent proposed developments, would the size of the proposed works be considered significant?	No.	A comprehensive search of other potential contributing plans and projects in the wider area has been undertaken. The proposed works have been assessed cumulatively in a Natuar Impact Statement (NIS) and an Ecological impact Assessment. Both reports conclude that there is no potential for impact in combination with other plans and projects pending specified mitigation measures.
Use of natural resources (land, water, biodiversity) Is the nature of the proposed works significant?	No.	The proposed road improvement works will be carried out only on the on a 200 metre stretch of the L-52214 local road, including its junctions with two side roads. The road footprint will not increase; no new land will be taken up. The project design and appropriate mitigation will ensure that any potential for significant impacts are either eliminated or reduced to low risk.
Production of waste Will the proposed works produce a significant quantity of waste?	No.	Excavations will be minor. Excavated materials can be reinstated. Waste where it arises will be dealt with through a suitably licensed contractor and sent to appropriately permitted waste facilities in accordance with direction presented in the Construction Environmental Management Plan.

Characteristics of the Proposed Development – Screening Questions	Yes/No	Comment
Pollution and nuisances (e.g. noise, odour, emissions) Will the proposed works create a significant amount or type of pollution?	No.	Noise emissions will be low due to the small scale nature of the works. It is envisaged that no more than two pieces of mobile equipment will operate simultaneously. The only potentially significant emissions is that associated with uncontrolled release of sediment or the uncontrolled release of hydrocarbons as a result of a spill/leak. Greenhouse gas emissions will be negligible.
Will the proposed works create a significant amount of nuisance?	No.	Limited short-term disruption may arise during the proposed construction process, but this will not be significantly different to routine road maintenance works.
Risk of major accidents and/or disasters (including climate change impacts)	No	The only potentially significant emissions is that associated with the uncontrolled release of sediment or the uncontrolled release of hydrocarbons as a result of a spill/leak. These risks are dealt with comprehensively in the AA and EcIA reports for the proposal. Greenhouse gas emissions will be negligible.
Risk to human health (e.g. due to emissions, water contamination)	No	See above

4.3 Projects Considered for the Cumulative Assessment

The proposed development was considered in combination with other projects in the area that could result in cumulative effects on the environment. The online planning system for Galway County Council, was consulted in May 2025.

Table 4.3 Third-party developments

Planning application details ref:	Development
2360503	Refurbishment and upgrading works [including (where necessary) replacement of existing poles along the existing overhead electricity line, minor ground works e.g. replacement or installation of stays, and maintenance or improvement works]; and all associated ancillary works including the provision of temporary accessways. **Development Address:** Clynagh - Glentrasna, Muckanaghkillew, Knockaphreaghaun, Shannakeela, Teeranea, Camus Oughter, *Carrowroe West*, Furnace, Oorid, Carrowroe North, Lettermullan, Knock, Lettercallow, Lettermore, Leam West, Muckanaghederdauhaulia, Boheeshal, Kinvarra, Derreennagusfoor, Derryerglinna, and Glentrasna County Galway

No other permitted or proposed developments were identified that would give rise to cumulative effects with the proposed development. The identified utility upgrade works are of a nature and scale that do not interact with the impact pathways associated with the proposed road works. Accordingly, the potential for cumulative effects is considered negligible

5.0 Location

The site is located on local road L-52214, approximately 4km northeast of Leitir Móir, Co. Galway. The site is bounded by transitional waterbodies to the north and west.
The site is bounded by privately owned lands to the south and east. Ref figures 5.1 and 5.2

Figure 5.1 Site location

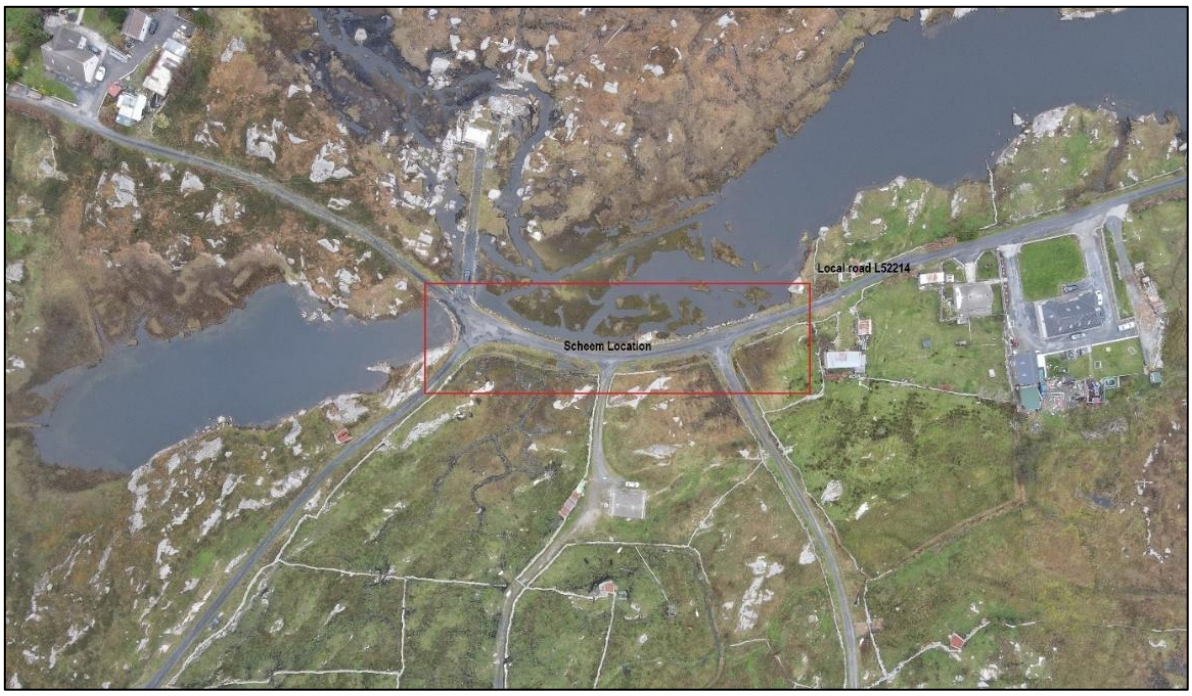

Figure 5.2 Aerial view. March 2025

5.1 Site context

The site is located in the townland of Carrowroe West (bounded by the townland of Bealadangan to the north) at Cuan na Loinge.

Cuan na Loinge is a coastal inlet situated within Ceantar na nOileán a Gaeltacht district comprising interconnected islands and peninsulas. The area is characterised by a rugged, low-lying landscape with a mix of granite outcrops, boglands, and small inlets. The terrain is shaped by glacial activity and is interspersed with narrow local roads and dry-stone walls.

Ceantar na nOileán as a whole has approximately 2,000 residents. There are only 17 residences in the immediate area of the proposed works area. The low population density reflects the rural and dispersed settlement pattern typical of the area. The settlement pattern consists of dispersed rural housing clusters, reflecting traditional landholding.

The land is primarily used for low-intensity agriculture, such as sheep grazing, and contains extensive areas of blanket bog and heathland. The granite bedrock often outcrops limiting farming options. The region's economy also benefits from tourism and fishing. The region's natural beauty and cultural heritage also support tourism activities, including language immersion programs and eco-tourism.

5.1.1 Soil Type and General Geology

The soils in the area are typically shallow, acidic, and peaty, overlying a base of ancient metamorphic rocks such as schist and gneiss. These soil conditions result in limited fertility, influencing land use patterns and vegetation types.

The underlying geology is dominated by the Galway Granite Batholith, a coarse-grained granite formed approximately 400 million years ago.

5.1.2 Hydrology

The site is in proximity to several small lakes and inlets connected to Galway Bay. Surface water features include tidal estuaries and freshwater loughs. The granite bedrock results in low groundwater storage capacity, making the area reliant on surface water for ecological and human needs. Groundwater in the area is typically found in fractured bedrock aquifers, with water quality influenced by the surrounding peatlands and geological formations.

he site exhibits strong hydrological connectivity between surface water bodies and adjacent lagoon systems within the Kilkieran Bay and Islands SAC. As such, any potential environmental effects would arise indirectly via changes in water quality or hydrological processes rather than direct physical impacts.

5.1.3 Material Assets

Infrastructure in the vicinity includes local roads, such as the L-52214, and utility services supporting the rural community. The area's material assets are modest, reflecting its rural setting and low-density population.

5.1.4 Cultural Heritage

Ceantar na nOileán is rich in cultural heritage, with a strong emphasis on the Irish language and traditional practices. The are a number of archaeological sites, including prehistoric monuments, ringforts, and early Christian ecclesiastical remains in the wider area however none have been identified in the immediate area of the proposed works (ref appendix 2 & 3).

The area's architectural heritage features traditional stone cottages which contribute to the cultural landscape, often constructed using local materials and reflecting vernacular architectural styles. Preservation of this heritage is important for maintaining the region's identity and attracting cultural tourism.

5.1.5 Landscape

The landscape is characterised by open vistas, rugged coastlines and a mosaic of natural habitats. The interplay of land and sea creates a dynamic environment, with scenic views and a sense of remoteness. The visual quality of the landscape is a valued asset, contributing to the area's appeal for both residents and visitors.

Table 5.1 below summarises the key screening criteria pertaining to the site ***Location*** and context.

Table 5.1 Location criteria.

Screening Questions	Yes/No	Comment
Have the proposed works the potential to impact directly or indirectly on any site designated for conservation interest (e.g. SAC, SPA, pNHA)?	Yes	A detailed Article 6(3) Appropriate Assessment and Natura Impact Statement (NIS) has been completed for the proposed development[1].
Has the proposed development the potential to impact directly or indirectly on any habitats listed as Annex I in the EU Habitats Directive?	Yes	A detailed Ecological Impact Assessment has been undertaken for the proposed works.[2]

[1] FWE,2025. Natura Impact Statement to inform Appropriate Assessment. Cuan na Loinge Road-Coastal Flooding Mitigation

[2] FWE,2025. Ecological Impact Assessment Report. Cuan na Loinge Road-Coastal Flooding Mitigation

Screening Questions	Yes/No	Comment
Has the proposed development the potential to impact directly or indirectly on any species listed as Annex II in the EU Habitats Directive?	Yes	A detailed Article 6(3) Appropriate Assessment and Natura Impact Statement (NIS) has been completed for the proposed development. A detailed Ecological Impact Assessment has been undertaken for the proposed works Both reports conclude that providing adequate mitigation measures are employed, the likelihood of significant impact is low.
Has the proposed development the potential to impact directly or indirectly on any species listed as Annex IV in the EU Habitats Directive?	Yes	
Has the proposed development the potential to impact directly or indirectly on any species listed as Annex I of the EU Birds Directive?	Yes	
Has the proposed development the potential to impact directly or indirectly on the breeding places of any species protected under the Wildlife Act?	Yes	
Has the proposed development the potential to impact directly or indirectly on existing land use?	No.	The proposed works will be restricted to the existing road and localised areas adjacent which are not considered significant. Additional areas of land will be utilised for temporary works and will be reinstated after construction
Has the proposed development the potential to impact directly or indirectly on any protected structures or Recorded Monuments and Places of Archaeological Interest?	No.	No known recorded monuments, protected structures, or archaeological sites are located within the immediate project footprint. The road works are confined to the existing corridor and will not involve ground disturbance in previously undisturbed areas. Standard protocols for unanticipated finds will be implemented should any subsurface cultural material be encountered. On this basis, no impact to cultural heritage is anticipated, and the effect is deemed negligible.
Has the proposed development the potential to impact directly or indirectly on listed or scenic views or protected landscapes as outlined in the County Development Plan?	No.	The proposed works are of a scale as to not impact directly or indirectly on listed or scenic views or protected landscapes as outlined in the County Development Plan.

6.0 Type and Characteristics of the Potential Effects

The likely, significant effects of projects on the environment are considered in relation to the ***characteristics*** of proposed development and the location of the proposed works.

The following are taken into account:

- The magnitude and spatial extent of the impact (for example, the geographical area and size of the population likely to be affected)
- The nature of the effect
- The transboundary nature of the effect
- The intensity and complexity of the effect
- The probability of the impact; The expected onset, duration, frequency and reversibility of the effect
- The cumulation of the impact with the impact of other existing and or approved projects.
- The possibility of effectively reducing the effect (Through control and mitigation).

No direct habitat loss within designated European sites will occur as a result of the proposed development. All potential impacts are indirect in nature and relate primarily to temporary construction-phase risks to water quality and hydrological connectivity. Accordingly, the principal impact pathway is indirect, via deterioration in surface water quality and/or alteration of tidal exchange dynamics

Screening to assess the most significant potential impacts has been undertaken.

Table 6.1 Significance of Impact According to Theme (as in EIA)

EIA Section	Assessment of potential Impacts
Human beings/Population/ Human health	The proposed road improvement/flood alleviation works are expected to result in temporary, localised disruption to road users and residents during the short construction phase, including noise, dust and minor traffic delays. However, these impacts are of low intensity, strictly time-bound and will be mitigated through standard traffic management and construction protocols. In the longer term, the project will improve access and road safety by reducing flooding-related isolation for up to 17 residences. No adverse impacts on human health or population well-being are anticipated. Impacts are considered negligible.

EIA Section	Assessment of potential Impacts
Biodiversity (particularly protected species and habitats)	The proposed works occur in a landscape of high ecological sensitivity, immediately adjacent to the Kilkieran Bay and Islands SAC, and is hydrologically connected to the Loch Fhada lagoon complex. Habitats in proximity include transitional waters, coastal saltmarshes, and semi-natural vegetation, which support protected flora and fauna, including Annex I habitats and Annex II species such as Lutra lutra (otter). The construction phase may result in disturbance to species, temporary habitat loss, or hydrological changes that affect sensitive aquatic ecosystems. Given the ecological designation and hydrological linkage, there is potential for environmental impact on biodiversity. **These risks are addressed in detail within the Ecological Impact Assessment and the Natura Impact Statement**, which prescribe avoidance, mitigation, and monitoring measures to prevent significant effects on the integrity of the SAC.
Land, Soil and Geology	The development is confined to the existing road corridor and does not involve the acquisition or conversion of previously undeveloped land. There is no loss of agricultural land, public open space, or recreational amenities. The topographic and land use character of the area will remain unchanged. Therefore, the impact on land is assessed as negligible. The project involves minimal soil disturbance, restricted to shallow excavation for road elevation and drainage improvements. Given the limited extent and depth of the works, no significant loss of soil resources or erosion is expected. No contamination of subsoil is anticipated pending adherence to best practice construction protocols. The impact on soil quality and function is considered negligible.
Water	The proposed development intersects and lies adjacent to hydrologically sensitive features including Loch Fhada Upper Pools, Loch Fhada, and downstream transitional waters leading to Camus Bay. The site is classified as having extreme groundwater vulnerability, with a strong surface–groundwater interaction regime. The River Derrynea flows from east to west through the Loch Fhada Upper Pools, Loch Fhada, and Loch an Aibhinn before entering Camus Bay. Construction activities such as excavation, culvert placement, and surface water management pose risks of sediment release, pollution, and hydrological alteration, potentially affecting aquatic ecology and water quality. As such, there is potential for environmental impact on water bodies. These issues are comprehensively assessed in the Ecological Impact Assessment Report and the Natura Impact Statement, which outline protective measures and design safeguards to ensure compliance with the Water Framework Directive and conservation objectives of the SAC.

EIA Section	Assessment of potential Impacts
Air	Air quality impacts will be limited to short-term emissions from construction plant and dust generated during excavation and earthworks. These effects will be mitigated through best practice construction site management, including dust suppression and minimising idling of machinery. Given the limited spatial extent, short duration of works , the development will not result in any measurable long-term change in ambient air quality. The air quality impact is assessed as negligible.
Climate	The proposed development is not of a scale or nature that would significantly contribute to greenhouse gas emissions. Construction-related emissions will be minimal, and minimal operational emissions are expected post-completion. Furthermore, the project will improve climate resilience by addressing road flooding associated with coastal storm surges and high tides. Therefore, the contribution to or impact from climate change is considered negligible
Material assets	The project will temporarily require use of local material assets, including construction materials and transportation infrastructure. These demands are typical of small-scale public works and will be met through established supply chains. The development will enhance the longevity and functionality of existing public infrastructure, ensuring year-round accessibility. No adverse or irreversible effects on material assets are expected, and the impact is assessed as negligible.
Cultural heritage (including architectural and archaeological aspects)	No known recorded monuments, protected structures, or archaeological sites are located within the immediate project footprint. The works are confined to the existing road corridor and will not involve ground disturbance in previously undisturbed areas. Standard protocols for unanticipated finds will be implemented should any subsurface cultural material be encountered. On this basis, no impact to cultural heritage is anticipated, and the effect is deemed negligible.
Landscape	The proposed development is located in a rural coastal setting. The works are minor in scale and will not alter the road alignment. Raising the road level to 3.6mOD, representing a maximum increase of 1.0 metre above the existing level, height above the landscape will not introduce new visual elements beyond those associated with a typical local road. Vegetation removal will be minimal and reinstated post-works using local vegetation species. Given the temporary nature of the construction and absence of visual intrusion, the impact on landscape character and views is considered negligible.

7.0 Conclusion

The purpose of this EIA Screening Report has been to consider whether there is a requirement for the preparation of an Environmental Impact Assessment Report (EIAR) with the information required under Schedule 7A of the Planning and Development Regulations 2001, as amended, to enable the competent authority to determine in light of the criteria set out under Schedule 7 of those regulations whether the proposed development is likely to have significant effects on the environment.

The proposed development and component parts have been considered against the thresholds outlined in Schedule 5,

- An EIA for the proposed Project is not mandatory.
- The proposed project is considered to be a sub-threshold development and therefore, the competent authority is required to assess whether the proposed development is likely to have significant effects on the environment in order to determine whether the submission of an EIAR is required.
- The information necessary to enable this screening assessment has been provided in this report and the methodology used has been informed by the available guidance, legislation, and directives.

The potential effects (direct, indirect, or cumulatively with other development) of the project have been assessed. It is concluded, having regard to the nature, scale and location of the proposed works, that the likelihood of significant environmental effects is minimal. Therefore it is considered that an Environmental Impact Assessment Report (EIAR) is not required in this instance.

References:

- EPA, 2022. Guidelines on the information to be contained in Environmental Impact Assessment Reports
- Office of the Planning Regulator (2021). Practice Note PN02: Environmental Impact Assessment Screening.
- European Commission (2015). Interpretation of definitions of project categories of Annex I and II of the EIA Directive.
- Fitzsimons Walsh Environmental (FWE),2025. Natura Impact Statement to inform Appropriate Assessment. Cuan na Loinge Road-Coastal Flooding Mitigation. Revision 2 2026.
- Fitzsimons Walsh Environmental (FWE),2025. Ecological Impact Assessment Report. Cuan na Loinge Road-Coastal Flooding Mitigation. Revision 2 2026

Legislation

EU Directive

- Directive 2011/92/EU of the European Parliament and of the Council on the assessment of the effects of certain public and private projects on the environment
- Directive 2014/52/EU of the European Parliament and of the Council amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

Irish Law

Planning and Development Act 2000 (No. 30 of 2000), (as amended)

- Part X provides for the statutory requirements concerning EIA in the Irish planning system, including mandatory thresholds, scoping, and decision-making procedures.

Planning and Development Regulations, 2001 (S.I. No. 600/200)

- Schedule 5: Development for the purposes of Part 10 (Classes of Development subject to EIA)
- Schedule 7: Criteria for determining whether development is likely to have significant effects on the environment
- Schedule 7A: Information to be provided by the developer for screening (inserted by S.I. No. 296/2018)

These schedules specify EIA thresholds, assessment criteria, and required screening information for sub-threshold projects, aligning Irish law with Directive 2014/52/EU.

Information Sources

- National Parks and Wildlife Service (NPWS) Map Viewer: www.npws.ie
- National Biodiversity Data Centre (NBDC): www.biodiversityireland.ie
- Environmental Protection Agency (EPA) GeoPortal: gis.epa.ie
- Geological Survey Ireland (GSI) Map Viewer: www.gsi.ie
- OPW Flood Maps: www.floodinfo.ie
- MyPlan.ie Planning Portal: www.myplan.ie

Appendix 1 Description of Environmental Effects[3]

Quality of Effects It is important to inform the non-specialist reader whether an effect is positive, negative or neutral.	**Positive Effects** A change which improves the quality of the environment (for example, by increasing species diversity, or improving the reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).
	Neutral Effects No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	Negative/Adverse Effects A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem, or damaging health or property or by causing nuisance).
Describing the Significance of Effects 'Significance' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful (also see *Determining Significance*).	**Imperceptible** An effect capable of measurement but without significant consequences.
	Not Significant An effect which causes noticeable changes in the character of the environment but without significant consequences.
	Slight Effects An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
	Moderate Effects An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
	Significant Effects An effect which, by its character, magnitude, duration or intensity, alters a sensitive aspect of the environment.
	Very Significant An effect which, by its character, magnitude, duration or intensity, significantly alters most of a sensitive aspect of the environment.
	Profound Effects An effect which obliterates sensitive characteristics.
Describing the Extent and Context of Effects Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.	**Extent** Describe the size of the area, the number of sites and the proportion of a population affected by an effect.
	Context Describe whether the extent, duration or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)

[3] https://www.epa.ie/publications/EIAR_Guidelines

Describing the Probability of Effects Descriptions of effects should establish how likely it is that the predicted effects will occur so that the CA can take a view of the balance of risk over advantage when making a decision.	**Likely Effects** The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	Unlikely Effects The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
Describing the Duration and Frequency of Effects 'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.	**Momentary Effects** Effects lasting from seconds to minutes.
	Brief Effects Effects lasting less than a day.
	Temporary Effects Effects lasting less than a year.
	Short-term Effects Effects lasting one to seven years.
	Medium-term Effects Effects lasting seven to fifteen years.
	Long-term Effects Effects lasting fifteen to sixty years.
	Permanent Effects Effects lasting over sixty years.
	Reversible Effects Effects that can be undone, for example through remediation or restoration.
	Frequency of Effects Describe how often the effect will occur (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually).

Describing the Types of Effects	**Indirect Effects (a.k.a. Secondary or Off-site Effects)** Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.
	Cumulative Effects The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.
	'Do-nothing Effects' The environment as it would be in the future should the subject project not be carried out.
	'Worst-case' Effects The effects arising from a project in the case where mitigation measures substantially fail.
	Indeterminable Effects When the full consequences of a change in the environment cannot be described.
	Irreversible Effects When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
	Residual Effects The degree of environmental change that will occur after the proposed mitigation measures have taken effect.
	Synergistic Effects Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of SOx and NOx to produce smog).

Appendix 2 Archaeological Heritage

Feature	Finding
National Monuments	No National Monuments or those subject to a Preservation Order are located on or within close proximity to the works site.
	The nearest National Monument comprises Pearse's Cottage (Nat Mon. No. 431) at Turlough townland which is located c. 8 km to the north of the proposed works site Reference: GA065-013
Recorded Monuments	No recorded monuments are located within or in the immediate vicinity of the Proposed Development areas.
	The closest two are: • GA078-002: Children's burial ground which is 1.7 km North west of the works site • GA078-003: Ritual site - holy well which is located 1.6 km North, North-west of the works site
Excavations	A review of the database of excavations was undertaken (www.excavations.ie) No results were returned for the townlands of Carrowroe West and Bealadangan
Topographical Files of the National Museum of Ireland	The database of find spots held in the National Museum of Ireland as shown on www.heritagemaps.ie was consulted for any recorded finds within or adjacent to the works site. No finds are located in townlands of Carrowroe West and Bealadangan.

Appendix 3 : Architectural and Cultural Heritage

Feature	Finding
Cartographic Review and Cultural Heritage Features	A review of the available historic mapping for the area of the proposed works was carried out.
	No potential archaeological or cultural heritage items denoted on the historic mapping are located at the proposed works location
Protected Structures	No Protected Structures are located within or in the immediate vicinity of the proposed works location
NIAH Structures and Historic Gardens	No NIAH structures or historic gardens are located on or in the immediate vicinity of the proposed works location

Statement of authority

[i] Mr. Oliver Fitzsimons BSc.MSc. Environmental Scientist

Mr. Fitzsimons holds a bachelor's degree in Environmental Science and Technology from Atlantic Technological University Sligo, has been granted a Master of Science degree in Applied Science by the University of Limerick and a Master of Science degree in Geographic Information Systems from the University of Ulster. Mr Fitzsimons is a qualified Environmental Clerk of Works having qualified from the University of the West of Scotland.
Mr. Fitzsimons has 25-years' experience in the field of environmental management and impact assessment and control and has participated in the planning of significant projects across the Island of Ireland including mining, wind energy infrastructure and road infrastructure.