

# Specific Improvement Schemes 2022 – R332 Kilmaine to Foxhall



EIA SCREENING REPORT  
November 2022



Client:  
Mayo County Council  
Áras an Chontae  
The Mall  
Castlebar  
Co. Mayo

# Specific Improvement Schemes 2022 – R332 Kilmaine to Foxhall Scheme

## EIA Screening Report

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## 1. INTRODUCTION

The purpose of this EIA Screening Report is to inform the Competent Authority as to whether the proposed R332 Kilmaine to Foxhall Scheme, referred to hereafter as the 'proposed development', is subject to the requirements of the EIA Directive (as amended) and therefore whether an Environmental Impact Assessment Report (EIAR) should be prepared.

### 1.1 Terms of Reference

Roughan & O'Donovan Consulting Engineers have been engaged by Mayo County Council to undertake an EIA Screening for the proposed development in accordance with legislation provisions and based on the required screening assessment and procedures to form an opinion as to whether EIA is required.

### 1.2 Legislation

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment ("EIA"), including screening for EIA.

Projects listed in Annex I of the EIA Directive require mandatory EIA while projects listed in Annex II require Screening to determine whether an EIA is required or not. Annex I and Annex II of the EIA Directive have been transposed into Irish Law in the Planning and Development Regulations 2001 (as amended) and in particular Schedule 5 (Part 1 and Part 2). This is discussed in more detail below in Section 3 of this EIA Screening Report.

The Directive was fully transposed into Irish law and EIA legislation as it relates to the planning process and has now been largely brought together in Part X of the Planning and Development Act 2000 (as amended), Part 10 and Schedules 5, 6, 7 and 7A of the Planning and Development Regulations 2001 (as amended). Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the EIA Directive which require a mandatory EIA to be prepared. Part 2 of Schedule 5 outlines thresholds for other projects which also require EIA, in accordance with Annex II of the EIA Directive. It is also implemented through other statutory instruments, and specific to this proposed development, through Roads Act 1993 (as amended).

### 1.3 Methodology

This EIA Screening has been developed with reference to the relevant legislation, EU and national Guidance documents. The methodology devised for this EIA Screening is based on established best practice with particular reference to: -

- Planning and Development Regulations 2001 (as amended), and the criteria set out in Schedule 7A and Schedule 7 (as appropriate);
- *Environmental Impact Assessment (EIA) Guidelines for Consent Authorities Regarding Sub-Threshold Development* (DEHLG, 2003);
- *Environmental Impact Assessment of Projects Guidance on Screening* (European Commission, 2017)
- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, (Government of Ireland, August 2018) and*

- *Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022).*

The screening exercise is divided into two separate but consecutive stages in order to determine if the project requires an EIA.

- (i) The first stage is to determine if the proposed development requires a mandatory EIA i.e. if it is a development listed in Schedule 5 of the Planning and Development Regulations 2001 (as amended).
- (ii) If the proposed development is deemed not to require a mandatory EIA. The proposed sub-threshold development must be assessed on a case by case basis to determine whether or not the sub-threshold development requires a discretionary EIA based on considerations such as the nature, size or location of the development and if the proposed development is likely to have significant effects on the environment.

Section 3 of this report includes a screening matrix informed by the criteria detailed in Schedule 7A (Table 1.1) of the Planning and Development Regulations 2001 (as amended). Item four of Schedule 7A states that “*The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7 [of the Planning and Development Regulations 2001 – 2020].*” Therefore, the criteria set out within Schedule 7 of the Planning and Development Regulations 2001 (as amended) (Table 1.2) have also been considered in the screening matrix where appropriate.

Section 3 assesses the proposed development’s likely significant effects on environmental receptors. The rationale or basis for the Screening determination is provided within the assessment table.

**Table 1.1 Schedule 7A Information to be provided by the applicant or developer for the purposes of Screening sub-threshold development for Environmental Impact Assessment**

<ol style="list-style-type: none"> <li>1. A description of the proposed development, including in particular—             <ol style="list-style-type: none"> <li>(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and</li> <li>(b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.</li> </ol> </li> <li>2. A description of the aspects of the environment likely to be significantly affected by the proposed development.</li> <li>3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—             <ol style="list-style-type: none"> <li>(a) the expected residues and emissions and the production of waste, where relevant, and</li> <li>(b) the use of natural resources, in particular soil, land, water and biodiversity.</li> </ol> </li> <li>4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.</li> </ol> <p><i>Source: Planning and Development Regulations 2001 (as amended)</i></p>
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**Table 1.2 Criteria for determining whether a sub-threshold development should be subject to an EIA (as per Schedule 7 of the Planning and Development Regulations 2001 (as amended))**

<p><i>1. Characteristics of the proposed development</i></p> <p>The characteristics of the proposed development, in particular –</p> <ul style="list-style-type: none"> <li>(a) The size and design of the whole of the proposed development,</li> <li>(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,</li> <li>(c) The nature of any associated demolition works.</li> <li>(d) The use of natural resources, in particular land, soil, water and biodiversity,</li> <li>(e) The production of waste.</li> <li>(f) Pollution and nuisances,</li> <li>(g) The risk of major accidents, and / or disasters which are relevant to the project concerned, including those cause by climate change, in accordance with scientific knowledge, and</li> <li>(h) The risks to human health (for example, due to water contamination or air pollution).</li> </ul>
<p><i>2. Location of proposed development</i></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"> <li>1. The existing and approved land use,</li> <li>2. The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,</li> <li>3. The absorption capacity of the natural environment, paying particular attention to the following areas: <ul style="list-style-type: none"> <li>i. Wetlands, riparian areas, river mouths;</li> <li>ii. Coastal zones and the marine environment;</li> <li>iii. Mountain and forest areas;</li> <li>iv. Nature reserves and parks;</li> <li>v. Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;</li> <li>vi. 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;</li> <li>vii. Densely populated areas;</li> <li>viii. Landscapes and sites of historical, cultural or archaeological significance.</li> </ul> </li> </ul>
<p><i>3. Types and characteristics of potential impacts</i></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"> <li>(a) The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),</li> <li>(b) The nature of the impact,</li> <li>(c) The transboundary nature of the impact,</li> <li>(d) The intensity and complexity of the impact,</li> </ul>

- (e) The probability of the impact,
- (f) The expected onset, duration, frequency and reversibility of the impact,
- (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
- (h) The possibility of effectively reducing the impact.

This EIA Screening Report will provide the Competent Authority with the information required to form an opinion as to whether the proposed development is likely to have significant effects on the environment and, as such, whether an EIA should be completed in respect thereof. It should be noted that EIA should only be completed for proposed developments which are considered likely to result in significant environmental effects, or for which insufficient information is available in order to allow such a conclusion to be reached:

*“Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources.” (European Commission, 2017; p. 23)*

The assessment draws on the findings of the separate Appropriate Assessment Screening Report prepared by Roughan and O’Donovan in July 2022 on behalf of Mayo County Council and desk-based information.

### 1.3.1 Description of Effects

A key document that has informed the methodology for assessing the effects of the proposed development is the *Guidelines on the information to be contained in Environmental Impact Assessment Reports (May 2022)* produced by the Environmental Protection Agency (EPA). Section 3.7 of the Guidelines includes a standardised methodology for describing effects as recreated in Table 1.3 below and forms the basis for describing the impacts as part of this assessment. The consideration of impacts includes direct, indirect, secondary and cumulative impacts as appropriate.

**Table 1.3 Description of Effects**

<b>Quality of Effects:</b>	
Positive	A change which improves the quality of the environment.
Neutral	No effects, or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
Negative	A change which reduces the quality of the environment.
<b>Describing Significance of effect:</b>	
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 Effects	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.
<b>Describing the Extent and Context of Effects:</b>	
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?)
<b>Describing the Probability of the Effects:</b>	
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.
<b>Describing the Duration and Frequency of Effects:</b>	
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).
Source: EPA (2022) <i>Guidelines on the information to be contained in Environmental Impact Assessment Reports</i>	

## 2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

### 2.1 Need for the Development

The proposed road improvement scheme, hereafter referred to as the 'proposed development' will consist of realigning and upgrading approximately 3km of the existing R332 Regional Road in County Mayo.

The section of the R332 between Kilmaine and Foxhall has a very poor horizontal and vertical alignment, and the road width is not to Regional Road standard. High stone walls line both sides of the road at certain locations and there is poor drainage in places. Additionally, the existing R332 Regional Road is substandard in terms of pavement strength and condition and carriageway width.

Since the opening of the M17 motorway from Tuam southwards several years ago, this regional route provides a 20km long link from the N84 national route at Kilmaine towards the northern terminus of the motorway that enables traffic to bypass Galway City if headed further south towards Clare or Limerick, and vice-versa. Mayo County Council has identified a need for improvements along this route. Roughan & O'Donovan (ROD) previously carried out an assessment of geometric factors that may contribute to loss-of-control collision risk, in which the R332 was modelled. This assessment identified 7 no. bends with elevated collision risk and radii lower than 127m, which is already four steps below the desirable minimum radius as per DN-GEO-03031. Furthermore, the existing width is too narrow at less than 5.5m wide over 1.5km of straight sections. These factors all contribute to reduced safety on the road section and as a result upgrades are proposed to improve road safety on the R332.

Traffic volumes on this road have increased significantly since the opening of the M17. The AADT figures for this route show a 58% increase in numbers from 1,135 in 2010 to 1,966 in 2018. There are a number of dangerous horizontal and vertical curves on the existing alignment which lead to impaired visibility. The narrow width is insufficient for a busy Regional Road and it is not possible for larger vehicles to pass safely at these locations. This increases the potential for traffic accidents and traffic delays.



**Figure 2-1 Existing poor alignment along the R332 Regional Road**



**Figure 2-2 Existing poor alignment along the R332 Regional Road**

The proposed road improvement scheme, referred to hereafter as the 'proposed development', will consist of modifying and upgrading the existing R332 single carriageway road. Upgrades will consist of horizontal and vertical curve realignment, road widening and road overlay. The works will involve both online and offline carriageway construction.

Aside from the reasons outlined above, the proposed development also aligns with a number of policies and objectives of the Mayo County Council Development Plan 2021-2027, some of which are outlined below.

- *MTP 7: To support sustainable mobility, enhanced regional accessibility and connectivity within County Mayo in accordance with the National Strategic Outcomes of Project 2040 and the Regional Spatial and Economic Strategy for the Northern and Western Region. (p. 115).*
- *MTP 11: To support safer cycling/walking routes to encourage people to be more physically active for transport and leisure purposes. (p.116).*
- *MTP 26: To enhance regional accessibility between key settlements in County Mayo and their regions and to safeguard existing and future capital investment through the protection of the capacity, efficiency and safety of Strategically Important Regional Roads. (p. 125). MTO 28: To improve and maintain regional and county roads in line with the annual roads programme and allocated budgets. (p.126)*
- *MTO 31: To promote and facilitate road safety measures throughout the County, including traffic calming, road signage and parking. (p.126)*
- *MTO 32: To seek to progress the non-National Road projects, listed in Table 6.5 subject, to required environmental assessments (To which the R332 Kilmaine to Foxhall is listed). (p. 126)*
- *MTO 30: To facilitate the continued improvement and upgrading of all roads, should their status be re-graded, under the national roads programme and / or the Council's road programme. The Council will seek and support the upgrading of the status of regional roads in the county which perform functions akin to national secondary routes. (p. 126).*

The main objectives of the project are to improve the safety, capacity and free flowing nature of the road. By carrying out the proposed improvements the capacity of the road will increase and road safety will significantly improve thus allowing HGVs, buses and larger vehicles to pass by safely. Additionally, the inclusion of a new shared use pedestrian and two-way cycle facility promotes physical health benefits, encourages sustainable transport through a modal shift for local journeys and reduces community severance by increasing connectivity.

## 2.2 Project Description

The proposed development will aim to reduce hazards caused by the existing horizontal and vertical alignment of the R332 carriageway. The development comprises realignment of the existing carriageway and the construction of a new shared use pedestrian and two-way cycle facility (where appropriate).

The proposed works involve approximately 3km of online and offline carriageway construction that is divided into 7 no. sections. The areas along the R332 where works are proposed are indicated in magenta in Appendix A. Works will involve horizontal and vertical bend realignment to eliminate substandard curves on the road, road widening, pavement overlay and strengthening works and provision of cycle facilities. The proposed road cross section consists of a 6.0m carriageway, a 3.0m wide shared use pedestrian and two-way cycle facility with 2.0m segregation, one 0.5m (minimum) lateral clearance area for the cycle way and one 3.0m verge.

Where road widening occurs, roadside verges shall be removed. On bend realignment, boundary walls and trees shall be removed. There will be no demolition of buildings associated with the scheme.

The R332 is a single carriageway lined by stone walls along much of its length with grassed verges in other locations. The posted speed limit is 80km/h, however, this makes it unsafe in many locations due to the substandard horizontal curves and narrow points along the alignment. The proposed development will therefore aim to improve the safety for drivers along this stretch of road and will comprise the following:

- Land acquisition to accommodate the realignment works and cycle facilities.
- Removal of existing roadside wall at locations of bend realignments and the reinstatement thereof.
- The removal of boundary wall/entrance to Cloghans house and the reinstatement thereof.
- Vegetation clearance to accommodate road construction.
- Earthworks - predominantly in offline construction locations.
- Road formation.
- Drainage works consisting of predominantly over edge drainage and runoff to local open drain network. Piped drainage will be required as part of the realignment works and open drains may require piping due to road widening.
- Pavement overlay.
- Pavement construction (offline).
- Utilities diversions (watermain diversion).
- Adjustment to local telecom/ESB services, as required to facilitate the works.
- Construction of shared use cycle facility.

The preferred option is to carry out the works on a phased basis, possibly in 4 phases over a 2/3-year period. Proposed site compound locations are not known at this stage. Compounds will be determined by the contractors appointed and likely to be situated for convenience prior to the phase of construction and subject to landowner agreement. However, consideration will be given to avoid the location of watercourses and sensitive groundwater bodies.

The project drawings are presented in Appendix A.

## 2.3 Location and Extent of Proposed Development

The proposed development is located between the villages of Kilmaine and Foxhall. According to the Mayo County Development Plan 2021-2027, Kilmaine is a Tier 4 Settlement of which a single category consolidation land use zoning is adopted. The combination of development types allowed by this flexible zoning strategy enables the sustained, consolidated growth of these rural towns and villages. All proposals must support active travel and be compatible with existing adjoining land uses and the area's character.

The proposed development extents are predominantly within County Mayo, with the eastern end of the scheme extending roughly 75m over the county boundary into Galway at Foxhall. The location of the development is as shown in Figure 2-3 below. Refer also to the drawing provided in Appendix A, produced by Mayo County Council. The surrounding landscape comprises a paved road, grassed verges, masonry walls and is predominantly surrounded by agricultural lands.



**Figure 2-3 Location Map**

The proposed development is within proximity to two European sites, namely:

- Lough Corrib SAC [000297] - The shortest absolute distance from the proposed development to this site is approx. 6.5 km south. This distance is over land. The shortest distance from the proposed development to the site via a hydrological connection is 12.3 km south and downstream through the Black River. Therefore, the effective distance to the site is 12.3 km.

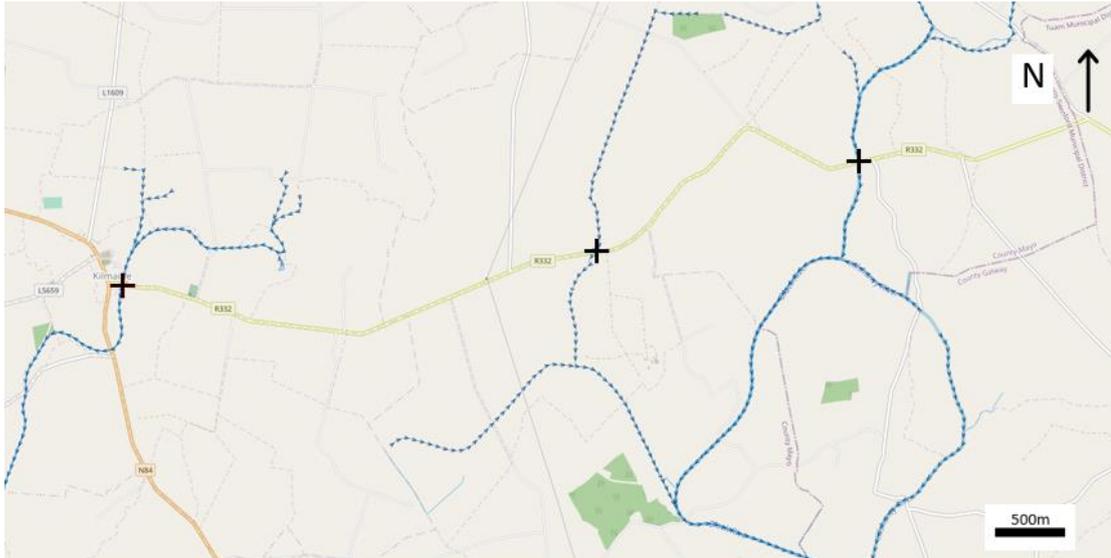
- Lough Corrib SPA [004042] - The shortest absolute distance from the proposed development to this site is approx. 10.7 km southwest. This distance is over land. The shortest distance from the proposed development to the site via a hydrological connection is 25.6 km southwest and downstream through the Black River and into Lough Corrib. Therefore, the effective distance to the site is 25.6 km.

A Screening for Appropriate Assessment (AA) Report has been prepared for the proposed development. In accordance with Article 6(3) of the Habitats Directive, Part XAB of the Planning and Development Acts, the relevant case law, established best practice and the Precautionary Principle, the AA Screening Report has examined the details of the R332 Kilmaine to Foxhall Road Scheme and the relevant European sites and has concluded, on the basis of objective information, that the proposed development either individually or in combination with other plans or projects, in view of best scientific knowledge, is not likely to give rise to impacts which would constitute significant effects in view of the Conservation Objectives of the Lough Corrib SAC, the Lough Corrib SPA or any other European site.

The area of the development is within the Water Framework Directive (WFD) catchment number 30 Corrib. The Corrib catchment includes the area drained by the River Corrib and all streams entering tidal water between Renmore Point and Nimmo's Pier, Galway, draining a total area of 3,114km<sup>2</sup>. This catchment is characterised by a wide, flat, limestone plain occupying the eastern two-thirds of the catchment which terminates in the large lakes of Corrib and Mask that abut against the igneous granites of Galway and the metamorphic uplands of southwest Mayo. The entire area of this catchment east of the large lakes is karstified and groundwater and surface water are highly interconnected in this region<sup>1</sup>. The Corrib catchment is divided into 20 sub catchments. The R332 between Kilmaine and Foxhall lies within two of these sub catchments. From Kilmaine and extending roughly 1.8km east, the R332 lies within the Kilmaine sub catchment (Kilmaine\_SC\_010). Beyond this, until reaching Foxhall the road lies within the Black [Shrule] sub catchment (Black [Shrule]\_SC\_010). Surface water bodies cross the R332 at three locations as per Figure 2-4. These surface water bodies include Kilmaine\_30, Rathgranagher and Black River (named as Black (Shule)\_010 by Environment Protection Agency (EPA)) and they flow in a north – southerly direction across the proposed development. While none of these cross the road at the proposed works locations some of the works will be carried out in close proximity to the waterbodies. The Kilmaine\_30 has been identified as having significant River Urban Waste Water Pressure and River Hydromorphology Pressures. The Water Framework Directive (WFD) River Waterbodies Risk of Kilmaine\_30 is “Review”.

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<sup>1</sup> Catchment Science & Management Unit Environmental Protection Agency August 2021 Version no. 1



**Figure 2-4 Surface water bodies (source: EPA Maps)**

From Kilmaine roughly 2.6km east, the site of the proposed development is underlain by the Ardnasillagh Formation, which can be described as dark cherty limestone and thin shale. East of this point, until reaching Foxhall, the site is underlain by the Cong Canal Formation. This is described as medium to thick bedded pure limestone. Both formations date from the Carboniferous period.

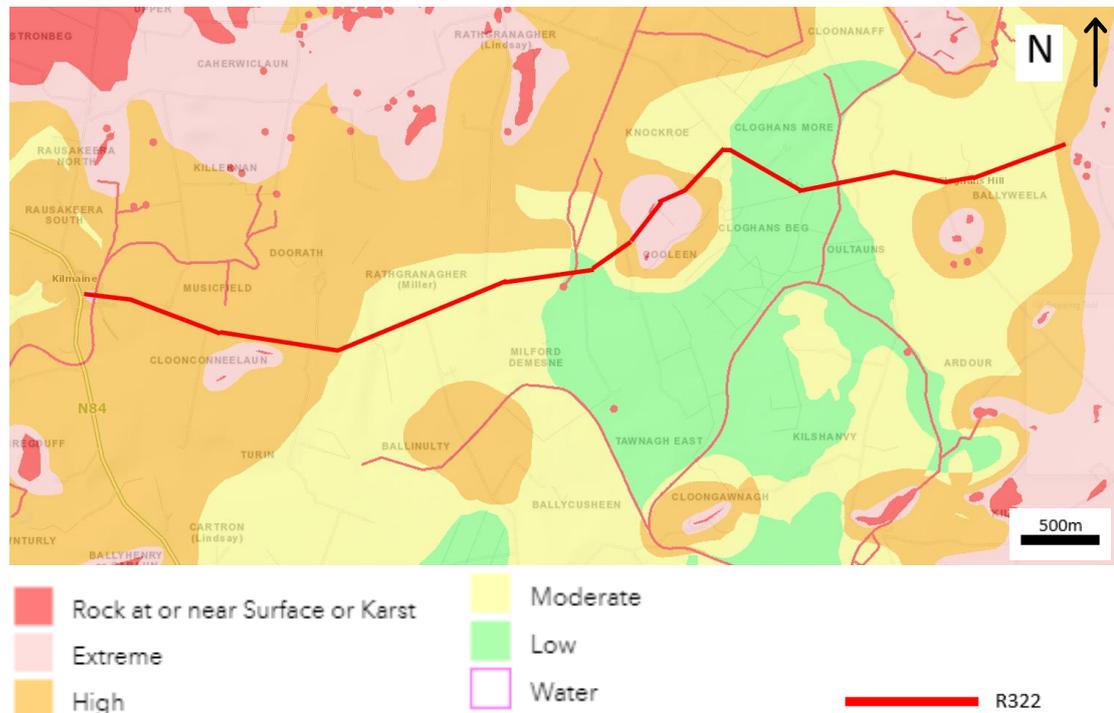
The superficial quaternary sediments predominantly comprise till derived from limestones. There are also sporadic patches of cut over raised peat in the vicinity of the proposed development. This peat may potentially impact the works adjacent to Foxhall. Towards the western extents of the development close to Kilmaine there is an area of gravels derived from limestones. Some isolated scattered areas of “Karstified bedrock outcrop or subcrop” are present along the route. Figure 2-4 shows the quaternary sediments along the extents of the proposed development with the karstified bedrock outcrops annotated by the cloud figures.



**Figure 2-4 Quaternary sediments (source: GSI)**

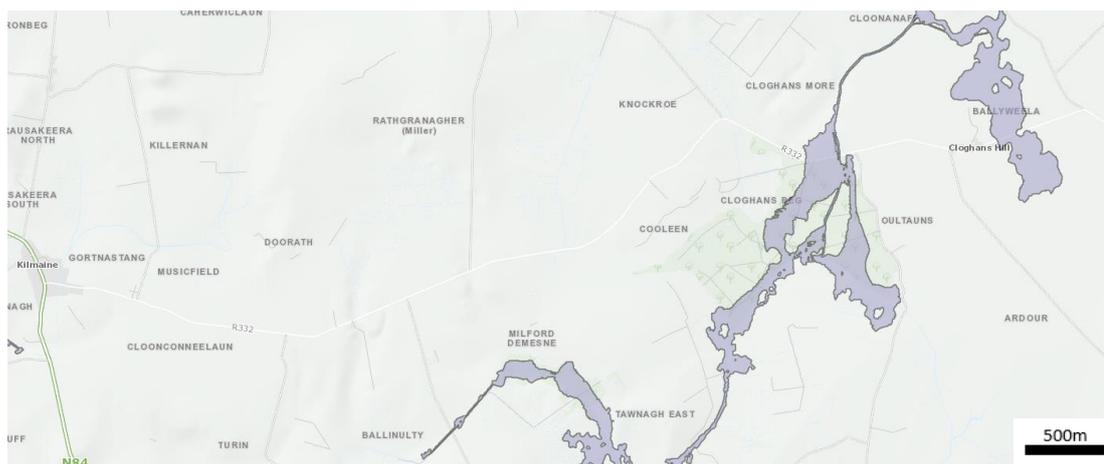
The bedrock aquifer underlying the site is classified as a Regionally Important Aquifer - Karstified (conduit). The groundwater vulnerability varies from “Low” to “Extreme” along the route and localised “Rock at or near Surface or Karst” is occasionally found in close proximity to the road. Groundwater near Kilmaine is designated as ‘High’ vulnerability with areas of karst near the surface immediately adjacent to proposed works locations. This is also the case at Coolen and at Foxhall where works locations directly coincide with areas of ‘Extreme’ groundwater vulnerability. This suggests that the rock formations could be exposed at the surface in a number of locations along the R332 and hence, there are potential direct links between the planned works and the groundwater in the area. The EPA maps show that the WFD groundwater bodies risk for the entire area is ‘At Risk’ The EPA groundwater quality status for the years 2013-2018 is classed as ‘Good’.

A portion of the R332 from Kilmaine to Cloonconneelaun lies within an area designated as a Group Scheme and Public Supply Source Protection Areas (i.e., SI- Inner Protection Area). In close proximity to the R332 is a swallow hole at Kilmaine (approx. 250 m south), a borehole at Cloonconneelaun (approx. 140m north), Knockroe Spring (70m south), and three enclosed depressions (south of the R332) at Galway.



**Figure 2-5 Groundwater vulnerability (source: GSI)**

The National Indicative Fluvial Mapping (NIFM) River Flood Extents - Present Day indicates that limited areas of the R332 near to Cloghans Beg and Cloghans Hill have a medium probability of flooding by the Black River during a theoretical or “design” flood event with an estimated probability of occurrence of 100:1 in a given year. This is shown in Figure 2-6.



**Figure 2-6 Flood map ([Flood Maps -Floodinfo.ie](https://www.floodmaps.ie))**

The Geological Survey Ireland (GSI) Groundwater Flooding Probability Maps do not indicate that the proposed development is in an area at risk of groundwater flooding.

There is an abundance of both archaeological and architectural heritage sites in the locality of the R332. The majority of the archaeological sites are located far enough from the road that the potential for adverse effects to these sites is not likely. These sites are also outside of the Zone of Notification under Section 12 of the National Monuments Act 1994 as amended. The proposed development solely consists of road upgrades, the works will not detract from the amenity value of these sites. Recorded Sites and Monuments within 500m of the proposed development are listed in Table 2.1 below.

**Table 2.1 Sites and Monuments Record**

Sites and Monuments Record/Record of Monuments and Places		
Registration Number	Classification	Townland
MA122-001	Enclosure	CLOONCONNEELAUN
MA122-002	Enclosure	CLOONCONNEELAUN
MA122-004	Ringfort - rath	DOORATH
MA122-005001	Enclosure	TURLOUGHANBAUN
MA122-006	Ringfort- Unclassified	BALLINULTY
MA122-007	Megalithic tomb	BALLINULTY
MA122-008	Ringfort- Unclassified	BALLINULTY
MA122-010	Enclosure	MILFORD DEMESNE
MA122-011	Enclosure	MILFORD DEMESNE
MA122-012	Enclosure	RATHGRANAGHER (Miller)
MA122-005002	Children's burial ground	TURLOUGHANBAUN
MA122-013001	Enclosure	COOLEEN
MA122-013002	Children's burial ground	COOLEEN
MA119-059001	Ringfort- rath	OULTAUNS
MA119-059002	Children's burial ground	OULTAUNS

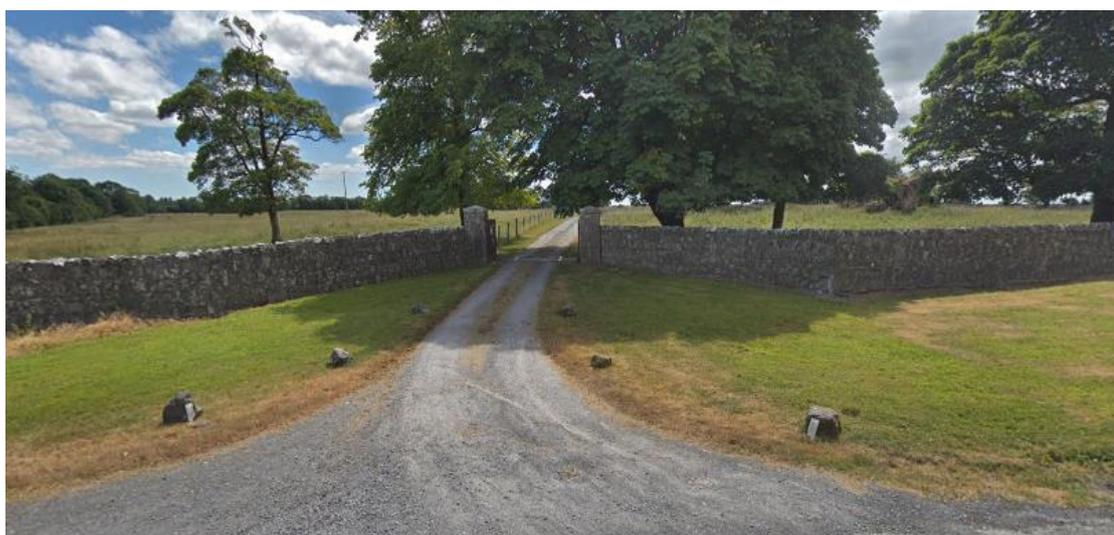
<b>MA119-058</b>	Ringfort- rath	CLOONANAFF
<b>GA015-044</b>	Enclosure	BLINDWELL

Under the National Inventory of Architectural Heritage (NIAH), there are five designated structures which are within 500m of the proposed development:

- Turin House (Gate Lodge), Reg No. 31312203
- Milford House (Gate Lodge), Reg No. 31312205
- Milford House (Gates/railings/walls), Reg No. 31312206
- Cloghans House (Farm house), Reg No. 31311912
- Cloghans National School (now in private residential use), Reg No. 31311913

There are two protected structures located immediately offline of the existing R332 where works are proposed. Namely, Turin House gate lodge (RPS 0227) (Section 2 of proposed works) and Milford House (RPS 0266) (Section 4 of the proposed works). It is not envisaged that the works will impact Turin House gate lodge as it is located at the end of the proposed pavement overlay section. At Milford House, it is proposed to realign the bend but due to it being a short section the requirement for a cycleway is being removed and will therefore mitigate any works on the Milford House side of the road.

Although not located immediately offline of the R332, Cloghans House is a protected structure (RPS, 2065) located approx. 450m from Section 5 of the proposed realignment works. According to the Mayo County Council Development Plan 2014-2020 Volume 4, List of Structures on the Record of Protected Structures for County Mayo, Cloghans House is described as *“Early 18<sup>th</sup> century with 19<sup>th</sup> century alterations. The home of the Lewin family, it was occupied by General Arthur Lewin in the early 20<sup>th</sup> century”*. As part of the proposed works, the boundary wall and entrance gate to the Cloghans House will be directly impacted as it will have to be removed to accommodate the proposed bend realignment. Although not protected, the boundary wall is a defining feature of the protected Cloghans House and the limestone ashlar piers with pyramidal capping of the perimeter wall, has been referenced under the National Inventory of Architectural Heritage (NIAH) description.



**Figure 2-7** Boundary wall and entrance to Cloghans House (RPS, 2065)

### 3. SCREENING FOR EIA

#### 3.1 Mandatory EIA

This first part of the EIA Screening exercise is to determine if EIA is required as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and Schedule 5 of the Planning and Development Regulations 2001 (as amended). Section 172 of the Act provides the legislative basis for mandatory EIA.

The assessment found that the proposed development is not of a class or exceeds a threshold specified in Schedule 5 (Part 1 or Part 2) and therefore **does not trigger a mandatory EIA** in this regard.

Similarly, the Roads Acts 1993 (as amended) outlines situations under which an EIA for a sub-threshold road project may be required. Section 50 of the Roads Act 1993 (as amended) and Article 8 of the Roads Regulations 1994 (as amended) outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development. Table 3.1 provides an overview of the relevant legislation and assesses if the proposed development meets or exceeds the mandatory threshold. The assessment found that the proposed road development is not a motorway, busway or service area. It does not involve the provision of four or more lanes greater than 500m in length, and it does not involve the provision of a bridge or tunnel greater than 100m in length. Therefore, the proposed road development does not exceed any of the thresholds and does not require a mandatory EIA.

**Table 3.1 Screening Matrix for mandatory EIA (Roads Act & Regulations)**

Mandatory Threshold	Regulatory Reference	Assessment
Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007 (as amended)	The proposed development is <b>not</b> a Motorway. <b>Mandatory Threshold Trigger not reached.</b>
Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007(as amended)	The proposed development is <b>not</b> Busway. <b>Mandatory Threshold Trigger not reached.</b>
Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007(as amended)	The proposed development is <b>not</b> a Service Area and does <b>not</b> incorporate a Service Area. <b>Mandatory Threshold Trigger not reached.</b>
Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely: <ul style="list-style-type: none"> <li>The construction of a new road of four or more lanes, or the realignment or</li> </ul>	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iii) of Section 50 of the Act)	The existing development is currently a single carriageway road. The proposed development intends to widen and realign the existing road but will also consist of single carriageway road. <b>Mandatory Threshold Trigger not reached.</b>

Mandatory Threshold	Regulatory Reference	Assessment
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 <ul style="list-style-type: none"> <li>The construction of a new bridge or tunnel which would be 100 metres or more in length.</li> </ul>		The proposed development does <b>not</b> involve the construction of a bridge or a tunnel that would be more than 100m in length.  <b>Mandatory Threshold Trigger not reached.</b>

### 3.2 Sub-threshold development Assessment

Part 10 (93) of the Planning and Development Regulations 2001 (as amended) defines “sub threshold development” 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.”

For projects that fall below a class or threshold specified in Schedule 5, it is the decision of the Competent Authority to determine if an EIA (and the associated EIAR) is required to be completed. This is determined by examining if the ‘sub threshold’ development is likely to result in significant environmental effects. Significant environmental effects may arise as a result of the characteristics of the potential effects due to the nature and extent of the proposed development, and/ or its location in relation to the characteristics of the receiving environment, particularly sensitive environments.

The Schedule 7A criteria (Table 1.1 above) forms the basis for the examination of likely significant effects on the environment and are discussed in Table 3.2 below.

#### 3.2.1 Assessment of aspects of the environment and significance of Impacts

Having regard to the location and nature of the proposed development, assessment of characteristics and likely significance of Impact on EIA environmental receptor provides an assessment of the likely significant effects under each of the EIA environmental topics.

**Table 3.2 Assessment of characteristics and likely significance of Impact on EIA environmental factors**

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
Population and Human Health	<u>Construction Phase</u> The proposed works will occur in a rural area of Co. Mayo along the R332 between Kilmaine and Foxhall. The surrounding area of the proposed works is predominantly agricultural land, with a small area of forestry to the south of the proposed works before Cloghans Hill. Along the R332 there are 52 dwellings within 300m of the proposed works. The R332 crosses three main Electoral Divisions between Kilmaine and Foxhall. These are Kilmaine, Dalgan and Kilcommon. The easternmost 75m of the proposed development	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>extents continue into the Foxhall ED. The construction methodology has not yet been determined; however, it is envisaged that standard construction methods will be implemented. The risk of accidents during construction are considered low.</p> <p>The construction phase may result in minor nuisance to the properties that are in proximity to the proposed works, due to dust, noise, and visual impacts. There is expected to be some disruption to the traffic during construction. Stop and go will operate for the majority of the construction, however, traffic diversions may be used where the realignment works interfere significantly with the existing road and convenient alternate routes are available. Access to properties are also likely to be impacted however, the construction phase will be short term in nature and considered as not significant. During construction, routine practice and procedures to prevent impacts relating to noise, dust, visual and traffic will be applied.</p> <p><u>Operational Phase</u></p> <p>The proposed works will significantly reduce safety risks associated with impaired visibility and substandard road geometry along the R332 between Kilmaine and Foxhall. The improvements will allow for average speed be increased from the average of 66km/h to 80km/h, thus resulting in reduced journey times.. Cyclist and pedestrian safety will also be increased through the inclusion of a new shared use pedestrian and two-way cycle facility.. The impact on population and human health is therefore likely to be positive, long-term and significant for all road users.</p> <p><b>No likely significant effects are predicted.</b></p>	
Biodiversity	<p><u>Construction Phase</u></p> <p>The construction works will result in the loss of grasslands, treelines, and built land habitat types as they lie within the footprint of the proposed works. Noise, vibration, and visual disturbance will cause impacts during the construction phase and have potential to impede the movement of species, including mammals and birds, in and around the site of the proposed works. Artificial lighting during the construction phase poses a risk of negative impacts on nocturnal species, particularly bats and badger, by fragmentation of commuting/foraging corridors, disruption of circadian rhythms and increases the risk of predation.</p> <p>During construction works there is potential for pollutants and sediment to discharge into watercourses and cause water quality impacts. These water quality impacts may have a negative effect on the aquatic species present within the Black River and its tributaries, and an indirect negative effect on species dependent on the river as a food source. Additionally, any water quality impacts arising from the proposed development could be carried downstream into Lough Corrib and its associated European sites. However, Lough Corrib is approx. 12 km downstream of the proposed works site and the quantities of concrete and sediment that will be produced during construction will be small and the level of impact these spillages may have on water quality within the site will be negligible considering the assimilative capacity of the Black River.</p> <p>The Lough Corrib SAC is hydrologically connected to the proposed works site via the Black River approx. 12.3 km downstream. The</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>Lough Corrib SPA is also hydrologically connected to the proposed works site via the Kilmaine_30 River approx. 12 km downstream. Considering the distance and the nature and scale of the proposed works, the proposed works are not likely to have significant effects on any Natura 2000 site.</p> <p><u>Operational Phase</u></p> <p>The proposed works are unlikely to lead to any measurable increases in traffic. The works will comprise of minor road realignment and upgrade works and there are no artificial lighting plans proposed as part of the operation. Hedgerow and treeline removal is planned as part of the proposed works and thus there will be some habitat loss as a result of the proposed works. However, considering the abundance of similar available habitat in the wider area, this habitat loss is unlikely to cause significant impacts to biodiversity. Therefore, the operation of the proposed works will not cause significant negative impacts to biodiversity in terms of habitat loss. There will be no impacts to watercourses during the operational phase. Thus, it can be concluded that the proposed development will not lead to likely significant effects on biodiversity.</p> <p>The design, construction and operation of the proposed development will be undertaken in line with TII Standards and Publications, and the relevant guidelines related to biodiversity. These documents specify the type of ecological surveys and mitigation measures to be carried when planning and constructing road projects. Pre-construction surveys will be undertaken to prevent any impacts to bats potentially roosting in trees planned for removal.</p> <p><b>No likely significant effects are predicted.</b></p>	
Land and Soil	<p>Minor earthworks will be required for offline carriageway construction and for some of the realignment works. Volumes will not be determined until surveys have been carried out and the vertical and horizontal alignments have been finalised. However, volumes of cut and fill are anticipated to be small due to the scale of the proposed development. The excavated soil is not expected to be reused as it will consist of topsoil and other shallow soft soils that are unsuitable to be used as fill material. It is noted that no ground investigation records are available from the site, however some areas of peat are expected, and very likely it will need to be removed prior to the construction of the realignment. These operations have the potential to cause some slight negative impact on the land and the soil in the receiving environment.</p> <p>The proposed works will be carried out in accordance with TII Construction Guidelines and with best practice measures in relation to contaminated land, asbestos, pollution prevention and the disposal of waste material will be undertaken in line with the TII Guidelines: The Management of Waste from National Road Construction Projects during the construction phase. A Construction Environmental Management Plan (CEMP) should also be developed to ensure that the contractor adheres to the environmental measures set out during planning. Disposal of waste material will be carried out in accordance with GE-ENV-01101. The Management of Waste from</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>National Road Construction Projects. On this basis, significant negative effects in relation to land and soil are considered unlikely.</p> <p><u>Operational Phase</u></p> <p>No increased risk to Land and Soils is expected during the operational phase of the proposed development.</p> <p><b>No likely significant effects are predicted.</b></p>	
Hydrology and Hydrogeology	<p><u>Construction Phase</u></p> <p>During the construction phase of the proposed works along the R332 earthworks will be minor and therefore will not pose a risk to groundwater in terms of alteration of flow path or discharge of sediments into the nearby watercourse. No in-stream works will be required. However, there is potential risk of pollution to surface water and groundwater quality as a result of accidental spillage or discharge of hydrocarbons from plant / equipment, construction chemicals, or sediment from construction works (e.g., concrete or contaminated land), among other potential pollutants. This risk to the surface water and to groundwater quality in particular is due to the high and extreme groundwater vulnerability of some locations, as recorded in the GSI database, and also due to the possible presence of karst. Some isolated scattered areas near the proposed development have been recorded and described as “Karstified bedrock outcrop or subcrop”. This circumstance makes it even more important to consider sources of pollution during construction and prevent them from occurring. The sites that potentially could be more sensitive to this are Cloonconneelaun, Coolen and Foxhall, at the eastern end of the development. The risk to surface water and groundwater in terms of potential pollution spills from the site is likely to be through the limestone exposed at that the surface. The extent of the areas where Karst could be present (according to GSI database) appears to be small and scattered, however, the likely significant effect on water quality and in particular the groundwater quality due to the presence of karst within the area required a survey to be undertaken. A geological and water features survey (to survey the extent of the outcrop) was undertaken. Apart from the water features identified in the baseline, the survey did not identify additional karst features (i.e., swallow holes), springs and boreholes. The purpose of the survey was to identify sensitive areas and ensure that the planned works likely to lead to accidental spillage of contaminants or generation of suspended solids can be avoided in that area. The proposed development will adopt a drainage design featuring pollutant prevention technologies, including sustainable drainage systems (SuDS) and petrol interceptors. A silt fence will be constructed around stockpiles and disturbed ground at the construction site until the activities disturbing the land are sufficiently completed to allow revegetation and permanent soil stabilization to begin. Additionally, the location of the construction compound will take consideration to avoid watercourse and sensitive groundwater bodies.</p> <p>For this reason, the potential significant negative effects at the areas where Karst is not present are not considered likely in terms of surface water and groundwater pollution.</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>The works relating to the proposed development are unlikely to alter flows to surface water and groundwater. Although the predictive flood mapping indicates that the proposed footprint of road is in an area with medium probability of flooding, the proposed development will include standard measures to mitigate any impacts related to surface water run-off contributing to flood risk downgradient of the site. The proposed development and the works associated with the construction phase are not likely to increase the potential for flood risk to the surface water bodies and groundwater body through increased run-off from the new hardstanding from the expansion.</p> <p><u>Operational Phase</u> No increased risk to Hydrology and Hydrogeology is expected during the operational phase.</p> <p><b>No likely significant effects are predicted</b></p>	
Landscape and visual	<p><u>Construction Phase</u> During the construction phase of the proposed development there may result in negative effects on the landscape, however they are likely to be temporary and not significant. The proposed works on the R332 are within Policy Area 4 in the Landscape Protection Policy Areas in the Mayo Landscape Appraisal. It is stated that Road Projects in Policy Area 4 have “<i>Low potential to create adverse impacts on the existing landscape character. Such development is likely to be widely conceived as normal and appropriate unless siting or design are poor</i>”.</p> <p>The proposed works involve the movement of construction machinery and visible construction works. This will likely have a negative impact on visual receptors in the immediate vicinity of the proposed works. Resulting in slight and temporary effects on visual amenity Prior to the commencement of construction, an appropriately qualified individual should attend site to ensure certainty of mature trees and hedgerows that are to be retained. This is specifically the case for the proposed works to be undertaken impacting the boundary wall and mature trees at Cloghans House (Section 5).</p> <p><u>Operational Stage</u> The proposed works on the R332 will not result in major landscape or visual changes. However, sections of the proposed realignment of the road will result in removal of trees having a slight long-term impact.</p> <p><b>No likely significant effects are predicted.</b></p>	Screened out
Air and Climate	<p><u>Construction Stage</u> The proposed works may give rise temporary, not significant negative impacts on air quality as a result of emissions caused from the construction machinery and the movement of vehicles transporting construction material to and from site. Standard mitigation measures will be implemented throughout the construction phase and will prevent / reduce emissions to ensure that significant negative effects do not occur. Dust emissions will be managed by the contractor on site, however due to the small nature of the site, potential dust emissions will not result in significant effects.</p> <p>Greenhouse gas emissions will be released throughout the construction phase by vehicles and plant. Similarly, stalled road</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>vehicles as a result of the traffic management to accommodate the works is likely to locally increase emissions. However, due to the small nature of the proposed development, these emissions will not result in significant effects.</p> <p>The impact on climate during the construction phase is likely to be not significant.</p> <p><u>Operation Stage</u></p> <p>It is not anticipated that there will be any significant effects on air quality or climate during the operational stage as the traffic levels are not anticipated to change as a result of the proposed development.</p> <p><b>No likely significant effects are predicted.</b></p>	
Noise and Vibration	<p><u>Construction Phase</u></p> <p>There are 52 no. dwellings within 300m of the proposed development that will likely be subject to increased noise and vibration during the construction period. However, these impacts are predicted to be slight, temporary, localised, and limited to standard working hours. The contractor shall implement specific noise abatement measures and comply with the recommendations of BS 5228: Parts 1 and 2 and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001.</p> <p><u>Operational Phase</u></p> <p>The proposed development is unlikely to cause an increase in traffic during the operational phase and hence no increase in noise and vibration is likely.</p> <p><b>No likely significant effects are predicted.</b></p>	Screened out
Cultural Heritage including archaeology and architectural heritage	<p><u>Construction Phase</u></p> <p>There are seventeen recorded sites and monuments within 500m of the proposed development:</p> <ul style="list-style-type: none"> <li>• <b>MA122-001</b> - Enclosure located in Cloonconneelaun Townland</li> <li>• <b>MA122-002</b> - Enclosure located in Cloonconneelaun Townland</li> <li>• <b>MA122-004</b> - Ringfort - rath located in Doorath Townland</li> <li>• <b>MA122-006</b> – Ringfort- Unclassified- Ballinulty</li> <li>• <b>MA122-007</b> – Megalithic tomb – Ballinulty</li> <li>• <b>MA122-008</b> – Ringfort – Unclassified - Ballinulty</li> <li>• <b>MA122-010</b> – Enclosure - Milford Demesne</li> <li>• <b>MA122-011</b> – Enclosure – Milford Demesne</li> <li>• <b>MA122-012</b> – Enclosure – Rathegranagher (Miller)</li> <li>• <b>MA122-005001</b>- Enclosure located in Turloughanbaun - Townland</li> <li>• <b>MA122-005002</b> - Children's burial ground located in Turloughanbaun Townland</li> <li>• <b>MA122-013001</b> - Enclosure located in Cooleen Townland</li> <li>• <b>MA122-013002</b> - Children's burial ground located in Cooleen Townland</li> <li>• <b>MA119-059001</b> - Ringfort - rath located in Oultauns Townland</li> </ul>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<ul style="list-style-type: none"> <li>• <b>MA119-059002</b> - Children's burial ground located in Oultauns Townland</li> <li>• <b>MA119-058</b> - Ringfort - rath located in Cloonanaff Townland</li> <li>• <b>GA015-044</b> - Enclosure located in Blindwell Townland</li> </ul> <p>Due to the distance these sites are set back from the proposed work there will be no impact during construction.</p> <p>Under the National Inventory of Architectural Heritage (NIAH), there are five designated structures which are within 500m of the proposed development, namely:</p> <ul style="list-style-type: none"> <li>• Turin House (Gate Lodge), Reg No. 31312203</li> <li>• Milford House (Gate Lodge), Reg No. 31312205</li> <li>• Milford House (Gates/railings/walls), Reg No. 31312206</li> <li>• Cloghans House (Farm house), Reg No. 31311912</li> <li>• Cloghans National School (now in private residential use), Reg No. 31311913</li> </ul> <p>There are two protected structures located immediately offline of the existing R332 where works are proposed. Namely, Turin House gate lodge (RPS 0227) (Section 2 of proposed works) and Milford House (RPS 0266) (Section 4 of the proposed works). It is not envisaged that the works will impact Turin House gate lodge as it is located at the end of the proposed pavement overlay section. At Milford House, it is proposed to realign the bend but due to it being a short section the requirement for a cycleway is being removed and will therefore mitigate any works on the Milford House side of the road.</p> <p>Cloghans House is a protected structure (RPS, 2065) located approx. 450m from Section 5 of the proposed realignment works. As part of the proposed works, the boundary wall and entrance gate to the Cloghans House will be directly impacted as it will have to be removed to accommodate the proposed bend realignment.</p> <p>Although not protected, the boundary wall is a defining feature of the protected Cloghans House and the limestone ashlar piers with pyramidal capping of the perimeter wall, has been referenced under the National Inventory of Architectural Heritage (NIAH) description.</p> <p>Therefore, the proposed works will likely result in moderate negative effects. The following mitigation measures are proposed:</p> <ul style="list-style-type: none"> <li>• The recording (inclusive of photographic evidence) of the extent of boundary wall to be removed to be undertaken by a suitably qualified built heritage specialist</li> <li>• Prior to the commencement of construction works, a conservation method statement shall be prepared by a suitably qualified built heritage specialist</li> </ul> <p>Proposed conservation or reinstatement works will be (a) undertaken by a contractor with proven experience of the conservation and repair of historic masonry structures and (b) under supervision of a suitably qualified consultant/architect</p>	

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>If any unknown cultural heritage assets are unearthed during excavations, then works will cease until an Archaeologist can be brought to site to advise if and what mitigation is required.</p> <p><u>Operational Stage</u> No significant effects are likely to occur on any archaeological or architectural sites during the operational phase. <b>No likely significant effects are predicted.</b></p>	
Material Assets	<p><u>Construction Phase</u> The proposed development will require some land acquisition for the redevelopment works.. It is intended that all land take requirements will be agreed with landowners. Any need for CPO will become apparent at consultation stage and will have a slight negative effect on any affected landowners. A watermain diversion will be required CH700-1000. Telecom poles will require relocation at most of the bend realignments. ESB pole realignment will be required at CH6950–7050.</p> <p><u>Operational Phase</u> The proposed works will have a long-term positive impact on the Regional Road network as safety will be improved on the R332 between Kilmaine and Foxhall. <b>No likely significant effects are predicted.</b></p>	Screened out
Interactions between the impacts on different factors	<p><u>Construction Phase</u> During construction phase, interactions will occur between air quality and climate, noise and vibration, and population and human health. Standard control measures proposed to reduce noise and air quality impacts during construction will result in the reduction in nuisances on population and human health and visual impact during construction. The small scale and temporary nature of some of these interactions are not likely to result in significant environmental effects. During construction soils, geology, hydrology and hydrogeology will interact with biodiversity. No likely significant negative effects on biodiversity are predicted as a direct or indirect result of any effect in relation to these aspects of the environment.</p> <p><u>Operation Phase</u> There are no predicted interactions between impacts on different factors during the operation phase of the proposed development. <b>No likely significant effects are predicted.</b></p>	Screened out

## 4. SCREENING CONCLUSION AND RECOMMENDATION

This EIA Screening Report has determined that the proposed development does not exceed the thresholds that trigger the mandatory requirement for EIA and subsequently the proposed development is deemed to be a sub-threshold development. This sub-threshold development has been assessed in accordance with Schedule 7A of the Planning and Development Regulations 2001 (as amended).

This assessment has been undertaken with regard in particular to:-

1. A Description of the proposed development;
2. A Description of the Aspects of the Environment likely to be significantly affected by the proposed development; and
3. A description of any likely significant effects on the environment.

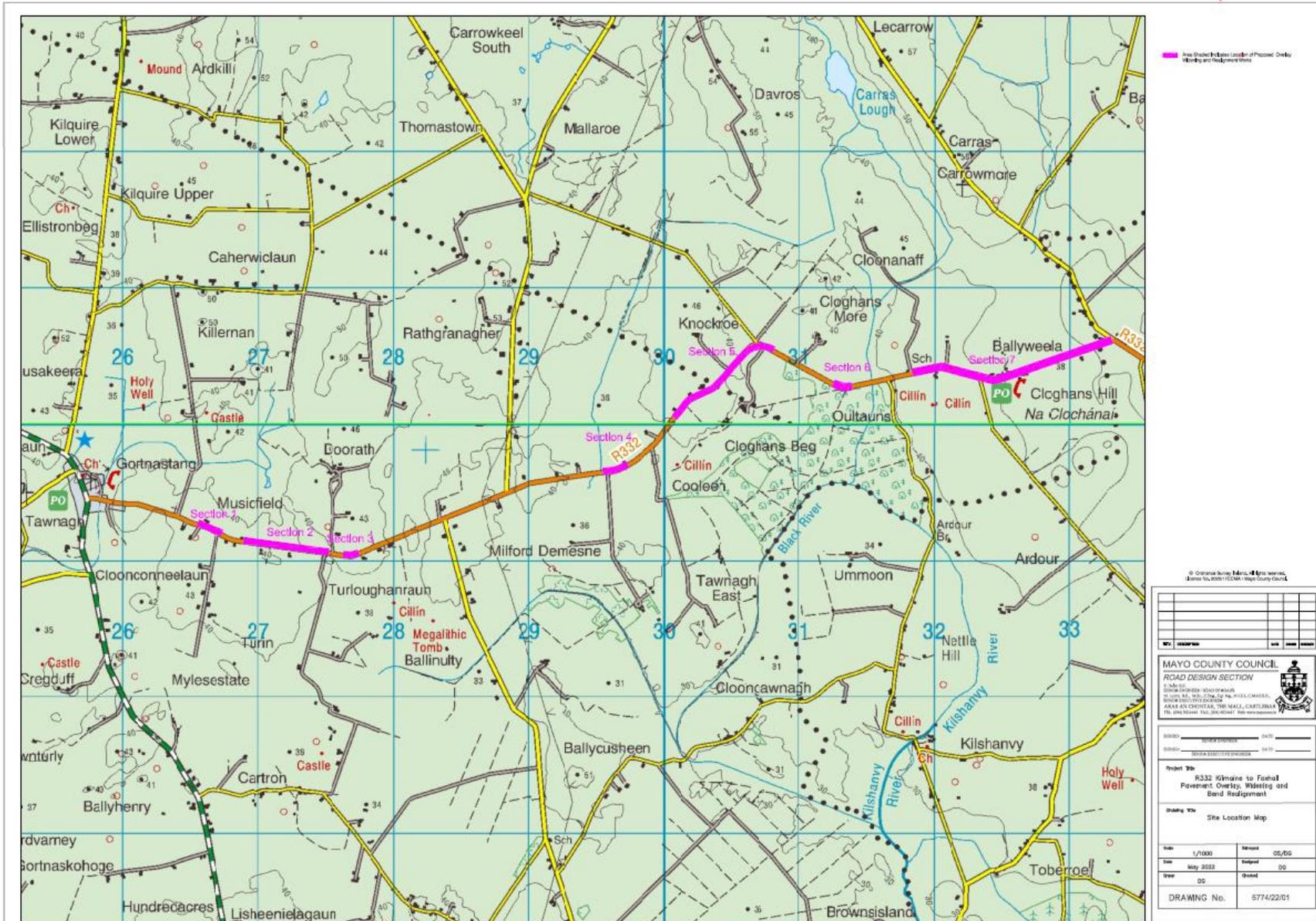
This EIA Screening Report found that any likely significant adverse environmental effects arising from the project will generally be *slight, negative, short term* impacts in a localised area during the construction phase and can be mitigated as part of the Construction Environmental Management and Traffic Management Plan. The operational effects are likely to be *imperceptible, positive, long-term* effects.

A separate AA Screening has been completed and has informed this EIA Screening. The AA Screening assessment found that proposed development is not likely to have a significant effect on Lough Corrib SAC and Lough Corrib SPA or any other European site in view of best scientific knowledge and the Conservation Objectives of the site concerned, either alone or in combination with other plans or projects.

It is therefore recommended to Mayo County Council that the proposed development would not be likely to have significant effects on the environment by virtue of its characteristics, location, size or potential impacts and therefore does not require an Environmental Impact Assessment Report to be undertaken.

# **APPENDIX A**

## **DEVELOPMENT DRAWINGS**



## **APPENDIX B**

### **EIA SCREENING CHECKLIST (Source EIA of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU) (2017) European Commission**

Questions to be Considered	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
<p><b>Brief Project Description:</b> The proposed works involve approximately 3km of online and offline carriageway construction that is divided into 7 no. sections. Works will involve horizontal and vertical bend realignment to eliminate substandard curves on the road, road widening, pavement overlay and strengthening works and provision of cycle facilities. The proposed road cross section consists of a 6.0m carriageway, a 3.0m wide shared use pedestrian and two-way cycle facility with 2.0m segregation, one. 0.5m (minimum) lateral clearance area for the cycle way and one. 3.0m verge.</p>		
<p>1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc)?</p>	<p><b>Yes</b> The proposed development comprises of road widening in some sections</p>	<p><b>No.</b> The landscape will remain largely the same. The site area will be minor, and the widening of the road will extend over a limited length of the R332.</p>
<p>2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?</p>	<p><b>Yes.</b> Aggregates and bituminous material will be required for the construction of the proposed development.</p>	<p><b>No.</b> Best practice construction management techniques and guidance will be followed during the construction of the proposed development. Quantities of materials required will be limited.</p>
<p>3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?</p>	<p><b>Yes.</b> There will be risk of dust emissions caused from the construction machinery during the construction phase. Bitumen and oils will also be used during construction.</p>	<p><b>No.</b> Implementation of standard measures during the construction phase will prevent / reduce emissions to ensure that significant negative effects do not occur. Best practice construction management techniques and guidance will be followed during the construction of the proposed development.</p>
<p>4. Will the Project produce solid wastes during construction, operation or decommissioning?</p>	<p><b>No.</b> Due to the scale of the development, waste material is likely to be small in nature. Any Waste material to be removed from site will be removed to a Licenced Wastes Disposal Site.</p>	<p><b>No.</b> It is not envisaged that significant amounts of waste material will be produced. The development has limited extents and the volume of excavated material will be small. Excavated material is expected to be of a good quality due to the rural nature of the site.</p>
<p>5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?</p>	<p><b>Yes.</b> There will be some potential risk of dust emissions due to construction machinery. There is also risk of carbon emissions from construction plant.</p>	<p><b>No.</b> Standard mitigation measures will be implemented and air pollution levels will be limited based on the scale of the development. The risk is therefore considered to be low.</p>

Questions to be Considered	Yes / No /? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	<b>Yes.</b> There will be some noise and vibration caused by machinery during construction works.	<b>No.</b> Standard mitigation measures will be implemented during the construction phase and the works will be limited to standard working hours.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	<b>Yes.</b> There may be risk of pollution to groundwater or surface water as a result of accidental spillage or sediment from construction works (e.g. bituminous materials or contaminated land), among other potential pollutants. However, this is not a risk during the operational phase.	<b>No.</b> Standard pollution prevention measures will be implemented during the construction phase, and it is therefore considered unlikely that any significant negative effects will occur on water quality.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	<b>Yes.</b> There may be risk of accidents during the construction phase, related to the operation of construction machinery, traffic management and accidents leading to pollutants entering surface and groundwaters.	<b>No.</b> Implementation of best practices during the construction phase will prevent any risk of significant impacts. The proposed development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	<b>No.</b> The proposed development will not increase traffic or provide the area with employment possibilities following its construction.	<b>No.</b> The proposed development consists of minor roadworks and is not going to alter the environment. It is predicted to result in long-term moderate positive effects by improving safety along the R332 at this location.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	<b>No.</b> The scale of these works does not lend to the promotion of any future development in the vicinity.	<b>No.</b> Any future developments will be subject to their own environmental impact and cumulative impact assessments.

Questions to be Considered	Yes / No /? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
<p>11. Is the project located within or close to any areas which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?</p>	<p><b>Yes</b> There are two European sites within the Zone of Influence from the proposed development, namely, Lough Corrib SAC and Lough Corrib SPA.</p>	<p><b>No.</b> A Screening for Appropriate Assessment has been carried out and following a detailed analysis of the proposed development and the potential relationships with Natura 2000 Sites within the likely zone of impact, it was objectively concluded that there will be no likely significant effects on any Natura 2000 site(s) either alone or in-combination with other plans or projects.</p>
<p>12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?</p>	<p><b>Yes.</b> Groundwater near Kilmaine is designated as 'High' vulnerability with areas of karst immediately adjacent to proposed works locations. At Coolen and at Foxhall works directly coincide with areas of 'Extreme' ground water vulnerability.</p>	<p><b>No.</b> A geological and water features survey (to survey the extent of the outcrop) was recommended and carried out by an ROD Engineer. Apart from the water features identified in the baseline, the survey did not identify additional karst features (i.e., swallow holes), springs and boreholes. It is therefore considered unlikely that any significant negative effects will occur</p>
<p>13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?</p>	<p><b>No.</b></p>	<p><b>No.</b> It is not anticipated that the proposed development will effect any important or sensitive species of flora or fauna due to the works.</p>

Questions to be Considered	Yes / No /? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location which could be affected by the project?	<b>Yes.</b> Groundwater near Kilmaine is designated as 'High' vulnerability with areas of karst immediately adjacent to proposed works locations. At Coolen and at Foxhall works directly coincide with areas of 'Extreme' ground water vulnerability.	<b>No.</b> A geological and water features survey (to survey the extent of the outcrop) was recommended and carried out by an ROD Engineer. Apart from the water features identified in the baseline, the survey did not identify additional karst features (i.e., swallow holes), springs and boreholes. It is therefore considered unlikely that any significant negative effects will occur  The proposed works are unlikely to alter flows to surface water and standard measures to mitigate any impacts related to surface water run off will be included.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	<b>No.</b> There are no protected views or scenic routes within the existing landscape. The area is sparsely populated and the proposed development will not have any significant impact on the surrounding landscape.	<b>No.</b> The landscape will stay largely the same following construction.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	<b>Yes.</b> The Kilmaine Loop Walk is located just offline from the R332. Additionally, the Kilmaine Cemetery is located along the R332.	<b>No.</b> The R332 will remain operational throughout construction and there will be a stop and go system maintained for the duration of the works.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	<b>No.</b> Congestion issues do not exist currently on the N84 or surrounding roads in the area of the proposed development. Some traffic congestion and delays are expected during construction. The development will not have any such impact during the operational phase.	<b>No.</b> The proposed development will only result in minor widening and realignment of the existing Regional Road and will not have any impact on traffic volumes or congestion.

<b>Questions to be Considered</b>	<b>Yes / No /? Briefly Describe</b>	<b>Is this likely to result in a significant effect? Yes/No/? – Why?</b>
18. Is the project in a location where it is likely to be highly visible to many people?	<b>No.</b> The proposed development is located in a rural area and will not result in a significantly altered landscape from what currently exists.	<b>No.</b> Temporary visual impacts are expected during the construction stage due to the presence of plant on site. However, this will only be short term and the benefits of increasing safety on the R332 will outweigh the temporary nuisance caused by construction.

<p>19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?</p>	<p><b>Yes.</b></p> <p>Under the National Inventory of Architectural Heritage (NIAH), there are five designated structures which are within 500m of the proposed development, namely:</p> <ul style="list-style-type: none"> <li>• Turin House (Gate Lodge), Reg No. 31312203</li> <li>• Milford House (Gate Lodge), Reg No. 31312205</li> <li>• Milford House (Gates/railings/walls), Reg No. 31312206</li> <li>• Cloghans House (Farm house), Reg No. 31311912</li> <li>• Cloghans National School (now in private residential use), Reg No. 31311913</li> </ul> <p>There are two protected structures located immediately offline of the existing R332 where works are proposed. Namely, Turin House gate lodge (RPS 0227) (Section 2 of proposed works) and Milford House (RPS 0266) (Section 4 of the proposed works). It is not envisaged that the works will impact Turin House gate lodge as it is located at the end of the proposed pavement overlay section. At Milford House, it is proposed to realign the bend but due to it being a short section the requirement for a cycleway is being removed and will therefore mitigate any works on the Milford House side of the road.</p> <p>Cloghans House is a protected structure (RPS, 2065) located approx. 450m from Section 5 of the proposed realignment works. As part of the proposed works, the boundary wall and</p>	<p><b>No.</b></p> <p>On the basis of the mitigation measures proposed, no likely significant effects are predicted.</p>
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Questions to be Considered	Yes / No /? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
	<p>entrance gate to the Cloghans House will be directly impacted as it will have to be removed to accommodate the proposed bend realignment.</p> <p>Although not protected, the boundary wall is a defining feature of the protected Cloghans House and the limestone ashlar piers with pyramidal capping of the perimeter wall, has been referenced under the National Inventory of Architectural Heritage (NIAH) description.</p>	
<p>20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?</p>	<p><b>No.</b> The wider area surrounding the proposed development is an undeveloped rural area however, the road works are minor and are occurring along the existing R332 and so will not lead to a significant loss of greenfield land.</p>	<p><b>No.</b> The proposed works are along an existing road and the construction will not result in significant effects. The increased safety on this section of the R332 Regional Road will be more beneficial and will improve safety in the future.</p>
<p>21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?</p>	<p><b>Yes.</b> Some land take is anticipated on small sections along the proposed works.</p>	<p><b>No.</b> Land acquisition will be arranged by agreement with the landowner and will not have any wider impact on the surrounding agricultural land.</p>
<p>22. Are there any plans for future land uses on or around the location which could be affected by the project?</p>	<p><b>No.</b> The proposed development will not affect any planned future land uses around the proposed development.</p>	<p><b>No.</b></p>
<p>23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?</p>	<p><b>No.</b> Kilmaine is the closet village to the proposed works and is rural in nature</p>	<p><b>No.</b></p>
<p>24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?</p>	<p><b>Yes.</b> The Kilmaine cemetery is located just offline from the R332.</p>	<p><b>No.</b> The R332 will remain operational throughout construction and there will be a stop and go system maintained for the duration of the works.</p>

Questions to be Considered	Yes / No /? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	<b>No.</b>	<b>No.</b> The proposed development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	<b>No.</b>	<b>No.</b>
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	<b>No.</b>	<b>No.</b>
<p><b>Summary of features of Project and of its location indicating the need for EIA:</b></p> <p>This EIA Screening Report found that any likely significant adverse environmental effects arising from the project will generally be <i>slight, negative, short term</i> impacts in a localised area during the construction phase and can be mitigated as part of the Construction Environmental Management and Traffic Management Plan. The operational effects are likely to be <i>imperceptible, positive, long-term</i> effects.</p>		

<b>CHECKLIST OF CRITERIA FOR EVALUATING THE SIGNIFICANCE OF ENVIRONMENTAL IMPACTS</b>		
<b>Questions to be Considered</b>	<b>Yes</b>	<b>Not Significant</b>
1. Will there be a large change in environmental conditions?		<b>X</b>
2. Will new features be out-of-scale with the existing environment?		<b>X</b>
3. Will the impact be unusual in the area or particularly complex?		<b>X</b>
4. Will the impact extend over a large area?		<b>X</b>
5. Will there be any potential for transboundary impact?		<b>X</b>
6. Will many people be affected?		<b>X</b>
7. Will many receptors of other types (fauna and flora, businesses, facilities) be affected?		<b>X</b>
8. Will valuable or scarce features or resources be affected?		<b>X</b>
9. Is there a risk that environmental standards will be breached?		<b>X</b>
10. Is there a risk that protected sites, areas, features will be affected?		<b>X</b>
11. Is there a high probability of the effect occurring?		<b>X</b>
12. Will the impact continue for a long time?		<b>X</b>
13. Will the effect be permanent rather than temporary?		<b>X</b>
14. Will the impact be continuous rather than intermittent?		<b>X</b>
15. If it is intermittent will it be frequent rather than rare?		<b>X</b>
16. Will the impact be irreversible?		<b>X</b>
17. Will it be difficult to avoid, or reduce or repair or compensate for the effect?		<b>X</b>



# Comhairle Contae Mhaigh Eo Mayo County Council



## **Environmental Impact Assessment (EIA) Screening Determination Proposed Widening and Bend Realignment on the R332 Kilmaine to Foxhall Road, Co. Mayo**

An Environmental Impact Assessment (EIA) Screening Report was carried out on ***Proposed Widening and Bend Realignment on the R332 Kilmaine to Foxhall Road, Co. Mayo.***

A review of the Characteristics of the Proposed Development, the Location of the Proposed Development and the Characteristics of potential Impacts was undertaken.

The proposed development will aim to reduce hazards caused by the existing horizontal and vertical alignment of the R332 carriageway. The development comprises realignment of the existing carriageway and the construction of a new shared use pedestrian and two-way cycle facility (where appropriate).

The proposed works involve approximately 3km of online and offline carriageway construction that is divided into 7 no. sections. Works will involve horizontal and vertical bend realignment to eliminate substandard curves on the road, road widening, pavement overlay and strengthening works and provision of cycle facilities. The proposed road cross section consists of a 6.0m carriageway, a 3.0m wide shared use pedestrian and two-way cycle facility with 2.0m segregation, one 0.5m (minimum) lateral clearance area for the cycle way and one 3.0m verge.

The proposed development will comprise the following elements:

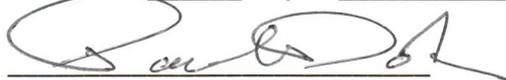
- Land acquisition to accommodate the improvement works.
- Removal of existing roadside wall at locations of bend realignments and the reinstatement thereof.
- The removal of boundary wall to Cloghans house and the reinstatement thereof.
- Vegetation clearance to accommodate road construction.
- Earthworks - predominantly in offline construction locations.
- Road formation.
- Drainage works consisting of predominantly over edge drainage and runoff to local open drain network. Piped drainage will be required as part of the realignment works and open drains may require piping due to road widening.
- Pavement overlay.
- Pavement construction (offline).
- Utilities diversions (watermain diversion).
- Adjustment to local telecom/ESB services, as required to facilitate the works.
- Construction of shared use cycle facility.

The Environmental Impact Assessment (EIA) Screening Report concludes that the proposed development does not exceed the thresholds that trigger the mandatory requirement for EIA and subsequently the proposed development is deemed to be a sub-threshold development. This sub-threshold development has been assessed in accordance with Schedule 7A of the Planning and Development Regulations 2001 (as amended).

The EIA Screening Report found that any likely significant adverse environmental effects arising from the project will generally be *slight, negative, short term* impacts in a localised area during the construction phase and can be mitigated as part of the Construction Environmental Management and Traffic Management Plan.

Mayo County Council having considered the Environmental Impact Assessment (EIA) Screening Report has determined that the **Proposed Widening and Bend Realignment on the R332 Kilmaine to Foxhall Road** does not require an Environmental Impact Assessment.

Dated this 8<sup>th</sup> day of December, 2022.

A handwritten signature in black ink, appearing to read 'Paul Dolan', written over a horizontal line.

**Paul Dolan**  
Head of Roads