

N60 Breaffy Active Travel and Safety Measures Scheme



EIA SCREENING REPORT | August 2022



Client:
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Aras an Chontae,
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N60 Breaffy Active Travel and Safety Measures Scheme

EIA Screening Report

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Author:..... Yasmin Hayes (YH)

Checker: Yana Bersunukayeva (YB)

Approver:..... Frances O'Kelly

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EIA Screening Report

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1. INTRODUCTION

The purpose of this Environmental Impact Assessment (EIA) Screening Report is to inform the competent authority, in this case Mayo County Council, as to whether the proposed N60 Breaffy Active Travel and Safety Measures 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 is required for same.

This EIA Screening Report contains the necessary information to enable the competent authority, in this case Mayo County Council (MCC) to determine whether an EIA is required for the proposed development.

This EIA Screening report is presented to address the requirements of Schedule 7A of the Planning and Development Regulations 2001-2021. The information is presented in the following sections:

- Section 3: Characteristics of the Proposed Development
- Section 4: Location of the Proposed Development
- Section 5: Types and Characteristics of Potential Impact

A separate Appropriate Assessment (AA) Screening Report has also been prepared for the proposed development and has been used to inform this assessment.

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 the legislation provisions and based on the required screening assessment and procedures to inform the competent authority as to whether EIA is required.

1.2 The Proposed Development

The N60 Breaffy Active Travel & Safety Measures Scheme shall commence in Castlebar with one section of 800m which follows the N60 from the IDA Roundabout to Kilkenny Cross Roundabout and continues along the N60 from Kilkenny Cross passing through Breaffy Village, ending just beyond Breaffy Post Office at Corratanvally at the junction with the L5760.

The scheme comprises 5.6km of dedicated pedestrian and cycle route comprising 1480m x 2 single file cycle facility with associated footpaths and; 2680m two-way share cycle facilities with pedestrians

The proposed development includes:

- Implementation of an 80kph speed limit (recommended in the National Speed Limit Review and accepted by TII) from the new N60/N5 junction (Ch. 1+460) to the eastern end of Breaffy village (Ch. 3+040 N60/L5783 junction)
- Introduction of a periodic 60km/h zone at school drop-off and pick-up times over a 0.5km distance with VMS signage.
- Maintain a 100kph speed limit from the eastern end of Breaffy village (Ch 3+040) to the eastern extent of the scheme (L5760 Ch.4+090)

- A formalised pedestrian crossing between the available footpaths (Ch.2+645) with the introduction of splitter islands.
- Provision of a shared use two-way cycle facility with pedestrians north of the N60 from the new Compact Grade Separate Junction (Ch 1+460) to the proposed pedestrian crossing (Ch. 2+645) and south of the N60 from the proposed pedestrian crossing (Ch. 2+645) to L5760 (Ch. 4+090), following the DMRB standard recommendations.
- Provision of bus laybys (south and north of the N60) to allow buses to continue to pull off the traffic lane when stopping.
- Narrowing of the road cross section to achieve the self-explaining or self-regulating recommendations of the Speed Limit Guidelines Para 5.3.6.
- Provision of pedestrian and cycle facilities on both sides of the road in accordance with Design Manual for Urban Roads and Streets (DMURS) from the IDA roundabout (Ch. 0+000) up to the new CGSJ (Ch. 1+460) on the N60.
- Provision of a new Jug Handle crossing at Ch. 1+475 (at 80km/h speed limit change to 60km/h speed limit) to support cyclists using the proposed cycle facilities cross the N60.
- Provision of a new pedestrian crossing at Ch. 1+955 (in the vicinity of the local road L5757), to facilitate access to the proposed active travel provisions on the north side of the N60.
- Provision of new pedestrian crossing at Ch. 4+105 (in the vicinity of local roads L5782 and L5760) to allow cyclists to join the L5782 local road on the north side of the N60 or to continue their journey on the correct side of the road to Manulla.
- Extension of existing culvert at Ch. 3+240 to facilitate the shared use two-way cycle facility.

Existing lighting on the more urban area of N60 (60km/h speed limit zones) is to be maintained, with columns re-located to the back of the new facility where required under the scope of the proposed works. Additional street lighting will be introduced at the new crossing points.

Development drawings are included in **Appendix A**

Construction sequence & programme

The construction sequence will generally be as follows:

1. Vegetation clearance back to existing highway boundary
2. Circa 1.4km of boundary fencing/garden wall to be set back. Localised widening of embankments and cutting over short sections.
3. Steepening of the existing slope in Breaffy village to create a 'green' retaining wall to accommodate a proposed bus bay behind church car park.
4. Topsoil stripping and laying of 150mm sub-base.
5. Break out and repositioning of kerbs and gullies were present to narrow traffic lanes.
6. Construction of bituminous cycle track and footpath.
7. Construction of 4 uncontrolled pedestrian crossings and associated refuge island.
8. Accommodation works.
9. Installation of road signage and re-marking of lines.

10. Landscaping – topsoil and seeding of remaining verges where the hard shoulder has been removed.

The design for the N60 Breaffy Active Travel and Safety Measures Scheme is in accordance with TII Publication Standards for the 80km/h and the 100km/h speed limit roads and in accordance with Design Manual for Urban Roads and Streets for the 60km/h speed limit cross references to the National Cycle Manual.

The horizontal and vertical alignment follows the existing topography, the design speed of the cycle facilities is 30km/h. The alignment is generally on a low height embankment.

The culvert widening is designed and will be constructed in accordance with TII (2008) *Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes* and will involve the placement of a bottomless precast semi-circular culvert extension on the riparian verge of the stream. Therefore, these works will not directly interact with the stream itself.

The works will be carried out in accordance with CIRIA document C532 Control of water pollution from construction sites.

Approximately 5,000m³ of materials (sub-base, asphalt, concrete) will be imported for use during the construction. Approximately 5,000m³ of excavated material generated during construction will be reused in final landscaping, in accordance with the waste categorisation and Waste Management Act 1996 (as amended).

There will be some demolition of existing garden walls. Existing fencing will be removed and hedgerow/scrub will be cleared in existing verges.

The construction phase of the scheme is likely to take approximately 8 months. The construction phase will be carried out on a phased basis so that traffic disruption is kept to a minimum. Works to the boundaries and extension of earthworks will primarily be undertaken from the existing verges. However kerbing, lining and construction works adjacent to the traffic lanes will require temporary traffic management including localised stop/go arrangements to protect workers. It is proposed that the road will remain open to traffic at all times during construction and that landowner access will be maintained during construction.

A potential construction compound has been identified between ch. 3+615 and ch. 3+670 on the south of the N60 (existing disused car park) in close proximity of the Breaffy Post Office.

Existing utilities have been identified between the IDA roundabout and the new N5 Compact Grade Separated Junction, in advance of any construction works services diversions shall be agreed with the relevant service provider and progressed in a manner to facilitate construction. Similarly a small number of overhead local distribution electricity and telecoms poles will be relocated to the back of the facility.

1.3 Need for the Proposed Development

The N60 Breaffy Active Travel and Safety Measures Scheme is located in County Mayo. The scheme has its origins in 2012-2014 when a HD15 safety assessment

highlighted a high collision rate on the bypass section of N60 beside Breaffy Village (where existing hard shoulder is used during school drop-off and pick-up times). In response, a study was undertaken by Roughan & O'Donovan – AECOM Alliance in 2016 which recommended various measures to improve safety such as:

- extend number of parking areas within the village;
- eliminate the existing hard shoulder; and
- introduction of 80km/h speed limit.

Following this study, extensive works were completed in the village (new footpaths have been provided, pedestrian crossings have been marked, designated set down areas around the school have been put in place, a one-way system has been adopted in the village, narrowing the existing street and eliminating unauthorised parking. Parking spaces have been identified and marked around the school and in the Church car park, the existing priority junction between N60 and L5784 has been upgraded. However, the narrowing of N60 and introduction of the 80km/h speed limit have not been implemented to date.

In 2017, a National Speed Limit Review (NSLR) was undertaken by Tobin Consulting Engineering in collaboration with different Local Authorities. The section of N60 that is considered in this report (N60 at Breaffy village) was assessed and it was proposed for the following speed limits to be adopted:

- Manulla to Breaffy – 100km/h
- Breaffy Village – 80km/h
- Breaffy to Kilkenny Cross – 80km/h

The proposed speed limits have been approved by Transport Infrastructure Ireland (TII). Mayo County Council agreed with the 80km/h in general but requested that a 60km/h be introduced from the junction of the N60/L5760 at Corratavally to the Junction of the N60/L5757 at Carrownurlaur. This request was rejected in accordance with the Speed Limit Guidelines – Para 5.3.6.

TII agreed to undertake a further review of the section of the N60 at Breaffy (HD15 2016-2018) in the context of the introduction of the new grade separated junction between the N60 and the N5 Westport to Turlough Road Project. It was again identified that the hard shoulder is used for parking during school drop-off and pick-up times.

Roughan & O'Donovan were appointed to undertake an initial feasibility study in 2020 to consider the 80km/h NSLR recommendation, along with the feasibility of a new grade separated junction between the N60 and N5 and dedicated cycle provisions on the N60 between Castlebar and Breaffy.

The NSLR recommendation (80km/h – Option 1) was compared with the Mayo County Council request (60km/h – Option 2) and it was recommended that the NSLR proposal should be pursued without further delay. TII have given allocations to Mayo County Council to advance Active Travel projects in Mayo, including one from Castlebar to Breaffy.

National, regional and local planning policies seek to improve and provide for active travel modes on the national and secondary road network particularly to schools and connecting urban locations. Government policies also promote reduction in carbon

emissions, air and noise from vehicles and thereby help improving quality of life factors, by promoting physical activity and the associated mental health benefits.

The provision of Active Travel projects will:

- Promote cycling and walking and sustainable mobility/smarter travel
- Improve road safety by segregating vulnerable road users from vehicular traffic
- Reignite and renew the economy through tourism
- Promote more physical activity among all sections of the community
- Promote compact and sustainable growth of towns and villages
- Strengthen Rural Economies and Communities
- Enhance amenities and heritage by supporting transformational public realm initiatives from a cultural, tourism and promotional perspective.

1.3.1 Project objectives

The project objectives are:

- to improve safety for all users of this route with particular emphasis on vulnerable road users;
- to reduce speeds on the N60 in accordance with the national speed limit review and introduce a school time 60kph limit on the section of N60 adjacent to the school;
- to eliminate hardshoulder parking/drop off/pick up associated with Breaffy School, diverting users to the facilities provided within the village;
- to provide a facility that caters for commuting and school trips as well as for recreational and tourism use;
- to be part of a 24km long linear Cycleway/Walkway route from Castlebar to Claremorris of which this scheme forms 1 of 6 sections;
- to connect with key nodes in the area, the village centre, community facilities, businesses, housing developments, schools and hotels;
- to provide a facility which is well designed and comfortable while also being consistent, attractive and interesting while also being integrated in the surrounding environment;
- to provide a dedicated Cycle and Pedestrian route along the N60 from the Townland of Drumconlan to L5760 and provide for safer crossing points of the N60.

1.4 Policy Context

The N60 Breaffy Active Travel and Safety Measures Scheme is being developed in the context of European, national, regional, and local planning policy. A summary of some of the key policy documents relevant to the scheme are presented in the following sections.

1.4.1 EU Cycling Strategy 2017-2030

The EU Cycling Strategy constitutes the first consolidation of a systematic review of all EU policies related to cycling. It reviews the current scenario and trends in cycling in the EU and identifies the benefits offered by greater uptake of cycling. It subsequently sets out its vision for cycling in the EU to 2030 through its four overall policy objectives, as follows:

1. *“Cycling should be an equal partner in the mobility system. Users pay for the full external costs of motorised transport while the societal benefits of active mobility are fully taken into account in transport planning and investment decisions. In*

addition, it will show the path towards prioritising cycling over individual motorised transport.”

2. *“Cycle use in the EU will increase by 50% in the decade from 2019/2020–2030. Its share in the transport modal split will be at least 12%, which means 0.48 cycle trips per person per day on average.”*
3. *“The rates of fatalities and seriously injured among cyclists (per kilometre cycled) will be halved in the decade 2019/2020–2030.”*
4. *“The EU should double its investments in cycle projects to EUR 3 billion during the Multiannual Financial Framework 2021–2027 (from EUR 1.5 billion in 2014–2020) and aim for another doubling to EUR 6 billion during the 2028–2034 period.”*

In order to achieve these objectives, the Strategy sets out a suite of recommended policy changes for EU, national, regional and local levels, including to *“Develop and maintain regional and local cycle route networks”*.

By providing cycling infrastructure along the N60, the proposed development will contribute to the achievement of the policy objectives of the EU Cycling Strategy.

1.4.2 'Project Ireland 2040' National Planning Framework

Project Ireland 2040 is the Government's overarching policy for spatial planning and development in Ireland to 2040. It is comprised of two major policy documents, the *National Planning Framework to 2040* (NPF) and the *National Development Plan 2021 – 2030* (NDP). The NPF presents a broad national-level policy to guide strategic planning and development across Ireland, while the NDP sets out the 10-year public capital investment strategy required to support its implementation.

The NPF also contains 10 National Strategic Outcomes (NSOs) which are the overarching goals of the National Planning Framework.



Figure 1.1 National Planning Framework 10 National Strategic Outcomes and Strategic Investment Priorities

The proposed active travel scheme supports the NPF NSOs key among them is the NSO 1 Compact Growth, NSO 4 Sustainable Mobility and NSO 8 Transition to a low carbon and climate resilient society.

NSO 1 - Compact Growth focuses on delivering a greater proportion of residential development within existing built-up areas. NSO 1 states the following in relation to active travel:

“Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within smaller towns and villages and rural areas”

NSO 4 – Sustainable Mobility aims to provide a well-functioning, integrated public transport system, and enable sustainable mobility choices for citizens. NSO 4 states the following in relation to active travel:

“Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.”

NSO 8 –The scheme supports the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. The objective is supported by the proposed scheme in that it will support more sustainable transport choices and has the potential to reduce the emissions from short journeys by car (particularly to/from schools) over the coming decades, in line with the in line with climate policy and commitments.

The National Planning Framework also sets out a number of **National Policy Objectives** (NPOs) in relation to walking and cycling, which are as follows:

NPO 26: Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.

NPO 27: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

NPO 64: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

The proposed development will provide safe cycling facilities from Breaffy Village to Castlebar, as well as a pedestrian walkway, which supports and is consistent with the policies and objectives of the National Planning Framework.

1.4.3 'Project Ireland 2040' National Development Plan 2021-2030

The National Development Plan (NDP) 2021-2030 supports the National Planning Framework and details the governments priorities for investment in infrastructure projects over the lifespan of the plan, with particular emphasis being placed on housing, climate, transport, healthcare and job growth. The NDP outlines the governments investment across a variety of sectors including active travel infrastructure and introduces the new 'National Active Travel Programme' which will receive €360 million annually between 2021-2025. The National Active Travel Programme aims to provide enhanced regional connection between towns and villages through the provision of active travel infrastructure (walking and cycling infrastructure). Active travel is designated as a 'Strategic Investment Priority' supporting the NPF National Strategic Objective 2, 3 and 4 relating to: Enhanced Regional Accessibility, Enhanced Regional Accessibility and Sustainable Mobility respectively.

The proposed development is consistent with the strategic investment priorities of the National Development Plan as it will provide active travel infrastructure, connecting villages with urban areas and providing sustainable transport alternatives to private car use.

1.4.4 Sustainable Mobility Policy

The Department of Transport Sustainable Mobility Policy sets out a strategic framework for active travel (walking and cycling) and public transport journeys to help to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030.

The policy target is to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars. It will make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy is centred upon three overarching principles:

- Safe and Green Mobility
- People Focused Mobility, and;
- Better Integrated Mobility.

The new policy is closely aligned with the NPF and in particular support

- NSO 1: Compact Growth;
- NSO 2: Enhanced Regional Accessibility;
- NSO 3: Strengthened Rural Economies and Communities;
- NSO 4: Sustainable Mobility and;
- NSO 8: Transition to a Low Carbon and Climate Resilient Society.

It will also support the actions in the Climate Action Plan to reduce transport emissions in line with necessary EU and Irish targets in respect of active travel and public transport. The proposed scheme supports and is consistent with Sustainable Mobility Policy through the provision of a walking and cycling on existing road infrastructure and improving safety improving connectivity between Breaffy and Castlebar and supporting safe active travel.

1.4.5 Road Safety Authority Road Safety Strategy 2021-2030

The Government's new road safety strategy 'Road Safety Strategy, 2021-2030', seeks to build on its predecessor, which saw Ireland achieve the lowest number of annual road deaths since records began and the second lowest rate of road deaths in the EU in 2019.

The new strategy is deemed to be the first step in achieving the 2020 Programme for Government commitment of bringing Ireland to 'Vision Zero' – eliminating all road deaths and serious injuries on Irish roads by the year 2050.

The plan seeks to reduce the deaths on Ireland's roads from 144 to 72 or lower by the year 2030. The plan also seeks to reduce serious injuries from 1,259 to 630 or lower by the same year. The Strategy outlines a Safe System approach with seven areas of intervention to achieve the targets as follows: -

1. Safe roads and roadsides;
2. Safe speeds;
3. Safe vehicles;
4. Safe road use;
5. Post-crash response;
6. Safe and healthy modes of travel; and
7. Safe work-related road use.

The actions outlined for Safe roads and roadsides will focus on progressively embedding the Safe System approach into the national, regional and local road networks over the next decade and will be achieved by assessing the safety quality of Ireland's road network and implementing priority engineering treatments to reduce fatalities and serious injuries.

The N60 Breaffy Active Travel and Safety Measures Scheme will support the Road Safety Strategy through the provision of new pedestrian and cycling infrastructure, segregating vulnerable road users from vehicular traffic and improving road safety. Additionally, the proposed development will implement several safety measures such as removing the hard shoulder in Breaffy Village and the provision of a periodic 60km/h zone at school drop off/pick up time at Breaffy Village all of which work towards the implementation of the actions in the Road Safety Strategy.

1.4.6 National Investment Framework for Transport in Ireland

National Investment Framework for Transport in Ireland (NIFTI) published by the Department of Transport will ensure that future investment in the transport network will support the delivery of the ten National Strategic Outcomes (NSOs) of the National Planning Framework. Future transport investment and sectoral strategies e.g. NTA City Strategies and Regional Spatial and Economic Strategies, will be required to align with this framework. The framework acknowledges that to achieve decarbonisation of the transport sector, investment will be required to promote sustainable modes of transport and states it will support "*investment in public transport, walking and cycling to encourage modal shift away from the private car*". The framework sets out a modal hierarchy for investment in transport in Ireland, which is as follows:

1. Active Travel
2. Public Transport
3. Private Vehicles

The investment framework highlights some key issues with transport in Ireland, such as:

"The transport sector is a significant contributor to air pollution in Ireland. It is the primary source of nitrogen oxide emissions, with passenger cars and heavy goods vehicles the most significant emitters,"

"Transport currently accounts for approximately 18% of Ireland's greenhouse gas (GHG) emissions"

The proposed development will address the above key issues and supports the modal hierarchy outlined in this framework. By investing in walking and cycling infrastructure in accordance with the modal hierarchy, proposed development has the potential to reduce the need for car-based travel between Breaffy and Castlebar and promote environmentally sustainable modes of transport.

1.4.7 Northern and Western Regional Assembly Regional Economic and Spatial Strategy (2020-2032)

The Northern and Western Regional Assembly Regional Spatial and Economic Strategy (NWRA RSES) supports the implementation of the NPF and the relevant economic policies and objectives of Government and provides a strategic development framework for the Northern and Western Region to 2032 and beyond. The vision of the strategy is:

“To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live”.

The Northern and Western RSES acknowledges that sustainable transport can be beneficial for health and wellbeing, while also potentially reducing carbon emissions. The Strategy aims to promote sustainable modes of transport including walking and cycling and reduce the dependency on the private car by delivering improved sustainable transport options. Some of the key relevant Regional Policy Objectives (RPOs) of the Strategy are as follows:

RPO 6.26: *The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle through: (b) Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual.*

RPO 6.29: *The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life.*

RPO 6.50: *Continue to encourage Active Travel initiatives and where possible leverage technology and digital platforms to enhance the delivery of cycleway and walking infrastructure, particularly in our urban centres.*

RPO 7.9: *Promote the provision of high quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling.*

The proposed development will aid in achieving the aforementioned RPOs by providing a safe pedestrian walkway and cycle track which will act as a sustainable transport linkage between Breaffy village and Castlebar. .

The Regional Spatial and Economic Strategy has classified Castlebar as a Key Town and has set out several key future priorities for the area. A key future priority for Castlebar is as follows:

Improve cycle and walking tourism/recreational infrastructure and connectivity of the Great Western Greenway at Castlebar and the Wild Atlantic Way and other tourism related infrastructure.

Key future priorities identified in the Development Plan for Castlebar include to *“Remove barriers to development through enhanced road and rail connectivity to and from Castlebar including: Upgrading of the entirety of the N5 to a TEN-T ‘High-Quality Road’(ii) Upgrade of N60 from Castlebar to Claremorris (critical link to the N17(AEC and Ireland West Airport Knock and SDZ).”*

The proposed development supports and is consistent with the objectives and policies of the Northern and Western Regional Assembly Regional Economic and Spatial Strategy by providing safe cycling and walking facilities from Breafter village to Castlebar. The proposed development will also form part of a larger 24km cycling/walking route from Claremorris to Castlebar. As the proposed development will aid in providing a sustainable transport link between Claremorris and the Great Western Greenway, the proposed development will support the above key priority for Castlebar.

1.4.8 Mayo County Development Plan 2022-2028

The Mayo County Development Plan 2022-2028 provides a roadmap for the overall proper planning and sustainable development of County Mayo. The plan provides for and manages the physical, economic, and social development of the County. It sets out the overarching strategic aims, and development objectives for the county across various sectors such as including but not limited to, housing, tourism development, movement and transport, sustainable communities, natural environment etc.

Castlebar is the largest town in Mayo identified as a 'Key town' or strategic growth town in the County settlement hierarchy. It is defined as a strategic employment centre of significant scale that can act as regional driver that complements and supports the higher-order urban areas within the settlement hierarchy.

Breafter is a Tier V 'rural village' in the settlement strategy of the Development Plan. The consolidation of these villages is encouraged with development to be delivered in a sustainable, sequential manner from the village core outwards, while promoting the reuse and redevelopment of vacant and derelict sites and buildings.

Settlement Strategy Policies and objectives include:

SSP7 *To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.*

SSO 12 *To ensure the promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to – (i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources, (ii) reduce anthropogenic greenhouse gas emissions, and (iii) address the necessity of adaptation to climate change; in particular, having regard to location, layout and design of new development.*

The Mayo County Development plan sets out several **Strategic Aims**, the key one of relevance to the proposed development is:

Movement and Transport: *To support increased use of sustainable modes of transport; the integration of spatial planning with transport planning; enhanced county and regional accessibility; the transition to a low carbon energy efficient transport system; and the development of a safer, more efficient, effective, and connected transport system within Mayo.*

The Plan supports the development of sustainable transport including cycling and walking facilities and the implementation of road safety measures. This is evidenced through the following planning objectives and policies:

Strategic County Development Plan Objectives

- SO 4** *“Low carbon and Climate Resilience: To transition to a low carbon and climate resilient county, by promoting sustainable settlement patterns, the integration of land-use and sustainable modes of transport, encourage walking, cycling and public transport, increasing reliance on green energy sources, encouraging urban and rural communities to facilitate effective change and by building climate change resilience and climate action into all services and functions of Mayo County Council.”*
- SO 5** *Development of Sustainable Communities: To support and develop sustainable communities and competitive county that enhances the health and well-being of our people and places from rural to urban, with access to employment opportunities, accessibility to high quality housing and physical, social and community infrastructure, including quality transport infrastructure and new digital technologies, where people of all ages can enjoy a good quality of life and a sense of pride in their place.”*
- SO 11** *Urban Renewal and Regeneration: Continue to enhance the towns and villages of County Mayo, through renewal and regeneration, improvements to public realm infrastructure, healthy place-making and by improving the visual amenity, urban design, viability, vibrancy of these areas so that people can live, work and invest in these areas.*
- SO 12** *Integrated Land Use and Transportation Planning: Integrate land use planning and sustainable transportation planning, promote the consolidation of development, encourage sustainable travel patterns by reducing the need to travel particularly by private transport, while prioritising walking, cycling and public transport.*

Settlement Strategy Policies

- SSP 6** *To support the creation of healthy and sustainable communities that encourages and facilitates walking and cycling and general physical activity through the implementation of best practices in urban design that promotes permeability and interconnecting spaces.*
- SSP 7** *To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport.*

Integrated Land Use and Transportation Policies

- MTP 3** *To support and facilitate any ‘Smarter Travel’ initiatives that will improve sustainable transportation within the county, including public transport, electric and hybrid vehicles, car clubs, public bike schemes, improved pedestrian and cycling facilities, as appropriate.*

Sustainable Mobility Policies:

- 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.

MTP 8 *To promote the transition to a low carbon integrated transport system by firstly reducing the need for travel through the use of design solutions and innovative approaches with regards to the Design Manual for Urban Roads and Streets, and subsequently to shift to environmentally sustainable modes of transport.*

Sustainable Mobility Objectives:

MTO 5 *To retrospectively provide public transport, walking and cycling infrastructure and facilities in existing development areas to achieve growth in sustainable mobility.*

Pedestrian and Cyclist Policies

MTP 11 *To support safer cycling/walking routes to encourage people to be more physically active for transport and leisure purposes.*

MPT 12 *To promote the design and construction of new developments to create low carbon, walkable neighbourhoods and workplaces containing high quality green and blue infrastructure.*

MTO 8 *To encourage and facilitate the maintenance and further development of the public footpath network, walking and cycling routes and associated infrastructure and where possible the retrofitting of cycle and pedestrian routes into the existing urban road network.*

MTO 11 *To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town/neighbourhood centres, residential, educational, employment, recreational developments and other uses, with the design informed by published design manuals, including the Design Manual for Urban Roads, Streets and the NTA Cycle Manual and TII Standard DN-GEO-03084 'The Treatment of Transition Zones to Towns and Villages on National Roads, or any amending/superseding national guidance or manuals.*

MTO 15 *To seek to advance the walking/ cycling projects listed in the table 6.4 below.*

National Roads Policies

MTP 20 *To enhance regional accessibility between key urban centres of population and their regions through the protection of the capacity, efficiency and safety of the national road network in County Mayo.*

MTP23 *To protect the capacity, efficiency and safety of the national road network in Mayo by complying with the 'Spatial Planning and National Roads -Guidelines for planning authorities' (2012).*

MTO24 *To seek to progress the National Road projects, listed in Table 6.5 subject, to required environmental assessments.*

| Road Projects in Co. Mayo | | | |
|---------------------------|--|------------------------|------------------------------|
| National Roads | | Regional & Local Roads | |
| Road Number | Project Title | Road Number | Section |
| N60 | N60 upgrades: N60 Bypass of Breaffy Village N60 Manulla Cross N60 Lagnamuck N60 Heathlawn N60 Claremorris Inner Relief Road | R320 | N17/R320 Junction at Lisduff |

Figure 1-1 Extract from Table 6.5 - Road Projects in Mayo. Source: Chapter 6, Mayo County Development Plan 2022-2028

MTO25 *To seek to review, in conjunction with TII, a reduction of the maximum speed limit along National Routes, where such routes pass through identified settlements in the Settlement Strategy of this Plan*

Rural Settlement and Village Settlement Plan Policies and objectives:

RSVP 6 *To support public realm enhancements in rural settlements and villages, including signage, public lighting (Dark Sky Friendly), public seating, hard and soft landscaping and improvements to the road and footpath network, where appropriate.*

RSVP 11 *To support the creation of cycling infrastructure within the rural villages and settlements, their hinterlands and at areas of interest and attractions.*

RSVO 6 *To seek the improvement, consolidation and expansion of the public lighting and footpath network in rural settlements and village, including a footpath / cycle link, where appropriate and feasible.*

RSVO 15 *To facilitate public realm improvements in rural settlements and villages, including signage, public seating, hard and soft landscaping and improvements to the road and footpath network, where appropriate and feasible.*

1.4.9 Mayo County Council Climate Adaptation Strategy 2019-2024

The Mayo County Council (MCC) Climate Adaption Strategy 2019-2024 outlines the strategic priorities, measures, and responses for adaptation for County Mayo. This is the first strategy of its kind to be prepared by MCC which aims to identify the risks, challenges and opportunities that must be considered and take coordinated action. The Strategy outlines 5 overarching goals, each of which has a series of objectives and actions. The goals of the Strategy are as follows:

1. Establish a Climate Adaption Governance Structure to ensure successful implementation of the adaption strategy.
2. Increase the resilience of critical infrastructure & buildings to climate change by planning and implementing appropriate adaption measures.

3. Increase the resilience of natural and cultural capital.
4. Increase the resilience of Water Resources and Flood Risk Management.
5. Increase the resilience of Community Services.

The Strategy acknowledges that Ireland aims to reduce CO2 emissions across energy generation, built environment and transport by 80% on 1990 levels by 2050 and that the private car is the primary form of transport in the region. The proposed development will help facilitate decarbonisation of the transport sector by providing safe walking and cycling options for all road users travelling from Breaffy Village to Castlebar. The scheme will also deliver resilient critical road infrastructure and act as community infrastructure over the long-term.

1.4.10 Castlebar and Environs Development Plan 2008-2014

The Castlebar and Environs Development Plan 2008-2014 outlines the future land-use principles for the area and aims to ensure that future growth requirements are met in an economic and environmentally sustainable manner. The plan notes that Castlebar has no cycling facilities while also lacking adequate footpaths which discourages those living in new developments on the edge of the town from walking or cycling into Castlebar.

The plan has 4 general development management principles, one of which is to “provide for sustainable forms of transport” (p.111). The plan set out following policies and objectives in relation to walking, cycling and active travel, which are as follows:

TO5 *“It is an objective of the Council to work together with developers with a view to enhancing cycle and pedestrian facilities on roads approaching the town within the plan area.” (p. 57)*

TP11 *“It is the policy of the Council to promote the development of cycling and walking as important forms of movement in the county and to minimise the conflict between pedestrians and other modes of transport.” (p.57)*

The proposed development will provide a walking and cycling path from Breaffy Village to Castlebar which supports the policies, objectives, and general development principles of the Development Plan.

In 2021, Mayo County Council is commencing the preparation of a Local Area Plan (LAP) for Castlebar town and its environs. The purpose of this LAP is to set out a land use strategy for the proper planning and sustainable development of the area incorporating a framework for the development of transportation, housing, retail, heritage, employment, social and community facilities.

2. LEGISLATIVE CONTEXT

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 Acts 2000-2018, 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.

2.1.1 EIA Screening Methodology

This EIA Screening Report has been prepared 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: -

- Directive 2011/92/EU as amended by Directive 2014/52/EU
- 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); and
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, August 2018.
- *The European Commission Environmental Impact Assessment of Projects, Guidance on Screening (2017)*.
- *Environmental Impact Assessment of National Road Schemes – A Practical Guide (NRA/TII, 2008)*

The following draft guidance document has also been consulted:

- *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*, May 2022 (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 7A of the Planning and Development Regulations 2001 (as amended) and assesses the proposed development's likely significant effects on environmental factors. . The

rationale or basis for the Screening determination is provided within the Table 2-1 below.

Table 2-1 Schedule 7A Information to be provided by the applicant or developer for the purposes of Screening sub-threshold development for Environmental Impact Assessment

| |
|---|
| <p>1. A description of the proposed development, including in particular—</p> <p>(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and</p> <p>(b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.</p> <p>2. A description of the aspects of the environment likely to be significantly affected by the proposed development.</p> <p>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—</p> <p>(a) the expected residues and emissions and the production of waste, where relevant, and</p> <p>(b) the use of natural resources, in particular soil, land, water and biodiversity.</p> <p>4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.</p> <p><i>Source: Schedule 7A Planning and Development Regulations 2001 (as amended)</i></p> |
|---|

The assessment draws on the separate Appropriate Assessment Screening Report (Document no. N60 BA-ROD-ENV-SW_AE-RP-EN-30002) prepared by Roughan & O'Donovan on behalf of Mayo County Council.

2.1.2 Description of Effects

A key document that informs the methodology for assessing the effects of the proposed development is the *Draft 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 set out in Table 2-2 below and forms the basis for describing the likely significant effects in this assessment. The consideration of potential effects includes direct, indirect, secondary and cumulative impacts as appropriate.

Table 2-2 Description of Effects

| Quality of Effects: | |
|------------------------------------|---|
| 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. |
| Describing Significance of effect: | |
| Imperceptible | An effect capable of measurement but without significant consequences. |
| Not Significant | An effect which causes noticeable changes in the character of the environment without affecting its sensitivities. |

| | |
|--|---|
| 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 significantly alters a sensitive aspect of the environment. |
| Very significant Effects | An effect which, by its character, magnitude, duration or intensity significant alters most of a sensitive aspect of the environment. |
| Profound Effects | An effect which obliterates sensitive characteristics. |
| Describing the Extent and Context of Effects: | |
| 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?) |
| Describing the Probability of the Effects: | |
| 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 measure are properly implemented. |
| Describing the Duration and Frequency of Effects: | |
| Momentary Effects | Effects lasting from seconds to minutes |
| Brief Effects | Effects last 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 hour, daily, weekly, monthly, annually). |
| Source: EPA (2022) <i>Guidelines on the information to be contained in Environmental Impact Assessment Reports</i> | |

2.1.3 Screening for Mandatory EIA

All projects can be placed into one of the following two categories:

- Those that **exceed the thresholds** laid down in planning policy and therefore have a mandatory requirement to prepare an EIAR; and
- Those projects that are **sub-threshold** and must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment.

This first part of the EIA Screening exercise is to determine if EIA is required as set out in the Annex 1 of the EIA Directive, and 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.

In this case the proposed development is not listed in Annex 1 (EIA Directive) or Schedule 5 (Part 1) of the Planning and Development Regulations and **therefore does not require mandatory EIA**. Section 50 of the Roads Act 1993 (as amended) is also required to be reviewed for this proposed development. Table 2-3 below provides an overview of the relevant road legislation and assesses if the proposed development meets or exceeds the mandatory thresholds contained therein.

Table 2-3 Screening Matrix for mandatory EIA

| Mandatory Threshold | Regulatory Reference | Assessment |
|--|---|---|
| a) A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') [EIAR] of any proposed road development it proposes consisting of- | | |
| (i) 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 not a Motorway. Mandatory Threshold is not reached. |
| (ii) 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 not a Busway. Mandatory Threshold is not reached. |
| (iii) 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 not a Service Area and does not incorporate a Service Area. Mandatory Threshold is not reached. |
| (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, namely: <ul style="list-style-type: none"> • 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 | Article 8 of the Roads Regulations, 1994 (as amended) (prescribed type of road development for the purposes of S. 50(1)(a)(iii) (now replaced by S. 1(a)(iv) of Section 50 of the Act amended | The proposed development will add cycleways and footpaths to an existing road and will not include the construction of a new road of four or more lanes. Mandatory Threshold is not reached. There are no bridges or tunnels proposed as part of the proposed development. |

| Mandatory Threshold | Regulatory Reference | Assessment |
|---|---|---|
| <p>eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area</p> <ul style="list-style-type: none"> The construction of a new bridge or tunnel which would be 100 metres or more in length. | | <p>Mandatory Threshold is not reached.</p> |
| <p>(b) Where An Bord Pleanála considers that any proposed road development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, they shall direct the road authority to prepare an environmental impact statement [EIAR] in respect of such a proposed road development and the authority shall comply with such direction.</p> | <p>S. 50(1)(b) of the Roads Act, 1993, as amended</p> | <p>An Bord Pleanála has not directed the road authority to prepare an EIAR.</p> <p>Mandatory Threshold is not reached.</p> |
| <p>(c) Where a road authority considers that any proposed road development (other than development to which paragraph a) applies) consisting of the construction of a proposed public road or the improvements of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing and where An Bord Pleanála concurs with the road authority they shall give direction to the road authority under paragraph (b).</p> | <p>S. 50(1)(c) of the Roads Act, 1993, as amended</p> | <p>The purpose of this EIA Screening Report is to undertake an assessment to determine if the proposed development is likely to have significant effects on the environment.</p> <p>See Section 6 of this Report.</p> |
| <p>d) Where a proposed road development (other than development to which paragraph (a) applies) consisting of construction of a proposed public road or the improvement of a public road or the improvement of an existing public road would be located on:</p> <ul style="list-style-type: none"> (i) a European Site, meaning (ii) a candidate site of Community importance, (iii) a site of Community importance, (iv) a candidate special area of conservation, (v) a special area of conservation, (vi) a candidate special protection area, or (vii) a special protection area (viii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976) <p>the road authority concerned shall decide whether the proposed road</p> | <p>S.50(1)(d) of the Roads Act, 1993, as amended by Reg.56(7) of the European Communities (Birds and Natural Habitats) Regulations 2011</p> | <p>The proposed development is not located on any of the criteria (i) – (v) and therefore there will be no likely significant effects on the environment.</p> <p>A Habitats Directive Screening for Appropriate Assessment (AA) has been carried out for the proposed development.</p> <p>The AA Screening Report concluded that the proposed development, either individually or in combination with other plans and projects, is not likely to have a significant effect on the River Moy SAC or any other European site.</p> <p>Mandatory Threshold is not reached.</p> |

| Mandatory Threshold | Regulatory Reference | Assessment |
|---|----------------------|------------|
| development would or would not be likely to have significant effects on the environment, and if the authority decides that the proposed road development would be likely to have such effects, paragraph (c) shall apply accordingly. | | |

As can be seen from Table 2.1 the Roads legislation assessment found that the proposed development is not a motorway, busway or service area. The proposed development is 4.2km in length but it is not located in an urban area and does not comprise construction of four or more lanes greater than 500m in length. The proposed development does not exceed any of the thresholds and **does not require a mandatory EIA.**

2.1.4 Screening Sub-threshold Development

Part 10 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 due to the characteristics of the potential effects based on the nature and extent of the proposed development, and/ or its location in relation to the characteristics of the receiving environment, particularly sensitive environments.

An examination of the Part 2 of Schedule 5 has been completed. Based on the nature and extent of the proposed development, it is determined that it does not fall under the project criteria described under Part 2 of Schedule 5 and the projects must be assessed on a case-by-case basis.

Schedule 7A is used to inform the basis of this assessment ‘*Information to be provided by the applicant or the developer for the purposes of Screening Sub-Threshold development for Environmental Impact Assessment*’. The assessment is undertaken under three main headings:

- Characteristics of the Proposed Development;
- Location of the Proposed Development; and,
- Types and Characteristics of the potential Impacts.

These three headings, together with the associated Schedule 7A criteria, are used as the basis for the examination of likely significant effects on the environment and are discussed in the following sections of this EIA Screening Report.

3. CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

This section describes the characteristics of the proposed development which could potentially give rise to environmental effects. The corresponding screening exercise is presented in Section 5.

3.1 Description of the Proposed Development

The scheme is to deliver the objectives of the Scheme Feasibility Report (Proposed Safety Improvement Measures on N60 at Breaffy), that examined the proposals of the National Speed Limit review, considered the imminent introduction of a Compact Grade Separation junction between the N60 and N5 Westport to Turlough Road Project and developed proposals for a dedicated cycle provision on the N60 between Castlebar and Breaffy. The extents of the N60 Breaffy Active Travel & Safety Measures Scheme shall commence in Castlebar with one section of 800m which follows the N60 from the IDA Roundabout to Kilkenny Cross Roundabout and continues along the N60 from Kilkenny Cross passing through Breaffy Village, ending just beyond Breaffy Post Office at Corratanvally at the junction with the L5760.

Construction Methodology

The construction sequence will generally be as follows:

1. Vegetation clearance back to existing highway boundary
2. Minimal fencing, if deemed to be required at detailed design stage.
3. Circa 1.4km of boundary fencing/garden wall to be set back. Localised widening of embankments and cutting over short sections.
4. Construction of concrete retaining wall in Breaffy village for a proposed bus bay behind church car park
5. Topsoil stripping and laying of 150mm sub-base
6. Break out and repositioning of kerbs and gullies were present to narrow traffic lanes
7. Construction of bituminous cycle track and footpath
8. Construction of an uncontrolled pedestrian crossing and associated refuge island
9. Accommodation works
10. Installation of road signage and re-marking of lines
11. Landscaping – topsoil and seeding of remaining verges where the hard shoulder has been removed

The design for the N60 Breaffy Active Travel and Safety Measures Scheme is in accordance with TII Publication Standards for the 80km/h and the 100km/h speed limit roads and in accordance with Design Manual for Urban Roads and Streets for the 60km/h speed limit cross references to the National Cycle Manual.

The horizontal and vertical alignment follows the existing topography, the design speed of the cycle facilities is 30km/h. The alignment is generally on a low height embankment.

The culvert widening is designed and will be constructed in accordance with TII (2008) *Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes* and will involve the placement of a bottomless precast semi-circular culvert extension on the riparian verge of the stream. Therefore, these works will not directly

interact with the stream itself.

The works will be carried out in accordance with CIRIA document C532 Control of water pollution from construction sites.

Approximately 5,000m³ of materials (sub-base, asphalt, concrete) will be imported for use during the construction. Approximately 5,000m³ of excavated material generated during construction will be reused in final landscaping, in accordance with the waste categorisation and Waste Management Act 1996 (as amended).

There will be some demolition of existing garden walls. Existing fencing will be removed and hedgerow/scrub will be cleared in existing verges.

The construction phase of the scheme is likely to take approximately 8 months. The construction phase will be carried out on a phased basis so that traffic disruption is kept to a minimum. The section of the shared use two way cycle facility with pedestrians will result in minimum disruption to the N60 road users as the proposed active travel measures will be constructed within the existing and extended verge.

Traffic management will be required to allow reconstruction of the Kilkenny Cross roundabout, the construction of the online sections (the 60km/h sections including the Breaffy village section), and the construction of the tie-ins. Landowners access will have to be maintained during construction.

A potential construction compound has been identified between ch. 3+615 and ch. 3+670 on the south of the N60 (existing disused car park) in close proximity of the Breaffy Post Office.

No road closures will be permitted during the construction phase. It is proposed that the road will remain open to traffic at all times during construction, this will be achieved by using traffic management systems to complete the 60km/h sections and tie-ins.

Existing utilities have been identified between the IDA roundabout and the new N5 Compact Grade Separated Junction, in advance of any construction works services diversions shall be agreed with the relevant service provider and progressed in a manner to facilitate construction.

3.2 Cumulation with Other Existing Development

The cumulation with other existing development and/ or development that is subject of a consent for proposed development for the purposes of Section 172(1A)(b) of the Act and/ or development that is subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment has been assessed as part of this Screening Exercise. The assessment of the likelihood of cumulative effects in cumulation with these projects is provided in Appendix B Table B.1 of, which concluded there are no likely significant, negative, cumulative effects predicted to arise from the proposed development in combination with other plans or projects. The assessment found that there is likely be a positive, moderate, long-term cumulative effects resulting from the proposed development in-combination with particular projects.

3.3 Nature of any Associated Demolition Works

There will be demolition of certain property boundary walls to accommodate the proposed development.

3.4 The Use of Natural Resources

Approximately 5,000m³ of materials (sub-base, asphalt, concrete) will be imported for use during the construction. Approximately 5000m³ of excavated material generated during construction will be reused in final landscaping, in accordance with the waste categorisation and Waste Management Act 1996 (as amended). There is no requirement to use water over and above a normal construction site requirements.

3.5 The Production of Waste

Approx. 5000m³ of material will be excavated from the existing roadbed and will be reused, in final landscaping, in accordance with the waste categorisation and Waste Management Act 1996 (as amended). The contractor will be required to prepare a Construction and Environmental Management Plan (CEMP) and any waste produced during the construction of the proposed development will be managed in accordance with all relevant waste management legislation and best practice guidance.

3.6 Pollution and Nuisance

Prior to construction, routine practice and procedures to prevent pollution of the environment and in particular the aquatic environment will apply. These measures will be put in place to reduce the risk of any accidental spillages of pollution in the Manulla river and any other watercourses. Construction works will be subject to normal health and safety controls for construction sites, will be temporary in nature and will not result in significant effects on the environment.

During construction, polluting material has the potential to cause environmental effects, however the likelihood and severity of these effects will be minimised through compliance with the best practice construction management practices. During the construction phase, temporary impacts will be experienced by property owners adjacent to the proposed development and road users on the existing N60, such as noise nuisance. No particularly noisy or lengthy noise-generating works (e.g piling, blasting) are proposed. There is potential for small quantities of dust (i.e., particulate matter), greenhouse gas and other vehicular emissions to be generated during the construction phase. Construction phase greenhouse gas and other vehicular emissions may be expected to arise principally resulting from construction vehicles and plant (of which there will be relatively few), and due to embodied carbon in construction materials (which will be a relatively small quantity). Temporary closures of footpaths during construction may also cause nuisances to local road users. These effects will all be temporary and not significant. The proposed development crosses several tributaries to the Manulla River, which is hydrologically connected to the nearby River Moy SAC, located approx. 0.8km from the proposed development over land. The shortest distance from the proposed development to the site via a hydrological connection is 3km southeast, through the Drumneen Stream. As such, there is a potential pathway for pollution of the watercourse. The culvert widening is designed and will be constructed in accordance with TII (2008) *Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes* and will involve the placement of a bottomless precast semi-circular culvert extension on the riparian verge of the stream. Therefore, these works will not directly interact with the stream itself. The works will be carried out in accordance with CIRIA document C532 Control of water pollution from construction sites. A Screening for Appropriate Assessment (AA) Report has been prepared for the proposed development. The AA Screening Report concluded that the proposed development either individually or in combination with other plans and projects, is not likely to have a significant effect on the River Moy SAC or any other European site, in view of best scientific knowledge and the Conservation Objectives of the site concerned.

3.7 Risk of Major Accidents and/ or Disasters

Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU (“the EIA Directive” hereafter) mandates the consideration of major accidents and disasters (MADS) in EIA.

MADs may be defined as hazards to which vulnerable receptors (i.e. humans, cultural heritage and/or the environment) are exposed, resulting in major negative impacts on more or more of these, which requires the use of resources beyond those of the Applicant or its appointed representatives (i.e. Contractors) to manage.

The IEMA (2020) guidelines states that “*During screening it should be sufficient to identify if a development has a vulnerability to major accidents and/or disasters and to consider whether a development could lead to a significant effect*” (p.10) Questions to consider at this stage include the following (adapted from IEMA, 2020)

- Is the proposed development a source of hazard that could conceivably result in a major accident and/or disaster occurring?
- Does the proposed development interact with any sources of external hazards that may conceivably make it vulnerable to a major accident and/or disaster?
- If an external major accident and/or disaster occurred, would the existence of the proposed development conceivably increase the risk of a significant effect to an environmental receptor occurring?

The UK National Risk Register of Civil Emergencies (2017) has been reviewed in respect of the proposed development and, on the basis of this, it is considered that the proposed development is not likely to (in and of itself) cause a MAD of the classes listed. Considering the nature and scale of the proposed development, the risk of a MAD is very low. The design of the proposed development will be in accordance with the relevant codes and standards and best practice construction practices will be implemented.

The only source of external hazard which could interact with or render the proposed development susceptible to a MAD is a major traffic accident. However, the proposed development is no more at risk than any other road in the vicinity of the proposed development in respect of major traffic accidents.

The proposed development will see the implementation of road safety measures, such as, but not limited to, reducing the speed limit from 100km/h to 80km/h from Breaffy Village to Kilkenny Cross along the existing N60 and segregating vulnerable road users like cyclists and pedestrians from vehicular traffic.

3.8 Risk to Human Health

All works will be subject to the implementation of a Construction Environmental Management Plan and a Traffic Management Plan which will be prepared by the contractor and agreed with Mayo County Council prior to construction. These plans will ensure that risks to human health including any potential temporary impacts due to noise, dust, traffic will be controlled on site during construction.

During the operational phase, the proposed development will upgrade the road environment for all road users. Due to the construction of the pedestrian and cycle infrastructure and the pedestrian crossings it will allow for safe road conditions for all road users. It will also promote active travel modes between Breaffy and Castlebar,

and in turn promote physical activity which may influence positive health outcomes and improve safety for all road users on the road network.

4. LOCATION OF THE PROPOSED DEVELOPMENT

The location of the proposed development is an important factor when considering the characteristics of potential impacts and is described in the sections below.

The proposed development will stretch westbound from the N60/L5760 (Breaffy Post Office) junction for approximately 4.2km. The scheme will run along the N60 and past the new N5 compact grade separated junction (CGSJ), splitting at the N60 roundabout, and terminate approximately 800m from the roundabout on the N60.

Breaffy is a small rural village containing a church, a public house, a large primary school and residential properties. Breaffy House Hotel, Breaffy Woods Hotel and the Breaffy GAA grounds are located south of the proposed development, opposite the village centre.

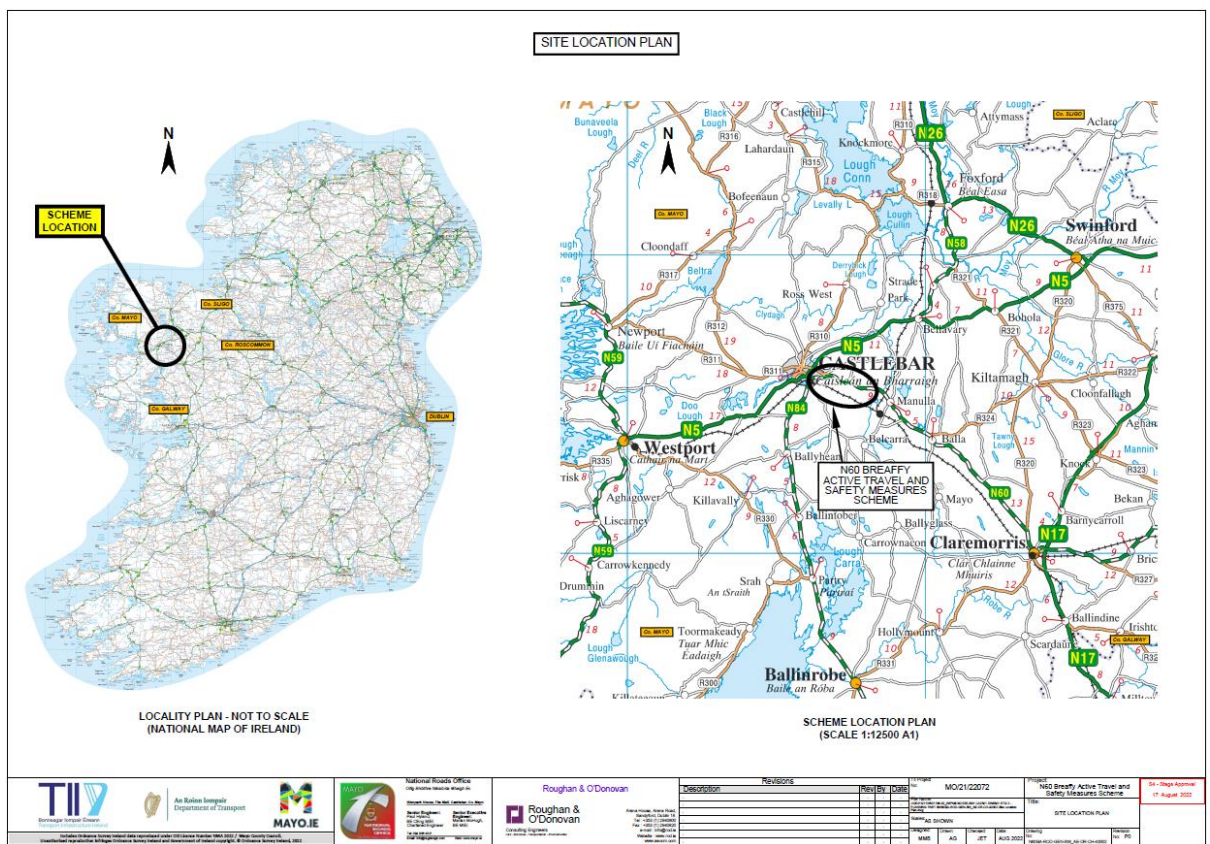


Figure 4-1 Site Location

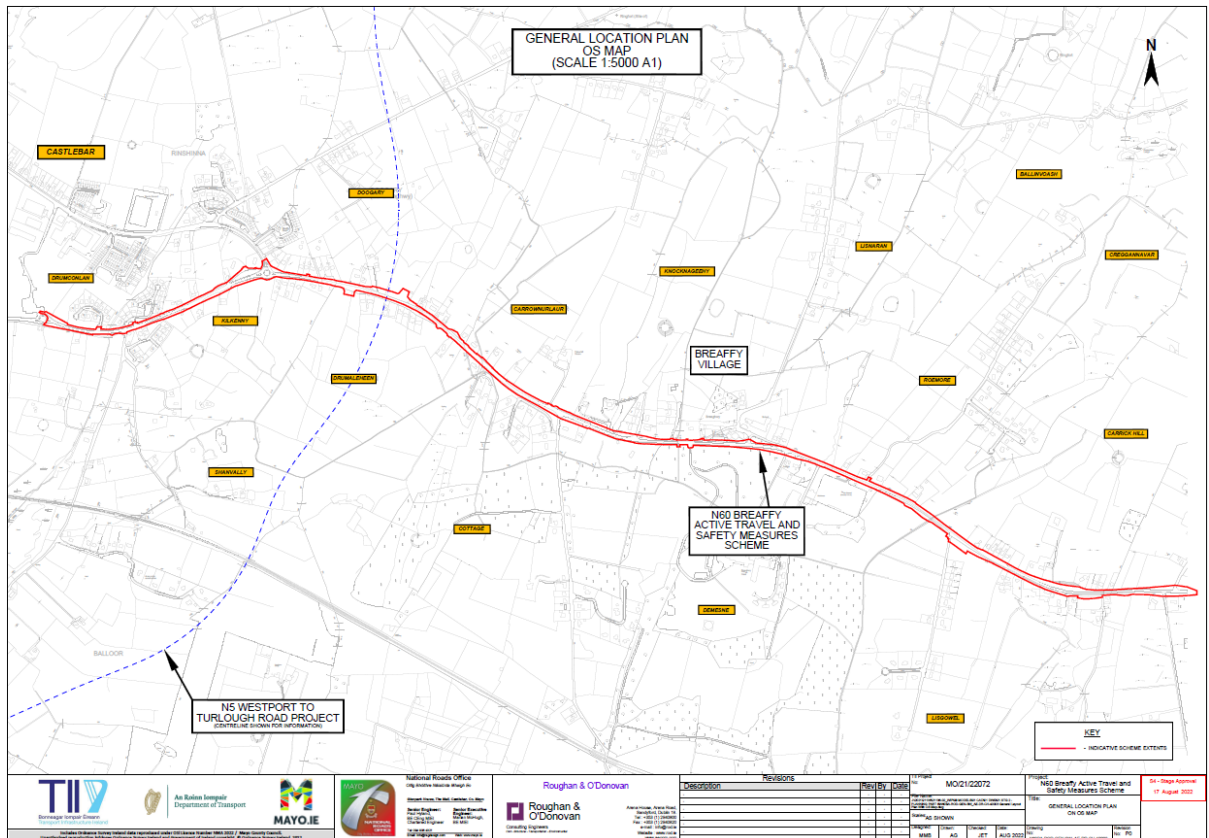


Figure 4-2 Extent of the Proposed Development

Further Development Drawings are included in Appendix A.

4.1 Existing and approved land use

The footprint of the proposed development is located within the existing road network, primarily along the N60 National Road from the outskirts of Castlebar to Breaffy Post Office, which will be upgraded to include pedestrian and cyclist infrastructure. This will require local widening at certain locations into the adjoining properties. To the north of the development, the existing land use is predominantly agricultural pastures, and to the south, the land use is principally agricultural with significant areas of natural vegetation and areas of broad-leaved forest. Sections of the proposed development pass directly through Breaffy and the outskirts of Castlebar which are classified as discontinuous urban fabric.

The Relative Abundance, Quality & Regenerative Capacity of Natural Resources
The proposed development is not likely to have a significant impact on the abundance, quality, or regenerative capacity of natural resources as the proposed development lies predominantly within the footprint of the existing N60 and requires the construction of pedestrian and cycling facilities. There will be some vegetation clearance of hedgerows and shrubs in the existing verges, back to the existing highway boundary.

There are several quarries and concrete manufacturers in County Mayo that could potentially be used to source construction materials.

4.2 The Absorption Capacity of the Natural Environment

The proposed development intersects three tributaries of the Manulla River. The Manulla River is located within the Water Framework Directive river sub-basin

catchment of Manulla_030 (IE_WE_34M010300). This WFD river waterbody sub-basin has been assigned a status of Poor water quality. The Manulla River is located within the WFD groundwater body catchment of Swinford (IE_WE_G_0033). The groundwater classification for this region is classified as good.

The Water Framework Directive requires that good water quality status is achieved for the Manulla sub-basin catchment by December 2027. This sub-basin is considered 'at risk' under the Water Framework Directive.

The Geological Survey of Ireland (GSI) quaternary mapping for the area is predominantly described as limestone till.

During the construction phase due to potential pollution incidences, measures must be implemented to protect affected water bodies and to maintain or improve the water quality status. In particular, the Manulla River should not be further degraded.

4.2.1 Wetlands, Riparian Areas and River Mouths

There are no wetlands or river mouths located in the vicinity of the proposed development.

There are several riparian areas located within close proximity of the proposed development. The existing N60 crosses 3 tributaries of the Manulla river, each with their own riparian area and vegetation.

4.2.2 Coastal Zones and the Marine Environment

The proposed development is not located near any coastal zones or the marine environment.

4.2.3 Mountain and Forest Areas

There are no mountains within or nearby the proposed development site. There are areas of broad-leaved forest immediately adjacent to the road network.

4.2.4 Nature Reserves and Parks

There are no nature reserves or parks affected by the proposed development.

4.2.5 European or National Designated Sites

The proposed development is not located within any European or National Designated sites. The proposed development is located approx. 0.8km from the River Moy SAC [002298] as the crow flies. The Manulla river provides a hydrological connection between the proposed development and the River Moy SAC, located approx. 3km east via this connection. The latest (2013-2018) River Waterbody Water Framework Directive (WFD) Status of the Manulla River, which forms part of the River Moy SAC, was reported to be of "Poor" status and "at risk" of not achieving good status.

An Appropriate Assessment (AA) Screening Report has been prepared for the proposed development. The AA Screening Report concluded that the proposed development, either individually or in combination with other plans and projects, is not likely to have a significant effect on the River Moy SAC or any other European site, in view of best scientific knowledge and the Conservation Objectives of the sites concerned.

4.2.6 Areas with Exceedances in Environmental Standards

The Manulla River is classified under the Water Framework Directive (WFD) rating system as being 'at risk' of not achieving good status. There are no other known areas in which the environmental quality standards have been reported as exceeded.

4.2.7 Densely Populated Areas

The proposed development is not in a densely populated area. It will pass through Breaffy, a small rural village.

The following Electoral Divisions (ED) are within the development extents:

- Breaghwy ED, which had a total population of 1,833 in the 2016 Census. An increase of 5.1% from the previous 2011 Census;
- Castlebar Rural ED, which had a total population of 7,308 in the 2016 Census. An increase of 1.37% from the 2011 Census; and
- Castlebar Urban ED, which had a total population of 6,163 in the 2016 Census, an increase of 1.88% from the previous Census.

At the time of writing the 2022 Census results are not available at ED level. It is likely that the proposed development will have a positive impact for the local population as the safety measures including the provision of a new cycleway and footpath will allow improved safety and encourage a modal shift to cycling or walking.

4.2.8 Landscapes & sites of historical, cultural or archaeological significance

The proposed development is not located within an Architectural Conservation Area.

There is one listed Protected Structure (RPS) within 250m of the proposed development. Fisherhill House (RPS No.127, NIAH Reg No. 31307901) which is located approx. 200m north of the proposed development. Fisherhill house is a detached, georgian style farmhouse, constructed circa. 1838.

There are 6 archaeological heritage sites located within 250m of the proposed developments, shown in Table 4-1.

There is the possibility that unrecorded subsurface archaeological remains are present in the vicinity of the proposed development, although it is unlikely that such items are present in the footprint of the proposed development, which is situated on existing roadbed and in the immediate margins of same.

Table 4-1 Archaeological Heritage sites

| NIAH Reg No. | Class | Townland | Distance from Proposed Development (approx.) |
|--------------|-----------------------|---------------|--|
| MA078-032 | Ringfort – rath | Kilkenny | 148m |
| MA078-031002 | Souterrain | Kilkenny | 13.2m |
| MA078-031001 | Ringfort – rath | Kilkenny | 13.2m |
| MA079-025001 | Enclosure | Doogary | 233m |
| MA079-103 | Mound | Carrownurlaur | 136m |
| MA079-032 | Chapel | Breaghwy | 165m |
| MA079-041 | Barrow – unclassified | Corratanvally | 105m |

4.2.9 Designated Focal Points/ Views

There are no designated focal point or scenic views within the vicinity of the proposed development identified in and/or the Mayo County Development Plan 2022-2028.

5. TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS

5.1 Assessment of the Characteristics of the Proposed Development

Table 5.1 details the screening assessment relating to the characteristics of the proposed development.

Table 5-1 Types and Characteristics of Potential Impacts

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|---------------------------------|---|----------------------|
| Population and Human Health | <p><u>Construction Phase</u></p> <p>The N60 will remain operational during the construction phase of the proposed development and disruption will be minimal. Traffic signalling will be utilised where necessary. This impact will have a temporary, not significant, negative effect. During construction there is likely to be localised, slight, temporary negative effects due to general construction activities and potential for dust, noise and visual impacts. The construction phase will be approx. 8 months in duration and consequently, these impacts will be temporary in nature and are not significant. Routine practice and procedures will be implemented to prevent pollution of the environment will apply during the construction phase.</p> <p>22 no. property boundary walls and access gates will be affected by land-take to accommodate the proposed scheme. While access to properties will be maintained throughout there is potential for the construction works to cause disturbance to property owners for a limited period.</p> <p><i>Mitigation:</i> The contractor will be required to maintain access to all properties and give all landowners sufficient notice in advance of the replacement works commencing.</p> <p><i>Mitigation:</i> The contractor will be required to develop and implement a Construction Traffic Management Plan which will be required to be submitted and approved by the Roads Department of the Local Authority in advance of construction works commencing.</p> <p>Based on the application of standard mitigation measures the effects will be a not significant, temporary, negative effects.</p> | Screened out |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|---|--|----------------------|
| | <p><u>Operational Phase</u></p> <p>To comply with DN-GEO-03036, DN-GEO-03060, DN-GEO-03047, National Cycle Manual, Design Manual for Urban Roads and Streets standards there is a need to include small portions of 22 no. private properties. The land-take comprises primarily the entrance to properties and existing boundary walls. All boundary and entrances will be replaced like for like. While the impact may be considered significant on the property owners, the overall environmental effects are not significant, permanent effects. All landowners will be compensated through the CPO process.</p> <p>The proposed pedestrian and cycle tracks will have a positive, long-term effect on the traffic and transportation infrastructure available to the population accessing Breaffy and Castlebar.</p> <p>The proposed traffic safety measures (i.e. removing the hard shoulder to improve visibility, reducing the speed limit from 100km/h to 80km/h) will also have a long-term, positive effect for all road users and improve road safety.</p> <p>No likely significant effects are predicted.</p> | |
| <p>Biodiversity with particular attention to species and habitats protected under the Habitats and Birds Directives</p> | <p>Construction Phase</p> <p>During the construction phase, the proposed development is likely to cause disturbance of local biodiversity species due to the loss of suitable habitat for bird and bat species during vegetation removal there may also be effects due to short term noise and vibration effects during construction works. The movement of vegetation, topsoil and excavated materials from the site also has the potential to spread any invasive alien species that are present, including Rhododendron (<i>Rhododendron ponticum</i>), Himalayan Balsam (<i>Impatiens glandulifera</i>), Giant Rhubarb (<i>Gunnera manicata</i>) and Japanese Knotweed (<i>Fallopia japonica</i>), all of which were identified within the study area.</p> <p>The proposed development crosses three watercourses over existing culverts, one of which will be extended to accommodate the proposed cycleway. There is a risk of water quality impacts in the event of a spillage of pollutants such as oil, fuel or wet concrete.</p> <p><i>Mitigation:</i></p> <p>Routine practice and procedures for the control of water pollution from construction sites (CIRIA document C532) will effectively control the risk of any spillage of pollutants and further restrict any pathways for pollutants between the works and watercourses. The extension of the existing culvert</p> | <p>Screened out</p> |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|---------------------------------|---|----------------------|
| | <p>will involve the placement of a bottomless precast culvert extension on the riparian verge and while some minor riparian habitat loss will occur, these works will not directly interact with the stream itself and the design of the culvert extension provides sufficient riparian habitat for Otter along the banks of the stream. Therefore, the probability and magnitude of any water quality impacts are minimal and there will be no alterations made to aquatic habitats as a result of these works.</p> <p>Prior to felling, trees should be inspected for the presence of Bats by a suitably qualified Bat ecologist during daylight hours and, if trees support suitable roosting features, at night-time using a Bat detector. This survey should be carried out from dusk through the night until dawn to ensure bats do not re-enter the tree. Where examination of the tree has shown that Bats have not emerged or returned to a tree, felling may proceed the following day. Should any tree roosts be identified, a derogation licence from the National Parks & Wildlife Service will be required to fell or undertake works in close proximity these trees.</p> <p>Site clearance will take place outside the nesting bird season (1st March - 31st August inclusive). If site clearance is required during the nesting bird season, the area will be checked by a suitably qualified ecologist. If nesting birds are found to be present, the site clearance works will cease until the chicks have fledged, or, until the NPWS have been consulted to determine the course of action.</p> <p>In order to minimise the risk of the introduction or spread of invasive alien plant species (IAPS) during construction, all works shall be executed in accordance with best practice for biosecurity in construction. In particular, prior to commencement, the Contractor shall prepare a detailed Biosecurity Protocol describing his/her proposed approach to ensuring that IAPS are not imported or spread during the construction of the proposed development. The Contractor's Biosecurity Protocol shall be in accordance with <i>The Management of Invasive Alien Plant Species on National Roads – Technical Guidance</i> (TII, 2020) and subject to approval by a suitably qualified ecologist prior to its acceptance and implementation.</p> <p>Operational Phase No significant impacts on biodiversity are likely during the operational stage. No likely significant effects are predicted.</p> | |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|--|--|-----------------------------|
| Soil and Geology | <p><u>Construction Phase</u></p> <p>Only minor excavations are proposed under the scope of the proposed development. Approx. 5000m³ of materials will be dug out/reconfigured. Materials that are being excavated are to be reused, where possible, in final landscaping. Given the nature, scale and size of the proposed development, this is not considered to be significant. Any waste that is produced will be managed in accordance with all relevant environmental guidance and policy documents and the Contractors approved Construction Environmental Management Plan (CEMP).</p> <p><u>Operational Phase</u></p> <p>No significant impacts to soils and geology are likely during the operational phase.</p> <p>No likely significant effects are predicted.</p> | Screened out |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|---------------------------------|---|----------------------|
| Water | <p><u>Construction Phase</u></p> <p>The proposed development crosses three watercourses over existing culverts, one of which will be widened to accommodate the proposed cycleway. There is a risk of water quality impacts in the event of a spillage of pollutants such as oil, fuel or wet concrete.</p> <p><i>Mitigation</i></p> <p>Routine practice and procedures for the control of water pollution from construction sites (CIRIA document C532) will effectively control the risk of any spillage of pollutants and further restrict any pathways for pollutants between the works and watercourses. The extension of the existing culvert will involve the placement of a bottomless precast culvert extension on the riparian verge and while some minor riparian habitat loss will occur, these works will not directly interact with the stream itself and the design of the culvert extension provides sufficient riparian habitat for Otter along the banks of the stream. Therefore, the probability and magnitude of any water quality impacts are minimal and there will be no alterations made to aquatic habitats as a result of these works.</p> <p><u>Operational Phase</u></p> <p>During the operational phase, the proposed development will aim to maintain the existing drainage regime.</p> <p>The proposed works are for non-vehicular modes and therefore emissions are not likely to increase as a result of the proposed development.</p> <p>No significant impacts are likely to surface water or groundwater quality.</p> <p>No likely significant effects are predicted.</p> | Screened out |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|---------------------------------|---|----------------------|
| Air and Climate | <p><u>Construction Phase</u></p> <p>The construction works for the proposed development is likely to generate nuisance dust and particulate matter from the movement of vehicles transporting construction material to and from the site. However, due to the small scale and limited works required for the development no significant impacts are likely. The proposed works will not result in significant effects on carbon emissions during the construction phase as the construction traffic and material quantities will be small.</p> <p><u>Operational Phase</u></p> <p>The proposed development will provide safe, walking and cycling infrastructure along an existing road network. It supports sustainable transport modes and supports communities to shift from the private car therefore supporting active travel modes and a reduction in greenhouse gas emissions. Therefore, it is considered that the proposed development will result in long-term positive effect on Air Quality and Climate.</p> <p>No likely significant effects are predicted.</p> | Screened out |
| Noise and Vibration | <p><u>Construction Phase</u></p> <p>There is potential for nuisance noise during the daytime construction works however no particularly noisy or lengthy noise-inducing activities (e.g. piling, blasting) are proposed therefore no significant effects are likely.</p> <p>There are likely to be localised, slight, temporary effects on noise and vibration environment during the construction phase. No hydroacoustic impacts are anticipated during the construction phase. Structurally damaging levels of noise and vibration are not expected to occur.</p> <p><u>Operational Phase</u></p> <p>During the operational phase, there will be no increase in noise or vibration emissions as the proposed development is intended for pedestrian and cyclist use.</p> <p>There may a reduction in vehicular noise levels due to an increased uptake of sustainable modes of transport.</p> <p>No likely significant effects are predicted.</p> | Screened Out |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|--|--|----------------------|
| Material Assets | <p><u>Construction Phase</u></p> <p>To accommodate the proposed development, land-take will be required from 22no. properties (gardens and fields). Existing boundary walls and access gates to affected properties will be replaced as part of the proposed works. This will result in a negative, slight/not significant, long-term effect.</p> <p>Potential impacts during the construction phase include disruption to farm activities, such as moving animals and farm machinery to facilitate the construction works.</p> <p><i>Mitigation</i></p> <p>A Construction Traffic Management Plan will be implemented to minimise disruption to material assets.</p> <p><u>Operational Phase</u></p> <p>The proposed development will require land-take from 22 no. properties. Accesses and boundary walls that require demolition will be replaced on like for like basis, resulting in a not significant, long-term effect. All landowners will be compensated through the CPO process.</p> <p>During the operation phase, the proposed development will have the additional benefits of improving connectivity between Castlebar and Breaffy for pedestrians and cyclists, resulting in a moderate, positive long-term effect.</p> <p>No likely significant effects are predicted.</p> | Screened out |
| Cultural Heritage including archaeology and architectural heritage | <p><u>Construction Phase</u></p> <p>There is one NIAH listed property within proximity of the proposed development, however this property is set back approx. 200m therefore it will not be directly impacted by construction of the proposed development.</p> <p>There are 6 protected structures located within 250m of the proposed development, with the proposed development situated within the zone of notification for 2 structures. These structures area:</p> <ul style="list-style-type: none"> • MA078-031002 a Ringfort and • MA078-031001 a Souterrain. <p>Both structures are located beside each other, set back approx. 13m from the roadbed within a residential property boundary. There is potential to disturb and/or damage unknown archaeological assets while working within the roadbed in this location.</p> <p>It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National</p> | Screened out |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|---|---|----------------------|
| | <p>Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.</p> <p><u>Operational Phase</u></p> <p>No significant direct or indirect effects are likely to occur on any archaeology, architectural or cultural heritage sites.</p> | |
| Landscape and Visual Amenity | <p><u>Construction Phase</u></p> <p>The proposed construction works and the movement of construction machinery may negatively impact visual receptors (e.g., residents and the general public) in immediate vicinity of the proposed works, resulting in a temporary, slight negative effect on visual amenity. As previously mentioned in Section 4.2, there are no protected views within the vicinity of the proposed development.</p> <p><u>Operational Phase</u></p> <p>The proposed development will not significantly change the landscape character of the area as it consists of walking and cycling facilities within the footprint of the existing road network.</p> <p>The proposed development does not involve any high-rise/built elements which could obscure or negatively affect the visual amenity of the area.</p> <p>No likely significant effects are predicted.</p> | Screened out |
| Major Accidents and Disasters | <p>The predominant source of external hazard which could conceivably interact or render the proposed development susceptible to a Major Accident and Disaster (MAD) is a major traffic accident. Standard traffic management and safety measures will be implemented during the construction phase of the proposed development, such that the proposed works are not expected to cause or significantly exacerbate a traffic accident and the associated risk is considered to be as low as reasonably practicable.</p> <p>By providing segregated cyclist and pedestrian infrastructure along the existing road network, the operational phase of the proposed development is expected to reduce the risk of traffic accidents involving these vulnerable road users relative to the baseline scenario.</p> <p>No likely, significant effects are predicted.</p> | Screened out |
| Interactions between the impacts on different factors | <p><u>Construction Phase</u></p> <p>During the construction phase, interactions will occur between air quality and climate, noise and vibration, and population and human health and material assets. Standard control measures proposed to reduce traffic, noise and air quality</p> | Screened out |

| EIA – Environmental Receptor: - | Screening Assessment | EIA Screened In/ Out |
|---------------------------------|---|----------------------|
| | <p>impacts during construction will result in positive effects on population and human health and material assets through the reduction in disturbance and nuisances effects during construction. The small scale and temporary nature of these interactions are not likely to result in significant environmental effects.</p> <p><u>Operational Phase</u></p> <p>As the proposed development will provide sustainable transport infrastructure to communities, there will be a positive interaction between population and human health and material assets as well as air quality effects.</p> <p>No likely significant effects are predicted.</p> | |
| Cumulative Assessment | <p>A review of plans and projects (recently granted planning applications) was undertaken in the vicinity of the proposed development and assessed in Table B.1 in Appendix B of this EIA Screening Report. The sources of information included:</p> <ul style="list-style-type: none"> • An Bord Pleanála Website (Planning Searches) • Mayo County Council Online Planning Search; • EIA Portal <p>Having considered the anticipated overall potential impact with respect to each of these developments it is considered that there are no likely significant effects on the environment when considered in combination with each other.</p> <p>No likely significant effects are predicted.</p> | Screened out |

6. SCREENING CONCLUSION AND RECOMMENDATION

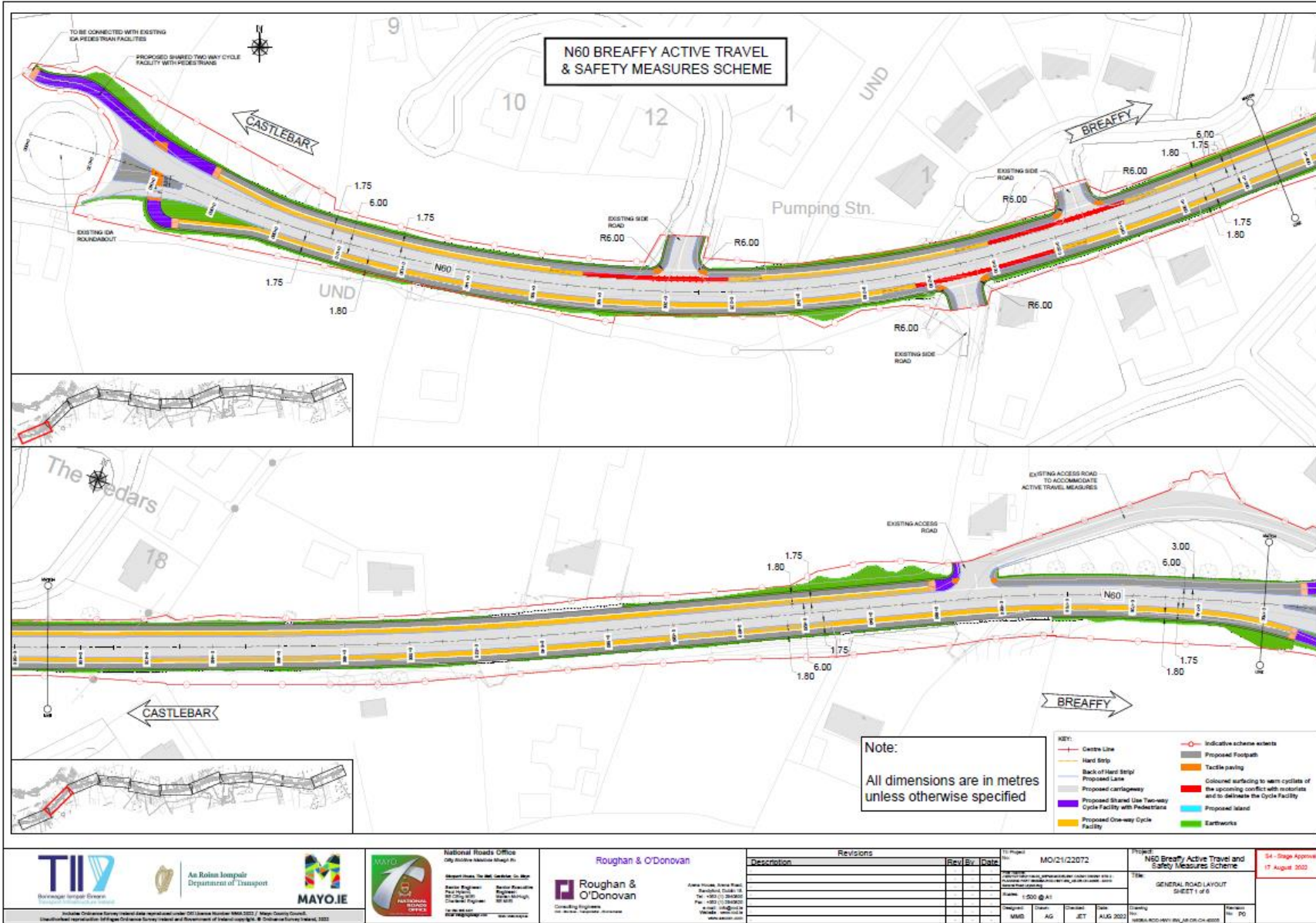
This EIA Screening Report has determined that the proposed development does not exceed the thresholds that trigger the mandatory requirement for EIA and subsequently the proposed development is deemed to be a sub-threshold development. This sub-threshold development has been assessed in accordance with the requirements of Schedule 7A, of the Planning and Development Regulations 2001 (as amended) having regard to Schedule 7 as appropriate. Having regard to these requirements an assessment is provided with regard in particular to:

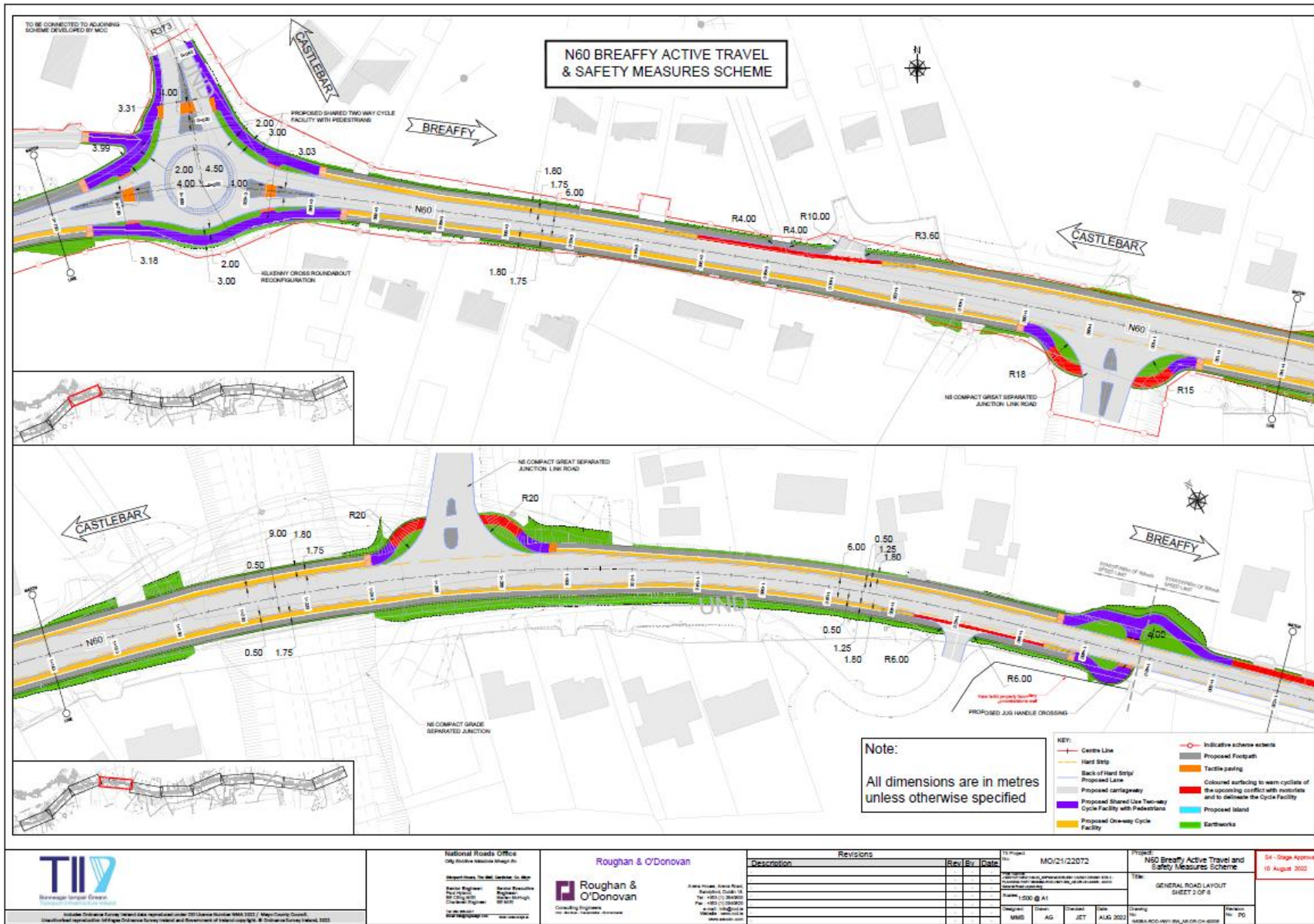
1. Characteristics of the proposed development;
2. Location of the proposed development;
3. Characteristics of potential impacts; and
4. The possibility of effectively reducing the impacts.

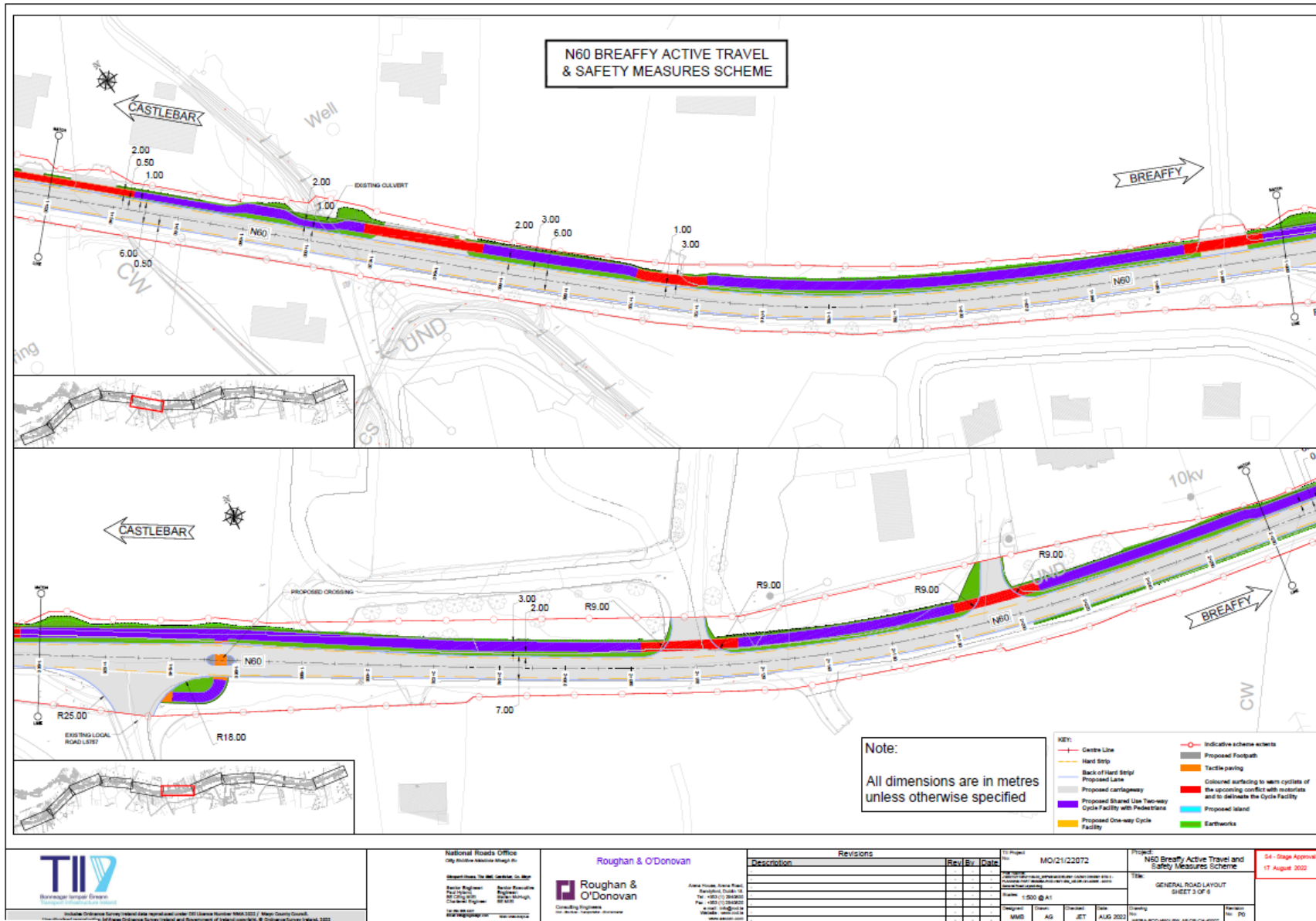
This EIA Screening found that the proposed development is not likely to result in significant, negative, environmental effects. It is therefore recommended to Mayo County Council in their EIA Screening determination that the proposed development would not be likely to have significant effects on the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

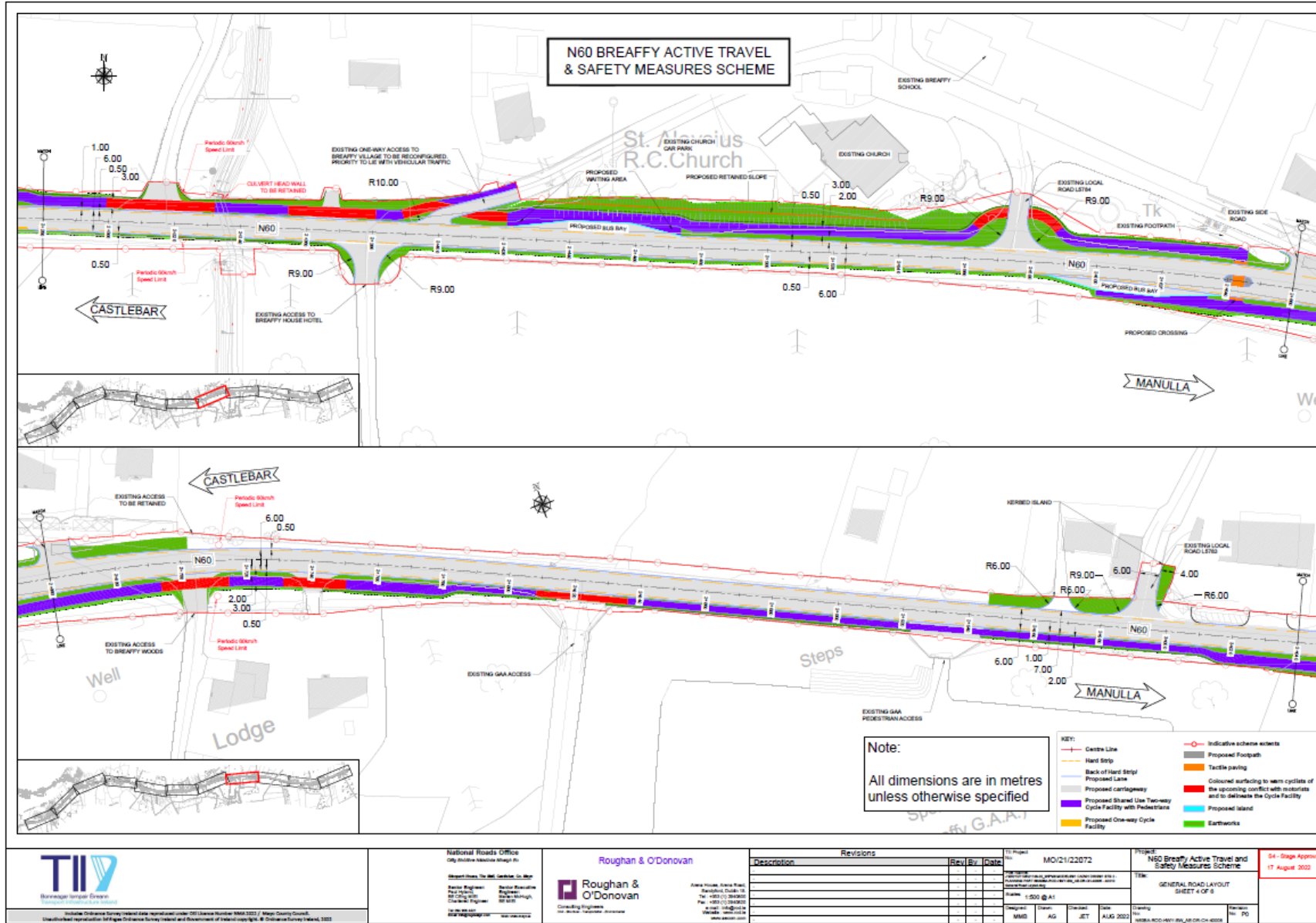
APPENDIX A

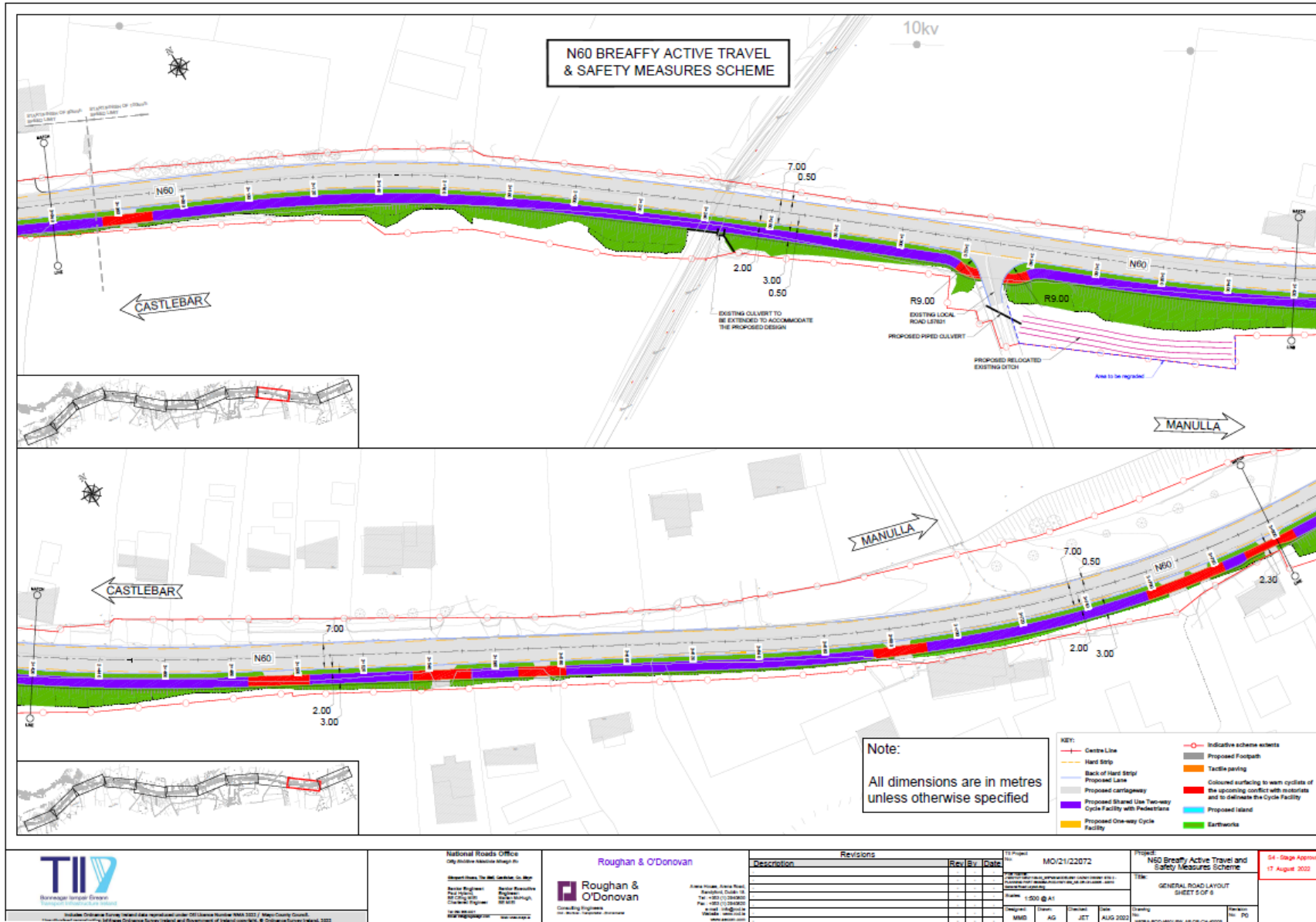
DEVELOPMENT DRAWINGS

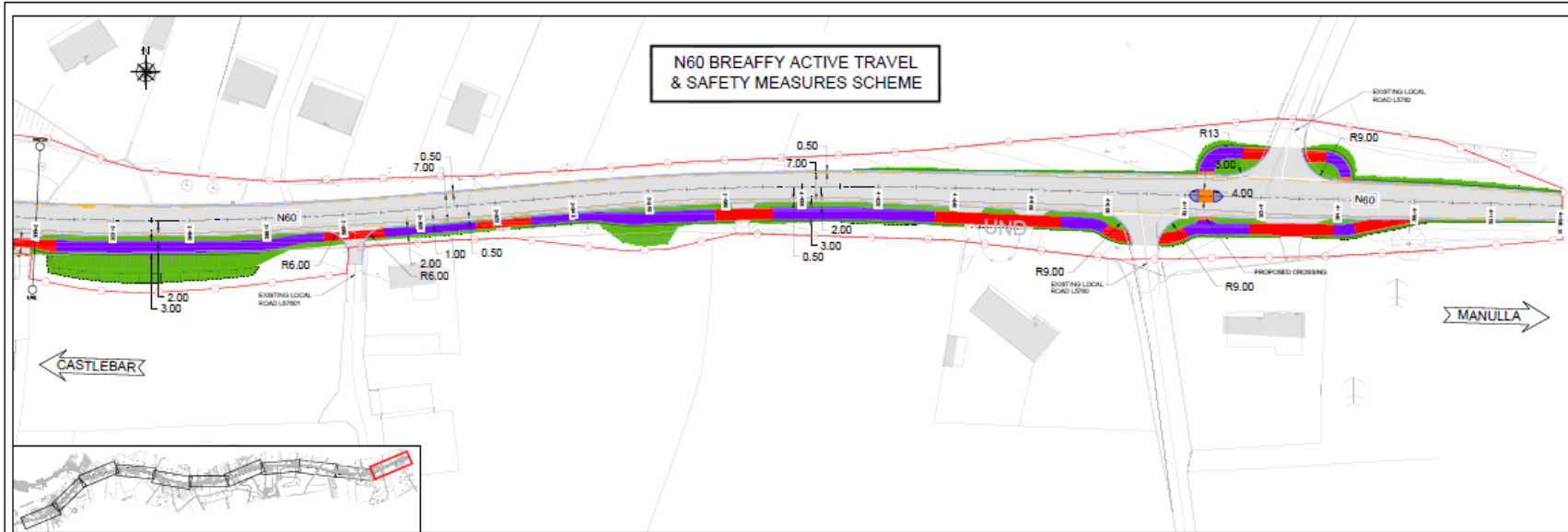












Note:
All dimensions are in metres
unless otherwise specified

KEY:

| | |
|---|---|
| — Centre Line | ○ Indicative scheme extents |
| — Hard Strip | ■ Proposed Footpath |
| — Back of Hard Strip | ■ Tactile paving |
| — Proposed Lane | ■ Coloured surfacing to warn cyclists of the upcoming conflict with motorists and to delineate the Cycle Facility |
| — Proposed Shared Use Two-way Cycle Facility with Pedestrians | ■ Proposed Island |
| — Proposed One-way Cycle Facility | ■ Earthworks |

| <p>Transport Infrastructure Ireland Department of Transport</p> <p><small>Institute of Chartered Surveyors Ireland (IACS) is a registered provider of CPD (Continuing Professional Development) under the CPD (Continuing Professional Development) Regulations 2007. CPD (Continuing Professional Development) is a requirement of the Chartered Institute of Surveyors (CIS) and the Chartered Institute of Building (CIOB). For more information on CPD (Continuing Professional Development) please visit www.tiid.ie</small></p> | <p>National Roads Office City Centre, Dublin 2</p> <p>Report Title: The N60, Castlebar, Co. Mayo</p> <p>Project Engineer: Paul O'Donovan Design Engineer: Paul O'Donovan Check Engineer: Paul O'Donovan</p> | <p>Roughan & O'Donovan</p> <p>Roughan & O'Donovan Consulting Engineers 100, Beech, Malinbeg, Co. Tyrone</p> <p>Area Office: Area Road, Roughan, Co. Wick Tel: +353 (0) 28 28 28 28 Fax: +353 (0) 28 28 28 28 Email: info@rodo.ie Website: www.rodo.ie</p> | <table border="1"> <thead> <tr> <th colspan="3">Revisions</th> </tr> <tr> <th>Description</th> <th>Rev</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | Revisions | | | Description | Rev | Date | | | | | | | | | | <p>Project No: MO/21/22072</p> <p>Project Title: N60 Breaffy Active Travel and Safety Measures Scheme</p> <p>Scale: 1:500 @ A1</p> <p>Designed: MMB Drawn: AG Checked: JET Date: AUG 2022</p> | <p>Project: N60 Breaffy Active Travel and Safety Measures Scheme</p> <p>Title: GENERAL ROAD LAYOUT SHEET 8 OF 8</p> <p>Scale: 1:500 @ A1</p> <p>Project No: MO/21/22072</p> <p>Sheet No: 80</p> <p>04 - Stage Approval 17 August 2022</p> |
|--|---|---|--|-----------|--|--|-------------|-----|------|--|--|--|--|--|--|--|--|--|--|---|
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APPENDIX B

ASSESSMENT OF CUMULATIVE IMPACTS

Table B.1: Assessment of Plans or Projects and their potential to result in Cumulative/ in-combination effects with the Proposed Development

| Plan or Project | Description of Plan or Project | In-combination effect(s) |
|---|--|--|
| <p>MCC Planning Application no: 20753 Date: 24/05/21 Location: Knocknageehy, Breaghwy, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for construction of a new dwelling house with connection to public services and the demolition of existing domestic garage along with all necessary site works and ancillaries. This development is approx. 125m north of the proposed development. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 20203 Date: 09/07/20 Location: Knocknageehy, Breaffy, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council to construct dwelling house together with all associated site works and connection into existing services. This development is approx. 220m north of the proposed development. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 16427 Date: 18/07/16 Location: Breaffy, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for the erection of 3 no. single storey temporary resource classrooms and all associated site works. This proposed development is approx. 44m north of the proposed development being assessed as part of this EIA Screening. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |

| Plan or Project | Description of Plan or Project | In-combination effect(s) |
|---|--|--|
| <p>MCC Planning Application no: 20143</p> <p>Date: 01/10/20</p> <p>Location: Breaffy Woods Hotel, Breaffy House Resort, Breaffy, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for the proposed change of use of existing 3 storey over part basement hotel (at basement, ground, first and second floor level) to a 90 bedroom. 3 storey over party basement nursing home (at basement, ground, first and second floor level). Permissions is also sought to include all ancillary accommodation to the nursing home, internal and external alterations to include modifications to the existing stair cores to the front and rear elevation, and to erect a two-storey extension to the rear elevation at first and second floor level to include a sluice room, together with all associated site development works to include modifications to existing car parking layout, proposed signage. This proposed development is approx. 115m south of the proposed development. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 20513</p> <p>Date: 26/05/21</p> <p>Location: Hennelly Land, Carrick Hill, Breaghwy, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for the construction of a 24m monopole structure to support telecommunications antennae for use by Eir and other operators, which together with the installations of dishes new access track, fencing enlarged access gate and ground-based equipment cabinets will provide mobile electronic communications services and all associated siteworks. This development is located immediately adjacent to the proposed development being assessed as part of this EIA Screening. A Natura Impact Statement was submitted as part of this application which determined this development will not result in in-combination effects will occur.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 18244</p> <p>Date: 24/07/2018</p> <p>Location: Kilkenny Cross, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for the demolition of an existing dwelling house and the construction of 3no. detached houses, together with access road, connections to public services and all ancillary siteworks. This development is immediately adjacent to the proposed development being assessed as part of this EIA Screening. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 21186</p> <p>Date: 26/04/2021</p> <p>Location: Kilkenny, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council to demolish existing house and construct a new replacement dwelling house and all associated siteworks and services. This development is immediately south of the proposed development being assessed as part of this EIA Screening. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |

| Plan or Project | Description of Plan or Project | In-combination effect(s) |
|---|---|--|
| <p>MCC Planning Application no: 18806 Date: 10/12/2018 Location: Rinshinna, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for the demolition of existing meetings rooms and to construct new building to facilitate changing rooms, meeting room and ancillary facilities along with all associated services. This development is immediately north of the proposed development being assessed as part of this EIA Screening. No NIS or EIAR submitted or required as part of planning. Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 17306 Date: 20/06/2017 Location: Rinshinna, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for the retention for an existing 18m multi-user monopole, carrying associated telecommunications antenna, dish, associated equipment, associated equipment cabin, and a 2.4m high security fence and access track. No NIS or EIAR submitted or required as part of planning. Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 19706 Date: 24/10/2019 Location: Castlebar Technology Park, Moneen Road, Drumconlan, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council for change of use from existing manufacturing to ground floor office space, together with a first-floor mezzanine floor warehousing at rear of existing building, P16/572 and P07/739 refers. These works are to be carried out together with the associated site services. This development is immediately south of the proposed development being assessed in this EIA Screening. No NIS or EIAR submitted or required as part of planning. Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 16572 Date: 08/09/2016 Location: Lowpark, Charlestown</p> | <p>Conditional permission was granted by Mayo County Council for change of use of the front ground floor area of unit from the existing use of ancillary showroom to a new use of separate ground floor office unit (P07/739 refers) together with all associated site works and connection into existing services. This development is immediately south of the proposed development being assessed in this EIA Screening. No NIS or EIAR submitted or required as part of planning. Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |

| Plan or Project | Description of Plan or Project | In-combination effect(s) |
|--|---|---|
| <p>MCC Planning Application no: 20436 Date: 27/08/2020 Location: Castlebar Technology Park, Drumconlan, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council to construct a new mezzanine floor within existing industrial building to be used for manufacturing/storage and the provision of additional car parking and all ancillary site works. This development is located approx. 190m from the proposed development being assessed as part of this EIA Screening. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 17329 Date: 25/09/2017 Location: Castlebar Technology Park, Drumconlan, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council to construct new building consisting of office space, staff facilities over two floors and light manufacturing space along with a new ESB substation, car parking, cycle shelter, compound for gas storage, landscaping, security fence to site boundaries along with all ancillary site works. This development is located approx. 190m from the proposed development being assessed as part of this EIA Screening. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>MCC Planning Application no: 18308 Date: 13/11/2018 Location: Ashwood, Drumconlan, Castlebar</p> | <p>Conditional permission was granted by Mayo County Council to construct dwelling house, outbuildings, and vehicular entrance with connection to public foul sewer including all ancillary site services. This development is located immediately north of the proposed development. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project..</p> |
| <p>MCC Planning Application no: 20624 Date: 27/10/2020 Location: Drumconlan, Castlebar</p> | <p>Realignment of part of existing IDA Business & Technology Park internal roadway, the diversion/rerouting of existing services within the confines of the IDA Business & Technology Park, the alteration of ground levels to the south boundary of Meissner Filtration Products property immediately west of the IDA Business & Technology Park entrance roundabout on the N60. Additional works to include all landscaping and ground works associated with same. This development is located 180m from the proposed development being assessed in this EIA Screening. No NIS or EIAR submitted or required as part of planning.</p> <p>Due to the nature and scale of this planning application it is unlikely to have a significant cumulative effect with the proposed development.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |

| Plan or Project | Description of Plan or Project | In-combination effect(s) |
|--|--|--|
| <p>River Moy Arterial Drainage Scheme 2016-2020</p> | <p>This plan details the drainage maintenance works required for the River Moy, including silt and vegetation management, aquatic vegetation cutting, bush cutting/branch trimming and tree cutting. A Natura Impact Statement was submitted with this application which concluded that the River Moy Arterial Drainage Scheme will not cause in-combination effects on Natura 2000 sites.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>ABP Planning Application no: PL16.246632 MCC Planning Application no: 18226 Date: 11/05/2017 Location: Moneenbradagh, Castlebar</p> | <p>An Bord Pleanala have granted conditional planning permission for the relocation of access into site from that previously granted, the relocation of a weigh-bridge consequent of revised access location and to increase in building height by one metre over previously approved height. This development is located 320m north of the proposed development. No NIS or EIAR submitted or required as part of planning.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |
| <p>N5 Westport to Turlough Road</p> | <p>The proposed N5 road project stretches from northwest of Westport in the townland of Deerpark East to a point East of Castlebar in the townland of Ballyneggin. The design of the proposed N5 mainline is a Type 2 Dual Carriageway with major junctions proposed at the intersection of the N59, existing N5, N84 and N60. The proposed road development includes: 20.3km of type 2 Dual Carriageway, 5.2km of Type 2 Single Carriageway, 3 compact grade separated junctions including overbridges, 6 roundabouts, 2 at grade "left in-left out" junctions and 1 all movements at grade junction, 1 bridge widening over the Castlebar River, 2 rail bridges over the Westport to Manulla Junction railway line, 11 overbridges, 2 underbridges and 7 farm underpasses and other associated works.</p> <p>This project is currently under construction, with construction anticipated to be completed in Q4 2022. There may be an overlap with the construction programmes. Additionally, the proposed development outlined in this EIA screening will need to incorporate changes to the road alignment where it intersects the N5 project.</p> <p>The nature and scale of the proposed development is relatively small and as a result, significant cumulative impacts are not anticipated.</p> | <p>There are no likely significant effects predicted to arise from the combination of this development with the Project.</p> |

| Plan or Project | Description of Plan or Project | In-combination effect(s) |
|---|--|--|
| <p>N60 Castlebar to Balla Road Improvement Scheme at Manulla</p> | <p>This project involves the construction and improvement of approximately 4.0km of road infrastructure for the N60 National Secondary Road between the townlands of Manulla and Carrownrober Oughter, Balla in County Mayo. The proposed road development includes 4.0km of Type 1 Single Carriageway road (online and offline), construction of a cycleway, local road alignments & junction improvements and a bridge over the existing railway line at Manulla Junction. There may be an overlap with the construction programmes. The nature and scale of the proposed development is relatively small and as a result, significant cumulative impacts are not anticipated.</p> <p>This project is currently at Phase 4 (Statutory Process).</p> | <p>There is likely be a positive, moderate, long-term cumulative effect.</p> |
| <p>N60 Castlebar to Balla at Lagnamuck</p> | <p>The Project involves the construction and improvement of approximately 1.4 km of road infrastructure on the N60 National Secondary Road between the townlands of Carrowntober Oughter and Legaun, immediately west of Balla town in County Mayo. The proposed road development includes 1.4km of Type 2 carriageway road, construction of cycleways and footpaths and 3 local road alignments and junction improvements. This project has been constructed and as a result there will be no significant cumulative effects during the construction phase. During the operation phase, there will likely be a positive, moderate long-term cumulative effect as this project and the proposed development both provide walking and cycling infrastructure that will form part of a larger 24km route from Castlebar to Claremorris.</p> <p>(Complete)</p> | <p>There is likely be a positive, moderate, long-term cumulative effect.</p> |
| <p>N60 Balla to Claremorris at Heathlawn</p> | <p>The proposed road development includes the realignment of 3.6km of the N60 at Heathlawn approximately 1km east of Balla. The proposed development includes 3.6km of Type 2 Single Carriageway road (online and offline), construction of a cycleway and local road realignments & junction improvements. There may be an overlap with the construction programmes. This project is located approximately 8.5km from the proposed development. An AA Screening Report and NIS were prepared for this project which concluded that, there will be no adverse impacts to the integrity of the Balla Turlough SAC as a result of the project.</p> <p>The nature and scale of the proposed development is relatively small and as a result, significant cumulative impacts are not anticipated.</p> <p>This project is currently at Phase 5 (Advance Works, Tender & Award).</p> | <p>There is likely be a positive, moderate, long-term cumulative effect.</p> |

| Plan or Project | Description of Plan or Project | In-combination effect(s) |
|--|---|--|
| <p>Mayo County Development Plan 2022-2028</p> | <p>The Mayo County Development Plan 2022-2028 supports the development of sustainable modes of transport including cycling and walking facilities and the implementation of road safety measures as detailed in Section 2.1.2 of this report.</p> <p>A Strategic Environmental Assessment (SEA) of the Mayo County Development Plan was undertaken and states that <i>“cumulatively and in combination, several of the MCDP policies, objectives and zonings are positive as they promote compact growth, encourage a modal shift and in turn gives rise to indirect positive effects, for example by creating more physical activity in terms of travel to work and school, positively affecting air quality with accompanying benefits to both population and human health . In addition, this can create a reduction in emissions associated with Particulate Matter and Nitrogen Dioxide. This benefits both human health as well as Biodiversity, flora and fauna and surface water features.”</i></p> <p>The proposed development supports a range of policy and objectives in the Development Plan by providing safer road infrastructure for all road users including pedestrians and cyclists.</p> | <p>There is likely be a positive, moderate, long-term cumulative effect.</p> |

APPENDIX C

EIA SCREENING CHECKLIST (Source EIA of Projects, Guidance on Scoping (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? |
|---|--|---|
| Brief Project Description: | | |
| 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)? | Yes. The proposed development will include works outside of the existing N60 roadbed to accommodate a cycle track and footpath. | No. Approx. 2-6m of land-take will be required from 22no. properties (11no. residential and 11no. fields) to accommodate the cycle track and footpath. Access to properties will be relocated. |
| 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? | Yes. Approx. 5,000m ³ of materials will be required including sub-base, asphalt, and concrete. | No. Resources consumed are not in short supply. Excavated material will be re-used where possible to minimise the need to import additional materials. |
| 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? | Yes. During the construction phase, it will be necessary to transport, handle, store and use certain hazardous substances (such as hydrocarbon fuels, solvents etc). | No. Best practice measures in relation to the transport, storage and handling of hazardous substances and human health and safety, will be implemented during the construction phase. |
| 4. Will the Project produce solid wastes during construction, operation or decommissioning? | Yes. Soil and hard material (existing pavements and concrete) will be excavated during construction. | No. Excavated material will be reused where practicable in the final landscaping of the proposed development. |
| 5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air? | Yes. The construction phase will produce limited air pollutants. | No. Construction related activities and construction traffic levels are not anticipated to create air pollution that will exceed permitted thresholds. Best practice construction management techniques and guidance will be followed during construction. |
| 6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation? | Yes. The construction phase will create limited noise and vibration. | No. The proposed works do not necessitate any especially noisy or equally lengthy noise or vibration generating works (such as piling or blasting). While noise generation may result in some temporary nuisance for road-users and local residents, significant effects are not anticipated. |

| Questions to be Considered | Yes / No /? Briefly Describe | Is this likely to result in a significant effect? Yes/No/? – Why? |
|--|---|---|
| 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? | Yes. The construction phases will have risk of pollutants entering surface and groundwaters however the operational phase will not as it is intended for pedestrian and cyclist use only. | No. The proposed development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies. |
| 8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment? | Yes. The construction phase will have a risk of accidents leading to pollutants entering surface and groundwaters. | No. 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? | Possibly. The proposed development will facilitate and promote greater levels of physical activity and outdoor recreation in the area. | No. |
| 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? | No. | No. A cumulative assessment has been carried out in respect of the proposed development and has concluded there are no likely significant cumulative effects. See Appendix B. |
| 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? | Yes. The proposed development is located approx. 0.8km from the River Moy SAC over land and approx. 3km via a hydrological connection. | No. A Screening for Appropriate Assessment has been carried out and following a detailed analysis of the Project 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. |
| 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? | Yes. There is an area of broad-leaved forest to the south of the proposed development. | No. The construction works for the proposed development will be confined to the existing roadbed. The contractor will be required to prepare a Construction Environmental Management Plan (CEMP) to the satisfaction of the Client and ensure compliance with TII and IFI construction guidelines. |

| Questions to be Considered | Yes / No /? Briefly Describe | Is this likely to result in a significant effect? Yes/No/? – Why? |
|---|--|---|
| <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>Yes. During the construction phase, the proposed development is likely to cause disturbance of local biodiversity species due to the loss of suitable habitat for bird and bat species during vegetation removal</p> | <p>No. Mitigation measures described in Table 5-1 (Biodiversity) will be implemented.</p> |
| <p>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?</p> | <p>Yes The proposed development crosses tributaries of the Manulla river at three locations.</p> | <p>No. The proposed development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.</p> |
| <p>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?</p> | <p>No. There are no areas or features of high landscape or scenic value within proximity of the proposed development. The proposed development is situated within the confines of the existing N60 and narrow strips of immediately adjoining lands.</p> | <p>No.</p> |
| <p>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?</p> | <p>Yes. The project will increase access to recreational facilities, particularly for pedestrians and cyclists.</p> | <p>No.</p> |
| <p>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?</p> | <p>Yes. During school drop off and pick up times Breaffy Village can become congested. The proposed development aims to reduce congestion by removing the hard shoulders and redirecting school traffic to designated car parking areas.</p> | <p>No.</p> |

| Questions to be Considered | Yes / No /? Briefly Describe | Is this likely to result in a significant effect? Yes/No/? – Why? |
|--|---|---|
| 18. Is the project in a location where it is likely to be highly visible to many people? | Yes. The proposed development is located within the existing N60 roadbed and narrow strips of adjoining lands. It will primarily be visible to local road users and residents of Breaffy village and Castlebar. | No. The proposed development does not involve the construction of any tall buildings or large structures and will only be visible to road users and local residents. |
| 19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project? | Yes. | No. Given that construction works will be linear in nature, small scale and mainly confined to the footprint of the existing N60, it is not likely for any features of historic or cultural importance to be impacted due to their distance from construction works. |
| 20. Is the project located in a previously undeveloped area where there will be loss of greenfield land? | No. The project largely consists of working within an existing public road. | No. |
| 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? | Yes. The proposed development will require land take from 22no. properties. The land-take comprises primarily the entrance to properties and existing boundary walls. All boundary and entrances will be replaced like for like | No. All boundary and entrances will be replaced like for like. While the impact may be considered significant on the property owners, the overall environmental effects are not significant, permanent effects. All landowners will be compensated through the CPO process. |
| 22. Are there any plans for future land uses on or around the location which could be affected by the project? | No. | No. |
| 23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project? | No. The proposed development will follow an existing road which traverses through a rural village and one-off residential houses fronting the existing N60. | No. The proposed development will follow the existing road. |

| Questions to be Considered | Yes / No /? Briefly Describe | Is this likely to result in a significant effect? Yes/No/? – Why? |
|--|---|--|
| <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>Yes. The proposed development passes in close proximity to numerous sensitive land uses including Saint Aloysius Church, Breaffy National School, Castlebar Town Soccer Club and Breaffy GAA Club.</p> | <p>No. The proposed development will provide a footpath and cycle track to the existing N60 from Breaffy to Castlebar, therefore improving access for pedestrians and cyclists to such facilities.</p> |
| <p>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?</p> | <p>Yes. The proposed development passes over tributaries of the Manulla River, which is a sensitive salmonid watercourse.</p> | <p>No. The proposed development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies.</p> |
| <p>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?</p> | <p>Yes. The Manulla River (030) is classified under the Water Framework Directive (WFD) system as having 'Poor' water quality. The Manulla River is also 'at risk' of not achieving good status under the WFD.</p> | <p>No. The proposed development will be constructed in accordance with best practice guidelines which will ensure no release of contaminants into adjacent lands or waterbodies. The culvert extension is designed and will be constructed in accordance with TII (2008) Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes and will involve the placement of a bottomless precast semi-circular culvert extension on the riparian verge of the stream. Therefore, these works will not directly interact with the stream itself. The works will be carried out in accordance with CIRIA document C532 Control of water pollution from construction sites.</p> |
| <p>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?</p> | <p>No.</p> | <p>No. The proposed development will have a neutral effect on flooding with only limited increases in hardstanding areas. Runoff will generally discharge through infiltration to grassed verges or swales.</p> |

| Questions to be Considered | Yes / No /? Briefly Describe | Is this likely to result in a significant effect? Yes/No/? – Why? |
|--|---|--|
| Summary of features of Project and of its location indicating the need for EIA: No features of the proposed development or of its location indicate the need for an EIA. | | |

| CHECKLIST OF CRITERIA FOR EVALUATING THE SIGNIFICANCE OF ENVIRONMENTAL IMPACTS | | |
|--|------------|------------------------|
| Questions to be Considered | Yes | Not Significant |
| 1. Will there be a large change in environmental conditions? | No | Not Significant |
| 2. Will new features be out-of-scale with the existing environment? | No | Not Significant |
| 3. Will the impact be unusual in the area or particularly complex? | No | Not Significant |
| 4. Will the impact extend over a large area? | No | Not Significant |
| 5. Will there be any potential for transboundary impact? | No | Not Significant |
| 6. Will many people be affected? | No | Not Significant |
| 7. Will many receptors of other types (fauna and flora, businesses, facilities) be affected? | No | Not Significant |
| 8. Will valuable or scarce features or resources be affected? | No | Not Significant |
| 9. Is there a risk that environmental standards will be breached? | No | Not Significant |
| 10. Is there a risk that protected sites, areas, features will be affected? | No | Not Significant |
| 11. Is there a high probability of the effect occurring? | No | Not Significant |
| 12. Will the impact continue for a long time? | No | Not Significant |
| 13. Will the effect be permanent rather than temporary? | No | Not Significant |
| 14. Will the impact be continuous rather than intermittent? | No | Not Significant |
| 15. If it is intermittent will it be frequent rather than rare? | n/a | n/a |
| 16. Will the impact be irreversible? | n/a | n/a |
| 17. Will it be difficult to avoid, or reduce or repair or compensate for the effect? | n/a | n/a |