

ATTIREESH GREENWAY LINK

ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT



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Client:
Mayo County Council
Áras an Chontae
The Mall
Castlebar
Co. Mayo
F23 WF90

Attireesh Greenway Link

EIA Screening Report

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1. INTRODUCTION

The purpose of this Environmental Impact Assessment (EIA) Screening Report is to inform Mayo County Council (MCC), the competent authority as to whether the proposed Attireesh Greenway Link in Westport Co. Mayo referred hereafter as the 'proposed development' is subject to the requirements of the EIA Directive (as amended) and therefore whether an Environmental Impact Assessment Report (EIAR) should be prepared.

1.1 Terms of Reference

Roughan & O'Donovan (ROD) have been engaged by Mayo County Council to undertake an EIA Screening for the proposed development in accordance with the legislative provisions including undertaking the required screening assessment to form an opinion as to whether EIA is required.

1.2 Legislative Context

Directive 2011/92/EU as amended by Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment (the EIA Directive) sets out the requirements for environmental impact assessment (EIA), including screening for EIA. The EIA Directive requires that certain developments be assessed for likely significant effects before planning permission is granted.

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 is fully transposed into Irish law and EIA legislation as it relates to the planning process and has now been largely brought together in Part X of the Planning and Development Act 2000 (as amended), 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.

1.3 Methodology

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

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

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

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

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

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

Section 3 of this report assesses the proposed development’s likely significant effects on the environmental factors. The basis for the Screening determination is provided within the assessment tables.

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

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

Source: Planning and Development Regulations 2001 (as amended)

Table 1.2 Criteria for determining whether a sub-threshold development should be subject to an EIA (as per Schedule 7 of the Planning and Development Regulations 2001 (as amended))

<p><i>1. Characteristics of the proposed development</i></p> <p>The characteristics of the proposed development, in particular –</p> <ul style="list-style-type: none"> (a) The size and design of the whole of the proposed development, (b) Cumulation with other existing development and / or development the subject of a consent for proposed development for the purposes of Section 172 (1A) (b) of the Act and / or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, (c) The nature of any associated demolition works. (d) The use of natural resources, in particular land, soil, water and biodiversity, (e) The production of waste. (f) Pollution and nuisances, (g) The risk of major accidents, and / or disasters which are relevant to the project concerned, including those cause by climate change, in accordance with scientific knowledge, and (h) The risks to human health (for example, due to water contamination or air pollution).
<p><i>2. Location of proposed development</i></p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to –</p> <ul style="list-style-type: none"> 1. The existing and approved land use, 2. The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground, 3. The absorption capacity of the natural environment, paying particular attention to the following areas: <ul style="list-style-type: none"> i. Wetlands, riparian areas, river mouths; ii. Coastal zones and the marine environment; iii. Mountain and forest areas; iv. Nature reserves and parks; v. Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and; vi. Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure; vii. Densely populated areas; viii. Landscapes and sites of historical, cultural or archaeological significance.
<p><i>3. Types and characteristics of potential impacts</i></p> <p>The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b) (i) (I) to (V) of the definition of 'environmental impact assessment report' in Section 171A of the Act, taking into account –</p> <ul style="list-style-type: none"> (a) The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected), (b) The nature of the impact, (c) The transboundary nature of the impact, (d) The intensity and complexity of the impact, (e) The probability of the impact,

- (f) The expected onset, duration, frequency and reversibility of the impact,
- (g) The cumulation of the impact with the impact of other existing and / or development the subject of a consent for proposed development for the purposes of section 172 (1A) (b) of the Act and / or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and
- (h) The possibility of effectively reducing the impact.

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

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

The assessment draws on the findings of the separate Appropriate Assessment Screening Report prepared by Roughan and O’Donovan April 2024 on behalf of MCC and site surveys and desk-based information undertaken for same.

1.3.1 Description of Effects

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

Table 1.3 Description of Effects

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 but without significant consequences.
Slight effects	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate effects	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
Significant Effects	An effect which, by its character, magnitude, duration or intensity, alters a sensitive aspect of the environment.

Very significant Effects	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound Effects	An effect which obliterates sensitive characteristics.
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 measures 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. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Need for the Development

The Great Western Greenway is a 49km walking and cycling trail which begins in Westport town and ends at Achill Sound, traversing the towns of Newport and Mulranny (MCC, 2023). The Great Western Greenway forms part of the existing and proposed strategic greenways of MCC as shown in Figure 2.1. The N5 Westport to Turlough National Road currently segregates the residential properties that are located along the severed Attireesh Road, in Deerpark East. Access along this road and subsequent access between Westport Town and the Great Western Greenway at this location is not currently provided. Pedestrians and cyclists from Westport town and the residential areas of Deerpark East therefore have to cross the N5 Road in order to access the Great Western Greenway and vice versa.

The proposed development will provide a vital greenway link across the N5 National Road for pedestrians and cyclists, through an existing underpass. It will improve pedestrian and cyclist access, safety, and connectivity between the severed Attireesh Road, Westport town and the Great Western Greenway, also utilising the existing active travel link along the southern side of the N5 Road.

The proposed development which also includes a landscaping scheme will provide greater amenity for the local area and people utilising the greenway link. The proposed development includes a landscaped amenity area to the north of the N5 Road, which includes informative signage, seating, picnic benches, a bicycle service stand, waterpoint, and bicycle parking. This will improve the landscape and amenity of the local area.

The proposed development will be in accordance with Strategic Objective 12 of the Mayo County Development Plan 2022-2023 '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' (MCC, 2022). The proposed development will provide a connection between the existing N5 Road active travel link to the Great Western Greenway, improving access and connectivity while promoting a modal-shift away from private transport and encouraging sustainable and active travel.



Figure 2.1 Proposed County Greenway Plan – Linear long distance and Town Greenway Network (MCC, 2022)

2.2 Location and Extent of Proposed Development

The proposed development is located in the townlands of Deerpark East and Attireesh, north of Westport town, Co. Mayo. On the southern side of the N5, the proposed development will provide a connection between the severed Attireesh road and the existing active travel link along the southern side of the N5 which was recently completed as part of the N5 Westport to Turlough Road Project. On the northern side, the proposed development will begin at the north exit of the greenway underpass and will travel in a north-westerly direction to intersect with the L6813 Attireesh Road which connects directly to the Great Western Greenway in the townland of Attireesh. The location of the proposed development is as shown in Figure 2.2.

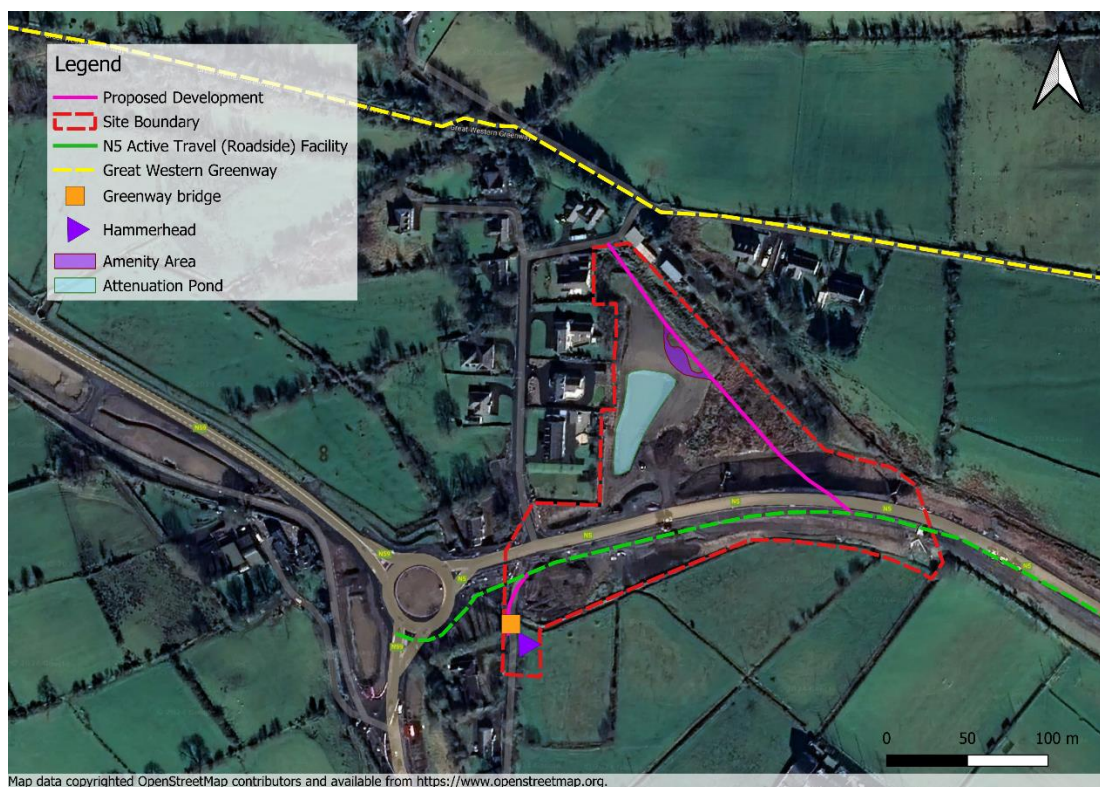


Figure 2.2 Proposed Development Site Location Map

2.3 Project Description

The proposed development as shown in Figure 2.3 involves the construction of a greenway link for pedestrians and cyclists, the creation of an amenity area, the redesign of the existing hammerhead turnaround and the landscaping of associated lands within the proposed development site boundary. The proposed development will be approximately 300m in length, and for the majority of the route it will be a 3m wide paved surface with 1m verges either side. A short section of this will be boardwalk (70m in length) through the wet grassland area north of the N5, and this will be 4m wide. Finally, a bridge will be provided over the Coolbarreen Stream south of the N5 which will have a 5m span and will be 3m wide.

On the southern side of the N5 Road, the existing hammerhead turnaround which is currently directly north of the Coolbarreen Stream will be relocated directly south of the Coolbarreen Stream capping the severed Attireesh road. From the northern side of the hammerhead turnaround a new greenway bridge will be provided to clearspan over the Coolbarreen Stream. The greenway link will then connect to the existing active travel facilities along the southern side of the N5 Road, which was recently completed as part of the N5 Westport to Turlough Road Project. From here, the existing facility connects to the underpass under the N5 Road, located north of the Westport GAA Club pitches. On the northern side of the N5 Road the proposed development will exit the underpass and head in north-westerly direction to intersect with the L6813 Attireesh Road which connects directly to the Great Western Greenway. A section of this link traverses a wet grassland area and therefore will be constructed as a piled boardwalk. The wet grassland area will be retained and enhanced through the landscaping scheme included as part of the proposed development.

The proposed landscaping scheme is presented below in Figure 2.4. The attenuation pond on site will be retained as part of the landscaping scheme while the existing mound will be reshaped, and a new organically shaped mound will be established on

the site of the proposed development and planted with native trees. These trees will act as a screen to both the attenuation pond and the residential dwellings located to the west of the proposed development.

Existing vegetation within the site will be retained and supplemented where appropriate as part of the landscaping scheme. The landscaping scheme will include provisions for planting of native trees, hedgerows, and wildflower grass verges within the proposed development site.

The existing wet grassland in the southern portion of the proposed development site will be retained and protected with timber fencing. Timber fencing will also be provided on either side of the greenway link and around the amenity area.

An amenity area will be provided on disturbed ground north of the wet grassland area. This will include informative signage, seating, picnic benches, a bicycle service stand, waterpoint, and bicycle parking (for 10 no. bicycles).

There is no planned lighting scheme as part of the proposed development.

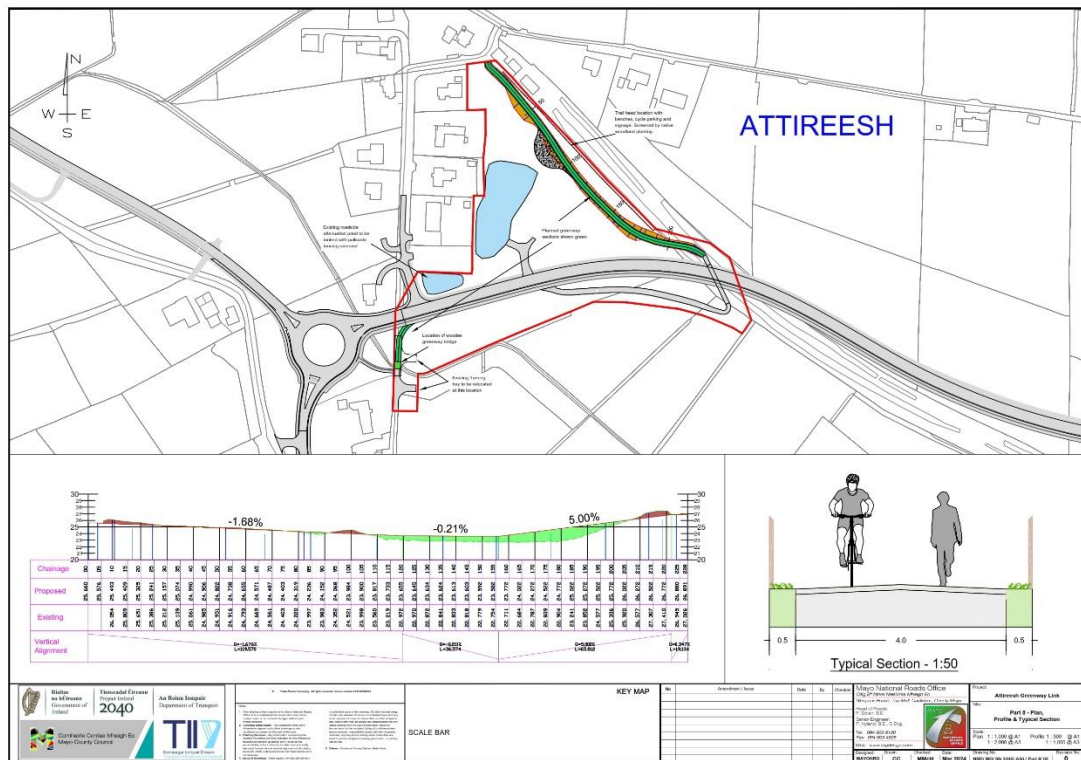


Figure 2.3 Proposed Development Plan and Profile (MCC, 2023)

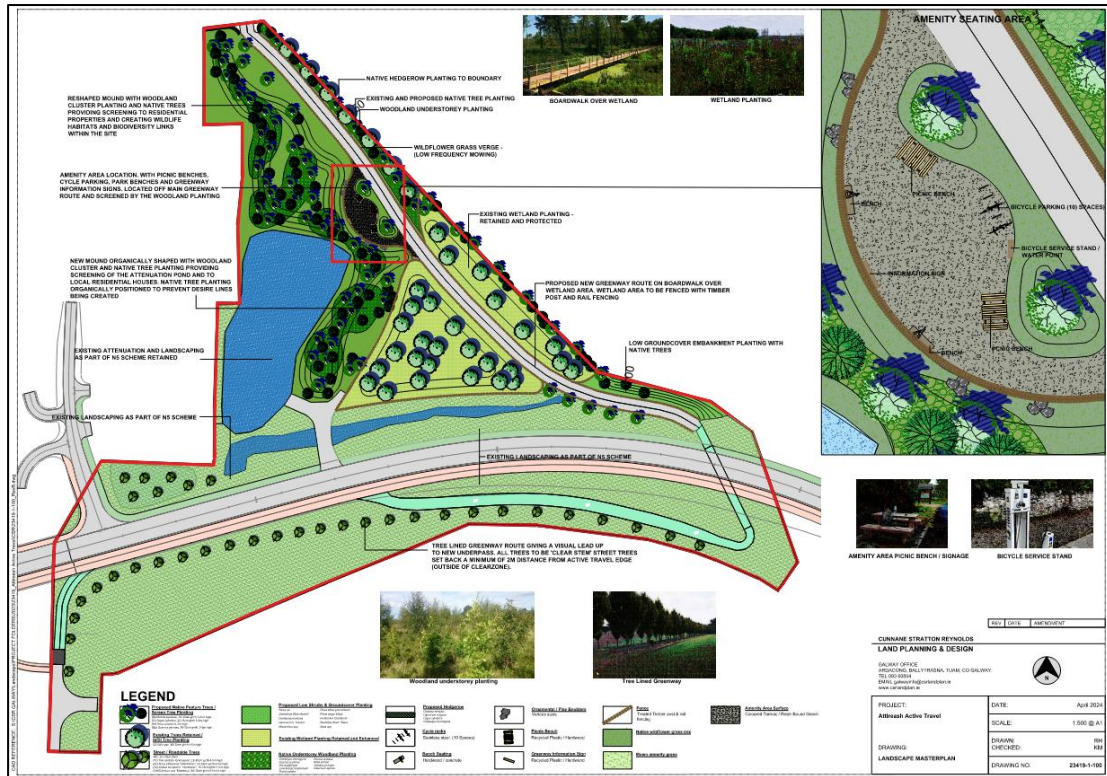


Figure 2.4 Proposed Landscaping Scheme

2.4 Construction Methodology

The construction of the proposed development is anticipated to take two months to complete. There will be no land take required for the proposed development as the lands are in the ownership of MCC.

An overview of the construction methodology is presented below:

- Vegetation clearance;
- Earthworks, excavation works and drainage;
- Greenway link;
- Landscaping and amenity area; and
- Hammerhead turnaround.

2.4.1 Vegetation Clearance

The construction of the proposed development will involve the clearance of scrub and vegetation within the footprint of the greenway link route, amenity area, and hammerhead turnaround, measuring approximately 0.1 hectare. Any vegetation clearance will be undertaken outside the bird nesting season (1st March to 31st August). The remaining existing vegetation will be retained and enhanced with the landscaping scheme.

Earthworks, Excavation Works, and Drainage

On the northern side of the N5 Road and to the west of the greenway link, the mound of surplus material from the recent construction of the N5 will be reshaped, and a new organically shaped mound will be established on the site as part of the landscaping scheme. There will be limited excavations required to construct the proposed development including the greenway link, amenity area, hammerhead turnaround and landscaping. Any excavated material will be used as fill material where needed or

moved to a more suitable area within the site to limit the amount of imported/ exported material required for the project.

An attenuation pond is present on the site of the proposed development which will not be impacted by the proposed development. It is not anticipated that there will be any changes to the existing flood regime in this area as a result of the proposed development.

2.4.2 Greenway Link

Paved Sections: The paved section of the proposed development will be 3m wide and have 1m wide verges. The formation of the paved section will utilise the stockpiled material to the north of the site. Minimal imported material will be required for the construction of the greenway. Imported materials will likely be in the region of 15.2m³ AC6 Surface Course, 48m³ AC20 base and 114m³ UGMA subbase for the paved section. The exportation of material from the site is not anticipated. The paved section of the greenway link will be fenced using timber fencing.

Boardwalk Section: The boardwalk section of the proposed development will be 70m in length and 4m in width. The average height of the deck above ground will be 500mm, which may be varied by about + or - 100mm to suit various ground levels. The boardwalk will be constructed over the wet grassland area, on soft ground which is estimated to be 1.5 to 2m deep. The construction of the boardwalk will involve 180 no. piles, which will be 80mm in diameter and 1.5m in length recycled circular plastic piles and will be driven into place by a low bearing tracked excavator working on the footprint of the boardwalk starting at the southeast end nearest to the N5 Road and working backwards nearest to the L6813 Attireesh Road end. The piles must be driven until a solid support is achieved without damaging the piles. The boardwalk section of the greenway link will be fenced using timber fencing.

Greenway Bridge Section: The greenway bridge section of the proposed development will be 5m in span length and 3m in width. To build the bridge over the Coolbarreen Stream the existing 900mm diameter culvert and overburden will be removed, and the bank re-shaped. Instream works will be required for the construction of the bridge and demolition and construction is estimated to take approximately one day to complete. The greenway bridge will be built on reinforced concrete strip foundations (4m long x 0.75m wide x 0.4m deep (2.4m³ of concrete)), built 1.5m away from the edge of the stream bank on each side. There will be a distance of 4.5m between the internal edges of the foundations.

2.4.3 Hammerhead Turnaround

The existing hammerhead turnaround which is currently directly north of the Coolbarreen Stream will be relocated directly south of the Coolbarreen Stream capping the severed Attireesh road on the southern side of the N5 Road. The existing hammerhead turnaround will be excavated as far as the existing subgrade to the extents required and topsoil shall be placed to a depth of 150mm, and grass seeded. At the new proposed site for the hammerhead turnaround directly south of the Coolbarreen Stream topsoil will be excavated over the extents of the relocated hammerhead and excavated to firm subsoil. Crushed stone (Clause 804) material shall be placed to bring it up to the appropriate level and the surface shall be double surfaced dressed.

2.4.4 Landscaping and Amenity Area

The attenuation pond on site will be retained as part of the landscaping scheme. An existing mound will be reshaped, and a new organically shaped mound will be established on the site of the proposed development and planted with native trees,

which would act as a screen to both the attenuation pond and the residential dwellings located to the east of the proposed development.

Trees will be positioned organically to prevent desire lines. The native treeline to the northeastern boundary of the proposed development site will be retained and supplemented with additional native trees and native hedgerow. A grass verge consisting of wildflowers will be implemented between this and the greenway link route. This would be mowed on an infrequent basis. The existing wet grassland within the proposed development site on the northern side of the N5 will be retained and protected with timber fencing. Timber fencing will also be provided on either side of the greenway link and around the proposed amenity area. To the southeast of the site, a low groundcover embankment will be planted with native trees.

On the northern side of the N5 Road and directly adjacent to the greenway link, northwest of the wet grassland, an amenity area will be provided on disturbed ground. This will include informative signage, seating, picnic benches, a bicycle service stand, waterpoint, and bicycle parking (for 10 no. bicycles).

The existing active travel route on the southern side of the N5 Road will be lined with trees, which will provide a visual leadup to the new N5 underpass. These trees will be placed at least 2 meters from the edge of the active travel route, outside the clear zone.

3. SCREENING FOR EIA

This section provides information on the proposed development and provides information to address the requirements and criteria of Schedule 7A of the EIA Regulations whilst considering the criteria in Schedule 7. Table 3.1 provides an assessment on whether there are any likely significant impacts arising from the proposed development on the EIA environmental topics which would trigger the requirement for an EIA. The assessment has considered the proposed development individually and cumulatively with other projects.

3.1 Mandatory EIA

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

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

3.2 Sub-threshold development Assessment

Part 10 (93) of the Planning and Development Regulations 2001 (as amended) defines “*sub threshold development*” as “*development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development.*”

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

The Schedule 7A criteria (Table 1.1 above) forms the basis for the examination of likely significant effects on the environment and are discussed in Table 3.1 below.

3.2.1 Assessment of aspects of the environment and significance of Impacts

Having regard to the location and nature of the proposed development, Table 3.1 below details the assessment of the characteristics of the proposed development and likely significance of impact on the EIA environmental factors.

Table 3.1 Assessment of characteristics and likely significance of Impact on EIA environmental factors

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
Population and Human Health	<p>The proposed development is located on approximately 2.3ha of brownfield land within the townlands of Deerpark East and Attireesh. The land is owned and managed by MCC and was recently used in the construction of the N5 Westport to Turlough Road Project.</p> <p>The human population that could potentially be affected by the proposed development is relatively small given the scale and location of the proposed development. The nearest receptors include a residential neighbourhood adjacent to the site.</p> <p>The lands where the proposed development will be located were zoned in the Westport Town & Environs Development Plan 2010-2016 (as extended) (MCC, 2010) as:</p> <ul style="list-style-type: none"> • A3 Residential Phase I, Low Density, (4 units/acre or 10 units/ha) <p>The Development Plan includes the provision of recreation/ open space within Residential areas, as they are 'considered essential to the overall scheme of residential areas' (MCC, 2010), as such the proposed development which supports recreation and the landscaped areas which provide for high quality open space would be in line with the zoning designation.</p> <p>MCC have also prepared a Draft Westport Local Area Plan 2023-2029 (MCC, 2023). When the final Plan is adopted, it will replace the Westport Town & Environs Development Plan 2010-2016 (as extended) (MCC, 2010). Under the Draft Plan the lands where the proposed development will be located are zoned as:</p> <ul style="list-style-type: none"> • LUZ 9 – Agriculture <p>The Draft Plan includes the provision 'to preserve the amenity of the town setting' and according to the Land Use Zoning Matrix the provision of public open space within land zoned as Agriculture is 'permitted in principle' (MCC, 2023). The proposed development would improve amenity and provide public open space for Westport town and the townlands of Deerpark East and Attireesh. As such the proposed development is in line with the land use zoning of the site as set out within the Draft Plan.</p> <p><u>Construction</u></p> <p>There are no sensitive receptors such as schools or hospitals adjacent to the proposed development. The nearest school is approximately 400m southwest, and the nearest medical facility is 1km south. The nearest residential receptors are located adjacent to the site. There are 17 no. residential dwellings located in close proximity to the site (within a 100m radius).</p> <p>A brief construction methodology has been set out in Section 2.4 which is considered standard practice with no novel construction methods. The risk of accidents during construction is considered low.</p> <p>Access to residences is to be maintained throughout the construction phase. There is potential for an increase in construction traffic and associated dust and noise nuisances in the vicinity of the works as a result of construction activities and associated personnel vehicles. Given the scale of the proposed development, the effects on population and human health are considered to be localised, negative, temporary, and not significant.</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p><u>Operation</u></p> <p>Overall, the proposed development will have long-term, moderate, positive impacts on population and human health by providing designated pedestrian and cycling facilities and connectivity between established active travel routes. The proposed development also includes the provision of an amenity area, which includes informative signage, seating, picnic benches, a bicycle service stand, waterpoint and bicycle parking. This will improve the landscape and amenity of the site. The proposed development is characterised by high quality facilities and landscaping designed to the relevant design standards. In providing access and connectivity for pedestrians and cyclists, the proposed development is considered an improvement of the existing situation.</p> <p>The proposed development will improve connectivity to the Great Western Greenway which forms part of MCC's strategic greenway network as shown above in Figure 2.1. The proposed development will connect the Great Western Greenway with the existing active travel link along the southern side of the N5 Road and will help promote walking and cycling as an active and sustainable mode of transport, supporting a modal shift away from reliance on the private car. It will also encourage physical activity for transport and leisure purposes.</p> <p>The proposed development is in accordance with the 'Pedestrian and Cyclist' Objectives and 'Walking and Greenway' Policies of the Mayo County Development Plan 2022- 2028.</p> <p><u>Mitigation Measures:</u></p> <ul style="list-style-type: none"> • The construction of the proposed development will be undertaken in accordance with the Health and Safety Regulations and guidelines. • The Contractor will employ good construction practices to minimise nuisance, disruption and other negative effects to population and human health from construction activities and traffic arising from the construction phase. • Access to residential dwellings in close proximity to the proposed development site must be maintained throughout the construction phase. <p>With the inclusion of the above mitigation, there will be no likely significant effects on Population and Human Health.</p>	
Biodiversity	<p>The proposed development is located in an area of land that was used during the construction of the N5 Westport to Turlough Road Project. The site includes an attenuation pond, disturbed ground, and wet grassland habitats. An ecological field survey was undertaken by ROD on 30th of June 2023, this survey identified the following habitats (classified according to Fossitt, 2000) within the site of the proposed development: recolonising bare ground (ED3), wet grassland (GS4), tall-herb swamps (FS2), hedgerows (WL1), treelines (WL2), immature woodland (WS2), buildings and artificial surfaces (BL3).</p> <p>No evidence of protected flora or fauna, or third schedule invasive species were identified on the site.</p> <p><u>Construction</u></p> <p>Vegetation clearance</p> <p>The construction of the proposed development will include the removal of vegetation. A hedgerow comprised of the invasive species Snowberry (<i>Symphoricarpos albus</i>) located at the northern extent of the site will be removed entirely. Vegetation within the recolonising bare ground habitat</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>will be removed to facilitate the paved section. These areas are of negligible ecological value and this impact is not-significant.</p> <p>The raised boardwalk section is located over the wet grassland area habitat which will be retained.</p> <p>No trees will be felled as part of the proposed development.</p> <p>A small area of improved agricultural grassland will be lost under the footprint of the hammerhead turning area.</p> <p>Watercourses</p> <p>A section of the greenway link will cross the Coolbarreen Stream at the southern side of the N5. The existing pipe culvert will be removed and a greenway bridge will be constructed to cross the stream. The banks of the stream will be reshaped and some scrub vegetation immediately adjacent to the bridge may be removed. These works are likely to cause sedimentation to the Coolbarreen watercourse, however due to the small scale of the works and the watercourse, these are expected to be not-significant.</p> <p>Mammals</p> <p>The open habitat within the site boundary provides suitable foraging habitat for bats. No suitable bat roost features were identified within the site.</p> <p>No signs of protected mammal species were identified within the site area. There will be no habitat loss which may impact protected mammal species.</p> <p>Disturbance</p> <p>Works during the construction of the proposed development such as earthworks and excavation works may cause slight disturbance to local wildlife. However the site was recently a construction site, therefore such disturbance impacts are expected to be imperceptible.</p> <p>Designated sites</p> <p>The area of the proposed development is not designated as an ecological site (NHA, pNHA, SAC or SPA). Potential impacts to European sites have been considered in a separate Appropriate Assessment (AA) Screening Report (ROD, 2024). The report concluded that AA is not required for the proposed development.</p> <p>Operation</p> <p>The proposed development will result in increased human presence at the site. This may cause minor disturbance to local wildlife such as breeding birds but is not-significant.</p> <p>The landscaping design includes native herbaceous and tree species in the area of disturbed and recolonising bare ground. This will provide improved habitat for wildlife at the site.</p> <p>There is no lighting scheme for the proposed development, therefore, bat species will not be negatively impacted as a result of artificial lighting in foraging habitat.</p> <p>Mitigation measures:</p> <ul style="list-style-type: none"> • Vegetation clearance such as scrub, trees or hedgerows, no matter how limited, must be planned and carried out outside of the bird breeding season which is from 1st March to 31st August. If vegetation clearance is to be undertaken during the bird breeding season, the 	

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>areas must be checked by a suitably qualified ecologist in advance to ensure no nests are present.</p> <ul style="list-style-type: none"> • No plant / machinery or vehicles will track directly onto the wet grassland area. The contractor will put in place protective measures (such as bog matting) for the wet grassland areas during construction of the elevated boardwalk section. This matting will be removed as soon as the work is completed in this area to minimise impacts to this habitat. • The design and landscape management has had regard to the 'Pollinator-friendly management of Transport Corridors,' National Biodiversity Data Centre (NBDC), 2019. • All construction waste will be managed appropriately by the contractor and where it cannot be reused within the site, it will be disposed of offsite by the contractor. <p>Standard Construction Measures</p> <ul style="list-style-type: none"> • The construction of the proposed development should be undertaken in accordance with <i>Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters</i> published by Inland Fisheries Ireland (2016). • All instream works shall only be carried out during the period July to September (Inland Fisheries Ireland, 2016) (unless otherwise agreed with Inland Fisheries Ireland). • No machinery will be permitted in the water. • All equipment including PPE which comes into contact with watercourses will be clean and will be disinfected prior to leaving each site using Virkon Aquatic or similar. • Where possible, precast concrete elements should be used instead of in-situ concrete pouring. If in-situ concrete is required, the use of concrete will require careful management and it must be kept out of all drains and watercourses. Concrete washout shall be disposed of off-site. • Instream works will be carried out in dry weather conditions. Works will only be permitted to commence following a period of no rain for at least 24 hours. The works must be carried out where there is a forecast of no rain for the duration of the works. <p>With the inclusion of the above measures, there will be no likely significant effects on Biodiversity.</p>	
Land, Soils and Geology	<p>Construction</p> <p>On the northern side of the N5 Road and to the west of the proposed greenway link, the recently constructed mound of surplus material from the recent construction of the N5 will be reshaped, and a new organically shaped mound will be established on the site as part of the landscaping scheme. There will be limited excavations required to construct the proposed development including the greenway link, amenity area, hammerhead turnaround and landscaping.</p> <p>Exact quantities of material for excavation have not yet been determined but if suitable, excavated material will be used as fill material where needed or moved to an area within the site to limit the amount of material required to be exported from site.</p> <p>Any waste material from scrub/vegetation clearance will likely be recovered within the site. If there is no potential for reuse, the material will be removed to a suitable, authorised recovery or disposal facility in accordance with the Waste Management Act, 1996. The proposed</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>development will therefore not give rise to significant wastes or associated environmental impacts.</p> <p>The proposed development requires the importation of construction materials to construct the greenway link as set out in Section 2.4 above.</p> <p>To construct the raised boardwalk over the wet grassland area 180 no. plastic piles will be driven into place by a low bearing tracked excavator</p> <p>Minor excavations will also be required to construct the new bridge over the Coolbarreen Stream and to relocate the hammerhead.</p> <p>Given the size and scale of the proposed development the impacts on land, soils and geology during construction are considered slight, negative, and temporary.</p> <p><u>Operation</u></p> <p>Impacts to land, soils and geology are not anticipated during the operation of the proposed development.</p> <p><u>Standard Construction Measures</u></p> <ul style="list-style-type: none"> • All suitable material excavated shall be used to the greatest possible degree as fill material within the development. • Control of waste in the construction phase will be in accordance with best practice methods for management and disposal. • Standard construction measures will be put in place by the contractor including secondary containment for storage of fuels, chemicals, cement, and other potentially hazardous material. <p><u>Conclusion</u></p> <p>With the inclusion of the above measures, there will be no likely significant effects on Land and Soils.</p>	
Hydrology and Hydrogeology	<p>There are two relevant watercourses in proximity to and within the proposed development site. The Slaugar River is approximately 85m north of the proposed development and is not directly hydrologically connected to the works. The Coolbarreen River runs in a north-westerly direction, through the proposed development site, culverted south of the hammerhead turnaround. It is also culverted under the newly constructed N5 Road, between L6813 Attireesh Road and the adjacent roundabout. The Coolbarreen Steam is directly hydrologically connected to the proposed development. These two rivers merge approximately 230m west of the proposed development and enter Westport Bay approximately 1.6 km downstream of this. Clew Bay Complex Special Area of Conservation SAC [001482] is approximately 1.3km southwest and approximately 1.8 km downstream of the proposed development study area.</p> <p><u>Construction</u></p> <p>There will be a requirement for public water supply connection at the site for standard construction activities and to provide a water source for the amenity area. Given the scale of the development, water use will be low and not considered significant.</p> <p>There are potential pathways for impacts on water quality downstream of the proposed development during the construction phase via the Coolbarreen watercourse. The watercourse 'Coolbarreen' is within the site boundary, running through an existing culvert south of the existing hammerhead turnaround. To construct the bridge over the Coolbarreen</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>Stream the existing 900mm diameter culvert and overburden will be removed, and the bank shaped. Instream works will be required for the construction of the bridge and demolition and construction is estimated to take approximately one day to complete. Foundations will also be constructed adjacent to the stream as set out in Section 2.4 above.</p> <p>Instream works could potentially lead to sedimentation and the release of pollutants into the watercourse. Standard best practice construction methodologies shall be implemented by the contractor to ensure that any potential for sediment release to the receiving environment is minimised.</p> <p>In reviewing GSI online resources, groundwater vulnerability across the site is 'High'. During construction, the underlying soils and aquifer are at risk from accidental spillages that could contaminate groundwater and soils. The use of standard best practice measures on site including secondary containment for the storage of fuels, chemicals, cement, and other potentially hazardous material during the construction phase can reduce the risk of spillages to the receiving environment. The potential impacts to hydrology and hydrogeology are therefore considered negative, temporary and not-significant.</p> <p><u>Operation</u></p> <p>The proposed development is a greenway link for pedestrians and cyclists, and therefore is not considered to generate any increase in pollutants such as hydrocarbons. It is not anticipated that there will be any changes to the existing flood regime in this area. The proposed development will not result in significant increase in hardstand that will increase the potential for flood risk elsewhere.</p> <p><u>Standard Construction Measures</u></p> <ul style="list-style-type: none"> • The Contractor will be required to implement standard best practice construction methodologies in order to manage any potential run off during construction. • Standard control measures will be implemented to ensure that silt laden or contaminated runoff does not discharge to the surrounding environment. • All parts of the surface water drainage system on the site must be maintained in good working order and repair and steps must be taken to ensure that matter liable to block or obstruct the drainage system is prevented. • Spoil heaps will be protected and stabilised in a way that will avoid the risk of contamination of the surrounding environment. • Standard construction measures will be put in place by the contractor including secondary containment for storage of fuels, chemicals, cement, and other potentially hazardous material. • No machinery will be permitted in the water. • Where possible, precast concrete elements should be used instead of in-situ concrete pouring. If in-situ concrete is required, the use of concrete will require careful management and it must be kept out of all drains and watercourses. Concrete washout shall be disposed of off-site. Instream works will be carried out in dry weather conditions, where there is no forecast for the 24 hours after the works begin. <p><u>Conclusion</u></p> <p>With the inclusion of the above measures, there will be no likely significant effects on Hydrology and Hydrogeology.</p>	

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
Landscape and Visual Amenity	<p>The proposed development will aim to improve the landscaping and visual aspect of the site. The baseline site currently comprises an attenuation pond, a constructed mound of surplus suitable material from the recent construction of the N5, and areas with scrub and vegetation.</p> <p>Construction The construction stage is likely to cause short term impacts on the landscape and views from the 17 no. residential dwellings that are located in close proximity to the site (within 100m radius). However, the works are minor and will be contained within the site area and therefore are likely to cause negative, temporary, and not significant impacts on the landscape and adjacent visual receptors.</p> <p>Operation The provision of the proposed development on the site will result in changes to the baseline. The loss of some scrub and vegetation will occur; however, a landscape scheme has been developed which will retain vegetation on site that has existing value and proposes additional landscaping for the remainder of the site. Areas for dense planting to the rear of the residential properties adjacent to the site have been identified. Areas for enhancement with native and pollinator friendly species have also been identified along with the inclusion of an amenity area. The provision of an amenity area, which includes informative signage, seating, picnic benches, a bicycle service stand, waterpoint, and bicycle parking will improve the landscape and visual amenity of the site. The proposed development will improve the landscape and visual aspect of the site as it will increase high-quality residential amenity and biodiversity, through increased planting. Landscape and visual aspect impact during operation are therefore considered positive, permanent, and slight.</p> <p>There will be no likely significant effects on landscape and visual amenity.</p>	Screened out
Air Quality and Climate	<p>Construction Potential impacts associated with the construction of the proposed development include the generation of dust and emissions to air over the approximated eight-week construction period as a result of construction works and vehicles. Dust generation is likely to result in imperceptible, temporary, negative effects on air quality during the construction period. Construction traffic will result in greenhouse gas emissions during construction, however due to the small scale of the works, these emissions will be negative, imperceptible, and temporary.</p> <p>Operation The proposed development is a greenway link for pedestrians and cyclists. It will therefore not give rise to any dust residues or air quality and climate impacts during the operation phase. By improving connectivity between existing active travel links the proposed development may lead to a positive, not significant, and long-term impact on air quality and climate as it makes cycling and walking more attractive and aims to support a modal shift from car-based transport to sustainable and active modes.</p> <p>Standard Construction Measures Standard measures will be implemented by the contractor throughout the construction phase to prevent / reduce emissions from construction plant. Deliveries to site will also be affectively managed to ensure that materials are not ordered in access of what is needed.</p> <p>There will be no likely significant effects to air quality and climate.</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
Noise and Vibration	<p><u>Construction</u></p> <p>There are approx. 17 no. residential dwellings within 100m of the proposed development. The construction phase may lead to a temporary increase in background noise levels through the operation of plant machinery which may impact on neighbouring properties. Piles for the boardwalk section will be driven into place, thus causing increased noise for the duration of the piling works.</p> <p>Due to the nature of the proposed development the potential impact is likely to be slight, negative, and temporary.</p> <p><u>Operation</u></p> <p>Due to the nature of the proposed development, it will not give rise to any noise and vibration during the operation phase.</p> <p><u>Mitigation Measures</u></p> <p>Works will be undertaken during standard working hours. Standard measures will be put in place by the contractor to ensure that noise levels are kept to a minimum. These should include; machines should be turned off when idle for a long time, on-site generators supplying electricity for electric motors, or other loud machinery should be suitably enclosed and appropriately located when in use for long periods.</p> <p>With the inclusion of the above measures, there will be no likely significant effects from noise and vibration.</p>	Screened out
Archaeology, Architectural and Cultural Heritage	<p>There are no features of historical, cultural, or archaeological significance such as archaeological monuments of Records of Monuments & Places (RMP), Record of Protected Structures (RPS), or features listed on the National Inventory of Architectural Heritage (NIAH) within the site boundary or within 100m of the proposed development. The site has already been impacted as part of the N5 Westport to Turlough Road project and therefore the ground has been previously disturbed.</p> <p>Impacts to archaeology, architectural and cultural heritage are therefore unlikely during the construction and or operation of the proposed development due to the nature of the site and the proposed development. The potential impacts on archaeology, architectural and cultural heritage are considered to be neutral, imperceptible, and temporary.</p> <p><u>Mitigation Measures</u></p> <p>If anything that may be of archaeological significance is found during construction, works should cease and the National Monuments Service should be consulted. There will be no likely significant effects on archaeology, architectural and cultural heritage.</p>	Screened out
Material Assets	<p>Land take is not required for the proposed development as all lands are currently in the ownership of MCC.</p> <p>Given the scale and nature of the proposed development, impacts to utilities and services are not anticipated. If the contractor identifies the need to divert any services, any impacts will be mitigated through the provision of adequate notice to service providers.</p> <p>The potential impacts on material assets are considered to be neutral, imperceptible, and temporary.</p> <p>There will be no likely significant effects on Material Assets.</p>	Screened out
Interactions	<p>Interaction between the impacts on different factors has been considered. The interactions between impacts may occur during the construction</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>phase of the proposed development as increases in noise, and visual impacts are likely to result in nuisances to residential receptors.</p> <p>However, given the scale and nature of the proposed development the interactions between impacts are considered to be not significant.</p> <p>There will be no likely significant effects.</p>	
<p>Cumulative Impact with Existing and Permitted Developments</p>	<p>The proposed development will provide connectivity to the strategic greenway network of Co. Mayo which is subject to ongoing management by MCC.</p> <p>A search has been conducted of planning applications within the vicinity of the proposed development. This has been done using the MCC web portal map and the Department of Housing, Local Government and Heritage EIA portal. Existing and permitted developments in the vicinity of the proposed development primarily consist of small-scale individual domestic residential developments.</p> <p>The proposed development boundary overlaps with the recently opened N5 Westport to Turlough Road project. The proposed development is likely to have a positive cumulative effect with the existing N5 active travel provisions and the Great Western Greenway as it will provide improved connectivity between these facilities for locals and users of the Great Western Greenway. Any cumulative impacts associated with the proposed development and other recent or planned developments are not of a scale and nature that would result in significant cumulative effects. The proposed development will result in temporary construction impacts over an eight-week period and thereafter positive impacts during the operation phase.</p> <p>Therefore, the proposed development does not have potential to contribute to likely significant cumulative effects.</p>	<p>Screened out</p>

4. SCREENING CONCLUSION AND RECOMMENDATION

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

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

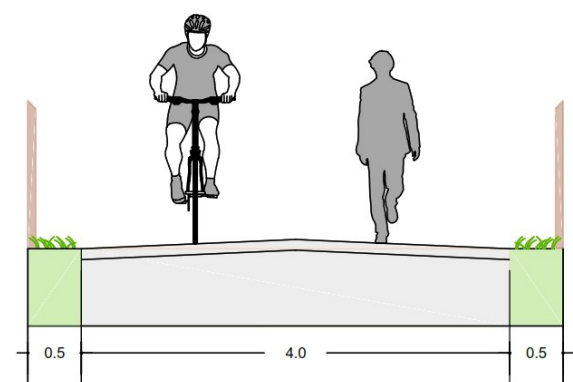
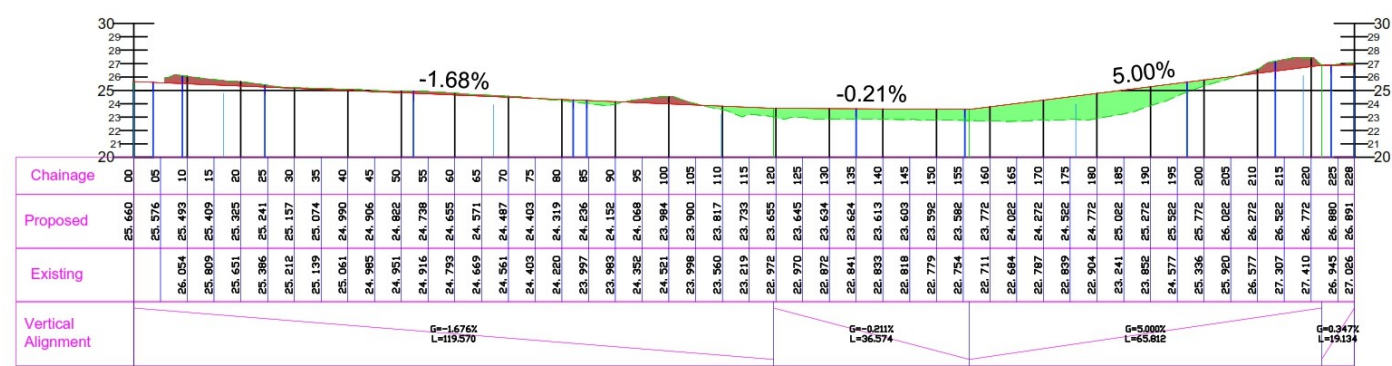
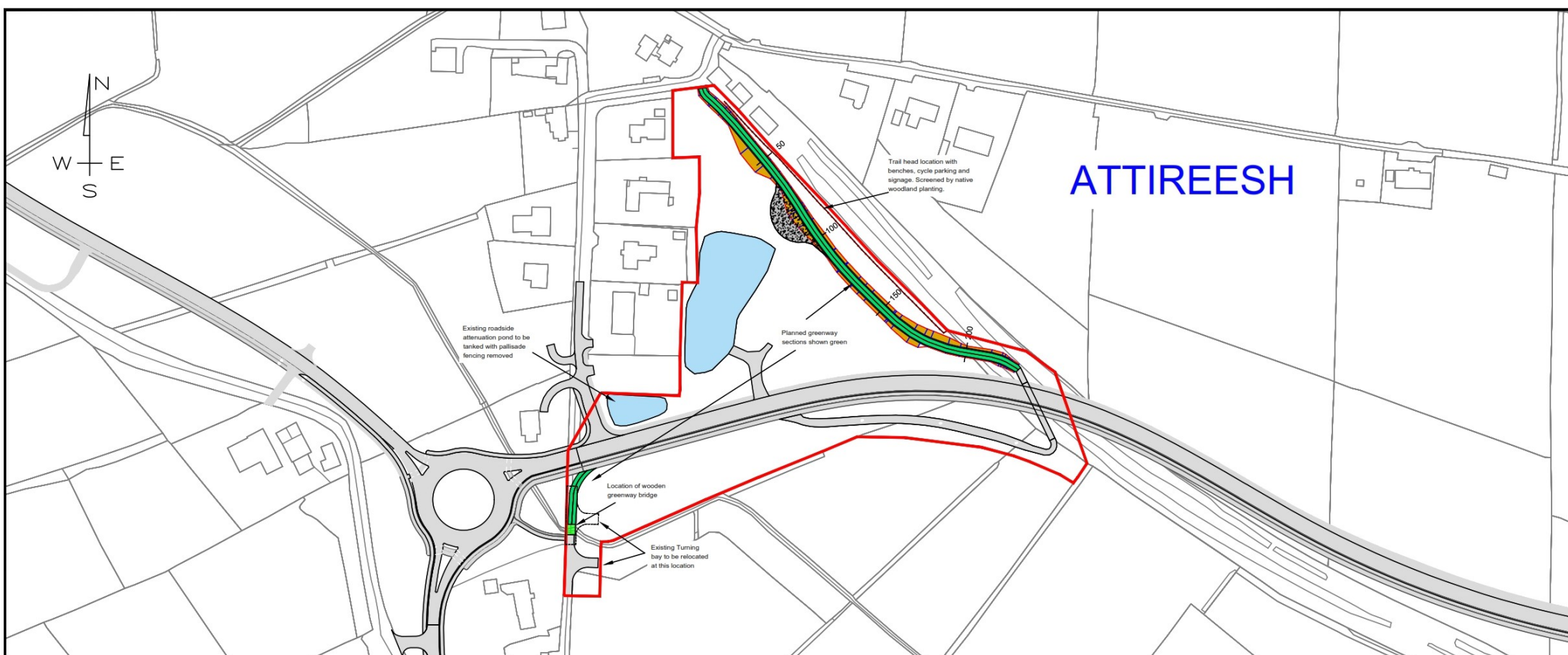
1. A description of the proposed development;
2. A description of the aspects of the environment likely to be significantly affected by the proposed development; and
3. A description of any likely significant effects on the environment.

This EIA Screening found that there are no likely significant effects arising from the proposed development. There will be imperceptible to slight, temporary effects during the construction phase. These can be avoided or reduced by the employment of standard construction measures and mitigation which will be implemented by the contractor. The operational effects are likely to be positive, permanent effects.

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

It is therefore recommended to Mayo County Council as the competent authority 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 PROPOSED DEVELOPMENT PLAN AND PROFILE



Typical Section - 1:50

Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040

An Roinn Iompair
Department of Transport

Comhairle Contae Mhaigh Eo
Mayo County Council

TII
Bonnairte Iompair Éireann
Transport Infrastructure Ireland

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Notes:
1. This drawing is the property of the Mayo National Roads Office. It is a confidential document and must not be copied, used, or in any way disclosed without prior written consent from the Mayo National Roads Office.
2. The contractor shall be responsible for any errors arising from the use of these files, which may be caused by the contractor's failure to check the accuracy of the information contained in the drawing.
3. The contractor shall be responsible for ensuring that the drawing is used in accordance with the relevant specifications and standards.
4. The contractor shall be responsible for ensuring that the drawing is used in accordance with the relevant specifications and standards.
5. Datum: Ordnance Survey Datum, Mean Sea Level.

SCALE BAR

KEY MAP

No	Amendment / Issue	Date	By	Checked

Mayo National Roads Office
Oifig Bhóthaire Náisiúnta Mhaigh Eo
Glenpark House, The Mall, Castlebar, County Mayo

Head of Roads:
P. Dolan, B.E.
Senior Engineer:
P. Hyland, B.E., C.Eng.

Tel: 094 903 8130
Fax: 094 903 4525
Web: www.regdesign.com

Designed: MAYONRO
Drawn: CG
Checked: MMCh
Date: Mar 2024

Project: Attireesh Greenway Link

Title: Part 8 - Plan, Profile & Typical Section

Scale: Plan 1:1,000 @ A1 Profile 1:500 @ A1
1:2,000 @ A3 1:1,000 @ A3

Drawing No: NRD/ MOI/08/3342/ AGL/ Part 8/ 02
Revision No: 0

APPENDIX B PROPOSED LANDSCAPING SCHEME

