AtkinsRéalis

EIA Screening Report

Mayo County Council

June 2025

N58 STRADE RIVER BRIDGE REHABILITATION WORKS

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Comhairle Contae Mhaigh Eo
Mayo County Council

Notice

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1. Introduction

AtkinsRéalis was appointed by Mayo County Council (MCC) for Eirspan Task Order 315 – Mayo Bridge Assessments and Strengthening 2023, comprising the assessment and rehabilitation of 10no. bridges in County Mayo. Strade River Bridge lies within the scope of this task order. AtkinsRéalis was further appointed to prepare an Environmental Impact Assessment (EIA) Screening Report on behalf of MCC for proposed rehabilitation works at Strade River Bridge ("the proposed works"). The aim of the proposed works is to improve the structural integrity of Strade River Bridge for the safety of road users.

This report has been prepared to support MCC in their Section 177AE application to An Bord Pleanála in relation to the proposed works.

1.1 Location and Context

The proposed works are located along the Strade River at the convergence of Knockagarraun, Strade and Knockshanbally townlands in County Mayo and are c. 2.9km northeast from Ballyvary village. The bridge is located in a rural location with farmland located northwest and southwest of the structure. The Michael Davitt Museum (NIAH 31307029[1]) is located to the east of the structure with Strade Friary, the Catholic Church of Saint Peter and Saint Paul (RPS 0129; NIAH 31307027[2]) and associated graveyards also located northeast of the structure. A public house and a residential premises are located southeast of the structure.

Two other protected structures are located in close proximity. Strade Bridge (RPS 0130; NIAH 31307030[3]) is located 40m upstream of the existing bridge and was in use until bypassed as part of a road realignment in 1983. The O'Donnell Mausoleum (RPS 0006, NIAH 31307028[4]) is also located east of the structure.

The existing Strade River Bridge was subject to a Stage 2 Structural Assessment which determined the structure has a reduced 7.5t load capacity due to bond failure between the concrete and steel beams with significant delamination and spalling visible to the deck slab soffit, providing evidence of the issue. The deck slab was therefore recommended to be replaced to provide a structure with a full 40t load capacity. Works also include the lowering of the existing concrete apron to allow improved water flow through the bridge during high flow events. The environs of the bridge have been subject to historic flooding at this location in part due to the low soffit level of the current bridge. The new structure has been designed to achieve a balance between increasing the volume of water that can be conveyed through the structure at high flow (as required by Office of Public Works, OPW), while retaining a reduced height concrete apron in one arch which will maintain the second arch as a functional low flow channel (as required by Inland Fisheries Ireland, IFI).

1.2 Existing Bridge Description

Strade River Bridge carries the N58 National Secondary Road over the Strade River in Co. Mayo. The structure comprises a two span filler beam deck structure with the filler beam deck slab comprising railway girders encased in concrete and supported on mass concrete pier and abutments. The existing structure has square spans of 3.44m and 3.42m and skew spans of 3.82m and 3.79m for the south and north spans respectively. The overall square length of the structure is 7.59m with a skew length of 8.6m. The structure has a skew of 26 degrees. The overall kerb-to-kerb width on the bridge is 6.90m with the carriageway measuring 5.70m wide. Concrete verges

[1] https://www.buildingsofireland.ie/buildings-search/building/31307029/strade-strade-co-mayo
[2] https://www.buildingsofireland.ie/buildings-search/building/31307027/catholic-church-of-saint-peter-and-saint-paul-knockagarraun-strade-co-mayo
[3] https://www.buildingsofireland.ie/buildings-search/building/31307030/knockshanbally-strade-co-mayo
[4] https://www.buildingsofireland.ie/buildings-search/building/31307028/strade-strade-co-mayo

are provided across the structure measuring 1.1m (east) and 1.7m (west) wide respectively with concrete parapets also provided measuring 900mm and 750mm high respectively. The overall width out-to-out on the structure is 10.3m square to the carriageway with a skewed width of 11.4m.

The ITM co-ordinates of the existing structure are:

Easting: 525753 Northing: 797497.

The location of the existing structure is shown in Figure 1-1. The existing view looking north towards the bridge is shown in Figure 1-2 below with the view of the western (downstream) elevation shown in Figure 1-3.

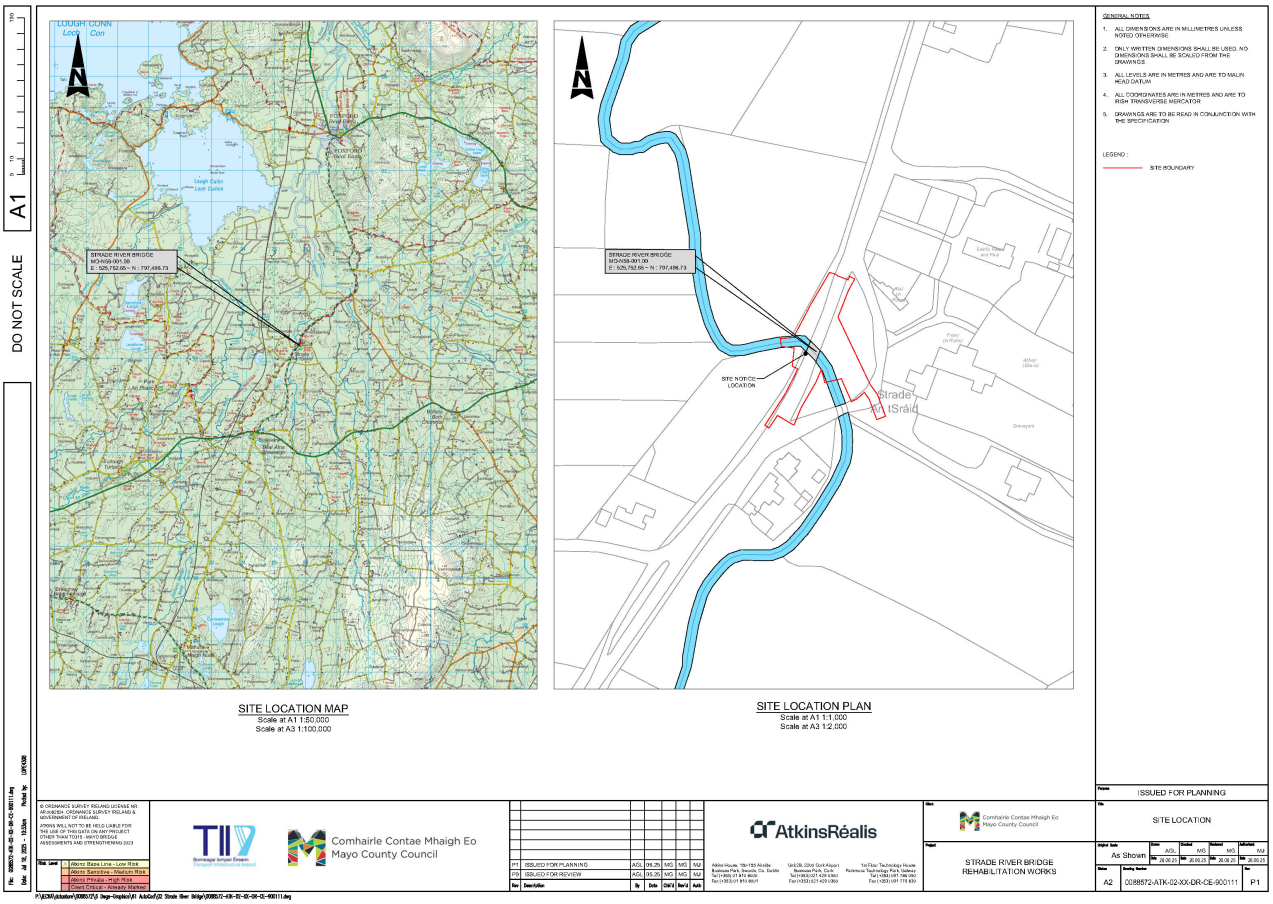

Figure 1-1 - Location of Strade River Bridge (MO-N58-001.00) in Co. Mayo

Figure 1-2 - Existing bridge surface over the structure looking north.

Figure 1-3 - West (downstream) Elevation of the existing bridge.

1.3 Project Overview

The proposed works to the existing Strade River Bridge structure to increase the load carrying capacity and structural integrity of the bridge are as follows; the existing bridge superstructure is proposed to be demolished with a new single span replacement deck constructed to align with the retained substructure. The proposed replacement deck will be formed of precast prestressed concrete beams with an in-situ concrete deck infill.

New independent foundation supports will be located behind the existing abutment walls with the proposed foundations comprising reinforced concrete bored cast in place piles and pile caps. The existing pier and concrete apron are to be demolished to improve conveyance through the structure with a new reduced height (300mm) concrete apron constructed to maintain the existing low flow channel, following consultation with Inland Fisheries Ireland (IFI).

In order for the new bridge soffit to meet the medium probability design flood level requirements of OPW the vertical alignment of the road is required to be raised by approximately 450mm immediately at the bridge with tie-ins to existing road levels provided on the approaches.

The existing carriageway width is to be retained across the new superstructure with the raised verges widened to achieve a minimum width of 2m. New 1.25m high reinforced concrete masonry clad parapets will be constructed over the length of the structure with safety barriers installed on both verges approaching and crossing the bridge.

Ancillary works include the reconstruction of the landowner boundary wall southeast of the bridge and diversion of existing underground Eir fibre optic cable and overhead ESB lines crossing the development site.

As agreed with MCC, the successful contractor will utilise the area of road closure along the N58 national road as a site compound for the duration of works. There may be a requirement for temporary (mobile) lighting within the site compound area along the N58 should works extend to winter months, however this is not foreseen given the works window of July to September required to facilitate instream works. Upon completion of works the site compound area will be removed and the area will revert to fully operational road use.

Works are comprehensively described in Section 3 below.

The proposed site layout plan and proposed elevations and section drawings for the works are shown in Figures 1-4 and 1-5 below.

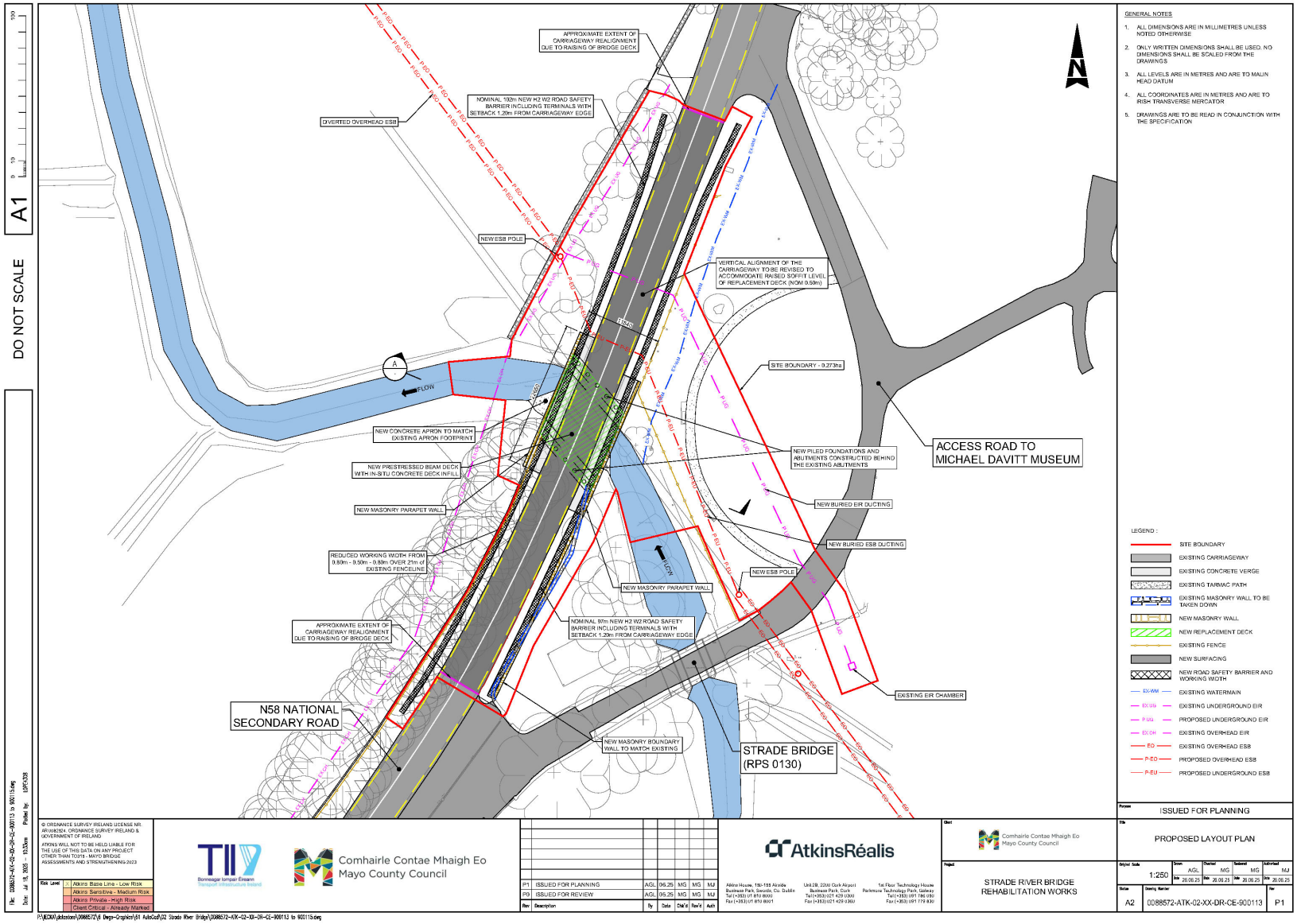

Figure 1-4 - Proposed Works Site Layout Plan

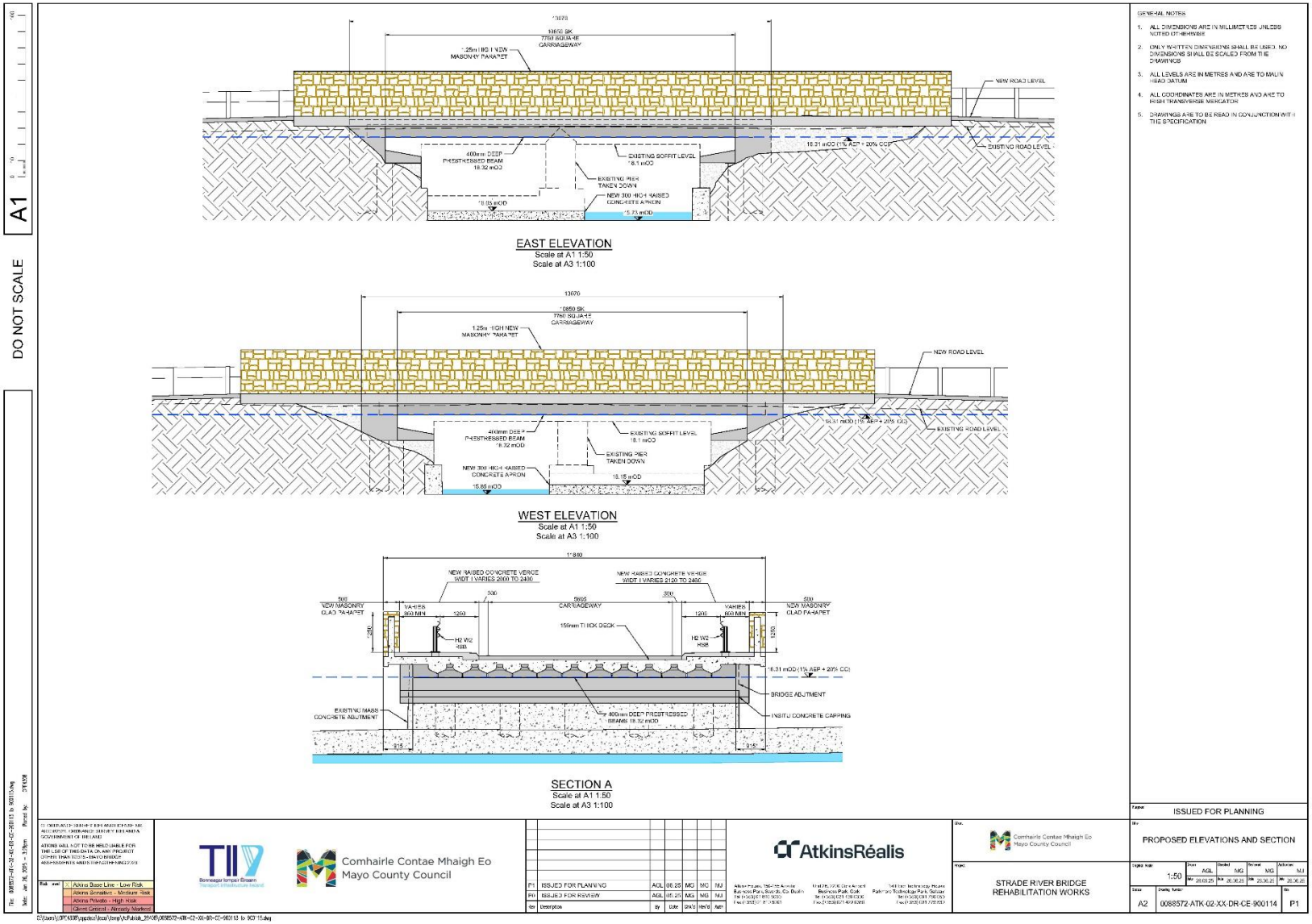

Figure 1-5 - Proposed elevations and cross-section depicting pier removal and reinstatement of a concrete apron

1.4 Purpose of this Report

This report has been prepared to support the section 177AE application to An Board Pleanála in relation to Strade River Bridge Structure of the TO315 Mayo Bridge Assessments and Strengthening 2023. The purpose of this report is to determine if the proposed works requires the preparation of an Environmental Impact Assessment Report (EIAR). The works has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

A Natura Impact Statement has also been prepared for the proposed works (AtkinsRéalis, 2025). The proposed works has been assessed with regards to the likely significant effects of the works on the Natura 2000 sites in its Zone of Influence. The NIS Report concluded that '*Given the prescription of the mitigation measures detailed in Section 7 of this NIS, it can be concluded beyond reasonable scientific doubt that the proposed development will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute adverse effects on the River Moy SAC or any other Natura 2000 site, in view of their conservation objectives.'*

1.5 Site Zoning

The Mayo County Development Plan (2022-2028) sets out strategies and objectives to provide sustainable development within Co. Mayo. The aim of this Plan is to ensure that the future development of County Mayo is promoted and regulated in a manner that will improve living standards and facilitate social and cultural development for the population of County Mayo without jeopardising the ability of future generations to do likewise. The Strategic Objectives of this Plan are as follows:

- Housing - To facilitate the sustainable growth of all rural areas, towns, villages, and countryside throughout the county by seeking to accommodate, as far as possible, all persons in their choices to live in our rural areas, towns, and villages.
- Economic Development - To promote and enhance Mayo's economic development potential through increased resilience in the county's enterprise, underpinned by talent and innovation, thereby ensuring that Mayo is best placed to excel in the long-term delivery of sustainable jobs and an enhanced standard of living for all.
- Tourism - To develop Mayo as a leading tourism destination through continued sustainable expansion of the tourism sector, with a focus on creating high-quality visitor services and the continued development and enhancement of visitor attractions and activities, capitalising on our natural and cultural heritage assets, whilst safeguarding these resources for future generations.
- 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.
- Strategic Road Network - To maintain the strategic function, capacity, and safety of the national roads network, including planning for future capacity enhancements, and to ensure that the existing extensive transport networks, are maintained to a high level to ensure quality levels of service, safety, accessibility, and connectivity to transport users.
- Infrastructure - To protect, improve and provide water, wastewater, surface water and flood alleviation services throughout the county, and to facilitate the provision of high-quality information communication technology, broadband, telecommunication information and electricity network required to support and enhance the key aims of best place to live, work, visit and invest.
- Sustainable Communities - To develop and support vibrant sustainable communities in Mayo where people can live, work, and enjoy access to a wide range of community, health, educational facilities, and amenities, suitable to all ages and needs, in both urban and rural areas, thereby supporting a high quality of life for all to enjoy.

- Built Environment - To recognise and enhance the unique identity, character and built heritage of Mayo's towns, village, and rural areas, to improve quality of life through the application of healthy placemaking, underpinned by good urban design with the creation of attractive public spaces that are vibrant, distinctive, safe, and accessible and which promote and facilitate positive social interaction.
- Natural Environment - Continue to protect and enhance the county's natural heritage and biodiversity and ensure that networks of green and blue infrastructure are identified, created, protected and enhanced to provide a wide range of environmental, social and economic benefits to communities; To also improve the knowledge and understanding of the county's landscape and coast, and enhance the overall characteristics, qualities and diversity of landscape character, its sense of place and local distinctiveness in recognition of the amenity potential of the county.
- Climate Action and Renewable Energy - To transition to a low carbon and climate resilient county, with an emphasis on reduction in energy demand and greenhouse gas emissions, through a combination of effective mitigation and adaptation responses to climate change; in addition to maximising the opportunities to become a national leader in renewable energy generation, whilst increasing the resilience of our Natural and Cultural Capital to climate change by planning and implementing appropriate adaptation measures.

The proposed works are located within the Strade village which does not have any land use zoning areas. The village or Strade River Bridge itself are not mentioned in the Mayo County Development Plan or any Local Area Plans.

2. Receiving Environment

The Strade River Bridge is in Strade, County Mayo on the N58 National Secondary Road and crosses the Strade River. The following section of this Screening Report describes the existing environment around the site of the proposed works.

2.1 Hydrology

The Strade River Bridge crosses over the 4th order Strade River (IE_WE_34S040800) which is a tributary to the River Moy (IE_WE_34M020750) ca.2km downstream (Figure 2-1). The River Moy and this part of the River Strade itself are part of the River Moy SAC. The latest Q-value taken in 2022 for the closest downstream station located ca. 870m downstream on the River Strade from the proposed works, was from the Bridge u/s Moy River confluence (RS34S040800) station was listed as Q4/5 – 'High' (EPA,2025). The River Strade has a 'High' status for the 2016-2021 monitoring period and is 'Not at Risk' of failing to meet relevant Water Framework Directive (WFD) by 2027 (EPA,2025). The latest Q-value taken in 2022 for the Bleanmore (RS34M020750) station (closest downstream station on the River Moy is located ca. 3.3km downstream from the works) was listed as Q4/5 – 'High' (EPA,2025). The River Moy has a 'Good' status for the 2016-2021 monitoring period and is 'Not at Risk' of failing to meet relevant Water Framework Directive (WFD) by 2027 (EPA,2025).

The site is located within the Moy & Killala Bay Water Framework Directive (WFD) Catchment area (Catchment ID: 34). The site also lies within the Moy_SC_070 sub-catchment and the STRADE_010 River Sub-basin.

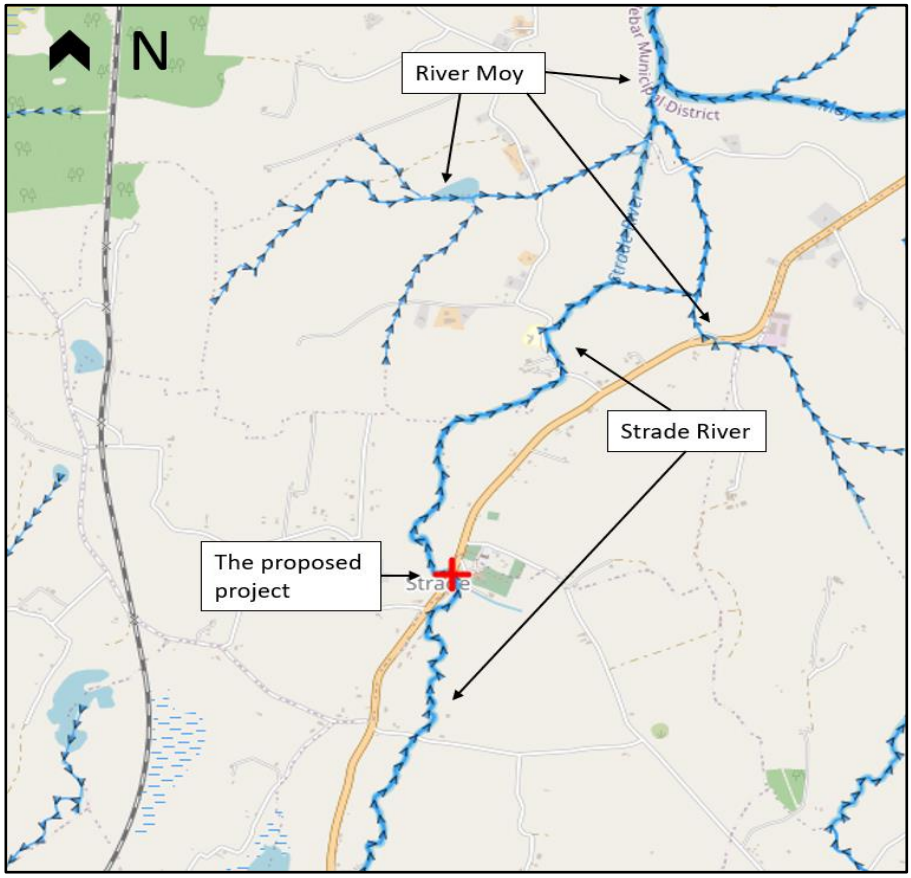

Figure 2-1 - Surface Water Features within the vicinity of the proposed works (EPA, 2025)

2.2 Ecology

The Strade River to the west side of the Strade River Bridge is part of the River Moy SAC (002298), so the proposed works are in the vicinity of an internationally designated conservation site. The proximity of the works to the Strade River also has the potential to result in an indirect hydrological connection to the further downstream River Moy and the rest of the SAC. There will be no land take from this SAC. There are 3 other European sites within the Zone of Influence (ZoI) of the proposed works; Killala Bay/Moy Estuary SAC (000458), Killala Bay/Moy Estuary SPA (004036), Lough Conn and Lough Cullin SPA (004228). The European sites within the ZoI of the proposed works site are presented in Table 2-1 below. Figure 2-2 illustrates the European sites within the ZoI of the proposed works. Based on the findings of the Natura Impact Statement (AtkinsRéalis, 2025) '*Given the prescription of the mitigation measures detailed in Section 7 of this NIS, it can be concluded beyond reasonable scientific doubt that the proposed development will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute adverse effects on the River Moy SAC or any other Natura 2000 site, in view of their conservation objectives*'.

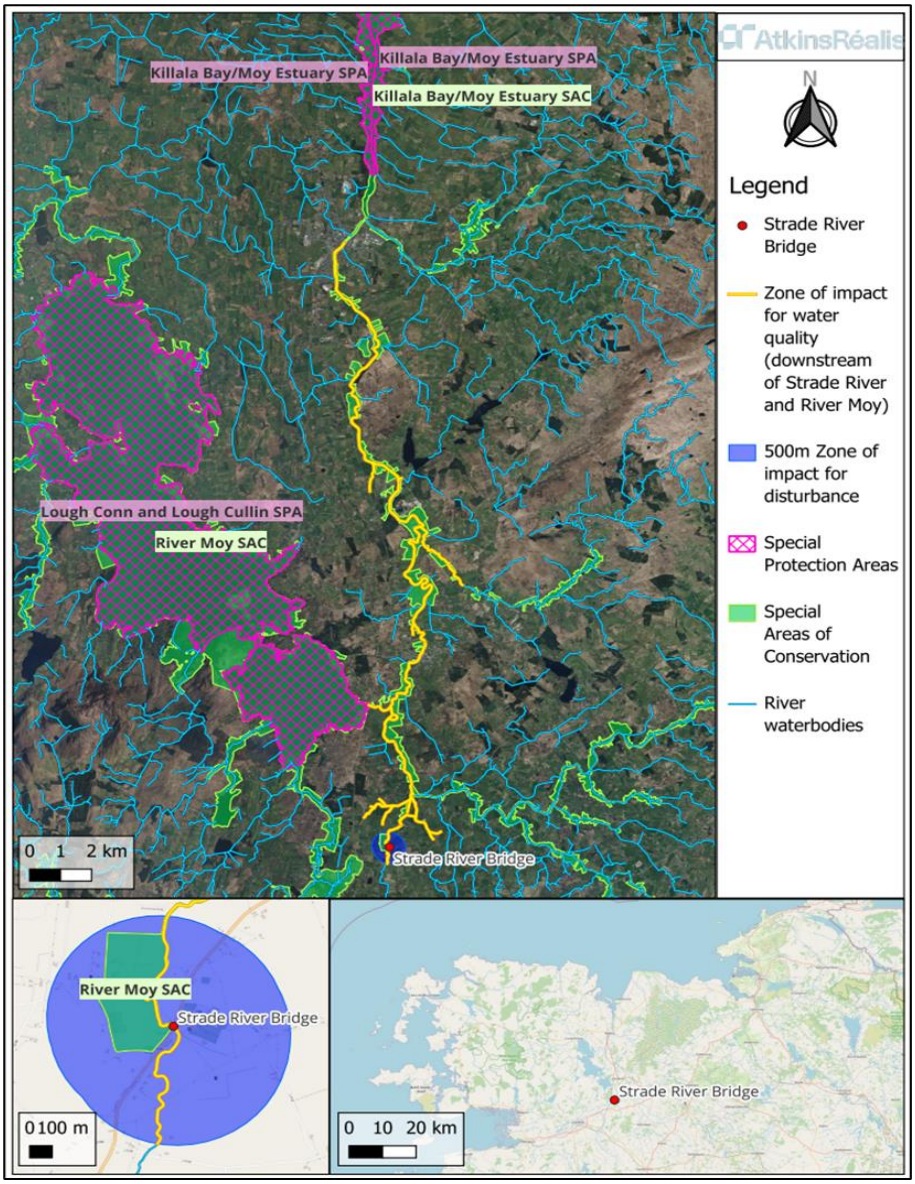

Figure 2-2 - SACs and SPAs within the ZoI of the proposed works (EPA, 2025)

Table 2-1 - Internationally Designated Conservation Sites within the ZoI of the proposed works

Site Name	Site ID	Distance and Connectivity to the proposed project
River Moy SAC	002298	Directly connected as bridge runs over site
Killala Bay/Moy Estuary SAC	000458	>30km, weak hydrological connectivity
Killala Bay/Moy Estuary SPA	004036	>30km, weak hydrological connectivity
Lough Conn and Lough Cullin SPA	004228	4.3km, No hydrological connectivity

Annex I habitats within the ZoI of study area include the following habitats. There is hydrological connectivity between some of the below Annex 1 habitats and the proposed works, however the likely significant effects were evaluated in the NIS (AtkinsRéalis, 2025) which ruled out any impacts from the proposed works on these habitats.

- Lowland hay meadows (Alopecurus pratensis, Sanguisorba officinalis) [6510].
- Active raised bogs [7110].
- Degraded raised bogs still capable of natural regeneration [7120].
- Depressions on peat substrates of the Rhynchosporion [7150].
- Alkaline fens [7230].
- Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0].
- Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0].

The proposed works does not lie within a Nature Reserve or National Park. There are no National Parks or Nature Reserves within 15km of the works.

Natural Heritage Areas NHAs are nationally designated sites which are considered important for the habitats present or which support species of plants and animals whose habitat requires protection. NHAs are legally protected under the Wildlife Amendment Act 2000. Proposed NHAs (pNHAs) are sites that are of significance for wildlife and habitats. pNHAs are not statutorily designated, however their ecological value is recognised by planning and licensing authorities. There are 6 pNHAs and 2 NHAs within 15km of the proposed works. Details of pNHAs and NHAs within 15km of the study area are listed in Table 2-2 and shown in Figure 2-3.

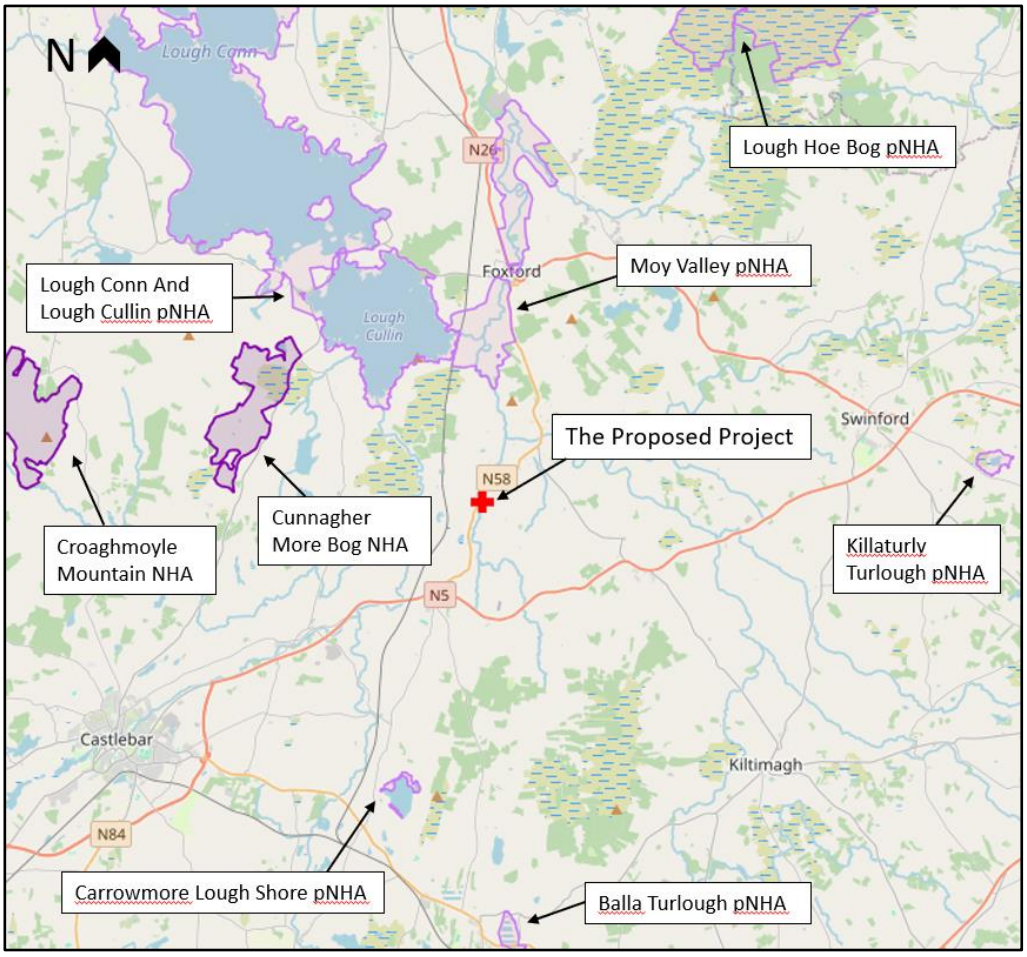

Figure 2-3 - pNHAs and NHAs within 15km of the proposed works (EPA, 2025)

Table 2-2 - pNHAs and NHAs within 15km of the proposed works

Site Name	Site Code	Distance and Connectivity to the proposed works
Balla Turlough pNHA	000463	12.46km, no connectivity
Carrowmore Lough Shore pNHA	001492	8.54km, no connectivity
Killaturly Turlough pNHA	000511	14.96km, no connectivity
Lough Hoe Bog pNHA	000633	14.46km, no connectivity
Moy Valley pNHA	002078	3.37km, hydrologically connected via. River Strade and River Moy
Lough Conn And Lough Cullin pNHA	000519	3.9km, no connectivity
Cunnagher More Bog NHA	002420	6.73km, no connectivity
Croaghmoyle Mountain NHA	002383	12.72km, no connectivity

2.3 Hydrogeology

There are no karst features within the vicinity of the proposed works. The closest karst feature is listed as a spring (IE_GSI_Karst_40K_5221), situated ca. 8km east of the site (GSI, 2025). There are no Geological Survey of

Ireland (GSI) reported wells or springs in the surrounds of the Strade village. The closest is a spring located 7km southeast of the site (GSI ID: 1127NEW006) reported to 5km locational accuracy.

There are no Groundwater Drinking Water Source Protection Areas within 10km of the proposed works. Pollavaddy GWS is the closest drinking water protection area and is located ca. 10.7km south of the proposed works. GSI (2025) indicates that the site is underlain by a Regionally Important Aquifer - Karstified (conduit), there is also a geological fault line ca.270m south of the works which runs in a northeast-south-westerly direction. GSI (2025) has classified the groundwater vulnerability directly beneath the proposed works as 'High' with the larger surrounding area 'Moderate' and nearby smaller patches of 'Extreme' and 'Rock at or near Surface or Karst', indicating that groundwater is potentially shallow and vulnerable to contamination. The site is within the Swinford Groundwater Body (GWB) which is reported by EPA (2025) as having 'Good' WFD status for the 2016-2021 monitoring period and is 'Not at Risk' of failing to achieve relevant WFD objectives by 2027.

Should groundwater be encountered during excavations, the following measures will be implemented:

- Any groundwater temporarily dewatered during the excavation works, will be stored in a contained area and treated off-site;
- The Contractor will be required to provide a Site-specific dewatering plan, clearly setting out proposed excavation methodology, estimated dewatering rates, details of proposed treatment system, and discharge location;
- The time-period that excavations are left uncovered will be reduced in so far as reasonably practical with impermeable coverings being used to cover excavations over night or in times of heavy rainfall during working hours. These coverings will be secured at night to prevent mammals becoming trapped; and,
- Excavations will not be carried out during or following times of prolonged rainfall.

Ground investigations (GI) are planned to be undertaken following submission of planning. GI locations will be contained on top of existing carriageway and away from the watercourse.

2.4 Soils and Geology

GSI (2025) indicates that the Bedrock Geology 100k within the vicinity of the proposed works site comprises of Castlebar River Fm. / Lough Akeel Formation- Dark limestone & shale, sandy oolite. GSI (2025) indicates that the Teagasc Soils within the vicinity of the proposed works site compromises of Grey Brown Podzolics, Brown Earths (medium-high base status) directly underneath the site. There are no recorded landslide events within the vicinity of the site, the closest landslide event (GSI_LS03-0071) occurred ca. 8km from the works. Landslide susceptibility within the site is 'Low' (GSI, 2025).

A review of GSI (2025) indicates that there are no Geological Heritage Areas (GHA) within the site. The closest GHA is River Moy (MO089) located ca. 2km northeast of the site and is described as "*A 100km long river flowing into the Moy River Estuary at Ballina".*

2.5 Flood Risk

The site has been assessed in accordance with the "The Planning System and Flood Risk Management" Guidelines. As part of the sequential test, the OPW flood hazard maps have been consulted, as have the Catchment Flood Risk Assessment Maps (CFRAM) produced by the OPW.

The National indicative fluvial flood extents for the Strade River if it were to flood would occur in the vicinity of the works with both Medium and Low Probability (Figure 2-4), and the OPW has reported a past flooding event within the vicinity of the site as follows:

- 1no. event at the site of the proposed works is reported on the 30/09/1995 (OPW, 2025).

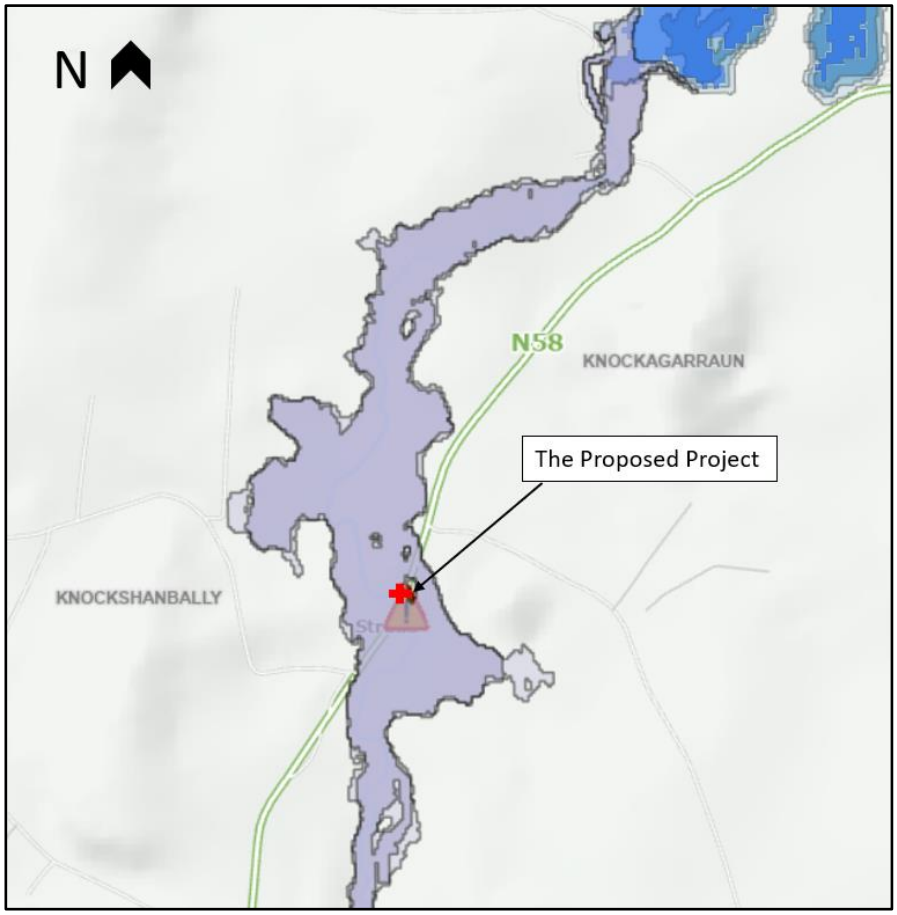

Figure 2-4 - Flood Risk and Previous Flood Events Map (OPW, 2025)

In November 2024, Storm Bert caused flooding of the Strade River which saw inaccessible roads and minor damage to infrastructure along the N58 regional road[5]. Flooding occurred to the houses and church hall upstream of the masonry arch bridge (c. 40m upstream from Strade River Bridge). At the time of this flood in November 2024 the national road did not flood at Strade River Bridge, however flooding did occur on the southern approach, adjacent to residential properties where road levels are lower than those at the bridge. The lands around Strade have historically flooded as according to Flood Maps[6] and as according to National Indicative Fluvial Mapping, high flood levels are classed at 'Medium' probability (once in one hundred years) at Strade River Bridge.

A Hydraulic Assessment was conducted by AtkinsRéalis (2025) in line with OPW requirements which concluded that; '*The proposed soffit level of the new bridge is 220mm above the soffit of the existing bridge and provides a single span opening with the pier removed to improve flow through the structure. The proposed bridge deck replacement therefore does not add any additional constraint to the existing channel with the upstream masonry arch bridge remaining the primary constraint. As the design flood level determined by hydraulic assessment did not consider any beneficial effects from the masonry arch bridge the proposed bridge structure is also future proofed against any future works to the masonry arch bridge'*.

[5] https://www.con-telegraph.ie/2024/11/23/storm-bert-leaves-mayo-flooding-problems-in-its-wake/
[6] https://www.floodinfo.ie/map/floodmaps/

2.6 Archaeology and Cultural Heritage

A search of the National Monuments Service (NMS, 2025) identified numerous Sites and Monuments Record (SMR) features and National Inventory of Architectural Heritage (NIAH) features within Strade. See Figure 2-5 below which showcases the multiple SMRs and NIAHs to the east of the site consisting of; churches, mausoleum, graves and other religious monuments none of which are expected to be affected by the proposed works. There are no National Inventory of Architectural (NIAH), or Sites and Monuments Records (SMR) listed features within the site of the proposed works. The closest monument is a NIAH feature (31307030: bridge) located 40m southeast from the site, this bridge is also upstream the same Strade River that the proposed works will occur. It is described as '*Three-arch hump back road bridge over river, extant 1838. Bypassed, 1983. Part creeper- or ivy-covered walls centred on triangular cutwaters to piers to upriver (south) elevation having overgrown pyramidal capping with lichen-covered rounded coping to parapets. Series of three round arches with lichen-covered cut-limestone voussoirs centred on lichen-covered cut-limestone keystones. Sited spanning Strade River with unkempt grass banks to river.'* And is appraised as '*A bridge representing an integral component of the civil engineering heritage of County Mayo with the architectural value of the composition suggested not only by the sheer limestone dressings demonstrating good quality workmanship, but also by the elegant "sweep" of the arches making a pleasing visual statement at a crossing over the Strade River: meanwhile, a discreet benchmark remains of additional interest for the connections with cartography and the preparation of maps by the Ordnance Survey (established 1824).'*

A Cultural Heritage Impact Assessment of Proposed N58 Strade River Bridge Works was completed by Richard Gillespie, Project Archaeologist of Mayo Co Council/TII (April, 2025). This report concluded '*Due to its location and restricted scope, there is a no predicted Cultural Heritage impact on any known cultural heritage receptors.'* However, *'The proposed project site is in close proximity to, and within the zone of notification for an early medieval friary (National Monument No. 172, RMP No. MA070-067). As it is a National Monument Ministerial consent is required for these works. There is no predicted direct impact on the Abbey, however there is potential for further subsurface archaeological remains. Archaeological monitoring of the ground works including ground investigations is recommended. Predevelopment testing of external works areas such as storage areas and compounds is also recommended. The archaeologist should be facilitated in examining, recording, excavating, sampling and analysing any archaeological deposits, features or objects that might be discovered, and will be required to report on same. This will require Ministerial consent via the National Monuments Service and should be included in the method statement as part of the Ministerial Consent application.*

A wade and metal detection survey of the riverbed and banks, immediately adjacent to the modern bridge is also recommended.'

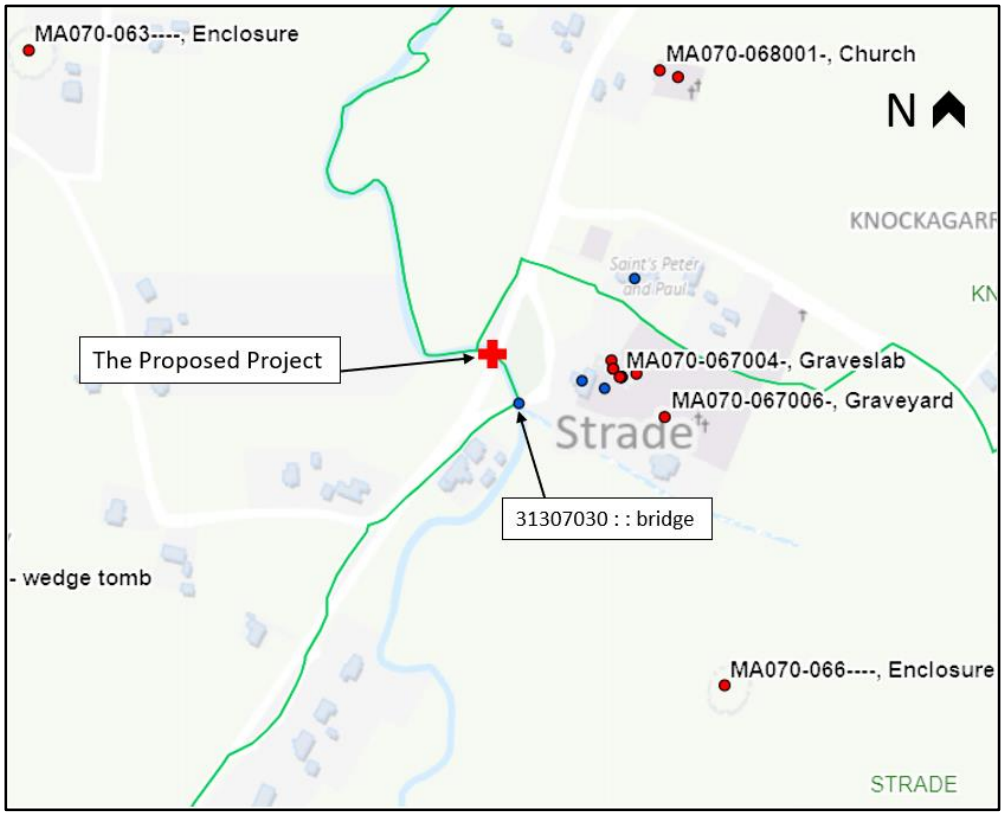

Figure 2-5 – SMRs and NIAHs within the vicinity of the proposed works (National Monuments Service, 2025)

2.7 Air Quality and Climate

According to the EPA (2025), the current baseline air quality index in the wider area is '2-Good'. The closest Air Quality Monitoring Station to the proposed works is Castlebar, Co. Mayo (Station 26) located ca. 13.67km southwest of the site.

2.8 Landscape and Visual

According to the Landscape Appraisal for County Mayo accompanying the Mayo County Development Plan (2022-2028), the proposed works lies within the Area K: East-Central Drumlin Spine Landscape Character Unit. This area is described as '*This area is made up of glacial drumlins that are uniform at its western end near its transition with the distinct drumlins of Clew Bay. In the east, these become less uniform and severe, and the terrain merges into several sets of geologically distinct and isolated hills as the unit encapsulates the towns of Castlebar, Swinford, and Charlestown. The land cover is a mixture of bog/moorland, poor quality pasture and transitional woodland scrub with better quality pasture to the east and south.*'

The N58 upon which the proposed works are being carried out is designated as a robust area in the County Mayo Landscape Appraisal. In robust areas: *'(a) New development shall sustain and reflect the character of the area (b) Frontages on to the existing streets shall reflect the character of the street through careful design and use of materials (c) Development should reflect the character of the townscape generally but fresh approaches to design will be considered*'. The policy with Regard to Areas Designated as Robust states that; '*These are areas of concentrated existing development and infrastructure. Appropriate new development in these areas can reinforce the existing desirable land use patterns. Regard must be had to site development standards namely density, building lines, height of structures and design standards. The overall aim is to ensure that the inherent character of the town and village centres is maintained.'*

The N58 is not designated as a scenic route. As this bridge crosses over the Strade River, it is designated as a vulnerable landscape area due to being along the riverbank of the River Strade. The policy with Regard to Areas Designated as Vulnerable states that; '*These areas or features designated as vulnerable represent the principal features which create and sustain the character and distinctiveness of the surrounding landscape. To be considered for permission, development in the environs of these vulnerable areas must be shown not to impinge in any significant way upon its character, integrity or uniformity when viewed from the surroundings. Particular attention should be given to the preservation of the character and distinctiveness of these areas as viewed from scenic routes and the environs of archaeological and historic sites*'.

The proposed works lies within the Policy Area 4 which according to MCC as it is a road-based project has '*low potential to create adverse impacts on the existing landscape character.'*

2.9 Population and Human Health

The proposed works are along the N58 at the point it crosses the River Strade which is located just within the Electoral Division (ED) of Bellavary and borders the Strade division. The population of Bellavary according to CSO 2022 data is 1,084 people and the population of Strade was 647 people (CSO, 2022). The area of Strade is quite rural with scattered residential properties and farmyards located in the wider vicinity of the works. Sensitive receptors within 1km of the works include residential dwellings, agricultural farmyards, Michael Davitt Museum, Church of St. Peter and Paul Strade, Strade Friary, Templemore Old Burial Ground, Copper Beech Lounge and Strade National School.

2.10 Material Assets

2.10.1 Electricity

There are no overhead lines (OHL) passing over the site (NMS, 2025).

2.10.2 Waste Facilities

There are no industrial sites or waste facilities in the vicinity of the site. The closest EPA licensed waste facility is 'McGrath Industrial Waste Ltd' (W0143), situated ca. 6.3km southwest of the site (EPA, 2025). There are no Seveso Establishments within 15km of the study area (HSA, 2025).

3. Description of the Proposed Project

3.1 Nature and Extent of the Proposed Project

The proposed works to the existing Strade River Bridge structure to increase the load carrying capacity and structural integrity of the bridge are as follows; the existing bridge superstructure is proposed to be demolished with a new single span replacement deck constructed to align with the retained substructure. The proposed replacement deck will be formed of precast prestressed concrete beams with an in situ concrete deck infill.

New independent foundation supports will be located behind the existing abutment walls with the proposed foundations comprising reinforced concrete bored cast in place piles and pile caps. The existing pier and concrete apron are to be demolished to improve conveyance through the structure with a new reduced height (300mm) concrete apron constructed to maintain the existing low flow channel, following consultation with IFI.

The existing carriageway width is to be retained across the new superstructure with the raised verges widened to achieve a minimum width of 2m. New 1.25m high reinforced concrete masonry clad parapets will be constructed over the length of the structure with safety barriers installed on both verges approaching and crossing the bridge.

Minor regrading of embankments is the extent of earthworks, existing alignments to be retained. The area of the project site is 0.3ha.

3.2 Construction Methodology

The following text outlines the programme of works for the rehabilitation of Strade River Bridge, including the scheduling of activities to be carried out during the construction period. The programme shall be designed to ensure efficient project execution while minimizing disruptions to traffic and nearby stakeholders. A traffic management plan will be created and followed to minimise disturbance to local road users in the area. The project duration shall not exceed 9 months in total. The Contractor is also required to work to the specification for the works, which shall be read in conjunction with the Strade River Bridge works contract when developed and a contractor is appointed.

Throughout the construction of the proposed works all works will comply with the relevant legislation, construction industry guidelines and best practice to avoid and minimise adverse environmental effects.

A Construction Environmental and Management Plan (CEMP) will be prepared by the Contractor and agreed with Mayo County Council before commencement of the project.

Works are expected to take a total of 9 months to complete and are anticipated to commence in Q3 of 2026 at the earliest. Construction working hours will be the standard working hours as follows:

- 8:00am to 7:00pm Monday to Friday
- 8:00am to 1:00pm on Saturdays; and,
- No work on Sundays and Public Holidays.

Plant/machinery expected to be used during construction include: 13-ton or 25-ton excavator, as appropriate (with mounted breaker), 40-ton rotary piling rig, hand operated compaction equipment, large blade concrete road saw, mobile crane, concrete truck, 5-ton excavator, 9t dumper, grab lorry, lorry and trailer (for material removal off site to tip).

Materials expected to be used during construction include: aggregates, topsoil, timber, concrete, steel reinforcement, steel, geotextiles, asphalt surfacing, cement and lime mortar and stone masonry.

Demolition works are required for the removal of all bridge material requiring replacement. This comprises the removal of existing surfacing and verges, parapet walls, bridge deck, abutments,pier and raised concrete apron. All material will be removed off site and disposed of at an appropriate waste disposal facility (also referred to as tip).

As agreed with MCC, the successful contractor will utilise the area of road closure along the N58 national road as a site compound for the duration of works. There may be a requirement for temporary (mobile) lighting within the site compound area along the N58 should works extend to winter months, however this is not foreseen given the works window of July to September is required to facilitate instream works.

Upon completion of works the site compound area will be removed and the area will revert to fully operational road use.

The proposed deck replacement will require the closure of the N58 National Secondary Road for an estimated 6 months duration. A proposed traffic diversion has been identified as shown in Figure 3-1 below, which diverts southbound traffic from the N58 north of Strade onto the R321 Regional Road before joining the N5 National Primary Road west of Bohola. N58 northbound traffic joining from the N5 will instead be diverted further east along the N5 onto the R321 Regional Road west of Bohola before joining the N58 carriageway north of Strade.

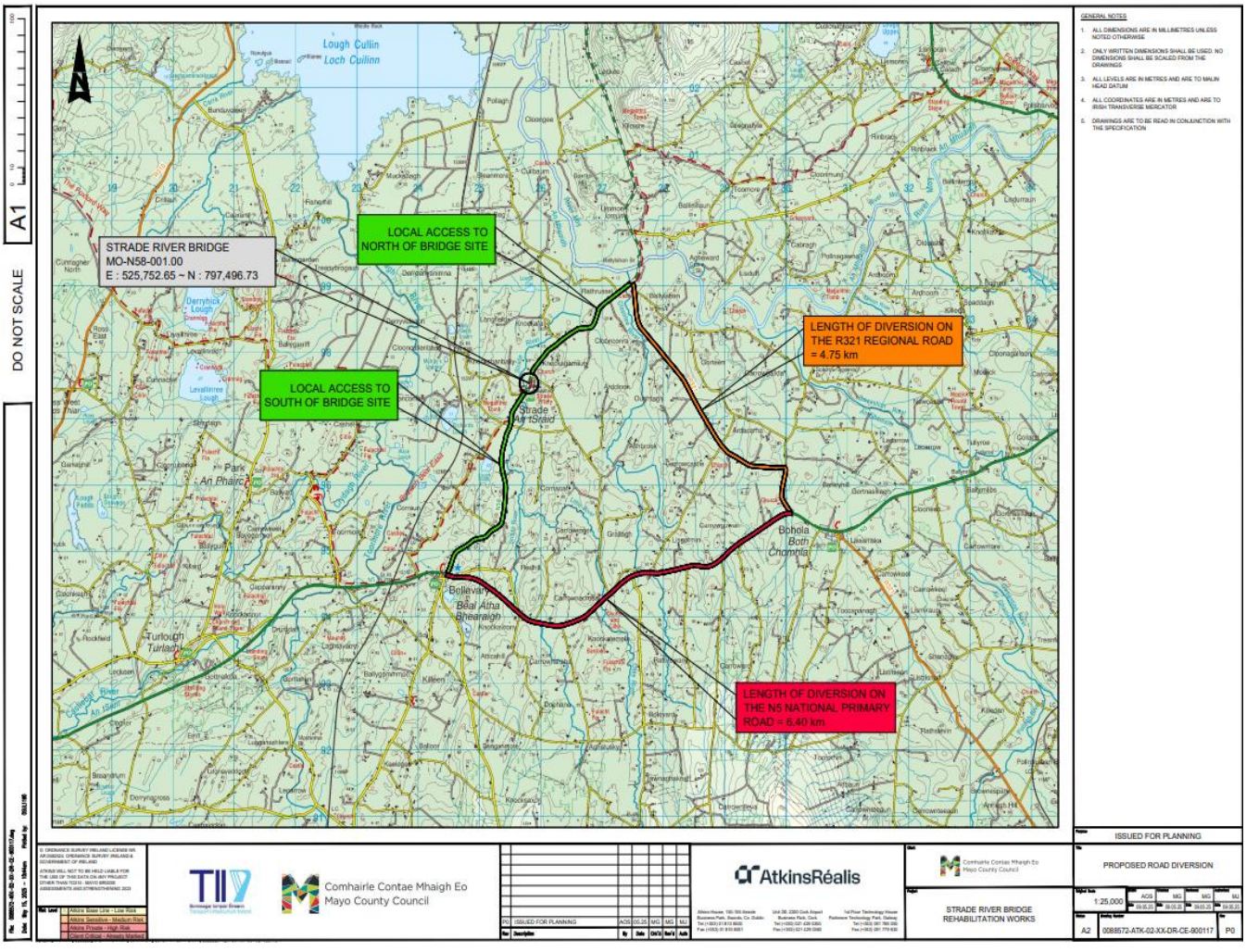

Figure 3-1 - Proposed Traffic Diversion Route

The construction methodology and sequence of works are as follows:

1. The site compound will be marked within the road closure footprint of the N58 national road. All machinery and plant will be stored on site for the duration of works along the proposed road closure route.

2. Traffic Management installed at the works location. Detailed Traffic Management Plan to be provided by the successful contractor once appointed.

3. Installation of working platform spanning 4m between the existing concrete supports below the north span of the structure to prevent material entering the watercourse during the demolition works. Minor instream access by operatives is required to facilitate the installation of the working platform. Platform decking to comprise timber planking with plastic sheeting on top to catch falling material. The platform will extend under the bridge as well as 3m upstream and downstream. The platform will be fully sealed using plastic sheeting. Minor instream footings are required for the extension of the working platform upstream and downstream of the bridge.

4. Demolition of existing bridge parapets using excavator mounted breaker positioned on the existing bridge carriageway and removal by hand. Works completed under an alternating lane closure. 11m³ material removed from site to tip. All works here will be undertaken from land and existing bridge carriageway.

5. Full closure of N58 carriageway and installation of diversion route traffic management on the N5 National Road and R321 Regional Road. Estimated 6 months closure period.

6. Removal of existing carriageway surface on the bridge extent and 5m back on the approaches by breaking and excavation with an excavator. 24m³ material removed off site to tip.

7. Existing fill material and concrete verges on top of bridge to be removed by excavator to expose deck top surface. 24m³ material removed off site to tip.

8. Excavation of made ground behind both abutments for the full 10m width of the bridge structure by 4m long to a depth of 3m below existing ground level using an excavator. 130m³ material removed off site to tip. The area of excavation is immediately behind both abutment walls, c. 1m from the river course, contained behind the existing abutments and wing walls.

9. Bored cast in place reinforced concrete piles (**Error! Reference source not found.**) to then be installed to a suitable depth (depth will be informed by ground investigation works) within both excavations behind the abutments, sleeved from excavation level to pile cap level. Piles to be installed by a 40t rotary piling rig positioned on the approach carriageway and sleeved above excavation level.

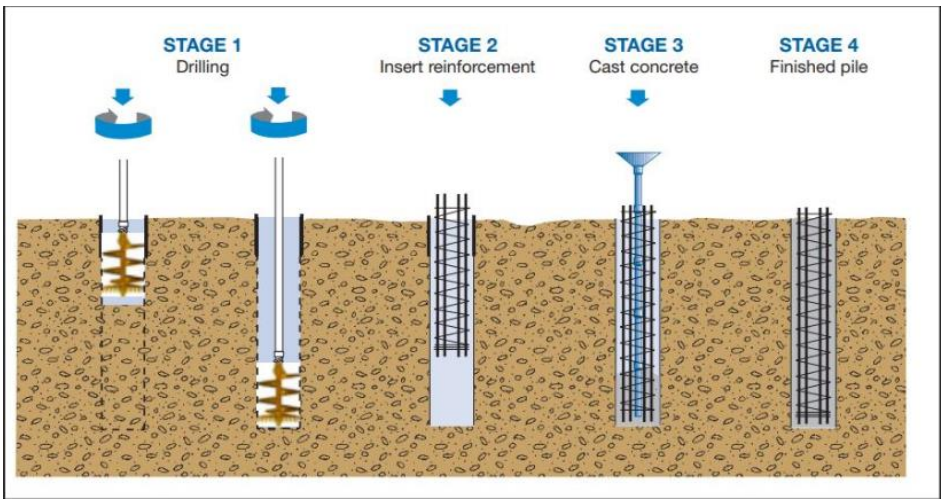

Figure 3-2 - Example of bored cast in place reinforced concrete piles (note that temporary casings which may be used to prevent bore hole from collapsing is not shown)7.

10. Reinforced concrete OGEE pipes to be installed around each pile to provide isolation between the top of the pile and backfill to facilitate movement of the new structure. Pipes to be lifted into place using an excavator positioned on the approach carriageway.

11. Lean mix concrete backfill to be installed between pipe units and existing abutments to the bottom of pile cap level. 8m³ concrete to be pumped from on top of the approach carriageway at each abutment.

12. 6N granular material backfill to be installed to the back of both excavations to pile cap level using an excavator and compacted using hand operated compaction equipment. 50m³ imported material for each abutment. 100m³ total.

13. Pile cap reinforcement cages constructed on the existing carriageway and lifted into place using an excavator. 10m³ concrete to then be poured for each pile cap from the approach carriageways and a 7-day curing time allowed before being trafficked.

14. Additional imported 5m³ granular fill material to be placed using dumper and excavator above both pile caps to facilitate access to demolish the existing bridge superstructure.

15. Arrangement of steel filler beams to be identified and marked on the deck. Deck to be cut into single span longitudinal sections using a large blade concrete road saw. The large blade concrete road saw will contain a vacuum to improve dust control at the dust source. Deck sections to then be lifted by excavator and removed off site to tip. 29m³ total quantity.

16. Existing pier to be taken down 1.5m to the raised apron level using a breaker mounted to an excavator. The excavator will be positioned on top of the existing abutments at carriageway level. 13m³ material to be lifted from existing concrete apron and temporary working platform by grab lorry and removed from site to tip.

17. Top sections of existing abutments to be demolished by hand and abutment height reduced by minimum 600mm to bottom of pile cap level. 11m³ material to be lifted by grab lorry and removed from site to tip.

18. The working platform will then be removed from the watercourse and the working area will be made dry, prior to the pouring of any concrete directly adjacent to or over the watercourse, and excavation of the existing concrete apron. The construction of the dry working area is as follows: -

[7] https://theconstructor.org/geotechnical/bored-pile-foundation/84417/

- There will be three sandbag dams erected in the watercourse; Dam 1 upstream of the bridge and Dams 2 and 3 situated down-stream of the bridge. Dam 2 and Dam 3 will be erected first, 300mm high on the riverbed. Dam 1 will then be erected (800mm high on the riverbed), and the river flow pumped downstream of Dam 3. Instream access by operatives is required for the installation of the sandbag dams and silt fences.

- Dams will be constructed of one tonne bags (alternatively small sandbags) filled with pea gravel. Each bag will be double bagged and sealed thoroughly. The base of each dam will be three times the height. The dam will also be wrapped in 1000-gauge polythene. Dam height will depend on water levels at the time of erection and the 14-day predicted rainfall.

- The sandbags for the dam will be carried by hand and placed into position within ten meters downstream of the structure, 500mm in height, across the full width to prevent downstream water returning into the work area. Dam 2 will be constructed by hand upstream of Dam 3; Dam 2 will be raised to 500mm in height. Dam 1 will then be placed within ten metres upstream of the structure on the upstream elevation; Dam 1 will be installed to its full height (Dam 2 and 3 are built up more gradually).

- The section of river between Dam 1 and Dam 2 is required to be electro-fished by a licensed operator. All fish will be relocated downstream of the works area and discharge point of pump. Upon completion of the electro-fishing, Dam 2 will be raised to full height and a silt fence will be erected between Dam 2 and Dam 3. A second silt fence will be erected just upstream of Dam 3 (Figure 3-3 - Schematic of three dam dewatering system proposed at Strade River Bridge.

-). These two silt fences will act as a final filter for sediment within potential surface water run-off before it re-enters the live watercourse.

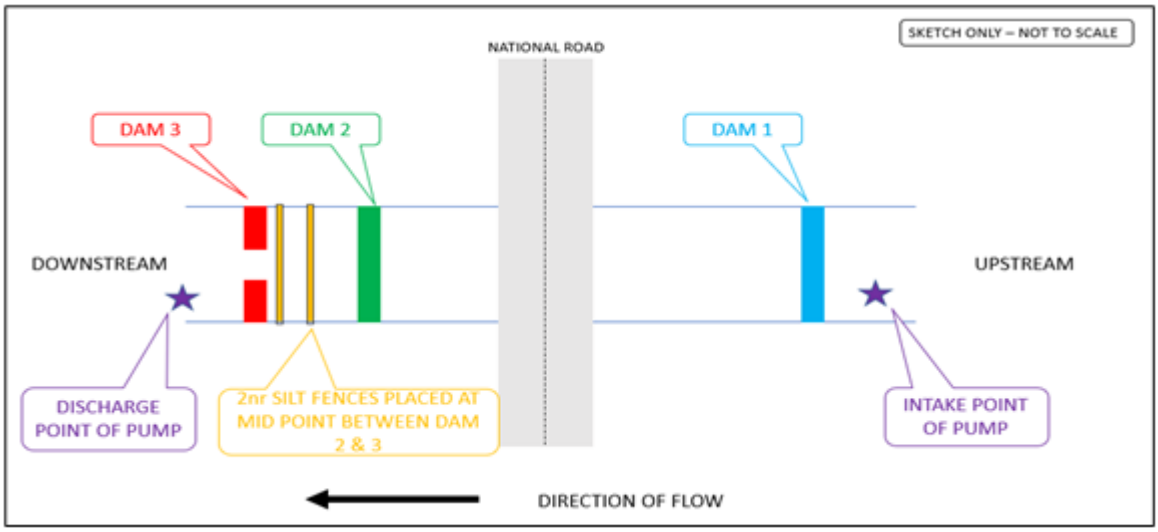

Figure 3-3 - Schematic of three dam dewatering system proposed at Strade River Bridge.

- The water between Dam 1 and Dam 2 will be pumped into the pooled area between Dam 2 and Dam 3 in advance of the silt fences.

- An over pumping pipe will be placed into a 225mm non perforated pipe installed through the bridge at high level. It will be secured by temporary brackets that will be fixed along the existing abutment ledge wall. The pipe will be secured to allow for a gravity fall. The intake hose for over pumping will be positioned on the upstream side of Dam 1 and will be wrapped in a layer of silt fencing. The discharge hose will be position on the downstream side of Dam 3. A silt bag will be placed on the end of the discharge hose to prevent discharge of any suspended solids or unwanted material into the live watercourse.

- The works area between Dam 1 and Dam 2 will be pumped out and discharged between Dam 2 and 3 and before the silt fences.

- All over pumping works will require the use of either a submersible pump or centrifugal dewatering pump, which will be used to over pump any water collected. Collected water will be discharged to the upstream side of the silt fences between Dams 2 and 3.

19. Once the dry working area is in place, the demolition of existing raised concrete apron using breaker mounted on excavator positioned on approach carriageway. Removal of 53m³ material off site to tip using grab positioned on approach carriageway.

20. Excavation to 300mm below existing bed level to formation level for the new apron by an excavator positioned on the approach carriageway. 21m³ existing material to be moved off site to tip. Excavation works will be undertaken within the dry working area. Access to dry working area is required by 5-ton excavator for access to excavations and for removal of waste material. The 5-ton excavator will be lifted into position by a crane positioned on the existing approach carriageway; the excavator will be placed on the southern span within the area of the existing apron. There is no requirement for the 5-ton excavator to access the dewatered river channel.

21. A new 600mm high raised concrete apron installed on concrete blinding with reinforcement mesh provided for crack control. 42m³ concrete to be pumped from truck positioned on top of the carriageway. The dry working area is required to be maintained throughout the duration of concrete apron demolition and installation of new.

22. Erection of shuttering on top of reduced height abutments and pouring of concrete capping from concrete truck located on approach carriageways will occur. 3.6m³ concrete to be poured for each abutment capping. Nominal reinforcing mesh to be included in capping for crack control. 20mm compressible filler board to be installed between pile cap and capping to facilitate minor movement of the structure. Wet concrete will be pumped from landside with shuttering fixed to front face of existing abutments and sealed platform tight to abutment preventing spillage to the (dry) river channel.

23. Prestressed concrete beams will be delivered to site and installed on top of pile caps by mobile crane positioned on the approach carriageway.

24. Dry pack mortar will be hand placed between beams to seal gaps with the deck reinforcement installed and tie ins to pile cap reinforcement provided. Shuttering erected to form the deck cantilevers.

25. The deck concrete infill will be pumped from concrete truck located on approach carriageway. Integral connection to be formed at pile caps. A minimum of 7 days curing time required for deck; concrete pouring/pumping works will be undertaken over the dewatered channel. 30m³ of concrete required for these works.

26. Vertical shuttering will be fixed to cantilever slabs for concrete parapet stems with reinforcement tying into starter bars from deck slab. 18m³ concrete to be pumped from concrete truck located on approach carriageway.

27. Following the completion of works to the concrete apron and all pouring of concrete works to the deck, the dewatering of the channel will be removed. The removal of the dams will be completed on a two-stage basis. The level of Dam 1 will be lowered to allow the area between Dam 1 and 2 to partially fill with water. The water within Dams 1 and 2 will be allowed to settle overnight and the remainder of the dams will then be removed completely the following morning to minimise any plumes of silt. The flow of the channel will return to existing condition.

28. The existing surfacing on the northern and southern road approaches will be planned out for a distance of 40m from the bridge with 24m³ material to be removed from site to tip. These works by nature occur set back from the watercourse along the existing roadway and are over land.

29. Additional asphalt surfacing base course and binder course construction on approaches to increase the vertical alignment to the bridge by c.400mm. 70m³ surfacing required. These works are contained on the existing road approaches to the bridge and are over land.

30. Deck surface to be cleared of all dust and debris by sweeping with collected material removed from site to tip.

31. Spray applied epoxy waterproofing system to be installed to the deck surface and parapet upstands from on top of the deck surface. 178m³ total area. 4m³ sand asphalt protection layer installed to protect the deck waterproofing. Epoxy to be sprayed by hand in proximity to the surface of the deck; works are contained on the bridge surface with no potential for materials to enter the watercourse.

32. Concrete verges will be constructed on the bridge, with 28m³ concrete pumped from the approach carriageway. Spare ducting for future utilities provided in verges. Mesh reinforcement included for crack control. Brush finished concrete surface. Concrete pumping here will be contained on the new bridge deck with no potential for material to enter the watercourse.

33. Asphalt surfacing binder course will be installed across the bridge surface with tie ins to the approaches. 100m³ quantity. Works are contained on the new bridge deck with no potential for material to enter the watercourse.

34. The N58 National Secondary Road will then open with a single lane closure remaining in place for the works. Lane closure to alternate as required for the remaining works.

35. Masonry construction to the faces of both parapets across the length of the structure. Masonry to match upstream arch bridge with lime mortar to be placed by hand on top of the structure with a temporary scaffold platform erected to construct the outside faces. The temporary scaffold platform requires the provision for instream footings at both the upstream and downstream faces of the structure. The light working decks will be sealed with plastic and will catch any accidental spillage of materials when undertaking masonry works. 105m³ quantity.

36. Surfacing course will be installed across the full extent of the works. 282m³ quantity.

37. The southeast masonry approach wall to be taken down and reconstructed further back from the edge of carriageway. 12m3 masonry. Masonry wall to be rebuilt by hand using lime mortar. Works here are over land.

38. Both verges on approaches to the structure will be regraded to align with new carriageway level. 80m³ quantity of topsoil. Verges to be seeded on completion.

39. Safety barriers will be erected on both approaches and across the bridge.

40. Road marking will be completed.

41. Removal of traffic management.

42. Demobilisation from site and restoration of site compound area (in this case, the N58 road) to pre-works condition.

4. EIA Screening Process

4.1 Desk-Based Studies

In undertaking this EIA Screening Assessment, AtkinsRéalis completed a detailed desk-based assessment using data from the following sources:

- Relevant guidance documents and legislation (listed in Section 4.3 below).
- Relevant published information on the site and surrounding areas in relation to the environmental aspects listed in the EIA Directive such as from Government websites like the EPA's website (www.epa.ie), the Geological Survey of Ireland (www.gsi.ie), and the Mayo County Development Plan (2022-2028).
- Information supplied to AtkinsRéalis regarding the proposed works.

4.2 Site Visits and Assessments

Several site visits were undertaken by our engineers and a site visit covering the full extent of the site of the proposed works was carried out by the AtkinsRéalis ecologists Kevin McCaffrey and Owen O'Keefe on the 7th of May 2025.

The findings were used to support this EIA screening assessment as well as for the Natura Impact Statement which should be read in conjunction with this report. The EIA Screening Report considered the findings of other assessments conducted in the study area. This report should be read in conjunction with the following reports:

- Natura Impact Statement Report (AtkinsRéalis, 2025);
- Hydraulic Assessment Report (AtkinsRéalis, 2025);
- Construction Environmental Management Plan (AtkinsRéalis, 2025);
- Resource and Waste Management Plan (AtkinsRéalis, 2025);
- Stage 2 Structural Assessment (AtkinsRéalis, 2025) and,
- Cultural Heritage Impact Assessment (MCC/TII, 2025).

4.3 EIA Screening Legislation and Guidance

This EIA Screening Report has been carried out to consider the requirement, or otherwise, of carrying out an environmental impact assessment (EIA) for the proposed works. The screening assessment firstly considered the requirement for a mandatory EIA and secondly the requirement for a sub-threshold EIA. The screening process followed in this report is in accordance with the EIA Directive 2011/92/EU as amended by 2014/52/EU and the national regulations transposing the Directive.

The 2011 EU Directive as amended by 2014/52/EU Directive, on the Assessment of Public and Private Development divided projects into Annex I and Annex II projects. Annex I projects require a mandatory EIA. Annex II projects, if over the threshold set by the Government, will require an EIAR. The Project Types listed in Annex I and Annex II of the 2011 EIA Directive were transposed into Irish Planning & Development legislation in Schedule 5 Parts 1 and Part 2, respectively. EIA Regulations ((Planning and Development) Environmental Impact Assessment) Regulations 2018 (S.I No. 296 of 2018)) transposing the 2014 EIA Directive (2014/52/EU) were adopted and came into operation on 1st

September 2018. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows:

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2025), Schedule 5, Part 1 – Development for the purposes of Part 10.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to Annex II Project Types. In Ireland, these projects are listed in full within the Planning & Development Regulations (2001-2025), Schedule 5, Part 2 – Development for the purposes of Part 10. If a proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be 'sub-threshold'. Part 10, Article 92 of the Planning & Development Regulations, 2001 as amended states *"'sub-threshold development' means 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"*. Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant effect on the environment and consequently require an EIA.
- Criteria to evaluate whether significant effects on the receiving environment will arise from a Proposed Development are listed under Schedule 7 and Schedule 7A of the Planning & Development Regulations (2001-2025).

A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA Screening is presented in Schedule 7A of the Regulations, and summarised below:

1. Characteristics of the proposed project
2. Location of the proposed project, and,
3. Characteristics of potential impacts of the proposed project.

Accordingly, the proposed works has been screened in accordance with the following legislation:

- EU Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment.
- Planning and Development Regulations (2001-2025), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018; and,
- Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 (S.I. No. 279 of 2019).

The following guidance documents were also reviewed:

- Section 3.2 of the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022)
- European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening
- Department of the Environment, Heritage and Local Government (2003), Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments
- ORP Practice Note PN02 Environment Impact Assessment Screening (2021)
- Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments and,
- Planning and Development Regulations (2001-2025), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018.

Figure 4-1 summarises the main steps involved in the EIA screening process.

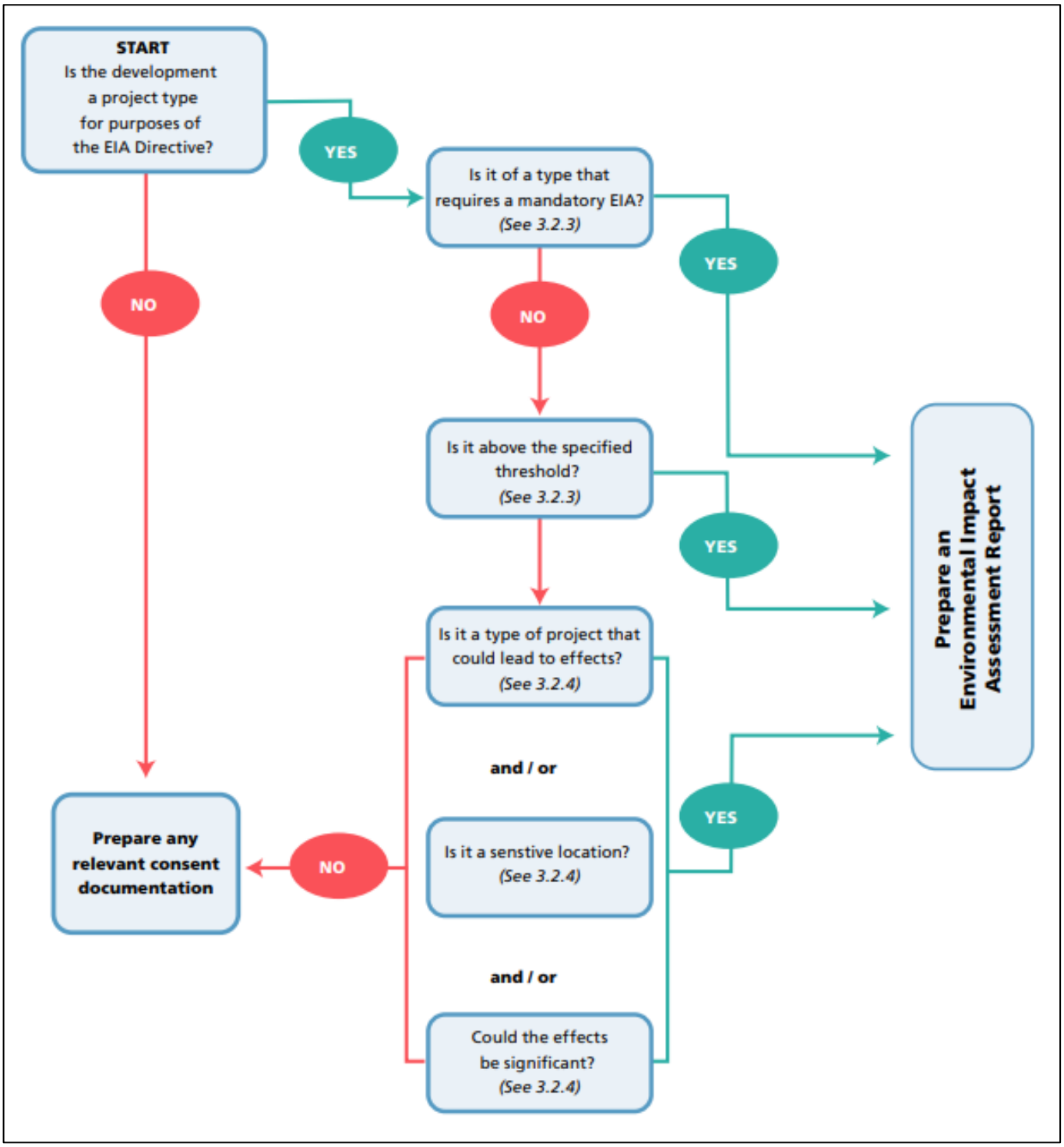

Figure 4-1 - EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022)).

5. EIA Screening

5.1 Introduction

The 2011 EU EIA Directive differentiates between those projects that automatically requires an environmental impact assessment (listed as Annex 1 projects) and those which may require an assessment if they are likely to have significant environmental effects (Annex II projects). These project types have been transposed into Irish legislation under Parts 1 and 2 respectively of Schedule 5 of the Planning and Development Regulations 2001, as amended.

The proposed project was screened using the following criteria:

- If the project is of a type listed in Schedule 5, Part 1
- If not, whether:
  - it is listed in Schedule 5, Part
  - it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2
  - any part of it is located within sensitive area; or,
  - it would be likely to have significant effects on the environment.

5.2 Part 1 Type Projects

EIA is mandatory for developments listed in Schedule 5, Part 1 of the of the Planning and Development Regulations 2001-2025. Schedule 5, Part 1 developments are large scale developments for which significant effects impacting on the receiving environment would be expected and comprise developments such as new airports and power stations. The project has been screened against the list of Project Types which have a high likelihood of impacting on the receiving environment and therefore require a mandatory Environmental Impact Assessment, under Schedule 5 Part 1 of the Planning and Development Regulations 2001-2025.

This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1.

5.3 Part 2 Type Projects

The project has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations 2001-2025. The project falls within the following categories which provide that an EIA must be completed – subject to specified thresholds being met or exceeded.

Table 5-1 - Screening for Part 2 of Schedule 5

Class	Applicability	Screening
10. Infrastructure Developments (b) (iv)	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	The site is ca. 0.3 hectares (ha) in size which is below the 2 hectares threshold and is located within a rural area. The proposed works is below the other relevant thresholds (i.e., 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere). **Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (10) (b) (iv).**
13. Changes, extensions, development and testing **(c)**	Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7.	The existing concrete bridge must be demolished. However, the demolition is not occurring to facilitate a project listed in Part 1 or Part 2 of this Schedule. **Therefore, these works do not require an EIAR to be produced in accordance with Schedule 5 Part 2 (13)(c).**
15.	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	Based on the nature and scale of the proposed works, it is considered that there is no potential for significant effects on the environment, as detailed further in the following sections of this report. **Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (15).**

As the proposed works is not a project type listed in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations 2001-2025, there is no automatic requirement under the EIA Directive for this development to be subjected to EIA. Notwithstanding this, Mayo County Council is a responsible developer and is committed to demonstrating that the proposed works will not result in significant effects on the environment. As such, this sub-threshold EIA Screening Report has been prepared to determine whether there are likely significant environmental effects from the proposed works on the receiving environment, with regard to Schedule 7 of the Planning and Development Regulations.

5.4 Roads Act Screening

The scheme has been screened against the criteria outlined in Section 50(1)(b) and 50(1)(c) of the Roads Act 1993-2024, as follows:

Section 50(1)(a) – 'A road authority shall prepare a statement of the likely effects on the environment (hereinafter referred to as an "environmental impact statement") of any proposed road development consisting of - (iii) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.

Section 50(1)(b) – 'If An Bord Pleanála considers that any road development proposed (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 it shall direct that the development be subject to an environmental impact assessment.'

Section 50(1)(c) – 'Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (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, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.'

Therefore, it is considered that the scheme should undergo an EIA screening to determine if an EIAR would be required in accordance with Sections 50(1)(a), 50(1)(b) and 50(1)(c) of the Roads Act 1993-2024.

Section 50 (1)(e) of the Roads Act (1993-2024) states 'where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.' Annex III has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2025.

5.5 Selection criteria for screening Schedule 7 Proposed Project

Developments of a type listed in Part 2, but which are below a given threshold must be screened to see if they require an EIAR.

There are no exacting rules as to what constitutes "significant" in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of:

- characterisation of the project
- location of the project; and,
- type and characteristics of potential impacts.

For the purposes of screening sub-threshold developments for EIA, all the relevant information as presented within EIA Planning and Development Regulations 2001 as amended, (Schedule 7A) has been provided on behalf of the applicant, Mayo County Council. The potential for the project to pose a significant effect to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001-2025 (Schedule 7).

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed works, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of Mayo County Council to decide as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

5.6 Schedule 7 Assessment

All relevant information as required under Schedule 7 and 7A has been provided on behalf of Mayo County Council and is presented within this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001-2025 (Schedule 7), as presented within the tables below.

5.6.1 Characteristics of the Proposed Project

Table 5-2 below details the development characteristics criteria, as required under Schedule 7 of the Planning and Development Regulations 2001 as amended.

Table 5-2 - Characteristics of the Proposed Project

Screening Criteria	Proposed Project
Size and design of the project	
Will the size and design of the whole project be considered significant?	No. The site area is ca. 0.3ha and the scale and nature of the proposed works is not considered significant within the rural setting. Refer to the detailed description in Section 3 above.
Cumulation with other projects	
The cumulation with other existing developments and/or developments the subject of consent for the purposes of Section 172(1)(A)(b) of the Act and/or development the subject of any development consent for the purpose of the Environmental Impact Assessment Directive by or under any other enactment.	A search of the Mayo County Council Planning Applications, An Bord Pleanála planning portal, Uisce Éireann and Transport Infrastructure Ireland project portals has been undertaken for the applications submitted within the past 5 years within 1km of the site (last reviewed 13/1/2025). Some of the granted applications have already been completed and of those which are not completed, most are generally small scale in nature (i.e. residential extension works, or property improvement works). Completed or granted applications of such small scale (such as residential improvements) have not been considered further in terms of potential for cumulative impacts. For the purposes of this study, only significant new developments that are likely to generate a significant number of trips and developments that may encroach nearby to the existing corridor have been considered, as follows: ▪ 201029: Proposed new visitor centre ancillary to the Michael Davitt Museum, modifications to existing site entrance, connection to existing onsite wastewater treatment plant and associated site works (2022, conditional). ▪ 19685: Construct dwelling house and wastewater treatment system along with all necessary site works (2020, granted). ▪ 22497: Construction of new dwelling house and domestic garage with wastewater treatment system along with all necessary site works and ancillaries (2023, granted). ▪ 21904/2460521: Demolish existing detached dwelling house, construct replacement detached dwelling house and all associated site works/ Proposed

	Change of house type from previous planning reference 21/904, together with all associated site works (granted, 2024). ▪ 22647: Retain dwelling house and garage on site together with all ancillary site works and services (granted, 2022). ▪ 20690: Construct an agricultural machinery store together with all associated site works (granted, 2021). ▪ 22666: Retention of minor alterations to the elevation of the existing dwelling and garage previously granted under planning reference p07/2316, construction of a proprietary wastewater treatment system and all associated site works (granted, 2023). ▪ 22530: Substantial demolition of an existing dwelling house and the construction of an extension to the existing dwelling house, decommissioning of existing foul water system and installation of a new onsite wastewater treatment system and all ancillary works (granted, 2022). Based on the nature and scale of the proposed works, outlined in Section 3 above, and based on the fact that construction mitigation measures will be implemented for the proposed works, no significant cumulative effects are anticipated.
Nature of any associated demolition works	
Will the construction of the project include any significant demolition works.	Yes. Demolition works are required for the removal of all bridge material requiring replacement. This comprises of removal of existing surfacing and verges, parapet walls and pier. All material will be removed off site and disposed of at an appropriate licenced waste disposal facility (also referred to as tip).
Use of natural resources	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	The development of the site will require minimum earthworks involving minor regrading of embankments. The use of natural resources will be modest and kept to a minimum as not to the scale that requires and EIAR. Aggregates and soil will be re-used on site, where possible and if required. Should vegetation clearance be required along the proposed works, it would take place outside of the nesting season (February – August). If this is not possible, an ecologist will survey the vegetation for breeding birds no longer than 24 hours prior to clearance. If nesting birds are identified, then an alternative approach to the work will be used. The works and site compound areas are to be repaired and reseeded with grass after the works.
Production of waste	
Will the project produce wastes during construction or operation or decommissioning?	The construction phase of the proposed works will likely generate typical construction waste such as concrete, soil, subsoil, and green wastes. All wastes will be collected and segregated by the Contractor before removal off site for recycling/disposal. There are minimal earthworks proposed for the proposed works. All demolition waste will be taken off site, construction waste will be kept to a minimum with only contaminated waste being removed off site. The following waste streams will be produced during the construction: ▪ Demolition Waste. ▪ Waste produced by the construction of new bridge. ▪ Generic construction waste. All soil requiring disposal offsite will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2015), and 'Determining

	if waste is hazardous or non-hazardous' (EPA, 2018), and all relevant waste management legislation. In addition to screening against relevant WAC, the preparation of a waste classification tool (HazWaste online / EPA paper tool or similar etc.) will be required to be carried out in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal. Containment of fluids for all works including fuel storage is to be suitably bunded and compounded. Machinery will be refuelled on site in site compound area away from watercourse. Fuel not to be stored on site apart from small jerry cans for generators etc. It is noted drainage holes are visible on both elevations above the deck slab which the contractor is to be aware of due to the risk of contamination into the drainage channels. However, these are historic and do not appear to be in use and are part of structure to be demolished in any case. It is expected that the following waste volumes will be removed from site: ▪ Demolition waste from existing bridge parapets: 11m³ ▪ Removal of existing carriageway surface: 24m³ ▪ Existing fill material and concrete verges on top of bridge: 22m³ ▪ Excavation of made ground: 130m³ ▪ Deck sections: 29m³ ▪ Existing pier: 13m³ ▪ existing abutments: 11m³ ▪ existing raised concrete apron: 53m³ ▪ Excavation for new raised apron: 21m³ ▪ Existing surfacing on approaches: 24m³
Pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	Standard temporary construction emissions and nuisances including noise, dust and traffic will arise during the construction phase. These emissions will be mitigated by the adherence to the mitigation measures set out in the Construction Environmental Management Plan (CEMP) that will be submitted to Mayo County Council for their approval in advance of construction starting at the site. Regional air quality in the vicinity of the proposed works is 'good-2' (EPA, 2025). The closest Air Quality Monitoring Station to the proposed works is Castlebar, Co. Mayo (Station 26) located ca. 13.67km southwest of the site. Management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Construction traffic emissions and dust from material delivery and removal, and earthworks will be kept to a minimum. Dust management measures will be set out in the CEMP. Stockpiles of material will be dampened during periods of extended dry weather. Due to the nature and scale of the works detailed in Section 3, it is anticipated that the construction works and operation of the proposed works will not have a significant effect on air quality.
Will the project cause:	
Noise and vibration.	Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). Noise barriers are not currently considered required for the construction phase of the works. However, they may be used as required, to minimise / eliminate noise

	disturbances to the nearby sensitive receptors which within 1km of the works which include residential dwellings, agricultural farmyards, Michael Davitt Museum, Church of St. Peter and Paul Straide, Strade Friary, Templemore Old Burial Ground, Copper Beech Lounge and Straide National School. Works will be scheduled during day-time hours. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the works, detailed in Section 3 it is anticipated that the construction works, and operation of the proposed works will not have a significant effect with regards to noise.
Release of light.	Works will take place during daylight hours only. Temporary (mobile) lighting may be required for the site compound area along the N58 during winter months and will be limited to the construction phase however this is not foreseen given the works window of July to September required to facilitate instream works. The lighting will be designed to minimise the effects of light pollution on neighbouring properties. Low energy LED lighting will be used to illuminate areas. All lighting used will be subject to relevant wildlife legislation to minimise disturbing bats or birds as a result of light pollution
Heat.	The proposed works will not cause release of heat.
Energy.	The proposed works will not cause release of energy.
Electromagnetic radiation.	The proposed works will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	The potential for accidents or incidents causing oil and chemical spillages are limited. With the adoption of site-specific risk management and remediation measures, as appropriate, during construction, no adverse effects will arise and the residual effects on sensitive receptors would not be significant. Excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.
Risk of major accidents and/or disasters relevant to the project concerned	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis. Fluvial flood extents for the Strade River range from Medium and Low Probability and the OPW has reported a past flooding event within the vicinity of the site. A Hydraulic Assessment was conducted by AtkinsRéalis (2025) in line with OPW requirements which concluded that; '*The proposed soffit level of the new bridge is 220mm above the soffit of the existing bridge and provides a single span opening with the pier removed to improve flow through the structure. The proposed bridge*

	deck replacement therefore does not add any additional constraint to the existing channel with the upstream masonry arch bridge remaining the primary constraint. As the design flood level determined by hydraulic assessment did consider any beneficial effects from the masonry arch bridge the proposed bridge structure is also future proofed against any future works to the masonry arch bridge'. Possible accidents relevant to the proposed works include vehicle collisions and fire, for both of which there will be plans in place to minimise the risk of harm caused by emissions or discharges. The appointed contractor will have an emergency plan in place in the event of any major accidents. This will be approved by the Mayo County Council prior to works commencing. All these events will be covered by risk assessments and contingency plans which apply to the proposed works. In the event of accidents or fire, measures will be in place to limit emissions to land, water and air, as far as practicable. With these arrangements in place the impact of emissions on human health and sensitive receptors in general would be mitigated such that adverse effects would be unlikely to arise in the event of an accident.
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions. Flooding is the most common and relevant for the proposed works.
The risks to human health	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	Construction will be undertaken in accordance with the commitments to be set out in a site-specific CEMP prepared by the appointed Contractor, such that no significant construction effects on construction workers, residents and the environment will arise. Given the nature of the proposed works effects on population during operation, from water contamination, noise and vibration or air quality and climate are not anticipated to be significant.

5.6.2 Location of the Proposed Project

Schedule 7 of the Planning and Development Regulations 2001 as amended, requires a description of the location of the proposed works, with regards to the environmental sensitivity of the geographical area likely to be affected by the project. Table 5-3 below details the criteria considered and provides an assessment relating to same.

Table 5-3 - Location of the Proposed Project

Screening Criteria	Proposed Project

Existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	The proposed works is located within the rural village of Strade along the existing road network. The proposed works has no available land use zonings. The construction of the proposed works is unlikely to have significant effect on the surrounding area. A CEMP will be produced to identify potential environmental issues and control measures for their avoidance/mitigation. The contractor will inform and work with all stakeholders to address concerns. Control measures to avoid/mitigate impacts will be included in the CEMP. The Contractor will develop and implement a Traffic Management Plan (TMP) for the construction phase. No existing, approved land uses for health, education, or community facilities in general, on, or around, the location will be affected by the proposed works. Sensitive receptors within 1km of the works include residential dwellings, agricultural farmyards, Michael Davitt Museum, Church of St. Peter and Paul Straide, Strade Friary, Templemore Old Burial Ground, Copper Beech Lounge and Straide National School. The construction, operation or decommissioning of the proposed works will not involve actions which will cause significant physical changes in the topography of the area.
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground.	
Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?	Construction material, including the bridge, will be imported for the works. The NIS report confirms that '*In view of best scientific knowledge, and on the basis of objective information, and given the full and proper implementation of the mitigation prescribed above, the proposed works at the Strade River, individually, will not adversely affect any of the qualifying interests of the River Moy SAC, or on any European site'.* The qualifying interests for the River Moy SAC are: ▪ Lowland hay meadows (Alopecurus pratensis, Sanguisorba officinalis) [6510] ▪ Active raised bogs [7110]* ▪ Degraded raised bogs still capable of natural regeneration [7120] ▪ Depressions on peat substrates of the Rhynchosporion [7150] ▪ Alkaline fens [7230] ▪ Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0] ▪ Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0]* ▪ Austropotamobius pallipes (White-clawed Crayfish) [1092] ▪ Petromyzon marinus (Sea Lamprey) [1095] ▪ Lampetra planeri (Brook Lamprey) [1096] ▪ Salmo salar (Salmon) [1106] ▪ Lutra lutra (Otter) [1355]

	The re-use and re-purposing of topsoil from the excavation work will be optimised where possible and it is hoped that waste export from the site will be kept to a minimum. As noted above, excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor. Therefore, because of the relative abundance, quality and regenerative capacity of the natural resources used for the proposed works, effects on the environment will not likely be significant.
Absorption capacity of the natural environment	
Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?	There are 4no. European sites within the ZoI of the proposed works, the closest of which is the River Moy SAC (002298) located immediately to the west of the works as the Strade River Bridge crosses over the Strade River which is partially located in the River Moy SAC and flows further along this protected site. The NIS Report (AtkinsRéalis, 2025) concluded that '*Given the prescription of the mitigation measures detailed in Section 7 of this NIS, it can be concluded beyond reasonable scientific doubt that the proposed development will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute adverse effects on the River Moy SAC or any other Natura 2000 site, in view of their conservation objectives'.*
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?	The proposed works is located ca. 30km inland. Therefore, it is not anticipated that it will have a significant effect on the coastal zone or marine environment.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?	There are no mountain or defined forest areas within 2km of the proposed works. However, as the surrounding area is rural in nature, there is still a large amount of green fields, small, wooded areas and hedgerows in close proximity to the works. Due to the nature of the works no significant effects on these habitat types are expected.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation; Natura 2000	A NIS report has been prepared for the scheme (AtkinsRéalis, 2025) which investigated the potential for the proposed works to have

areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC?	significant effects on a European Site(s) either alone or in combination with other plans or developments. The NIS concluded '*Given the prescription of the mitigation measures detailed in Section 7 of this NIS, it can be concluded beyond reasonable scientific doubt that the proposed development will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute adverse effects on the River Moy SAC or any other Natura 2000 site, in view of their conservation objectives*' Based on the location of the proposed works, there is no potential for impact on the absorption capacity of the natural environment.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure?	The absorption capacity of the natural environment is characterised as follows: The area around the proposed works is rural in nature. There are 4no. European Sites located within the Zone of Influence of the works. The River Moy SAC is within the immediate vicinity of the works. Based on the nature, scale and location of the proposed works as detailed in Section 3, there is no potential for impact on the absorption capacity of the natural environment and the works will not cause significant effects. There are no Sites and Monuments Record (SMR) features and National Inventory of Architectural Heritage (NIAH) in the immediate vicinity of or will be impacted by the proposed works. There is a bridge listed as a National Inventory of Architectural Heritage (NIAH) feature located 40m downstream from the works on the Strade River. The proposed works will not affect this structure or the other historic features to the east of the works in the village of Strade. The site is located within the Moy & Killala Bay Water Framework Directive (WFD) Catchment area (Catchment ID: 34). The site also lies within the Moy_SC_070 sub-catchment and the STRADE_010 River Sub-basin. The bridge crosses the Strade River, Environmental Protection Agency (EPA) watercourse (EPA Code: IE_WE_34S040800, Order – 4) on the N58. The Strade River is a tributary to the River Moy which is located 2km downstream. The latest Q-value taken in 2022 for the closest downstream station located ca. 870m downstream on the River Strade from the proposed works was from the Bridge u/s Moy River confluence (RS34S040800) station was listed as Q4/5 – 'High' (EPA,2025). The River Strade has a 'High' status for the 2016-2021 monitoring period and is 'Not at Risk' of failing to meet relevant Water Framework Directive (WFD) by 2027 (EPA,2025). Contamination of this watercourses via. siltation or hydrocarbon spillages, is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared, and accidental spills and silt generation will be dealt with through prescribed spill response and silt collection measures.

	Leaching of pollutants to groundwater is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared, and accidental spills will be dealt with through prescribed spill response measures.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas because of the proposed works. The proposed works will result in a positive effect in terms of facilitating safer travel for the population of the surrounding area.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or Archaeological significance?	As discussed above, the proposed works is located closely to numerous Sites and Monuments Record (SMR) and National Inventory of Architectural Heritage (NIAH) features however none lie within the site boundary. The closest of which is a bridge (31307030) listed as a NIAH feature located 40m downstream from the proposed works on the Strade River. There is no potential for impact on the absorption capacity of the natural environment.

5.6.3 Characteristics of potential impact

Table 5-4 below details the types and characteristics of potential impacts of the Proposed Project as required under Schedule 7 of the Planning and Development Regulations 2001 as amended.

Table 5-4 - Characteristics of potential Impact

Screening Criteria	Proposed Project
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected).	The spatial extent of the proposed works is ca. 0.3 hectares. The expected duration of the construction works is approximately 9 months. The types of development identified within the vicinity of the proposed works include the few nearby residential properties, agricultural farmyards, Michael Davitt Museum, Church of St. Peter and Paul Straide, Strade Friary, Templemore Old Burial Ground, Copper Beech Lounge and Straide National School. Direct effects associated with the proposed works are likely to be located within the environs of the site, chiefly associated with effects on pedestrians and vehicular movement within the local area. Traffic management will be implemented during construction to minimise disruption to traffic flow. Due to the nature of the proposed works, it is unlikely that the resident population would potentially be affected by the works.
Nature of the impact	
Outline the nature of the impact.	There will be temporary effects on noise, air quality and traffic during the construction of the works. This has potential to result in temporary noise and air quality impacts but with the implementation of the control measures included in the CEMP it is unlikely that impacts will give rise to significant environmental effects. Potential adverse operational impacts of the works are not expected. The design will be developed to reduce operational impacts by incorporating control measures.

	Mayo County Council will engage with stakeholders including the adjacent residents and commercial, premises throughout the design and construction stages to address any concerns.
Transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site, no transboundary effects will occur.
The intensity and complexity of the impact	
Outline the intensity and complexity of the impact.	The effects identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area. The implementation of appropriate mitigation measures and the site-specific CEMP will ensure that any temporary significant effects arising during construction will be adequately mitigated. During operation, the proposed works will have a positive effect on both humans and the environment.
The probability of the impact	
Outline the probability of the impact.	Given the proximity of the proposed works to the Strade River, which is a part of the River Moy SAC, the proposed works has a potential temporary effect on the environment during construction. Therefore, the requirement and management of a CEMP is important for the works. During construction, conventional construction and best environmental practice techniques will be readily deployed. In order to minimise disruption, a CEMP will be implemented. There is no significant environmental effect during the operational phase anticipated, the proposed works will have an overall positive effect as it will provide safer travel for the local population.
The expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact.	It is expected that the duration of construction works will be approximately 9 months. Normal working hours during the construction period are expected to be Monday to Friday 08:00 to 19:00, and Saturday 08:00 to 13:00. During the construction stage it may be necessary to carry out some work outside of normal working hours however, this will be kept to a minimum and only undertaken following approval from Mayo County Council. The temporary noise and air quality impacts will peak during construction will be intermittent with a potential increase in ambient noise levels. This increase will be dependent on the construction activities. It is not expected that noise levels will be significant during the operational stage. The selection and implementation of established best practice procedures as set out by the appointed Contractor will ensure potential environmental effects during the construction phase are not significant.
Cumulation of the impact with the impact of other existing and/or approved development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	As discussed previously, there are no approved developments in the vicinity with which cumulative impacts could arise.
Possibility of effectively reducing the impact	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	The design of the proposed works is being developed to reduce both construction and operational effects. Adherence to legal requirements and the requirements of the CEMP will avoid significant direct and indirect effects arising.

	During construction the effects of the proposed works will be further reduced through the implementation of the CEMP. During operation, potential impacts will be reduced by the inclusion of design measures, operational control plans including Mayo County Council guidance and standards.

5.6.4 Schedule 7A

Table 5-5 below signposts the location of Schedule 7A information for screening.

Table 5-5 - Location of Schedule 7A information

1. A description of the proposed project, including:	
(a) A description of the physical characteristics of the whole Proposed Project and, where relevant, of demolition works.	Refer to Table 5-2 and Section 3 of this report.
(b) A description of the location of the Proposed Project, with particular regard to the environmental sensitivity of the geographical areas likely to be affected.	Refer to Table 5-3 and Section 2 of this report.
2. A description of the aspects of the environment likely to be significantly affected by the Proposed Project.	Refer to Table 5-4.
3. A description of the likely significant effects, to the extent of the information available on such effects, of the Proposed Project on the environment resulting from:	
(a) The expected residues and emissions and the production of waste, where relevant,	Refer to Table 5-2 – Production of Waste.
(b) the use of natural resources, in particular soil, land, water and biodiversity	Refer to Table 5-2 – soil, land, water and biodiversity.
4. The compilation of the information at paragraphs 1 to 4 shall take account, where relevant, the criteria set out in Schedule 7.	

6. Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of the client and is presented within Section 5 of this Screening Report. The potential for the proposed works to pose a significant effect to the receiving environment has also been evaluated in accordance with criteria listed Planning and Development Regulations (2001-2025) (Schedule 7).

It is considered that due to the size, nature, and characteristics of the proposed works, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.

7. Screening Conclusion

This EIA Screening Report has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2025 (which give effect to the provisions of EU Directive 2014/52/EU). The report assessed the impact of the proposed works in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the proposed works, it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Schedule 5, Part 1 and 2 of the Planning and Development Regulations 2001 - 2025). The proposed works is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed works has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2025. However, Mayo County Council, as the competent authority will ultimately determine whether an EIA is required or not.

Key findings are summarised as follows:

- Due to the limited nature of the works, it is considered that there will be no significant cumulative impacts with other developments in the general area.
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts.
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impacts on recorded monuments or historic features.
- In summary, no significant adverse impacts to the receiving environment will arise because of the proposed works.

Accordingly, we consider that the preparation of an EIAR is not required for the proposed works. However, the competent authority will ultimately determine whether an EIA is required or not.

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