OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

G467: N83 BRIDGE STREET DUNMORE

EIA SCREENING ASSESSMENT

For

Galway County Council

27 June 2025

NOTICE

DOCUMENT CONTROL & HISTORY

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1 INTRODUCTION

1.1 PROJECT CONTRACTUAL BASIS & PARTIES INVOLVED

This report has been prepared by O'Connor Sutton Cronin & Associates Ltd. (OCSC) at the request of their Client, Galway County Council, as a Part 8 planning application. This project aims to promote village revitalisation and improve quality and reliability of traffic with facilities for pedestrians. The proposed project involves the demolition of several existing buildings east of Bridge Street to allow for the widening of the road. This route is designed to facilitate an upgrade of the junction of the N83 and the R360 at Sion Hill – Gater Street. The new junction will facilitate improved pedestrian facilities, improved visibility and better junction legibility. The regulatory authority for the site is Galway County Council.

The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). This report documents the screening completed to provide a summarised overview of the potential impacts on the receiving environment whilst taking cognisance of the relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment (OCSC, 2025) has also been prepared for this site. A Stage 1 Screening exercise assesses the likely significant effects of the development on Natura 2000 sites within the zone of influence of the proposed project. This project has been screened in at Stage 1. Therefore, it has been determined that the project does require the preparation of a Stage Two Appropriate Assessment.

1.2 QUALIFICATIONS AND EXPERIENCE

The author, Aideen O'Rourke, has a Bachelor's degree in Environmental Bioscience and over one year of experience in environmental consultancy. Ms. O'Rourke has completed numerous EIA Summary reports and is, therefore, suitably qualified and experienced to undertake this assessment. The report was reviewed by Glenda Barry (BSc, MSc, PGeo, EurGeol, Associate Consultant), who has 25 years of environmental consulting experience, and approved by Eleanor Burke (BSc, MSc, DAS, MIEnvSc, CSci, OCSC Director (Environmental)), who has over 20 years of environmental consulting experience.

1.3 LIMITATIONS

This Environmental Impact Assessment Screening Report has been prepared for Galway County Council ("the Client"). No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by OCSC.

This assessment is based on a review of available historical information, environmental records, consultations, relevant guidance information, and reports from third parties. All information received has been taken in good faith as being true and representative.

This report has been prepared in line with best industry standards. The methodology adopted and the sources of information used by OCSC in providing its services are outlined in this Report. The assessment undertaken by OCSC and described was conducted in April and May 2025 and is based on the information available during that period. The scope of this Report and the services are accordingly factually limited by these circumstances.

OCSC disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report which may come or be brought to OCSC's attention after the date of the Report.

The conclusions presented in this report represent OCSC's best professional judgement based on review of the relevant information available at the time of writing. The opinions and conclusions presented are valid only to the extent that the information provided was accurate and complete.

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 project, with due regard to all relevant statutory requirements and technical guidance. However, it is ultimately the responsibility of the relevant planning authority to determine as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The proposed development is located in the townlands of Dunmore, Abbeylands North, and Abbeylands South in Dunmore Town, County Galway. The proposed project involves the demolition of several existing buildings east of Bridge Street to allow for the widening of the road. This route is designed to facilitate an upgrade of the junction of the N83 and the R360 at Sion Hill – Gater Street. The new junction will facilitate improved pedestrian facilities, improved visibility and better junction legibility. The proposed works will be undertaken on behalf of Galway County Council. The site location is shown in Figure 2.1.

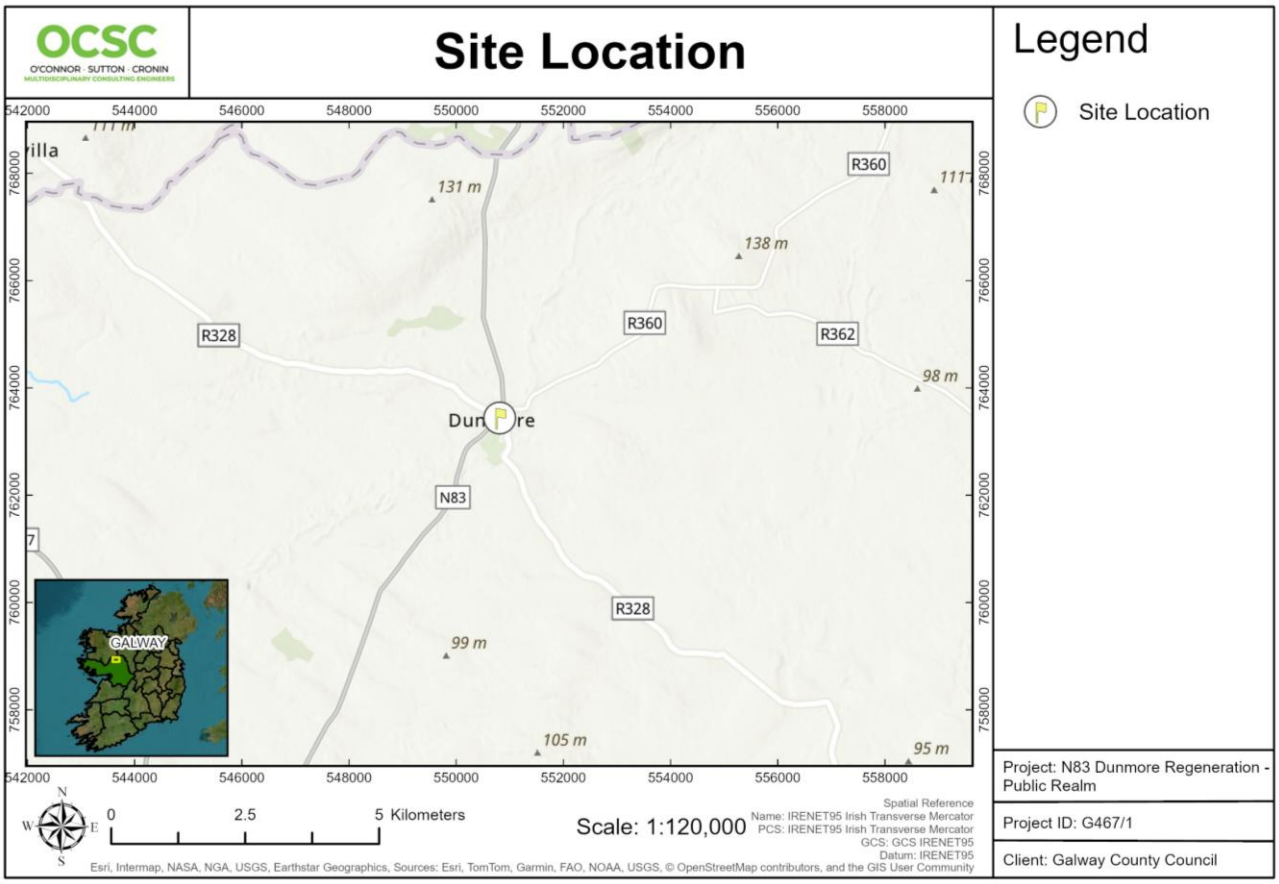

Figure 2.1: Site Location (Source: OCSC, 2025).

2.2 SURROUNDING LAND USE

The site and its surroundings are set in a predominantly mixed residential and commercial/retail with some public amenity, and greenspace land uses. The site is located in the centre of Dunmore and includes a stretch of the N83 from Barrack Street to the Sinking river, the site also includes several properties to the east of the N83. To the east of the site are residential properties, retail properties and Dunmore Rugby Football Club,

north of the site is the Sinking river, greenspace and residential and retail properties. To the west of the site are residential and retail properties, greenspace and agricultural land, south of the site are residential and retail properties, Dunmore McHale's GAA Grounds and Dunmore Demesne Golf Club. See Table 2.1 for adjacent land uses.

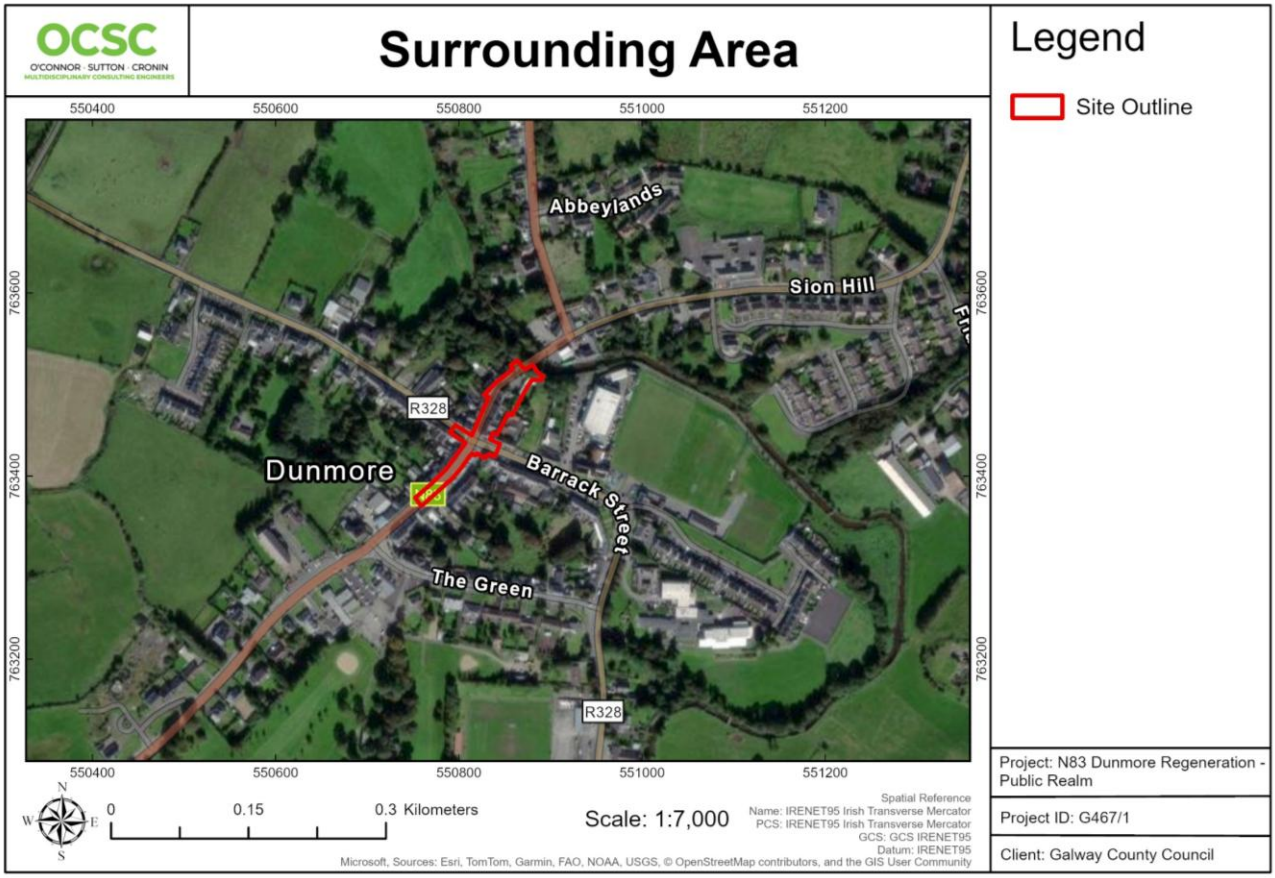

Figure 2.2: Surrounding Area, (Source: OCSC, 2025).

Table 2.1: Adjacent Land Uses

Boundary	Land Use
North	Sinking river, greenspace and residential and retail properties.
South	Residential and retail properties, Dunmore McHale's GAA Grounds and Dunmore Demesne Golf Club.
East	Residential properties, retail properties and Dunmore Rugby Football Club.
West	Residential and retail properties, greenspace and agricultural land.

2.3 PROJECT DESCRIPTION

This Environmental Impact Assessment Screening Report has been prepared for the proposed N83 Dunmore Regeneration – Public Realm. The N83 is a strategic National link in Galway which is a locally and regionally important route as it provides connectivity between regional centres. N83 Bridge Street in Dunmore is presently between 3.4 and 4.5 metres wide at Bridge Street, Dunmore. There is a necking effect which leads to an informal STOP/GO arrangement and occasional mounting of the footpath by vehicles. The constraints on this section of N83 has identified the need for the road to be improved for continuation of two-way traffic including Heavy Goods Vehicles. This upgrading is fundamental to facilitate the through traffic and maintaining the vibrancy of Dunmore.

As part of the project, five different options have been proposed, with Option 2 chosen as the final design. The works for Option 2 includes:

This is a short option with no additional length or additional material needed to facilitate the works in comparison to existing route. The works would include the demolition of the existing buildings, however construction of a new bridge over the Sinking River will not be required. This route is designed to facilitate an upgrade of the junction of the N83 and the R360 at Sion Hill – Gater Street. The new junction will facilitate improved pedestrian facilities, improved visibility and better junction legibility.

The brief works involved:

- Acquisition and Demolition of 5 no. derelict/vacant properties in the centre of Dunmore town on Bridge Street
- Relocation of one set of tenants from one property to another via the Galway County Council Housing Department, then acquisition and demolition of this 1 no. property also
- Setting back of boundaries to widen Bridge Street
- Widening of the Street via widening of the road carriageway, construction of wide footpaths, addition of public lighting – improvement of the public realm aspect of the street, new street furniture and planting
- The installation of broadband infrastructure along Bridge Street

The aims of this project:

- To remove all properties immediately abutting the N83 along Bridge Street, south of the Bridge, thereby removing an extensive length of dereliction in the town centre
- The widening of the N83/R328 junction to accommodate turning HGVs, thereby eliminating the need to 'do a loop of the town centre'.
- The creation of wide footpaths to accommodate pedestrian traffic.
- To aesthetically improve the street and therefore part of the town centre and public realm
- The introduction of new public lighting to improve mobility along the street for all users.

- To improve the potential of the western side of the street for new business
- To increase the attractiveness for commercial suppliers to roll out broadband on this street.
- Potential Increase in the rates of engagement of e-comers.
- Members of the Public would be able to avail of internet connectivity.
- Dunmore has the benefits of a number of tourist attraction and public amenities; free Public Wi-Fi would complement these amenities.
- Local Authority would have access to a Wi-Fi network if they wished to roll out smart street future (e.g. Smart Bins, Smart parking Meters, IP Camera network

3 EIA SCREENING PROCESS

3.1 INTRODUCTION

This section of the report sets out the legislative basis for screening used to decide if the proposed project requires the preparation of an EIAR.

3.2 RELATIVE LEGISLATION AND GUIDANCE

The Environmental Impact Assessment (EIA) Directive 85/337/EEC has been in force across the European Union since 1985 and applies to a wide range of defined public and private projects which are defined in Annexes I (Mandatory EIA) and II (Screening-Discretion of Member States) of the directives. The EIA Directive of 1985 has been amended three times: 97/11/EC, 2003/35/EC, and 2009/31/EC. These amended directives have been coded and replaced by Directive 2011/92/EU of the European Parliament and Council on the assessment of the effects of certain public and private projects on the environment (and as amended by Directive 2014/52/EU). Directive 2014/52/EU has been transposed in 2018 in Irish law under the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI 296 of 2018).

3.2.1 RELEVANT DEFINITIONS

A "road" is defined under Section 2 of the Roads Act (1993) as amended as:

> *"(a) any street, lane, footpath, square, court, alley or passage,*
>
> *(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,*
>
> *(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channeliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and*
>
> *(d) any other structure or thing forming part of the road and –*
>
> *(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or*
>
> *(ii) prescribed by the Minister."*

A *road authority* is defined under Section 2 of the Roads Act (1993), as amended as:

> *""road authority", except in Part V, means the council of a county, the corporation of a county or other borough, or the council of an urban distract".*

A "*public road*" is defined under Section 2 of the Roads Act (1993), as amended as:

> *""public road" means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority.*

It is the view of OCSC that the proposed development could be interpreted to be a "*road*" development as defined under Section 2 of the Roads Act (1993), as amended. Similarly, Galway County Council (GCC) could be interpreted to be a "*road authority*" and the proposed development could be interpreted as works to a "*public road*" as defined under Section 2 of the Roads Act (1993) as amended. Therefore, it is considered appropriate to screen the project for EIA under the Roads Act 1993, as amended.

3.2.2 REQUIREMENT FOR EIA UNDER THE ROADS ACT 1993, AS AMENDED AND ROADS REGULATIONS 1994, AS AMENDED

Section 50(1) of the Roads Act (1993) (as amended by S.I. No. 279/2019) relates to road developments subject to Environmental Impact Assessment. The threshold for mandatory EIA of road development is set out in Section 50(1)(a) which states:

> *"50. (1)(a) A road development that is proposed that comprises of any of the following shall be subject to an environmental impact assessment:*
>
> *i. The construction of a motorway*
> *ii. The construction of a busway*
> *iii. The construction of a service area; and*
> *iv. Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road."*

The proposed development does not include the construction of a motorway, busway, or service area.

The '*prescribed types of road development*' Section 50(1)(a)(iv) are set out in Part V Environmental Impact Assessment of the Road Regulations 1994 (S.I. No. 119 of 1994) (as amended) which states the following:

> *"(8). The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Act shall be –*
>
> *a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.*
> *b) the construction of a new bridge or tunnel which would be 100 metres or more in length".*

The proposed development involves the improvement of sections of existing roads in an urban area; however, it will not result in the realignment of an existing road resulting in four or more lanes exceeding 500m in length in an urban area. The proposed development does not involve the construction of a new bridge or tunnel. The proposed development does not meet the mandatory thresholds detailed in Section 50 (1)(a) of the Roads Act

(1993), as amended, nor the Road Regulations (1994), as amended, (8a) or (8b) above. Therefore, a mandatory EIA is not required.

In conclusion, the proposed development is of a class set out in the Roads Act 1993, as amended, (50(1)(a)(iv)) but does not meet or exceed the relevant threshold, therefore it is a sub-threshold development and must be screened for EIA.

3.3 METHODOLOGY

This EIA Screening has been undertaken in accordance with the following methodology and has specifically assessed items contained in the Screening Checklist from the Environmental Impact Assessment of Projects:

- Guidance on Screening (EC, 2017) which is included in Appendix A
- Guidelines on the Information to be contained in Environmental Impact Assessment Reports, Irish Environmental Protection Agency (EPA), May 2022
- Guidance for EIA and AA screening of active travel projects funded by the NTA, October 2023.
- OPR Guidance Note PN02 Environmental Impact Assessment Screening, June 2021
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing Planning and Local Government's (DHPLG), 2018
- Environmental Impact Assessment of Projects: Guidance on Screening, (European Commission (EC), 2017)
- Preparation of guidance documents for the implementation of EIA directive (Directive 2011/92/EU as amended by 2014/52/EU) – Annex I to the Final Report (COWI, Milieu; April 2017)
- European Commission (2015) Environmental Impact Assessment – EIA, Overview, Legal Context. European Council Directive (EU) 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment
- Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licensing Systems – Key Issues Consultation Paper (2017; DoHPCLG)
- European Union EIA Directive (85/337/EEC) and its amendments in 1997, 2003, and 2009
- Environmental Impact Assessment of National Road Schemes – A Practical Guide' (TII 2008)
- Environmental Impact Assessment – Guidance for Consent Authorities regarding Sub-threshold Development (2003; DoEHLG)
- Planning and Development Regulations 2001 (as amended)
- Planning and Development Act 2000 (as amended)

An understanding of the site setting and history was gained by undertaking a review of the following primary sources:

- A review of available extracts of historical Ordnance Survey of Ireland (OSI) maps;
- National Monuments Service (NMS) viewer;
- A review of information held by the Environmental Protection Agency (EPA) EnVision online Mapping;

- Aerial images available of the site (OSI and Google);
- The Geological Survey of Ireland (GSI) and GeoHive online mapping tools;
- The National Parks and Wildlife Service (NPWS) online map tool;
- Heritage Maps online; and
- Environmental Sensitivity Mapping online.

4 EIA REQUIREMENTS

4.1 REQUIREMENT FOR MANDATORY EIA

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directive 97/11/EC, Directive 2014/52/EU and S.I. 454 of 2011; S.I. 464 of 2011; S.I. 456 of 2011 and S.I. No 296 of 2018). on the assessment of the effects of certain public and private projects on the environment. The purpose of this Environmental Impact Assessment Screening Report is to determine whether this proposed development will require full Environmental Impact Assessment.

The Directive outlines in Article 4 (1) 21 Annex 1 projects that require mandatory EIA. Article 4 (2) outlines Annex 2 projects that require consideration for EIA further to a case-by-case examination or through thresholds and criteria established by Member States. Projects requiring mandatory EIA are listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. Where developments are under the relevant EIA threshold, planning authorities are required under Article 103 of the 2001 Regulations, as amended, to request an EIA where it considers the proposed development is likely to have a significant effect on the environment. In these cases, the significant effects of the project are assessed relative to the criteria contained in Schedule 7a of the regulations, principally:

- The projects characteristics,
- Sensitivity of the project location, and
- Characterisation of potential impacts.

In addition, where the development would be located on or in an area, site, etc. set out in Article 103(2), the planning authority shall decide whether the development would or would not be likely to have significant effects on the environment for such site, area, or land, etc., the implication being that if it decides that it would be likely to have significant effects on the environment, it can invoke its powers to request an EIA. Article 103(2) sites comprise the following:

a) A European Site;
b) An area which is the subject of a notice under section 16(2) (b) of the Wildlife (Amendment) Act, 2000;
c) An area designated as a Natural Heritage Area under section 18 of the Wildlife (Amendment) Act, 2000;
d) Land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976, as amended by sections 26 and 27 of the Wildlife (Amendment) Act, 2000; or
e) Land designated as a refuge for flora or as a refuge for fauna under section 17 of the Wildlife Act, 1976, as amended by section 28 of the Wildlife (Amendment) Act, 2000.

Annex I of the European Communities (EIA) Directive lists the activities for which an EIA is required. The proposed project is not listed in Annex I; therefore, it is not mandatory for an EIA to be carried out.

Where a project is listed on Annex II or is a development that is not exempted, the national authorities of the member state must decide whether an EIA is needed for a proposed project. This is done by the "screening procedure", which determines the effects of project on the basis of thresholds/criteria or a case-by-case examination.

4.2 MANDATORY EIA THRESHOLDS

4.2.1 ROAD DEVELOPMENT

Annex I of the European Communities (EIA) Directive lists the activities for which an EIA is required. In the context of Active Travel Initiatives, all of the categories set out in Annex I to the EIA Directive and Part 1 of Schedule 5 to the 2001 Regulations must be considered.

An EIA is also mandatory in respect of projects listed in Annex II of the EIA Directive which equal or exceed a specified threshold. Those thresholds are set out in Part 2 of Schedule 5 to the 2001 Regulations with thresholds in relation to “road development” set out in the Roads Act 1993 and Road Regulations 1994 and are listed in Table 3.1. Where a project is listed on Annex II or is a development that is not exempted, the national authorities of the member state must decide whether an EIA is needed for a proposed project. This is done by the "screening procedure", which determines the effects of project on the basis of thresholds/criteria or a case-by-case examination.

The proposed development, as summarised in Section 2.3 above, comprises a combination of alterations to the existing road layout such as changes in traffic flows; the introduction of new public lighting; widening of roads and footpaths; and public realm improvement works. Most of the proposed development constitutes the improvement of existing infrastructure. Given the nature of the proposed development, it could be interpreted to be a “*road*” development as defined under Section 2 of the Roads Act (1993), as amended. Therefore, it was also considered appropriate to screen the proposed development under the Roads Act 1993, as amended.

The proposed project is not listed in Annex I or in Annex II; therefore, it is not mandatory for an EIA to be carried out. The proposed road enhancement is also not on the list of road projects requiring an EIA as outlined in Section 50 of the Roads Act, 1993 (as amended) and in Article 8 of the Roads Regulations, 1994.

Table 4.1: Roads Projects Requiring Mandatory EIA

MANDATORY THRESHOLD	REFERENCE
Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007
Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007

MANDATORY THRESHOLD	REFERENCE
Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007
Prescribed type of proposed road development: **(a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.** **(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.**	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993

4.2.2 URBAN DEVELOPMENT

Section 172 of the Planning & Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states:

"An environmental impact assessment shall be carried out by a planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

a) the proposed development would be of a class specified in –

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either – I. Such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or

(ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either – I. such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or b (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and (ii) the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment."

Further to the above, Schedule 5 of the Planning & Development Regulations 2001, as amended sets out a number of classes and scales of development that require EIA. Under Part 2 of Schedule 5, in relation to Infrastructure projects, Class 10(b)(iv) of Part 2 refers to urban development as follows:

10. Infrastructure projects

(a) …….

(b) (i) Construction of more than 500 dwelling units.

(ii) Construction of car-parks providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.

(iii) Construction of shopping centres with a gross floor space exceeding 10,000 square metres.

(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. (In this paragraph "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)

The subject site is less than 2ha. As such an EIA is therefore not mandatory for the proposed development.

4.3 SUB-THRESHOLD DEVELOPMENT

Projects which are listed in Annex II to the EIA Directive, but which do not meet or exceed certain thresholds must be subject to EIA Screening.

Annex III of the Directive outlines the specific criteria that must be considered when a sub-threshold project is being examined for Environmental Impact Assessment. The screening procedure investigates whether the project has a significant potential negative impact on the environment using different criteria including:

- Characterisation of the proposed development
- Location of the proposed development
- Type and Characteristics of the potential impact

Information to be provided for the purposes of screening sub-threshold development for Environmental Impact Assessment include:

1. A description of the proposed development, including in particular—
   a) A description of the physical characteristics of the whole proposed development and, where relevant, of demolition works and
   b) A description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment, resulting from—
   a) The expected residues and emissions and the production of waste, where relevant, and
   b) The use of natural resources, in particular soil, land, water, and biodiversity.
4. The compilation of the information in paragraphs 1 to 3 shall consider, where relevant, the criteria set out in Schedule 7 of the Directive". (Schedule 7 states 'Criteria for determining whether a development listed in Part 2 of Schedule 5 should be subject to an environmental impact assessment)".

5 CHARACTERISTICS OF PROPOSED DEVELOPMENT

Schedule 7 of SI 296 of 2018 requires that the characteristics of a proposed development are identified. In particular, it references the following sections:

5.1 SIZE AND DESIGN

The study area is located in Dunmore, Co. Galway and is 260 m in length incorporating Bridge Street. Section 5.1 of the Galway County Development Plan 2015 to 2021 identifies the need to support extensions and improvements to existing transport infrastructure, including pedestrian pathways and cycle lanes, within County Galway. The proposed development will provide a safe access route for pedestrian and cyclists along the N83 Bridge street and over the Sinking River.

Approximately 1060 m^2 of deteriorated residential and commercial buildings and existing hardstanding associated with these buildings will be demolished. The N83, R328 and R360 roads will be upgraded and realigned. The project details are outlined in Section 2.3.

5.2 THE NATURE OF ANY ASSOCIATED DEMOLITION WORKS

The proposed development will require demolition works to include the removal of deteriorated residential and commercial buildings on the site and hardstanding associated with these buildings. The demolition areas will be mainly on N83 Bridge Street and Church Street to allow the realignment of the N83.

The demolition works will require specialist temporary works design by the contractor to ensure legal compliance and the safety of both construction staff and the public. The contractor will be required to prepare a demolition plan which will incorporate a methodology to protect all public road users and property occupants.

5.3 THE USE OF NATURAL RESOURCES, IN PARTICULAR LAND, SOIL, WATER AND BIODIVERSITY

There will be no long-term use of any natural resource due to the nature of the project. A standalone EcIA (OCSC, 2025) has been conducted for the project and contains recommended mitigation measures. Additional surveys may be required if more than 12 months have passed since the initial assessments.

5.4 PRODUCTION OF WASTE

Any waste generated during the construction will be reused on-site where possible, e.g., topsoil generated will be reused for landscaping, and excavated material will be reused for backfill where this material meets acceptable construction criteria. If offsite disposal of material is required, it will be managed in accordance with all relevant waste management legislation, as will all wastes generated during the operations phase of the project. As a result, the production of wastes associated with this development is not likely to give rise to a significant effect on the environment.

5.5 POLLUTION AND NUISANCES

There is the potential that there will be a temporary increase in noise during the proposed demolition and construction works. However, they will not exceed levels typical of these works and will be temporary in duration. There will also be a slight increase in traffic disturbance during the demolition and construction activities, i.e., bringing supplies to the site and removal of material if required. However, this disturbance will be temporary and of a short duration. Some dust will likely be generated during the works; however, this nuisance will be temporary and managed in line with best practice. There will be no additional nuisance impacts during the operations phase of the development.

Potential surface water pollution via runoff, including pollution by silt or hydrocarbons, will be managed in accordance with best practices. In addition, the surface water drainage system which discharges to the Sinking River on the site will be designed in accordance with all best practice requirements, including design in accordance with the Chapter 9: Environment and Infrastructure of the Draft Galway County Council Development Plan 2023-2029, Section 9.5 Sustainable Urban Drainage Systems (SuDS). The plan 'aims to minimise surface water run-off associated with development, using a series of water management measures designed to drain surface water in a more sustainable manner, reflecting natural drainage processes.' The magnitude of discharge is likely to be small and will not contribute to additional surface water discharge to the stream above existing volumes.

The risk of surface water pollution during the demolition and construction stages is considered to be unlikely, temporary, and not significant due to the small-scale nature of the works and subject to the implementation of a site-specific Construction Environmental Management Plan (CEMP) which will be prepared by the appointed contractor and will clearly detail all necessary environmental control measures. The risk of surface water pollution during the operational phase is likely to be imperceptible.

5.6 THE RISK OF MAJOR ACCIDENTS OR DISASTERS INCLUDING THOSE CAUSED BY CLIMATE CHANGE

There is minimal risk of major accidents or disasters including those caused by climate change given the small-scale and short duration of the demolition and construction works. Any risks that are present are associated with typical demolition and construction activities including working with machinery. However, the appointed contractor will be required to prepare a site-specific CEMP clearly detailing all necessary environmental control measures. There will be no risks following construction above that which would be expected for pedestrian, cycle, and vehicle traffic.

In terms of flood risk, the Catchment Flood Risk Assessment and Management (CFRAM) maps indicate that lands with the probability of flooding is over 2km away from the site location. Therefore, the probability of flooding in the study area is not significant.

5.7 RISKS TO HUMAN HEALTH – E.G., WATER CONTAMINATION/ AIR POLLUTION

Based on the GSI groundwater well database, the closest borehole (1425NWW002) is located 2.73km southwest to the site and was drilled on October 8th, 1975, to a depth of 27.4m for an agricultural use. The second nearest borehole (1425NWW007) is located 3.23km southwest of the site and was drilled to an unknown depth on December 29th, 1899, for a group scheme. See Figure 5.1.

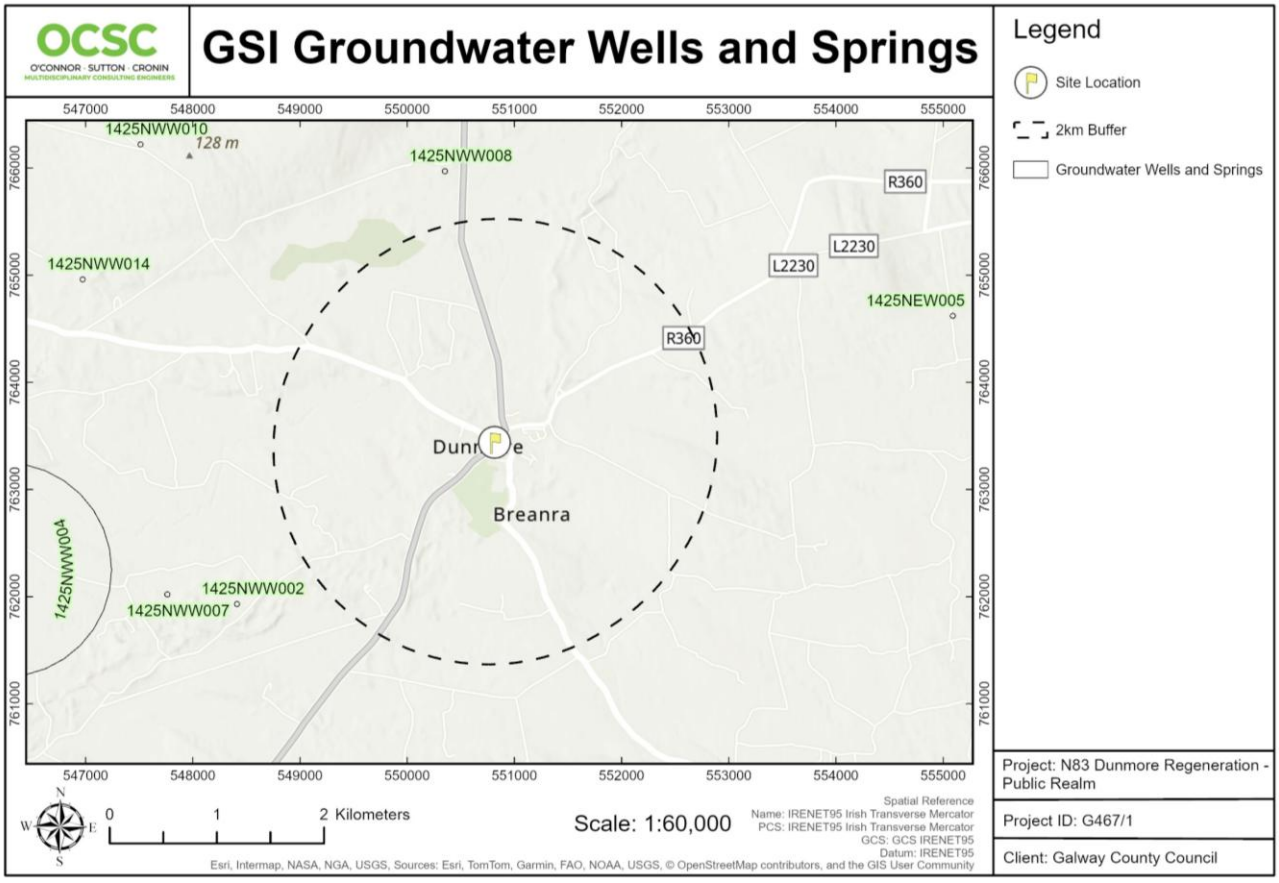

Figure 5.1: Wells and Springs, (Source: OCSC, 2025)

The GSI database provides information on groundwater source protection zones (SPZs) (e.g., areas of contribution to water supply bores). SPZ delineation provides an assessment of the land area that contributes groundwater to a borehole or spring. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction. There are no reported groundwater source protection zones (SPZs) within a 2km radius of the proposed site. The nearest SPZ is Gurteen Cloonmore Group Water Scheme which is located 5.64km southeast of the site. As such, fuel and chemical storage and use on the site is unlikely to pose a risk to water of groundwater contamination within this SPZ. However, the risks to groundwater and surface water will be minimised via engineering design and construction in line with best practice. Contractors will prepare and implement a site-specific CEMP which will address the mitigation of risks to groundwater.

Given the short duration of the works, the undertaking of works in accordance with best practice, and the nature of the operations phase, it is not anticipated that the works will pose a significant risk to groundwater or surface water quality during either the construction or operations phase of the works. In addition, air pollution will be limited to typical construction nuisance such as dust. Best practice guidelines will be applied to noise and dust nuisance mitigation. Overall, the risk to human health is unlikely and not significant, subject to the implementation of mitigation measures in the CEMP.

6 EXISTING AND APPROVED LAND USE

6.1 THE RELATIVE ABUNDANCE, AVAILABILITY, QUALITY, AND REGENERATIVE CAPACITY OF NATURAL RESOURCES

Limited natural resources will be required to complete the work. It is proposed that any material generated during the works will be reused on site or removed from site for recycling or reuse where possible. The relevant natural resources have been looked at in more detail in the following sections.

6.2 THE ADSORPTION CAPACITY OF THE NATURAL ENVIRONMENT

This section describes the adsorption capacity of the natural environment, specifically:

- Wetlands, riparian areas, and river mouths;
- Coastal zones and the marine environment;
- Mountain and forest areas;
- Nature reserves and parks;
- Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
- Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
- Densely populated areas; and
- Landscapes and sites of historical, cultural, or archaeological significance.

6.2.1 OVERVIEW

The Proposed Development is located mainly within a previously developed road network and extends into adjoining residential areas. The immediate surrounding area is comprised of residential; commercial/retail, public amenity, and educational land uses as well as agricultural and pastureland.

6.2.2 WETLANDS, RIPARIAN AREAS, AND RIVER MOUTHS

The nearest wetland to the Proposed Development is the Derrymore Cappagh Prospect Cutover located 1.14km northwest of the site location. There are no riparian areas and river mouths located near the site.

6.2.3 COSTAL ZONES AND THE MARINE ENVIRONMENT

The Proposed Development is located inland and is not located close to any coastal zone or marine environment. The nearest coastal zone is the Galway Bay located 43.31km southwest of the site.

6.2.4 MOUNTAIN AND FOREST PARKS

There are no mountains within or close to the Proposed Development site. The nearest forest park is the McMahon Park (Clare Lake) located 18.43km northwest of the site.

6.2.5 NATURE RESERVES AND PARKS

There are no Nature Reserves or National Parks located within the Proposed Development site. The nearest is the Richmond Esker Nature Reserve approximately 12.63km southeast of the site.

6.2.6 AREAS CLASSIFIED OR PROTECTED UNDER LEGISLATION

There are eight SACs within 15km of the site as shown on Figure 6.1: the Lough Corrib SAC (0 km northeast, site code 000297), Williamstown Turloughs SAC (6.24km northeast, site code 002296), Coolcam Turlough SAC (9.30km northeast, site code 000218), Levally Lough SAC (9.83km southeast, site code 000295), Croaghill Turlough SAC (10.86km northeast, site code 000255), Lough Lurgeen Bog/Glenamaddy Turlough SAC (12.29km east, site code 000301), Derrinlough (Cloonkeenleananode) Bog SAC (12.99km southeast, site code 002197), and the Lisnageeragh Bog and Ballinastack Turlough SAC (13.33km east, site code 000296). There is a spatial overlap and hydrological link between the site and the Lough Corrib SAC. The SAC is located on the northeast side of the site boundary. There are no other spatial overlap or hydrological link between the site and any other SACs.

There are no SPAs within 15km of the site as shown in Figure 6.1 and Figure 6.2.

There are four Natural Heritage Areas (NHAs) and 13 proposed Natural Heritage Area (pNHAs) within 15km of the site as shown on Figure 6.1. The nearest is the Slieve Bog NHA (Site Code 000247), located 3.98km east of the study area. There is no direct hydrological link or physical connectivity in the form of hedgerows, treelines, or woodlands between the area of the proposed works and Slieve Bog NHA; therefore, impact on this NHA is considered to be unlikely, temporary, and not significant.

An Appropriate Assessment (AA) Screening Report has been prepared by OCSC which concluded that the proposed project is likely to give rise to adverse effects on the Lough Corrib SAC as results of the proposed project. Therefore, a Stage Two Appropriate Assessment is required for the project.

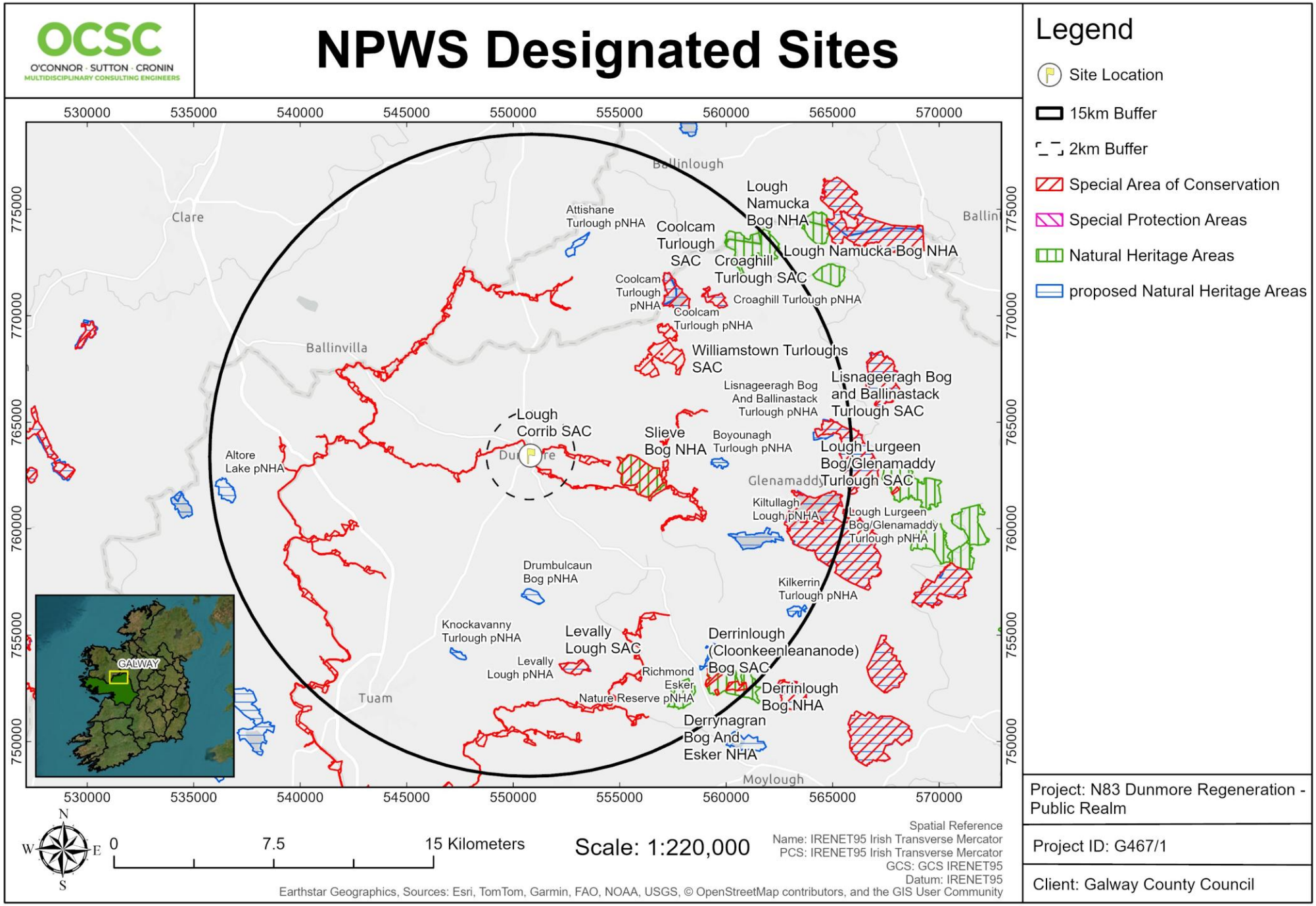

Figure 6.1: NPWS Designated Sites (Source: OCSC, 2025)

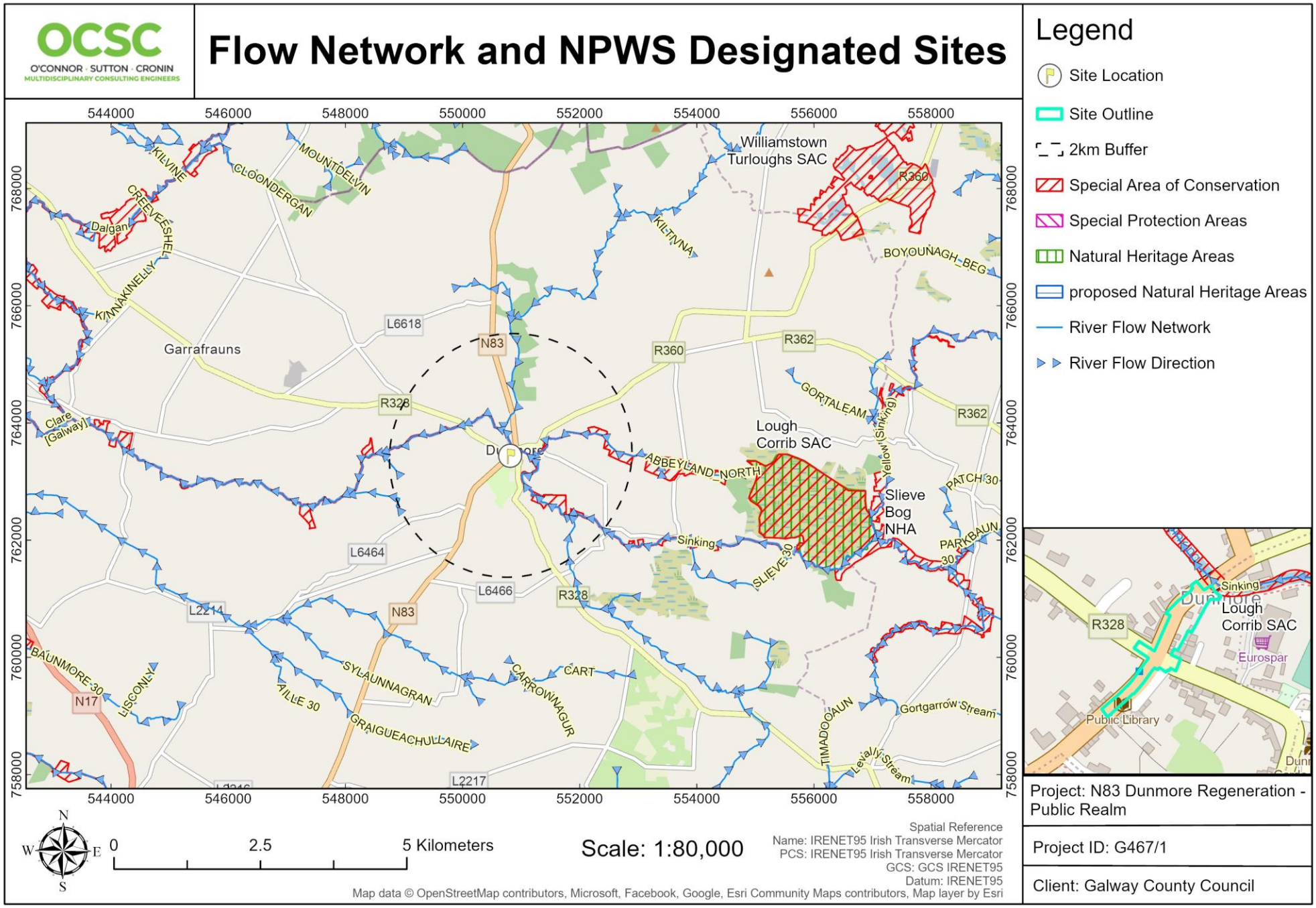

Figure 6.2: Designated Sites and EPA Rivers near the Study Area (Source: OCSC, 2025)

6.2.7 HYDROLOGY

The Sinking River ((Sinking_030) (IE_EA_10C040350)) transects the site near its northeastern end. The Sinking River flows northwest to south-westerly direction until it merges with the Clare (Galway)_010 (IE_WE_30C010100) River before discharging into the Lough Corrib.

Based on the most recent water quality information (2016-2021), the Sinking River has an overall Water Framework Directive (WFD) status of 'Good' in the vicinity of the site, as shown Figure 6.3.

The EPA spatial dataset indicates that the risk of Sinking River is 'not at risk' failing to meet its WFD objectives by 2027 (EPA 2025). See Figure 6.4. WFD summary information for this waterbody is summarised in Table 6.1.

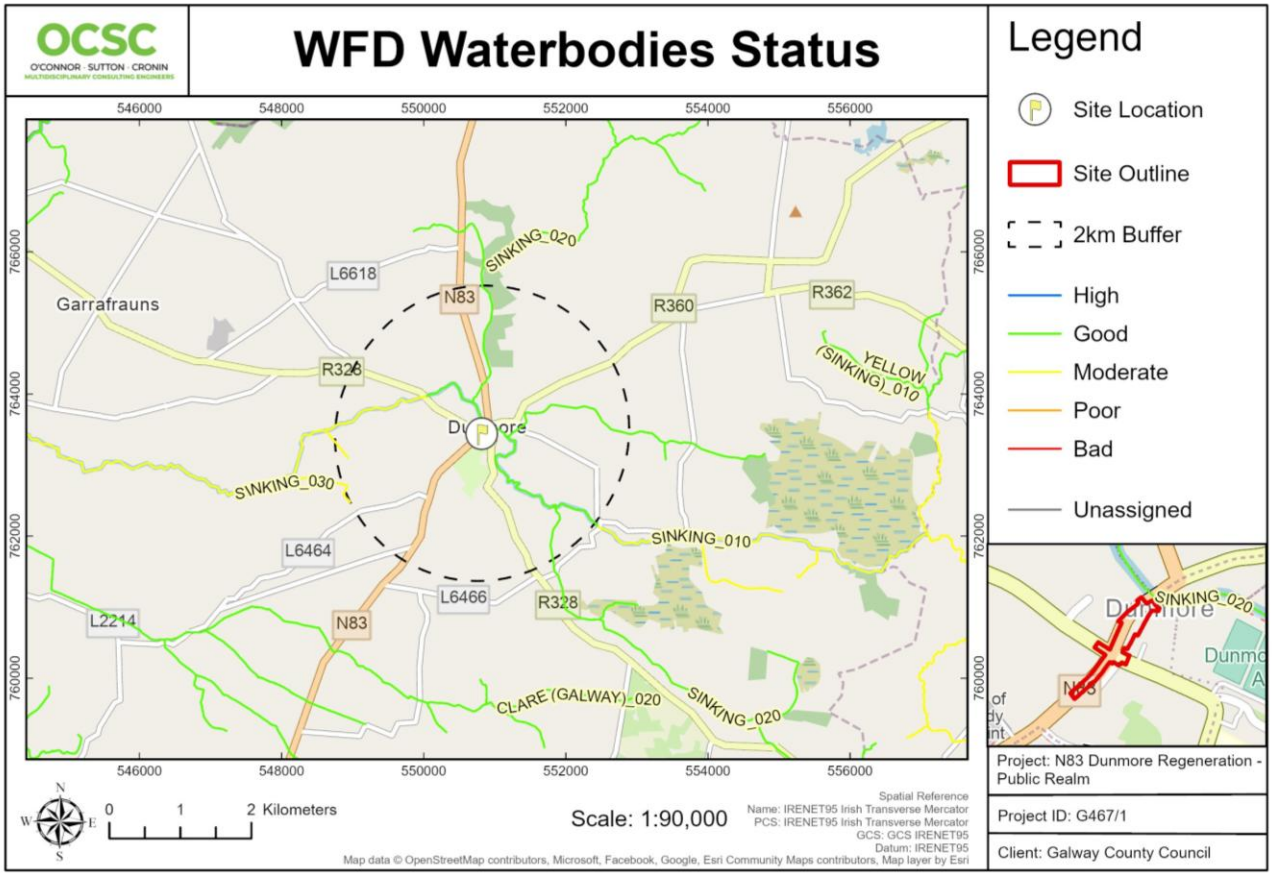

Figure 6.3: River Waterbody Status, (Source: OCSC, 2025).

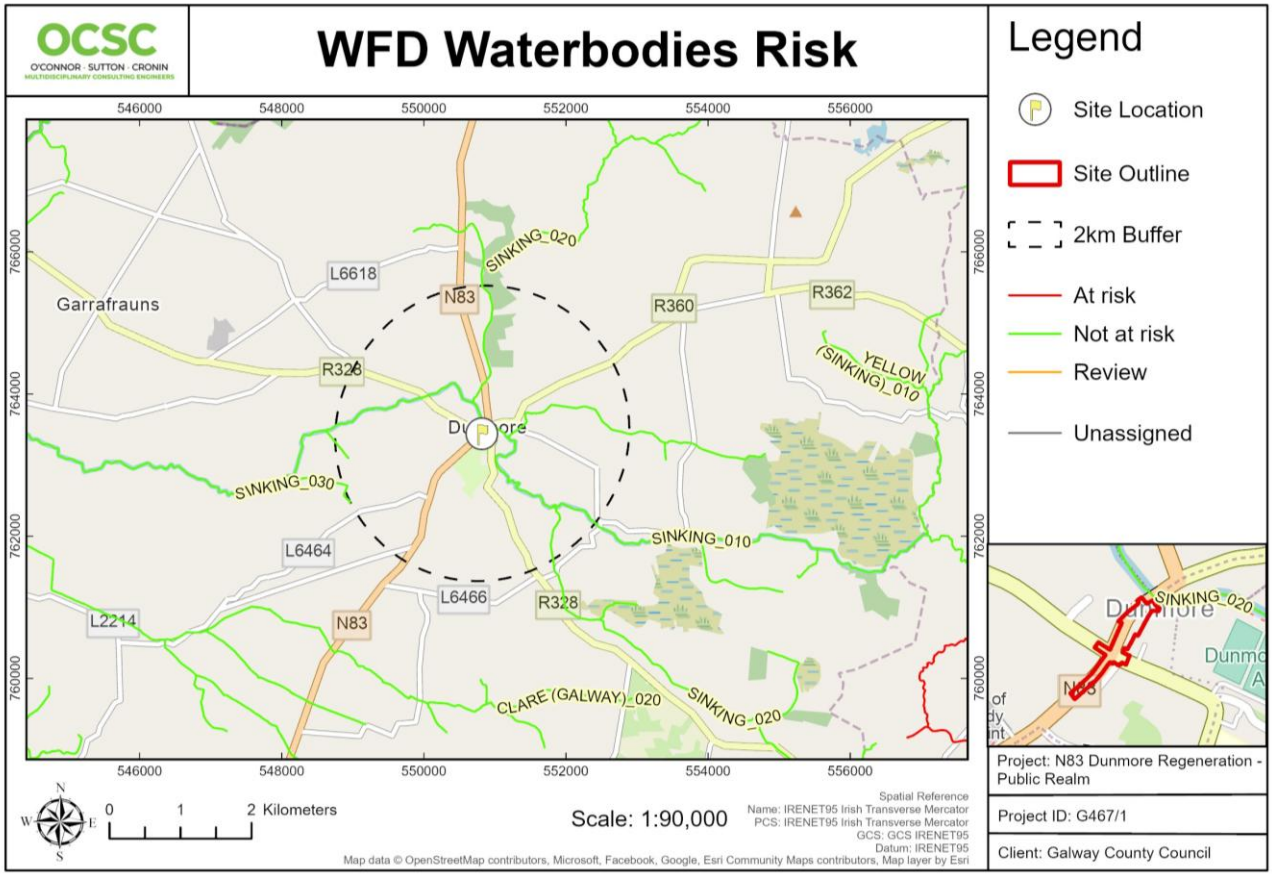

Figure 6.4: River Waterbodies Risk, (Source: OCSC, 2025)

Table 6.1: WFD Summary Information

Name	Sinking River
Waterbody Code	IE_EA_10C040350
Waterbody Name	Sinking_030
Waterbody Type	River
Iteration	SW 2016-2021
Status	Good
Risk	Not at Risk

6.2.8 DENSELY POPULATED AREAS

The Proposed Development is located within the southwestern portion of Dunmore town, the largest settlement in the area.

6.2.9 LANDSCAPES AND SITES OF HISTORICAL, CULTURAL OR ARCHAEOLOGICAL SIGNIFICANCE

Architectural Conservation Areas – an Archaeological survey has been conducted

The National Monuments Service (NMS) maps show 11 sites on the National Inventory of Architectural Heritage within 500m of the site. There are eight sites on the National Inventory of Architectural Heritage within 100m of the site. The nearest to the site is located 2.65m southeast (30330011). See Figure 6.5 for locations of nearby National Inventory of Architectural Heritage sites and Table 6.2 for information regarding these sites.

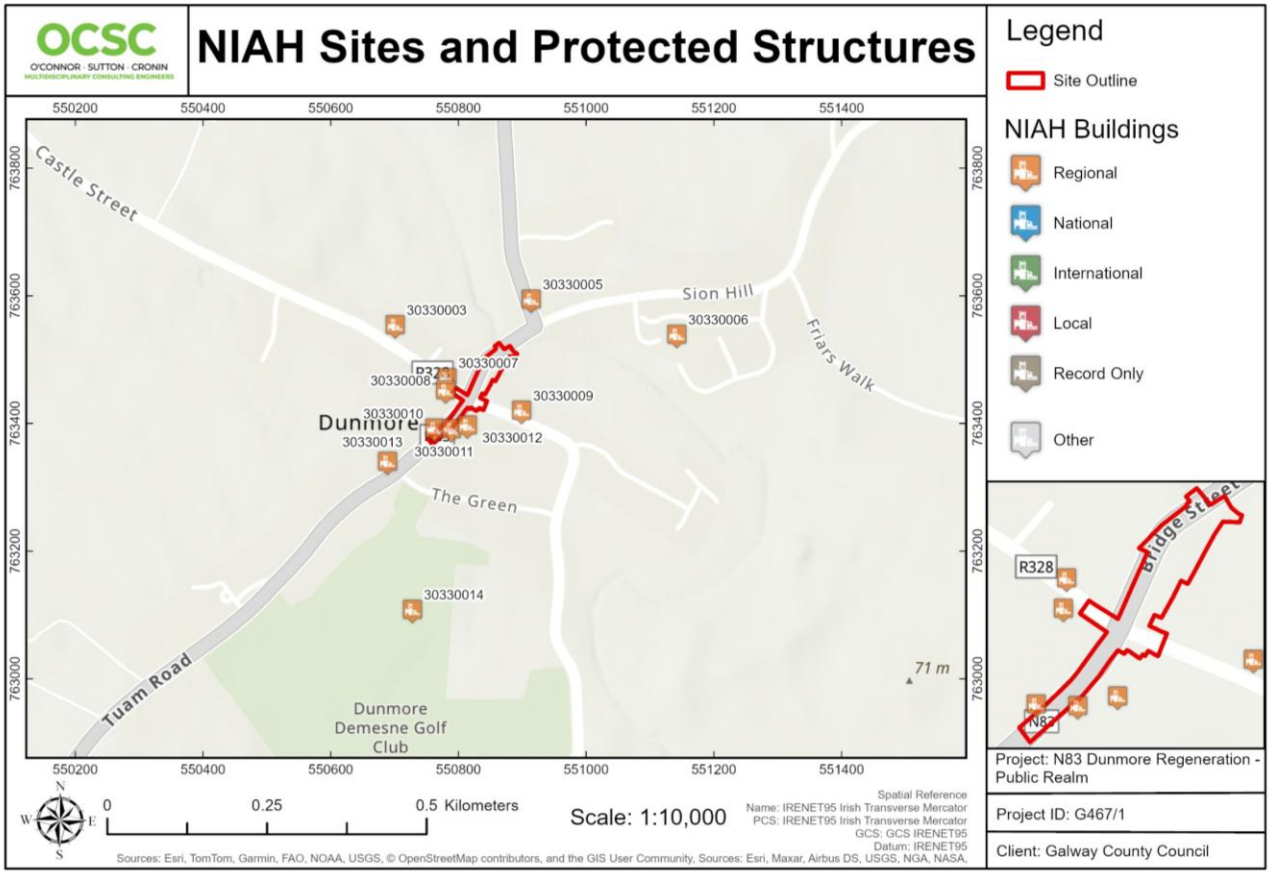

Figure 6.5: National Inventory of Architectural Heritage sites and Protected Structures in the vicinity of the proposed site, (Source: OCSC, 2025)

The NMS maps also show 14 sites on the Sites and Monuments Records (SMR) within 500m of the site. There are seven sites on the Sites and Monuments Records within 100m of the site. The closest feature (GA017-002----) is located within the site boundary in the northeastern portion of the site. However, there will be no impacts on this SMR from the Proposed Development as the SMR consists of a record stating that the town of Dunmore is a historic town. See Figure 6.6 for locations of nearby Sites and Monuments Records and Table 6.3 for information regarding these sites.

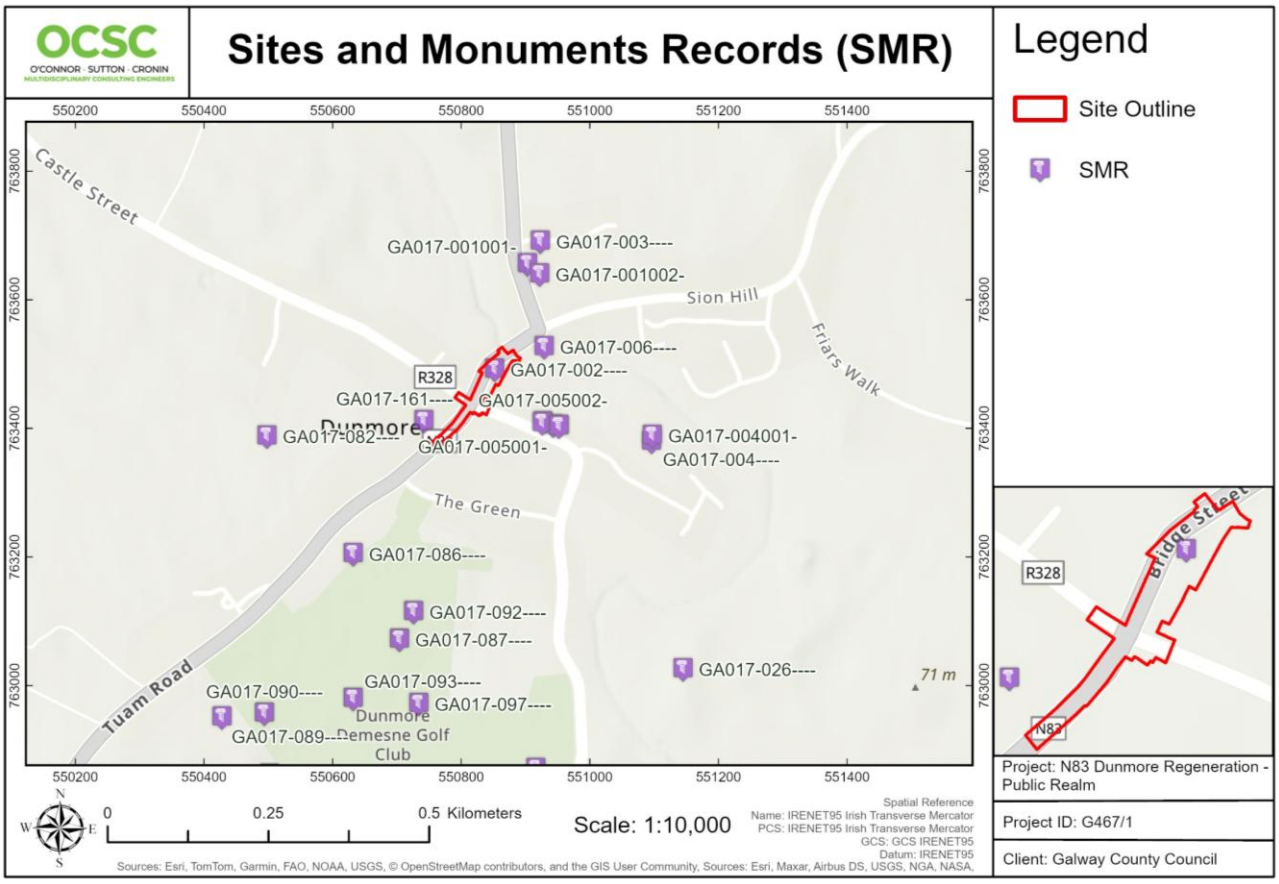

Figure 6.6: Sites and Monuments Records in the Vicinity of the Proposed Site, (Source: OCSC, 2025)

Table 6.2: Summary of National Inventory of Architectural Heritage Sites and Record of Protected Structures Near the Site

NIAH Ref.	Name	Location	Description	Distance from site
30330011	Weighbridge/ weighhouse	The Square, Dunmore, Galway.	Cast-iron metal weighbridge, dated 1925. Four-wheel channels to corners, with decorative motifs between measures. Lettering 'W&T Avery Ltd Birmingham 1925 No. 537' in raised lettering at centre. Octagonal-plan single-storey weigh-house adjacent, having rendered walls, conical roof, square-headed doorway and having inscribed limestone plaques to faces commemorating local history and modern events.	2.65m SE
30330007	House	Castle Street, Dunmore, Galway.	Four-bay two-storey terraced house, dated 1902, having shopfront and integral carriage arch to ground floor. Pitched slate roof with two rendered chimneystacks (one older) to ends. Cast-iron rainwater goods. Rendered to front elevation, with raised plaster quoins, render plinth, and having moulded cornice with dentil course at first floor sill level doubling as sill course, moulded render eaves course, render panelled pilasters having fluted consoles and tops with pediment and shamrock motifs. Segmental carriage arch flanked by panelled pilasters and having moulded render archivolt with fluted keystone. Camber-headed replacement timber casement windows to first floor, paired to south-east bays, with moulded architraves with plinths. Square-headed replacement timber entrance door flanked by decorative pilasters with moulded panels and having ornate render brackets, moulded cornice and dentil course, with date plaque between brackets. Render shopfront comprising panelled pilasters, rendered stall risers and square-headed plate-glass display windows with square-headed replacement timber shop door with overlight and having plain rendered fascia with moulded string course below. Decorative wrought-iron bracket to first floor possibly for signage.	4.14m NW
30330008	House	Castle Street, Dunmore, Galway.	Terraced two-bay two-storey house, built c.1830, having public house front of c.1890 to ground floor. Pitched slated roof with rendered chimneystacks to ends. Rendered and painted walls with parallel, raised quoins. Render shopfront comprising panelled pilasters with plinths and brackets incorporating mirrors, moulded cornice and base to recent fascia, and double-leaf timber panelled entrance door with overlight. Plate-glass display windows protected by wrought-iron railings, with panelled stall risers. Double timber sliding sash one-over-one pane windows to first floor.	5.14m W
30330010	House	High Street, The Square, Dunmore, Galway.	Terraced three-bay house, built c.1820, having four-bay ground and three-bay upper floors. Pitched roof with replacement asbestos-cement slates, and with rendered chimneystacks to ends, that to north end being replacement. Cement ruled and lined rendered walls over rubble stone, with render plat bands at sill levels, render plinth and parallel raised quoins. Square-headed windows with raised moulded cement surrounds and limestone sills. Margined timber sliding sash one-over-one pane windows of c.1860 to ground floor, replacement uPVC elsewhere. Round-headed door opening having spoked timber fanlight, mid-nineteenth-century timber panelled door, and moulded render architrave similar to those of windows and giving impression of stone, and limestone step. Square-headed doorway to south end of façade, having overlight and timber panelled door.	6.55m SW

NIAH Ref.	Name	Location	Description	Distance from site
30330009	Bank of Ireland: bank/ financial institution	Bank of Ireland, Barrack Street, Dunmore, Galway.	Detached five-bay single-storey bank, built c.1880, having breakfront with further shallow projection to front. Hipped and pocketed natural slate roof with two rendered chimneystacks with moulding copings, and replacement uPVC rainwater goods on carved timber brackets. Rendered walls with raised plaster quoins and moulded plinth. Breakfront is gabled and has render copings with ball finials and apex detail, and projection has curvilinear gable with ball finials to ends and apex and hood-moulding and impost course. Camber-headed windows, those flanking porch being double, having moulded surrounds and splayed jambs, painted stone sills with decorative brackets beneath, and one-over-one pane timber sliding sash windows, one window opening converted for use for ATM. Round-headed doorway with moulded surround and having replacement timber door. Sited on street line with small grass area to front with metal railings on rendered plinth.	57.7m E
30330013	Merton House: presbytery/ parochial/ curate's house	Merton House, High Street, Dunmore, Galway.	Detached three-bay two-storey L-plan house, built c.1820, with shallow entrance breakfront. Hipped roof with graduated slates, wide eaves and cast-iron rainwater goods, and with rendered chimneystacks set behind roof ridge. Façade of coursed squared rubble limestone with render plat bands to ends, and return walls rendered, with render plinth. Tall square-headed windows with limestone voussoirs and sills and replacement uPVC glazing. Wide segmental-headed doorway with limestone voussoirs and replacement timber door and fanlight. House set back from street with wrought-iron railings on rendered plinth wall and decorative wrought-iron pedestrian gate set between pair of limestone piers with caps.	84.1m SW

Table 6.3: Summary of Sites and Monuments Records Near the Site

SMR Ref.	Name	Location – Townland	Description	Distance from site
GA017-002----	Historic Town	Abbeyland North, Abbeyland South, Dunmore, Gaterstreet	At a fording point on the Sinking River, 1km downstream from Dunmore Castle (GA017-069----). Like the castle, the borough was probably founded by Piers de Bermingham sometimes before his death in 1249 (Bradley and Dunne 1992, 65-6). The above authors (ibid., 67) suggest that it may have been 'concentrated' on N side of the river. A reference to the construction of a town wall exists as early as 1280 (Graham 1972, 14), though no visible surface trace of its line or fabric survives. However, the modern street plan, plot pattern and street names — High St., Gater St. — reflect a long urban ancestry. The surviving monuments comprise the Augustinian friary (GA017-005001-), in Barrack St., and the 'Abbey' (GA017-001001-), on N side of Chapel St.; probably the site of the medieval parish church. There is also an enigmatic earthwork (GA017-004----), marked 'Mote' on OS 6-inch map, on E outskirts.	0m within site NE
GA017-005003-	Graveslab	Abbeyland South	According to Bradley and Dunne (1992, 69), there was 'a fifteenth century slab in the west wall' of the church (GA017-055001-). On inspection in April 2018 it could not be located.	71.5m E

SMR Ref.	Name	Location – Townland	Description	Distance from site
GA017-005002-	Wall monument	Abbeyland South	Located on the external face of the W wall of the friary church (GA017-055002-). Bradley and Dunne (1992, 69) noted that the principal feature of the church was its 'perpendicular west doorway with the Bermingham coat of arms in a rectangular panel to one side above. The inscription on the panel (which is not entirely readable) names Gaulterius de Bremwycham (d. 1428) but it may be nothing more than a memorial since the door appears to be later in date than 1428 (Leask 1960, iii, 76)'. On inspection in April 2018 the recess for the memorial was clearly visible but no trace of the coat of arms or the inscription, which may have been inscribed on a tablet that was inserted into the recess, was evident.	72.9m E
GA017-161----	Cross	Dunmore	Now in the yard of the local library in Dunmore village. Plain limestone cross (H 0.51m, Wth 0.38m), with expanded terminals, set on a plinth. According to local tradition, it came from the old church (GA017-005001-) in Dunmore, some 300m to NE.	36.5m SW
GA017-006----	Ford	Abbeyland South, Dunmore, Gaterstreet	The Archaeological Survey of Ireland (ASI) is in the process of providing information on all monuments on The Historic Environment Viewer (HEV). Currently the information for this record has not been uploaded.	63.8m NE
GA017-005001-	Religious house-Augustinian friars	Abbeyland South	On the N side of Barrack St., in Dunmore town (GA017-002----). This Augustinian friary, a National Monument, is first mentioned in 1425 and it is reputed to have been founded in that year by Walter de Bermingham (Gwynn and Hadcock 1970, 299). Of the monastery, only the much-modified church survives. Rectangular in plan (E-W; L 35.2m), it comprises the nave and chancel with traces of a S aisle; only a short section (L 2.75m) of the W wall of the latter survives. The division between the nave and chancel is marked by a centrally placed tower that was inserted in the 16th century. There is a fine 15th-century doorway in the W gable, in the S jamb of which is a holy water stoup. The doorway is decorated with three shallow orders which have fluted chamfers and moulded capitals. The side pinnacles and that at the centre of the ogee-form hood are tall and slender and terminate in carved poppy-heads (Leask 1960b, 76). Above the doorway there is the recess for a memorial tablet (GA017-005002-) to the de Berminghams and a single-light pointed arch window. On the S side of the nave (L 15.85m, Wth 6.45m) three large arches that formerly accessed the S aisle were blocked up. Windows subsequently inserted into the central and eastern-most arches were also blocked up. A beautiful carved female head with an elaborate head dress was reused as quoin stone in the eastern window. The tower, of three storeys, springs from a pointed chancel arch flanked by the corbels which supported the rood screen. Some of the original plaster and wicker-centring survives on the underside of its vault and a small carved head is visible on its SE pier. The chancel (L 15.15m, Wth 6.3m) was in use as a Protestant church from the 18th to the early 20th centuries (Neary 1914, 96, 100-1, also 103-4). The three blocked round-headed window embrasures in the N and S walls all date from this period, though they probably occupy the sites of the originals. The E window is also blocked up. A cross-slab (GA017-005004-) (Higgins 1987, 361, no. 83) and two	89.2m E

SMR Ref.	Name	Location – Townland	Description	Distance from site
			medieval grave slabs (GA017-005003- and GA017-005005-) are associated. See also GA017-138----. (O' Flanagan 1927, Vol. 1, 23-4; Harbison 1975, 91).	
GA017-005004-	Cross-slab	Abbeyland South	Lying recumbent in the chancel of the church (GA107-005001-), close to the E gable. Described by Higgins (1987, ii, 361, no. 83) as a weathered sub rectangular sandstone slab (L 0.95m; tapering from 0.52m to 0.49m; T 0.14-0.16m) bearing a two-line Greek ringed cross on a long shaft. A grooved line visible on each side of the slab may be part of a single-line frame around it. Both ends of the slab, particularly the lower end, are broken. Some pieces of mortar noted on it suggest that it was previously incorporated into a structure at some stage.	96.8m E

ZoN: Zone of Notification

All information taken from the Ordnance Survey Ireland website

7 TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS

The likely effects on the environment of the proposed development in relation to specified criteria described in Section 5 are assessed below with reference to the individual disciplines in the following sections.

7.1 MAGNITUDE AND SPATIAL EXTENT OF IMPACT

This project relates to the N83 Bridge Street in Dunmore is presently between 3.4 and 4.5 metres wide at Bridge Street, Dunmore. There is a necking effect which leads to an informal STOP/GO arrangement and occasional mounting of the footpath by vehicles. The constraints on this section of N83 has identified the need for the road to be improved for continuation of two-way traffic including Heavy Goods Vehicles. This upgrading is fundamental to facilitate the through traffic and maintaining the vibrancy of in Dunmore, Co. Galway. This project is small in magnitude and extent. Any potential impacts are not likely to be significant.

7.2 THE NATURE OF THE IMPACT

7.2.1 POPULATION AND HUMAN HEALTH

Traffic, noise, and dust have the potential to impact human health during the demolition and construction phases of the Proposed Development. However, subject to the implementation of appropriate mitigation measures which will be outlined in the Contractor's CEMP, these impacts will be not significant and temporary.

During the operation phase, the Proposed Development will provide a new and improved to the existing road layout, which will serve the local population and to residential areas of Dunmore. This impact on human health will be positive and permanent.

7.2.2 WATER

Potential water quality impacts from the proposed demolitions and alterations to the existing road layout include increased siltation and turbidity to surface runoff as well as pollution from surface runoff and infiltration to groundwater due to accidental spillages of oils or fuels from machinery, concrete/cement, paint, etc. during the demolition and construction phases. As the nearest surface water body transects the site at its northeastern end, the primary risks of impact are associated with surface water runoff to the Sinking River and discharge to the local storm sewer network. During the demolition and construction phases it is anticipated the implementation of industry best practice pollution prevention measures, and the production and implementation of a CEMP will reduce the potential for a pollution incident and reduce the risk of accidents

from polluting substances entering surface water and groundwater. Due to the small scale and short duration of the proposed construction phase, impacts are predicted to be unlikely and not significant subject to implementation of mitigation measures.

The operations phase is not likely to contribute to additional surface water discharge significantly above existing volumes. Therefore, any impacts due to surface water runoff and groundwater recharge during the operations phase are predicted to be unlikely and not significant.

7.2.3 LAND AND SOILS

There may be some potential impacts to land and soils as a result excavation during the demolition and construction phases; however, these are not anticipated to be significant. The project will be designed to reuse excess soils on the site where possible, thereby minimising the generation of waste soils.

The risk of potential negative effects occurring during the demolition and construction phases of the Proposed Development can arise from activities such as weathering and erosion of the surface soils, increased silt levels or pollutants from the demolition and construction processes, accidental spills, and impacted runoff. However, best practice standards, environmental guidelines, and mitigation measures will be defined in the CEMP and implemented to avoid impacts on soil quality. As a result, no significant negative effects on land and soils are predicted during the demolition, construction, or operational phases of the Proposed Development.

7.2.4 AIR QUALITY AND CLIMATE

The main air quality impacts will be associated with dust generation during demolition and construction works, including earthworks, and the transfer of dust-making materials from the site onto the local road network. The implementation of appropriate mitigation measures and best management practices in accordance with the CEMP will minimise the generation of dust during the demolition and construction phases. Dust is unlikely to result in a significant effect on the environment subject to implementation of mitigation measures.

Climatic impacts are expected to include minor emissions of greenhouse gases to the atmosphere from truck movements and the operation of site construction equipment. However, a significant effect is not considered likely given the scale of the Proposed Development.

During the operational phase, the Proposed Development will have minor of emissions to the air as there will be vehicles travelling on the newly improved road.

7.2.5 NOISE AND VIBRATION

The demolition and construction phases of the Proposed Development have the potential to increase noise levels at noise sensitive locations surrounding the Proposed Development site. There is also a potential for ground vibration during the demolition and construction phases, mainly due to groundworks associated with the project. Impact from the demolition and construction phases will depend on the number and type of equipment employed during the works.

In Ireland, noise limits for construction activities are generally controlled by local authorities who commonly limit working hours to prevent a noise nuisance. Works will be undertaken in accordance with industry best practice, including the National Roads Authority's (NRAs) 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (NRA, 2004) and the World Health Organisation's (WHOs) 'Community Noise Guidelines' (Berglund et al., 2003), and the site-specific CEMP.

There is predicted to be brief moderate to significant noise and vibration impacts to the nearby residences and commercial areas during the demolition and construction phases. There will be no significant noise and vibration effects during the operations phase other than traffic-related noise associated with the use of the development.

7.2.6 CULTURAL HERITAGE

Historic maps show the study area as a road since the 19th century. There is one Site and Monument Record (SMR) within the site boundary. However, this record consists of a statement that the town of Dunmore is a historic town. No SMRs for specific buildings are located within the site. There are four NIAH sites within 10m of the site boundary. See Section 6.2.9.

An Archaeological and Cultural Heritage Assessment was carried out by Through Time Ltd, 2019 on behalf of OCSC. The assessment examined the archaeological and cultural heritage along all 5 route options for the Dunmore Remediation Scheme. The assessment concluded the five route options found that all routes have the possibility to impact on sub-surface archaeological layers and features.

Option 2 is the proposed route, and it was discussed in the assessment that with the construction of the route on the bridge it is possible that archaeological material would be impacted by the bridge construction. Therefore, an underwater archaeological assessment will be required. The report also concluded that Whatever route is designated the preferred option it is recommended that a detailed assessment of that route is undertaken, following consultation with National Monuments Service, Department of Culture, Heritage and the Gaeltacht. Further information on the mitigation measures can be found in the Archaeological and Cultural Heritage Assessment report.

There will be no impacts during the operational phase.

7.2.7 BIODIVERSITY

An EcIA and AA have been carried out for the Proposed Development (OCSC, 2025) and should be read in conjunction with this report. Both concluded that there will be direct impacts on designated sites as a result of the project. Localised loss of habitat was of minor adverse significance. Due to the small scale and short duration of the proposed construction works, the nature of the site operations, the distance to the nearby designated site Lough Corrib SAC, impact to the designated site is predicted to be likely and significant.

The EcIA has been conducted for the project and includes recommended mitigation measures. At least one month in advance of construction, and within the appropriate season, the following surveys must be carried out: Further information on the mitigation measures can be found in the EcIA report.

7.2.8 LANDSCAPE

The Proposed Development as shown on Maps 01 of the Galway County Development Plan 2022-2028 falls within an area of Urban Environs Landscape. The area is described as 'landscapes which are often concentrations of individual dwellings, old and new. Around larger towns they also consist of modern estate housing and recreation facilities as well as developments of commercial, industrial and educational buildings. This pattern changes from concentric to radial along major transportation corridors that support many residential communities. Many of County Galway's urban environs are highly distinctive because of their proximity to areas of strong natural character such as the rivers, lakes or coasts. Other settlements adjoin extensive areas of naturalized scrub vegetation, bog or low-lying wetlands' The Proposed Development is unlikely to adversely alter the established landscape character of this area.

Permanent, localised landscape and visual effects will arise as a result of construction and demolition phases, which will involve upgrades to the existing road to include footpaths, lights, and associated signage and removal by demolition of previous existing buildings. Following completion of construction works, changes to the local environment will be clearly recognisable. However, due to the overall extent and scale of the Proposed Development and its location within the town centre, the development will have minor significant alteration to the existing landscape character.

7.2.9 MATERIAL ASSETS

Waste

Due to the nature of the Proposed Development, it is not envisaged that there will be a need to remove large quantities of excavated material from within the Proposed Development site boundary as outlined in Section

5.4. This will mainly occur during the demolition phase. Other wastes generated during the construction phase will be consistent with similar projects. Industry best practice pollution prevention measures will be implemented during demolition and construction in line with the project Construction and Demolition Waste Management Plan (CDWMP). Any waste produced as part of the project will be dealt with in a sustainable manner and in accordance with Waste Regulations.

There will be no generation of the waste during the operational phase of the project.

Traffic and Transport

The project involves the improvement of N83 Bridge Street and the surrounding roads including Castle Street, Barrack Street, Tuam Road, and High Street, which will have an increase of traffic during the construction phase. The Proposed Development will improve the local road network and can satisfactorily accommodate the increase in traffic associated with the demolition, construction, and operational phases of the development.

According to the Traffic Management Plan, during demolition and construction phases, the road site area will be closed with marshals directing traffic to the proposed diversion and detour routes. This will have a negative impact to the population of the local area, due to the disruption of the regular traffic and transport routes. During the operation phase, the new and improve road layout will have no negative impacts.

7.3 THE TRANSBOUNDARY NATURE OF THE IMPACT

Due to the scale and nature of the works and the site location, transboundary impacts are extremely unlikely.

7.4 THE INTENSITY AND COMPLEXITY OF THE IMPACT

The project involves a relatively small work area which will be limited to that required to upgrade the roadway. The intensity and complexity of the project is predicted to be temporary, negative, and moderate during the demolition phase; temporary, negative, and not significant during the construction phase; and not significant during the operational phase.

7.5 THE PROBABILITY OF THE IMPACT

The probability of impacts is low based on the following considerations:

- A project-specific CEMP will be prepared and implemented by the appointed contractor.
- Despite bordering a SAC and the presence of a direct hydrological connection to the Lough Corrib SAC, the probability of impacts is predicted to be temporary and not significant during the demolition and construction phases due to CEMP, and Waste Resource Management Plan (WRMP). Impacts unlikely and not significant during the operational phase.

7.6 EXPECTED ONSET, DURATION, FREQUENCY AND REVERSIBILITY OF THE IMPACT

Predicted local impacts, including those from noise, dust, vibration, and traffic, will occur concurrently with the demolition phase and the construction phase (approximately 12 to 18 months), primarily during working hours, and are unlikely during the operations phase. Subject to implementation of mitigation measures, impacts will be temporary and not significant in nature during the demolition and construction phases.

It is anticipated that the positive impact from the Proposed Development to the local population during the operational phase will be positive and permanent.

7.7 THE POSSIBILITY OF EFFECTIVELY REDUCING THE IMPACT

The area affected has been limited to that required to address the alterations to the existing road layout such as changes in traffic flows; the introduction of new public lighting; widening of roads, footpaths; and public realm improvement works. A CEMP and a WRMP will be prepared by the appointed contractor, taking into account all site works and detailing all required mitigation measures. The potential exists, particularly during the demolition and construction phases, for impacts associated with localised traffic disruption, noise, dust, and vibration. However, demolition and construction impacts related to this project are likely to be temporary and not significant.

7.8 INTERACTION BETWEEN AREAS OF POTENTIAL IMPACT

There are no factors which are anticipated to be significantly affected by the proposed development. In addition, no significant interactions between these factors are predicted to result from the proposed development.

7.9 CUMULATION WITH OTHER EXISTING DEVELOPMENTS/DEVELOPMENT THE SUBJECT OF A CONSENT

Cumulative effects can result from individually insignificant but collectively significant actions taking place over a period of time or concentrated in a location. Cumulative effects can occur where a proposed development results in individually insignificant impacts that, when considered in-combination with impacts of other proposed or permitted plans and projects, can result in significant effects.

Based on information provided on the MyPlan.ie 'National Planning Application' database, Galway County Council (GCC) planning application portals, and the An Bord Pleanála (ABP) online database. Proposed and

granted planning applications within 1km of the site and dating back to 2019 were reviewed to identify works of a significant scale which may produce in-combination effects with the proposed works. Grants of planning in the vicinity of the site were reviewed to identify works of a significant scale which may produce in-combination effects with the proposed works. The following planning grants of larger than single domestic scale were identified:

- **Planning Application Reference 22908:** Permission for partial demolition of storage sheds to the rear yard, construction of 1 x two storey dwelling in the rear yard area, first and second floor rear extension to the existing dwelling over the shop, first floor deck area to the rear of the shop. conversion of existing first floor storage shed to studio, misc. alterations to all elevations of the existing dwelling, associated siteworks, hard and soft landscaping. The application is subject to AA Screening and Flood Risk Assessment. Gross floor space of proposed works: 167.24 sqm.
- **Planning Application Reference 2461697:** Permission for partial demolition of boundary wall to the north, replacement and repair of existing roof finishes, car parking, misc. alterations to west elevation of the existing building, associated site works, hard and soft landscaping. Gross floor space of work to be retained: 426 sqm.

Other granted planning permissions in the vicinity of the site pertain primarily to small-scale constructions, change of use, or retention of works. However, these larger grants and the smaller scale grants of planning, and existing businesses and amenities in the vicinity of the site are unlikely to produce significant in-combination effects with the proposed development.

8 CONCLUSION

This EIA screening process has considered potential effects which may arise during the demolition, construction, and operation phases as a result of the implementation of the project. Based on the duration, nature, and scale of the proposed alterations of the existing N83 Bridge Street and surrounding area, it is considered that the overall impact on the receiving environment will be, during the construction, likely, temporary, and significant subject to implementation of all mitigation measures detailed in the site-specific CEMP. In addition, an AA Screening Report and an Ecological Impact Assessment Report prepared by OCSC concluded that the proposed project is likely to give rise to adverse effects on the ecology of the site and the Lough Corrib SAC. The EcIA report includes specific mitigation measures for the construction and operational phase of the Proposed Development. See the EcIA report for further information. Based on the assessment, the Proposed Development is unlikely to have any significant impacts on the environment, either by itself or in combination with other projects.

Based on this assessment, the preparation of an EIA is **not** recommended for the Proposed Development. However, the final determination with regard to the need for an EIA will be undertaken by the competent authority.

Please refer to the completed Screening Checklist identified in the European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017) and included in Appendix A.

9 VERIFICATION

This report was compiled by Aideen O'Rourke, BSc, Environmental Consultant; reviewed by Glenda Barry, BSc, MSc, PGeo, EurGeol, Associate Consultant; and approved by Eleanor Burke, BSc, MSc, DAS, MIEnvSc, CSci, OCSC Director (Environmental).

Aideen O'Rourke, BSc

Environmental Consultant

O'Connor Sutton Cronin & Associates

Appendix A Screening Checklist

EIA Screening Checklist

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
1. Will construction, operation, decommissioning, or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes – the Proposed Development will result in land use change due to the demolition of existing walls and footpaths within the site.	No – Potential effects are considered to be not significant due to the location of the site within the town centre and the subject to implementation of mitigation measures regarding protection of water quality.
2. Will construction or the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are in short supply?	Yes –building materials used during the construction phase will require non-renewable resources. It is also assumed a water and energy supply will be required during the construction phase.	No – all imported materials will be sourced from licensed suppliers, so the impact is not likely to be significant.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment, or raise concerns about actual or perceived risks to human health?	Yes – During demolition and construction only.	No – A Health and Safety Plan and CEMP will be in place, and all site staff will be briefed on these prior to commencing works.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes – During the demolition and construction phases.	No – Waste management shall form part of the overall CEMP for the demolition and construction phases. The CEMP will contain control measures for the management of waste generated on the Proposed Development site.
5. Will the Project release pollutants or any hazardous, toxic, or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	No - the demolition and construction phases will produce limited air pollutants, primarily related to exhaust from site equipment.	N/A
6. Will the Project cause noise and vibration or the releasing of light, heat energy, or electromagnetic radiation?	Yes – During demolition, construction, and operational phases.	No – with appropriate mitigation measures in place during the demolition and construction phases. No significant demolition,

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
		construction, or operational phase effects are anticipated.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters, or the sea?	Yes – During demolition and construction only.	No – with appropriate mitigation measures in place, no significant effects are anticipated.
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes – During construction only.	No- Health and Safety Plan and CEMP will be in place during the construction phase and communicated to all site staff through site inductions and toolbox talks.
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes – it is anticipated that the Proposed Development will generate an improved road network in the area.	No – Significant effects are not anticipated.
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	No – no predicted consequential development or cumulative impacts with the surrounding developments or planned activities.	N/A.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural, or other value, which could be affected by the Project?	Yes - the Proposed Development borders the Lough Corrib SAC and is located within close proximity to a number of NIAH sites.	No – Significant effects are not anticipated subject to implementation of mitigation measures in the CEMP.
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology, e.g. wetlands, watercourses, or other waterbodies, the coastal zone, mountains, forests, or woodlands, that could be affected by the Project?	Yes - the Lough Corrib SAC borders the Proposed Development to the northeast.	No – with appropriate mitigation measures in place, no significant effects are anticipated.
13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora, e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	Yes – An Ecological survey took place within the site location and identified specific fauna and flora species. See EcIA for further information on the identified species.	Yes – Loss of habitat will have a minor adverse significance. Negative effects of minor negative significance were also predicted on some species groups.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
	Including: [1029] Freshwater Pearl Mussel (*Margaritifera margaritifera*) [1092] White-clawed Crayfish (*Austropotamobius pallipes*) [1095] Sea Lamprey (*Petromyzon marinus*) [1096] Brook Lamprey (*Lampetra planeri*) [1106] Atlantic Salmon (*Salmo salar*) [1303] Lesser Horseshoe Bat (*Rhinolophus hipposideros*) [1355] Otter (*Lutra lutra*) [1833] Slender Naiad (*Najas flexilis*) [6216] Slender Green Feather-moss (*Hamatocaulis vernicosus*)	However, with the application of mitigation measures the significance of these impacts will be reduced. Positive effects such as removal of invasive species are also predicted. See AA Screening and EcIA for further information.
14. Are there any inland, coastal, marine, or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	Yes – the Lough Corrib SAC and the Sinking River are located with the site boundary of the Proposed Development.	No – Potential effects are considered to be not significant and temporary.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No – the Proposed Development in located within an urban area.	No – Significant effects are not anticipated.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes - the Proposed Development will include upgrading the existing footpaths in the area and will, therefore, improve connectivity in the area	No – Significant effects are not anticipated.
17. Are there any transport routes on or around the location that are susceptible to congestion, or which cause environmental problems, which could be affected by the Project?	Yes - the Proposed Development plans to change the N83 Bridge Street to improve the transport congestion in the area.	No – Significant effects are not anticipated. A traffic management plan will be put in place during the demolition and construction phases.
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes – It is anticipated that potential significant localised visual effects will result from the clearing of existing road, the demolition of some buildings along the road and road realignment.	No - residual visual effects are predicted to be not significant during the operational phase. The existing landscape character will remain largely unaltered, and the Proposed Development will fit into the existing setting resulting in no change to the landscape character.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes – A Site and Monument Record is located within the northeast of the site boundary. And four NIAH located within 10m of the site boundary.	Yes – Significant effects are anticipated due to the SMR and NIAH sites located within and around the site boundary. Mitigation measures have been recommended by the Archaeological & Cultural Heritage Assessment by Through Time Ltd, 2019 for OCSC.
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No – the Proposed Development is on previously developed land.	No – Significant effects are not anticipated.
21. Are there existing land uses within or around the location, e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining, or quarrying, that could be affected by the Project?	Yes – the Proposed Development will result in Demolition of residential and commercial structures and alterations to existing roads.	No – Significant effects are not anticipated.
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	Yes - improved road network will contribute to accessibility for proposed residential development in the area.	No – Significant effects are not anticipated.
23. Are there areas within or around the location, which are densely populated or built-up, that could be affected by the Project?	Yes – The Proposed Development is located in an urbanising setting in the Dunmore town.	No – During the demolition and construction phases, it is anticipated that there may be potential noise, vibration, and traffic impacts; however, effects will be temporary and of short duration and therefore are not likely to cause significant effects to sensitive receptors in the area. During the operation, it is anticipated that the Proposed Development will likely results in a positive and long-term effect to communities in the area.
24. Are there any areas within or around the location which are occupied by	No - the Proposed Development is not located	No – Significant effects are not anticipated.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
sensitive land uses, e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	near any occupied sensitive land uses.	
25. Are there any areas within or around the location which contain important, high quality or scarce resources, e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	Yes – the Proposed Development in located within an urbanising area, with the Sinking River flowing through the northeast portion of the Proposed Development.	Yes – Potential effects are considered to be significant and temporary. See AA and EcIA for further information.
26. Are there any areas within or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	No – no air quality conditions, or nearby waterbodies have exceeded existing legal environmental standards.	N/A
27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding, or extreme or adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	No	N/A
Summary of features of Project and of its location indicating the need for EIA: See Section 2.3.		

EU (2017), *Preparation of guidance documents for the implementation of EIA Directive*

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