



EIA Screening Report

Proposed Bridge
Replacement, Hartley
Bridge, Carrick-on-
Shannon, Co. Leitrim



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Table of Contents

1.	INTRODUCTION.....	1
1.1	Statement of Authority	1
2.	DESCRIPTION OF THE PROPOSED DEVELOPMENT.....	2
2.1	Proposed Development Location	2
2.2	Need for the Proposed Development.....	3
2.3	The Proposed Development.....	8
2.3.1	New Bridge Construction	8
2.3.2	Demolition of Existing Bridge	8
2.3.3	Road Construction	8
2.3.4	Site Compound.....	9
2.3.5	Works at Span 2-5.....	9
2.3.6	Overhead Line.....	9
3.	EIA SCREENING METHODOLOGY	14
3.1	Legislative Context.....	14
3.2	Screening for Mandatory EIA	15
3.3	Sub-Threshold Development	17
3.4	Relevant Guidance	18
3.5	Purpose and Content of the EIA Screening Report.....	18
3.6	Other Relevant Assessments	19
4.	MITIGATION FEATURES AND MEASURES.....	20
5.	POTENTIAL FOR SIGNIFICANT ENVIRONMENT AFFECTS AND DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS.....	24
5.1	Further Consideration of Likely Significant Effects	45
5.1.1	Population and Human Health.....	45
5.1.2	Biodiversity	45
5.1.3	Geology and Soils.....	46
5.1.4	Water.....	46
5.1.5	Air and Climate	48
5.1.6	Noise and Vibration.....	48
5.1.7	Landscape.....	48
5.1.8	Material Assets	49
5.1.9	Archaeology, Architecture and Cultural Heritage.....	49
5.1.10	Interaction of the Foregoing	49
6.	CONCLUSION	50

TABLE OF TABLES

<i>Table 5-1 Description of any likely significant effects as per Schedule 7 / Annex III criteria.....</i>	25
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TABLE OF FIGURES

<i>Figure 2-1 Site Location.....</i>	4
<i>Figure 2-2 Proposed Development Layout.....</i>	5
<i>Figure 2-3 Bridge Navigation Detail.....</i>	6
<i>Figure 2-4 Existing Bridge Demolition Phases.....</i>	7
<i>Figure 2-5 Replacement Bridge Plan and Elevation.....</i>	11

<i>Figure 2-6 Bathymetric Survey.....</i>	12
<i>Figure 2-7 Bridge Deck Detail.....</i>	13
<i>Figure 5-1 Bridge services layout.....</i>	47
<i>Figure 5-2 View of Hartley Bridge set in the drumlin wetland (RCDP, 2014).....</i>	49

1. INTRODUCTION

McCarthy Keville O’Sullivan Ltd. (MKO) has been engaged by Leitrim County Council (LCC) to prepare an Environmental Impact Assessment (EIA) Screening Report for a proposed intrusive site investigation, construction of a new road bridge and associated realignment of local road L3400, and demolition of an existing road bridge at Hartley Bridge, Carrick-on-Shannon, Co. Leitrim (Grid Ref: E193904 N301894), hereafter referred to as ‘the proposed development’.

This EIA Screening Report has been prepared so as to enable An Bord Pleanála (‘the Board’) as competent authority, to determine whether the proposed development is to be subject to an EIA in accordance with the provisions of the European Union (EU) Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU (the EIA Directive), the Planning and Development Acts 2000 (as amended) (the 2000 Act) and the Planning and Development Regulations, 2001 (as amended) (the 2001 Regulations).

Certain projects, as listed in Schedule 5 of the 2001 Regulations, are due to their nature considered to have the potential for significant environmental effects, and therefore require mandatory EIA. Other projects which fall below the relevant thresholds for mandatory EIA (i.e. sub-threshold development) may require EIA if the competent authority considers that an EIA (and the associated Environmental Impact Assessment Report [EIAR]) is required. It is the decision of the competent authority to determine if the proposed development is likely to have a ‘significant effect’ on the environment. Significant effects may arise due to the nature of the development, its scale or extent, and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

In terms of roads projects, the requirements of the EIA Directive have been transposed into Irish Law via the Roads Act, 1993 to 2007 (as amended) and the Roads Regulations, 1994 to 2000, in addition to the regulations detailed above.

This EIA Screening Report accompanies the application for the proposed development under the Planning and Development Regulations 2001 to 2020. The application for the proposed development is also accompanied by supporting environmental assessment reports prepared by MKO, as detailed in Section 3.6.

This report documents the methodology employed to prepare this EIA Screening Report, having regard to the relevant legislation and guidance documents.

1.1

Statement of Authority

The EIA Screening report has been compiled by Eoin Hurst (BE MSc DIC MIEI) who has over ten years’ experience in the environmental consultancy sector. Eoin holds a bachelors degree in civil engineering, a masters degree in environmental technology and is a full member of Engineers Ireland (MIEI).

This report has been reviewed by Owen Cahill (B.Sc. M.Sc. (Env) CEnv) who has over 14 years’ experience in the planning and environmental consultancy sector. Owen holds BSc. (Hons) and MSc. in Construction Management and a Masters in Environmental Engineering. Prior to working in planning and environmental consultancy, Owen was employed within the construction industry where he gained significant experience on a variety of civil, residential and commercial projects. Owen has project managed the Environmental Impact Assessment of a range of development projects throughout Ireland and is a Full Member with the Institute of Environmental Management & Assessment (MIEMA) and is a Chartered Environmentalist (CEnv).

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Proposed Development Location

The site of the proposed development is Hartley Bridge, on the River Shannon, north of Carrick-on-Shannon, Co. Leitrim. The River Shannon at this location forms the boundary of Co. Leitrim and Co. Roscommon, with Co. Roscommon on the western side of the river (Grid Ref: E193904 N301894). The proposed development is located approximately 2.8km north of Carrick-on-Shannon town. The site location is provided in Figure 2-1.

Hartley Bridge can be accessed from the east and west via the existing road network with both approaches via the one-lane L3400 local road. The existing (and proposed) bridge connects the townlands of Cleaheen to the west (Co. Roscommon) with Hartley and Cloonsheerevagh to the east (Co. Leitrim).

Surrounding land-use within the vicinity of the proposed development consist predominantly of rural single-family residential and agricultural grassland. The proposed development lies within the floodplain of the River Shannon, in the Shannon [Upper] Subcatchment (SC_030), in an area identified on historic maps as 'liable to flooding'.

There are no protected structures or archaeological monuments located within the proposed development site.

The following are the European Sites (designated Annex I habitats) identified within a 15km buffer of the proposed development, or as having potential for effects and/or hydrological connectivity to the proposed development:

- Lough Arrow Special Area of Conservation (SAC) [001673] – 14.3km northwest of proposed development. No connectivity to proposed works as SAC located in separate hydrological catchment.
- Cuilcagh - Anierin Uplands SAC [000584] - 14.3km north-northeast of proposed development. No connectivity to proposed works as SAC located in separate hydrological catchment.
- Lough Arrow Special Protection Area (SPA) [004050] – 14.7km northwest of proposed development. No connectivity to proposed works as SAC located in separate hydrological catchment.
- Ballykenny-Fisherstown Bog SPA [004101] – 23.5km southeast of proposed development, or approximately 38.2km downstream (hydrological distance) via River Shannon. Relevant protected habitat (raised bog) located up-gradient of lake and as such is not affected by waters carrying potential pollutants.
- Lough Forbes Complex SAC [001818] - 24km southeast of proposed development, or 38.2km (hydrological distance) downstream via River Shannon. Based on the precautionary principal, potential for hydrological connectivity exists. The potential for significant surface water indirect effects is discussed further in the accompanying Natura Impact Statement (NIS).

No further Annex I habitats were identified. No potential for direct effects on any European Site exists. Further details concerning these European Sites are provided in the Appropriate Assessment Screening Report (AASR) and the NIS prepared by MKO which accompanies this screening report.

2.2

Need for the Proposed Development

The existing Hartley Bridge was constructed in 1915 and is one of the earliest reinforced concrete bridges in the country, comprising of two sections; a six-span reinforced concrete integral structure and an adjoining two-span cast *in situ* reinforced concrete structure, butting the six-span structure to the west. All components of the existing structure are composed of reinforced concrete.

In 2016, LCC commissioned a structural assessment of the existing bridge (Structure No.: LM-LP3400-001.00), which found the bridge in poor condition and unfit for purpose. The existing structure is currently subject to a 3 tonne vehicle weight limit and a 2.5m vehicle height restriction.

As a result, it is proposed to construct a new bridge, with three spans of 75m total, immediately downstream of the existing crossing. It is also proposed to remove the old bridge and realign the local road on both approaches, removing an existing sharp bend on the eastern side. The road realignment works on approach to the bridge comprise approximately 135m on the western bank and 110m on the eastern bank. It should be noted that the western bank is located within the Roscommon county border and the eastern bank within the Leitrim county border. These will be referred to throughout as the west and east banks. A layout of the proposed development is provided in Figure 2-2. The bridge navigation details are shown in Figure 2-3.

The proposed development will consist of the following elements:

- Demolition of the existing Hartley bridge over River Shannon.
- Construction of a new 3-span reinforced concrete bridge, 25m downstream from the existing bridge.
- Construction of the realigned (vertical and horizontal) L3400 local road on approaches to the new bridge.
- Decommissioning of discontinued sections of L3400.
- All ancillary works associated with the above elements, including:
 - Temporary site compound
 - Drainage and utility works
 - Road safety barriers
 - Fencing

The specific works elements are described in further detail in Section 2.3.

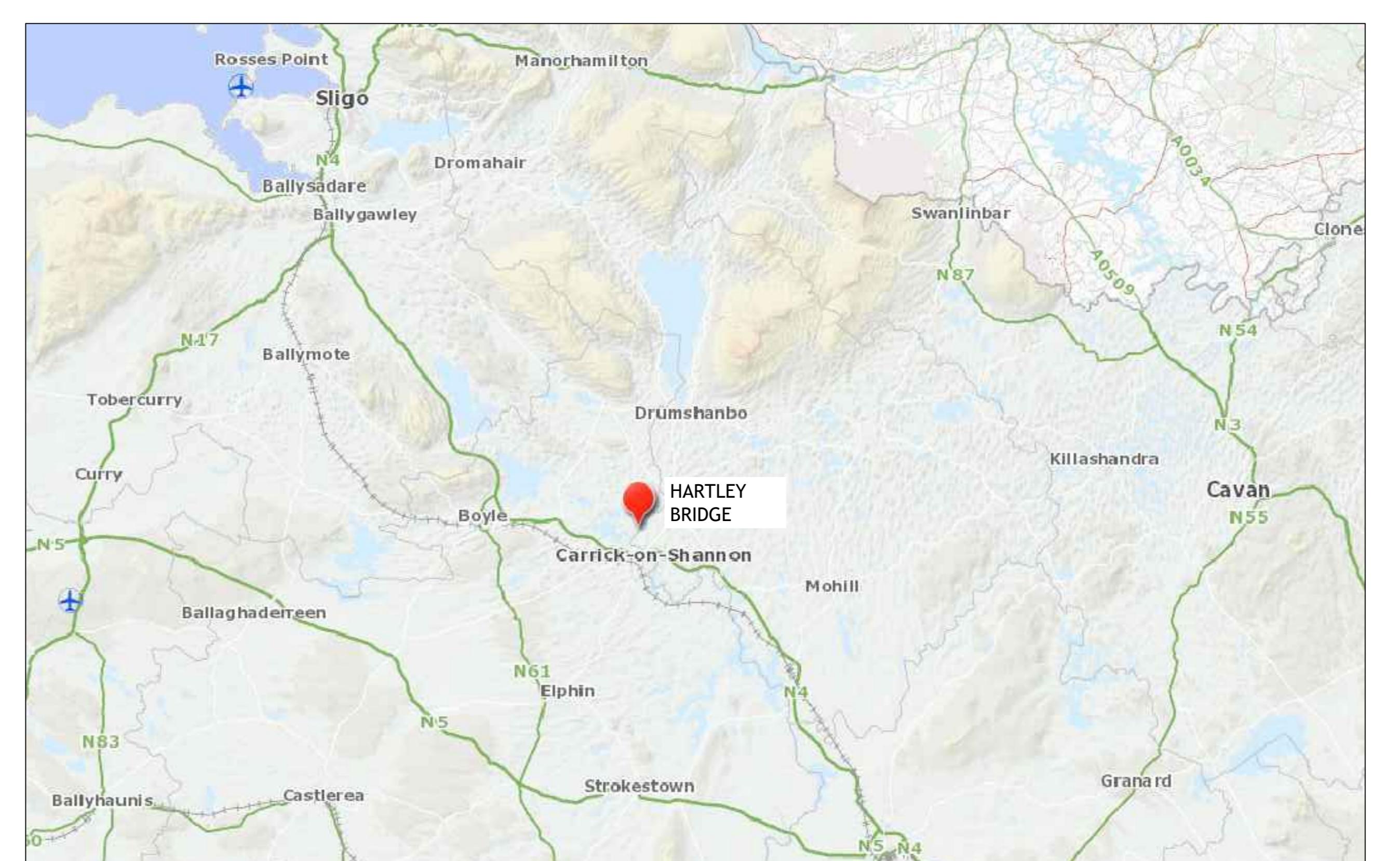
The proposed works are outlined in a series of drawings prepared by PUNCH Consulting Engineers and are supplied as part of this submission. The proposed demolition of the existing bridge will follow the demolition sequence as outlined in Figure 2-4.

NOTE:
 ALL LEVELS ARE RELATED TO THE ORDNANCE DATUM (O.D.)
 MALIN HEAD UNLESS NOTED OTHERWISE
 MALIN HEAD DATUM IS APPROXIMATELY 2.7m ABOVE THE
 POOLBEG LIGHTHOUSE DATUM
 TO GET POOLBEG FROM MALIN HEAD ADD 2.7m
 (SOURCE OSI)
 ALL WATER LEVELS TO BE CONFIRMED WITH WATERWAYS
 IRELAND

LEGEND:
 PROPOSED SITE BOUNDARY 



MAP OF IRELAND LOCATION
N.T.S



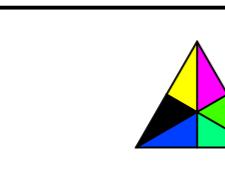
HARTLEY BRIDGE LOCATION
N.T.S



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work proceeds.

Figure 2-1



Date Drawn: July 2020
Drawn By: S Buckley
Date Issued:
Issued By:



Rev

PLO

ISSUED FOR PLANNING

Amendment

By

Date

Rev

Amendment

By

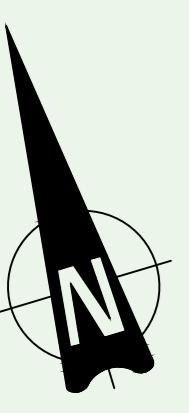
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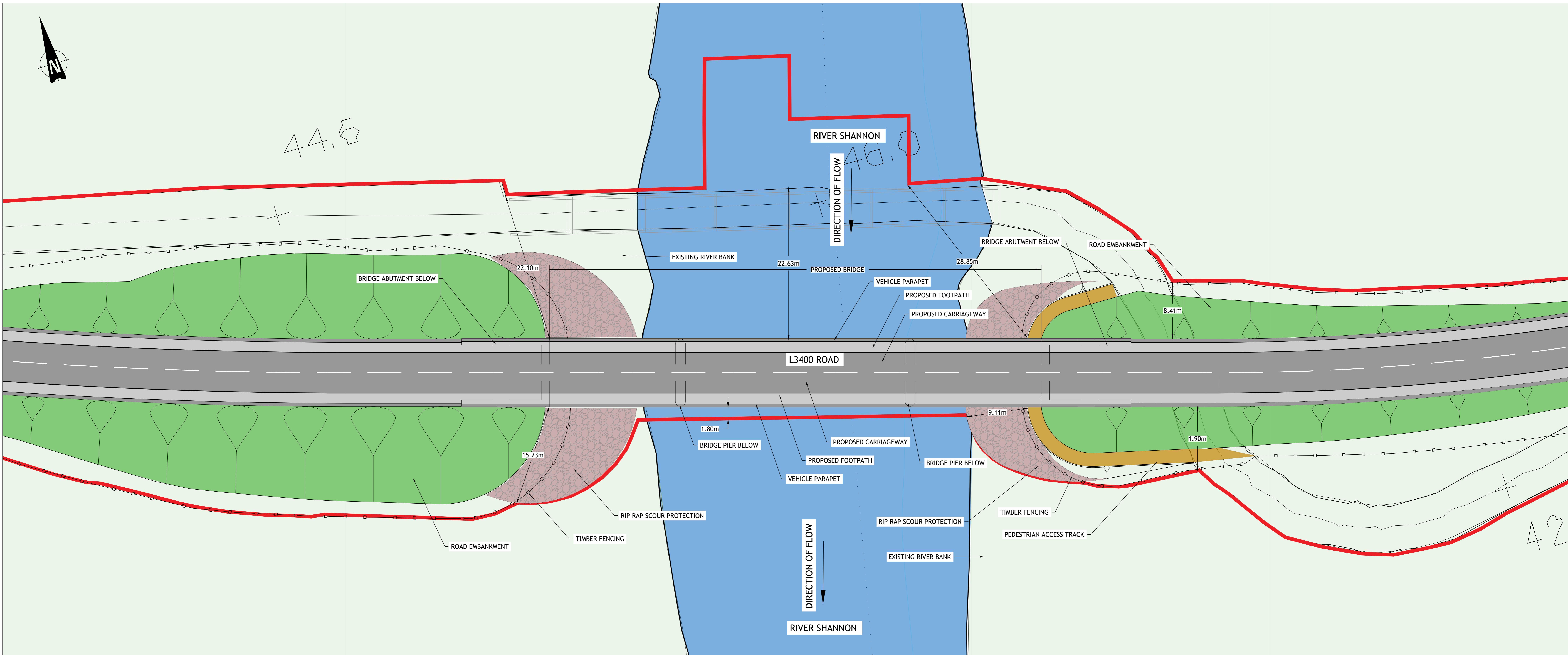


Stage: PLANNING
Site ID: AD: As Shown
Title: HARTLEY BRIDGE REPLACEMENT
Site Location: SITE LOCATION
Drawing No: 182-164-101
Drawing Date: 2021/09/10
Drawing Check: J Roche
Design Check: S Buckley
Review Check: J Roche
Approved: S Buckley
Drawing No: 182-164-101
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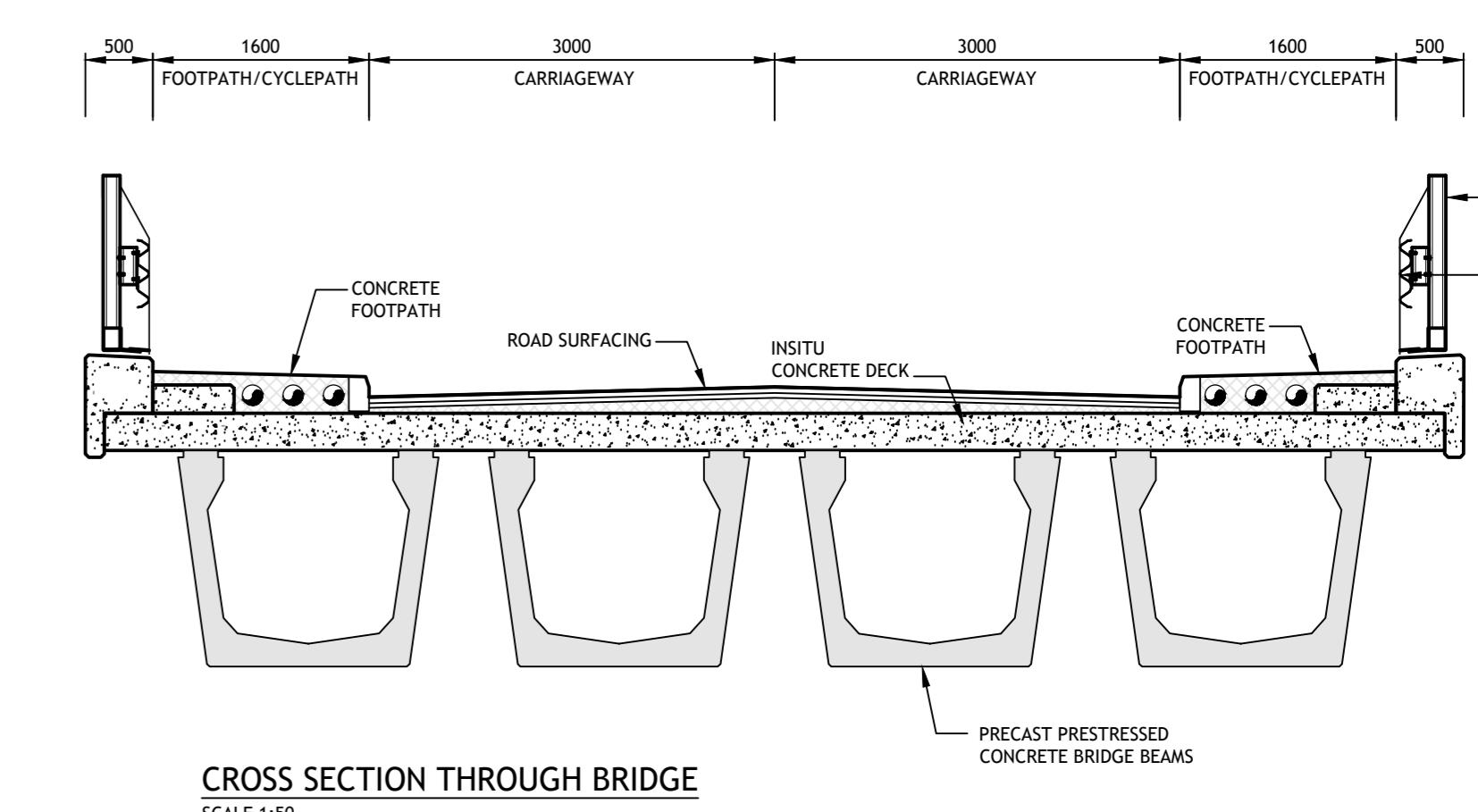
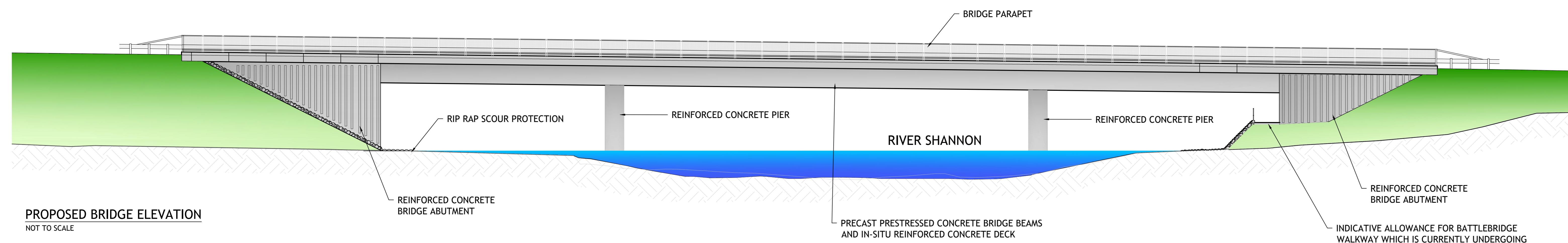


44.5



PROPOSED BRIDGE PLAN

1:200



LEGEND:
PROPOSED SITE BOUNDARY

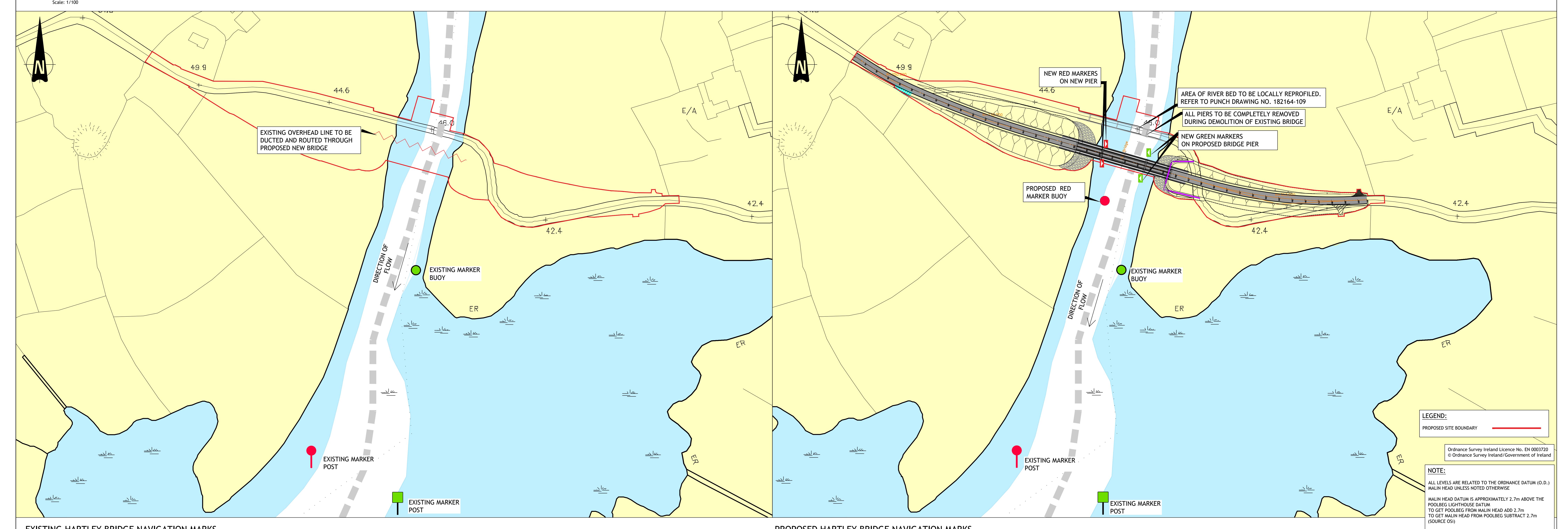
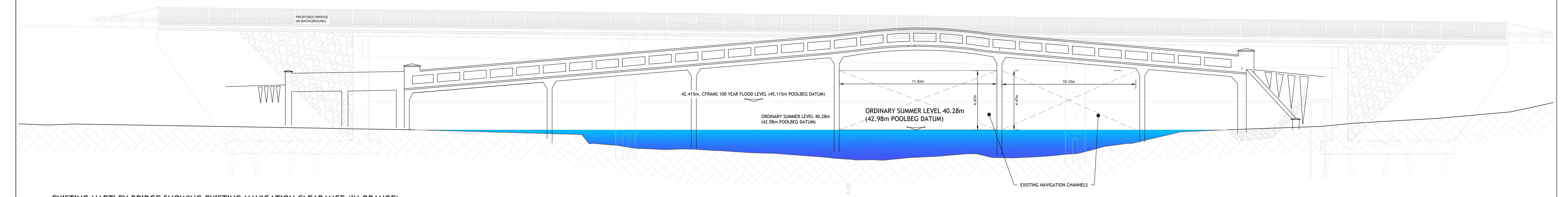
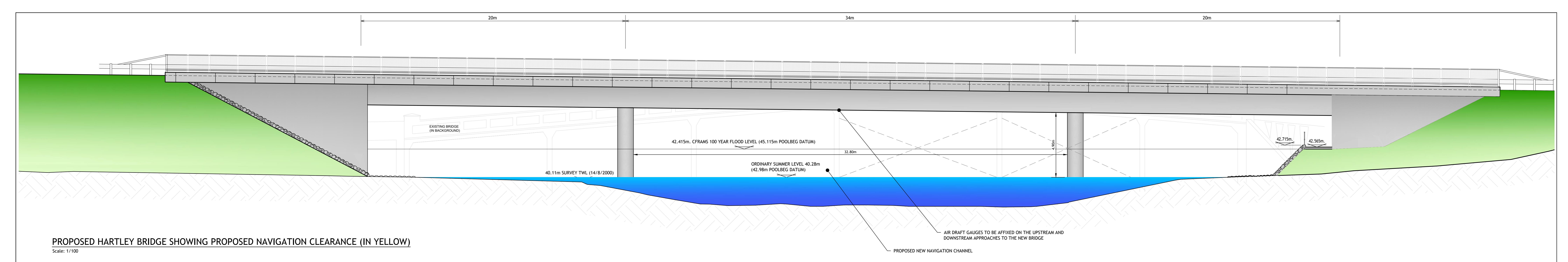


Figure 2-3

STAGE 1

Stage 1 - Commence with Demolition of Span 4 of Main 6-Span Bridge with Barge-Based Crash Deck

Drive line of CHS piles from barge upstream of Span 4 of main bridge. Build barge platform with crash deck (to catch falling debris) and float under Span 4 of main bridge.

Drive line of CHS piles from barge downstream of Span 4 of main bridge.

Fix barge platform around piles allowing it to float in times of flood.

Provide temporary steelwork bracing to adjacent Spans 3 and 5 supporting lightweight machinery.

Fix edge protection and debris tarpaulins around edges of crash deck.

Cut-saw parapet upstands 1m lengths.

Working from both sides of Span 4, use lightweight machinery to:

- knock parapet upstands inwards; recover debris directly as far as possible.
- break out road build-up and slab spanning between cross-beams; recover debris directly as far as possible.
- break out cross-beams; recover debris directly as far as possible.
- break out longitudinal beams; recover debris directly as far as possible.

Clear crash deck to awaiting barge and bring demolition waste ashore.

BRIDGE ELEVATION

1:200

W1 W2 1 2 3 4 5 6

TEMPORARY STEELWORK BRACING

TARPAULIN SUPPORT CHS PILES

FLOATING PLATFORM

OVERHEAD POWERLINE

SWIRE EP

BRIDGE PLAN

1:200

OVERHEAD POWERLINE

SWIRE

EP

TEMPORARY STEELWORK BRACING

TARPAULIN SUPPORT CHS PILES

FLOATING PLATFORM

OVERHEAD POWERLINE

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TEMPORARY STEELWORK BRACING

TARPAULIN SUPPORT CHS PILES

FLOATING PLATFORM

OVERHEAD POWERLINE

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TEMPORARY STEELWORK BRACING

TARPAULIN SUPPORT CHS PILES

2.3 The Proposed Development

2.3.1 New Bridge Construction

The bridge and road construction/demolition works are confined to a site area of approx. 2.10 hectares (ha). The construction of the proposed new reinforced concrete bridge, totalling 75m in length, will involve the following twelve elements, listed below in order of completion. The proposed replacement bridge consists of a three-span precast concrete structure with in-situ deck and precast/metal parapet upstands. The foundations shall comprise of piles onto which the abutments and piers sit. The proposed location of the bridge is 25m downstream of the existing bridge. Plan and elevation drawings for the proposed bridge are provided on Figure 2-5.

1. Mobilisation and enabling works
2. Raised embankments on approaches to abutments (Phase 1)
3. Piled river crossing foundations for piers and abutments
4. Cast in-situ river crossing abutment walls, wing walls and pier walls
5. Installation of precast W beams for centre span and side spans
6. Cast in-situ river crossing bridge deck
7. Cast in-situ river crossing diaphragms
8. Installation of precast parapet upstands and metal parapets on bridge deck and wing walls
9. Raised embankments on approaches to abutments (Phase 2)
10. Completion of roadway and safety barriers
11. Completion works
12. Demobilisation

2.3.2 Demolition of Existing Bridge

The proposed demolition works will be completed in eight stages, summarised as follows:

1. Demolition of Span 4 of Main 6-Span Bridge with Barge-Based Crash Deck.
2. Demolition of Span 5 of Main 6-Span Bridge with Barge-Based Crash Deck.
3. Demolition of Span 3 of Main 6-Span Bridge with Barge-Based Crash Deck.
4. Demolition of Span 2 of Main 6-Span Bridge with Barge-Based Crash Deck.
5. Demolition of Span 6 of Main 6-Span Bridge with Land-Based Crash Deck.
6. Demolition of Span 1 of Main 6-Span Bridge with Land-Based Crash Deck.
7. Demolition of Span W2 of 2-Span Run-On Bridge with Land-Based Crash Deck.
8. Demolition of Span W1 of 2-Span Run-On Bridge with Land-Based Crash Deck.

The proposed demolition of the existing bridge will follow the demolition sequence as outlined in Figure 2-4.

2.3.3 Road Construction

The proposed road realignment works associated with the local road on both approaches to the bridge consists of approximately 135m on the western bank and 110m on the eastern bank (245m in total), with the removal of an existing sharp bend on the eastern side. Further details relating to the proposed road realignment and construction are provided on Figure 2-2.

The proposed road construction works will involve the following elements:

- Temporary swales will be constructed outside the extents of the proposed embankments to direct surface water run-off during the construction period to temporary soak-pits.

- > Topsoil will be stripped to satisfactory formation level and a suitable geotextile membrane will be placed on the base.
- > Selected fill material will be imported with placement to new embankments and compaction in layers not in excess of 300mm. The sequence will be repeated until required design levels are achieved.
- > The construction of a new surface water drainage system will be carried out.
- > Final paving works with hot rolled asphalt (HRA).
- > Removal of temporary drainage will be removed followed by landscaping of embankments and area within the site boundary.

2.3.4 Site Compound

A construction site compound is proposed on the east bank for the duration of the project.

The proposed works are located within and adjacent to the River Shannon and thus subject to water level changes associated with the natural character of the river. The proposed works will be carried out between July to September inclusive in line with Inland Fisheries Ireland (IFI) (2016) Guidelines, therefore the works will be carried out during periods coinciding with (typically) the driest period of weather.

As a precaution the site compound will be located a minimum distance of 50m from the water's edge, outside of areas mapped as potentially having an Annual Exceedance Probability (AEP) of 0.1%, 1% or 10% as mapped on the OPW's CFRAM maps (<https://www.floodinfo.ie/map/floodmaps/>). The compound shall be secured, and all construction materials shall be stored in this defined area. Weather conditions will be monitored and if at any stage the works site is in danger of being inundated due to rising water levels, machinery will be removed outside of the floodable area.

2.3.5 Works at Span 2-5

A bathymetric survey was carried out by Hydrographic Surveys Ltd. in September and October 2020. This survey identified a raised area of riverbed between Spans 2 and 5 of the existing bridge to be demolished. Minimal levelling works are required at this location to allow for safe navigation at this point on the river in an area covering 487.2m² in line with Waterways Ireland requirements. These works will be carried out by a mini-excavator working from a barge. The riverbed will be levelled by minor digging works with no requirement for dredging. Material removed will be disposed of to the barge and subsequently to a designated waste facility or re-used on-site as appropriate. The volume of material to be removed as part of the reprofiling works will be minimal and comprises approximately 149.2m³. All existing bridge piers will require complete removal in this section to facilitate navigation of the channel to the requirements of Waterways Ireland. The removal of piers and localised dredging of the riverbed will facilitate a wider navigation channel to operate between piers of the new proposed bridge. The bathymetric survey showing the area to be reprofiled is provided in Figure 2-6.

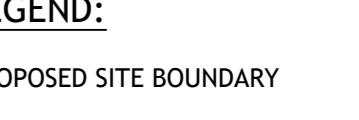
2.3.6 Overhead Line

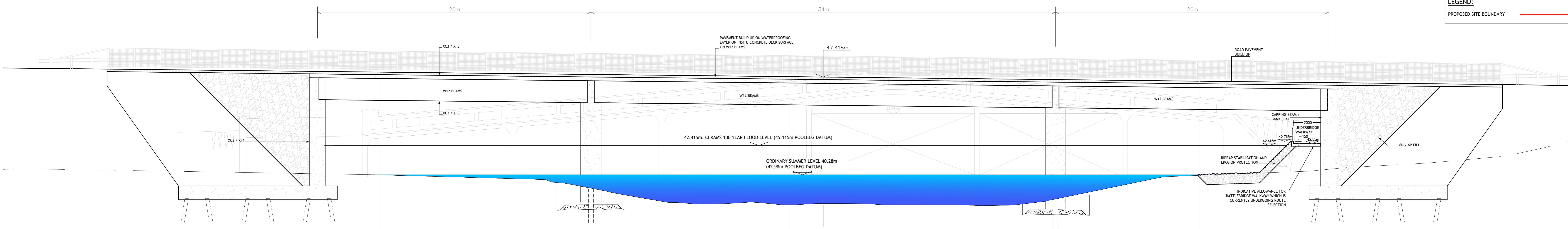
There is an overhead line which will be moved as part of the proposed works. This line will be moved underground and incorporated as part of the new bridge deck design as detailed in Figure 2-7.

A separate Construction and Environmental Management Plan (CEMP) for the proposed works has been prepared by MKO and included as Appendix 2 to the Hartley Bridge NIS. The CEMP provides

further details of construction and demolition processes and methods, environmental management and mitigation measures including appropriate methods of invasive species management, waste management and protection of water quality.

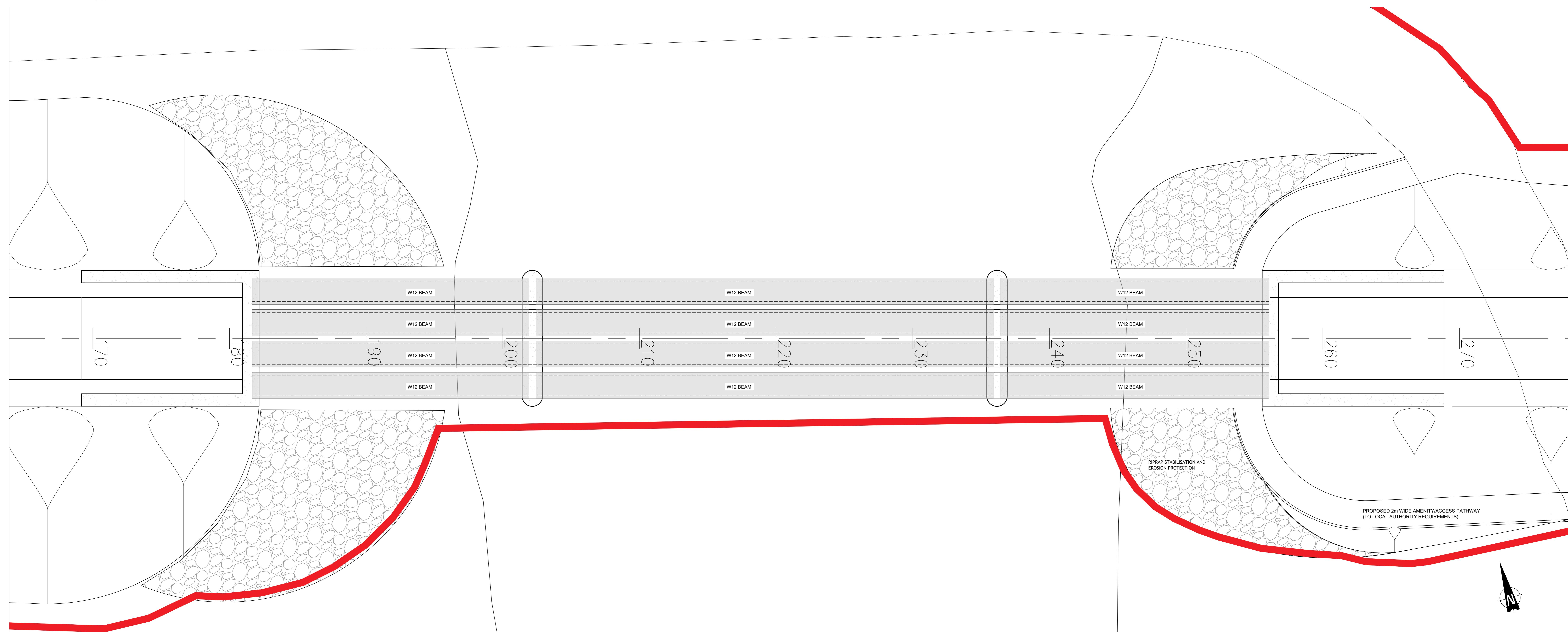
NOTE:
ALL LEVELS ARE RELATED TO THE ORDNANCE DATUM (O.D.)
MAIN HEAD UNLESS NOTED OTHERWISE
MALIN HEAD DATUM IS APPROXIMATELY 2.7m ABOVE THE
POOLBEG LIGHTHOUSE DATUM
TO GET POOLBEG FROM MALIN HEAD ADD 2.7m
TO GET MALIN HEAD FROM POOLBEG SUBTRACT 2.7m
(SOURCE OSI)
ALL WATER LEVELS TO BE CONFIRMED WITH WATERWAYS
IRELAND

LEGEND:
PROPOSED SITE BOUNDARY 




PROPOSED BRIDGE - SECTIONAL ELEVATION

1:100



PROPOSED BRIDGE - SECTIONAL PLAN

1:100



SURVEY NOTES:

1. SURVEYED IN IRISH TRANSVERSE MERCATOR.
2. HORIZONTAL CONTROL BY RTK GPS.
3. SOUNDINGS IN METRES AND DECIMETRES REDUCED TO LOCAL ORDINARY SUMMER LEVEL (OSL). OSL TAKEN AS 42.98 OD POOLEEG / 40.28 OD MALIN (OSGM1).
4. DEPTHS GIVEN AS POSITIVE BELOW DATUM.
5. GRID SPACING 50m

BATHYMETRIC SURVEY CARRIED OUT BY HYDROGRAPHIC SURVEYS LTD.
(From Dwg: PH20022.D01 - Rev.01 - Survey date: 23/09/2020)

IMPORTANT NOTE:
ADDITIONAL POST WORKS BATHYMETRIC SURVEY TO BE CARRIED OUT AND THE AS-BUILT RESULTS SUPPLIED TO WATERWAYS IRELAND.

COLOUR DRAWING

Date Drawn: October 2020
Drawn By: S Buckley
Date Issued:
Issued By:

bmrada bmrada bmrada
bsi Verified Design & Construction
Quality Management System
PAS 192:2

PLD	ISSUED FOR PLANNING	Amendment	By	Date	Rev	Amendment	By	Date
		185		2021/09/10				

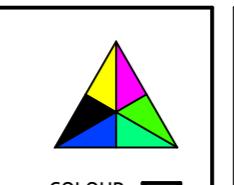
Client: Comhairle Chontae Liathroma Léitrim County Council

HARTLEY BRIDGE REPLACEMENT
BATHYMETRIC SURVEY OVERLAY

PUNCH consulting engineers

Stage: PLANNING
Scale 1:200
Technician Check: S Buckley
Reviewer Check: J Roche
Drawing No.: 182-164-109
Rev: PLO

Figure 2-6



COLOUR
DRAWING

182-164-109



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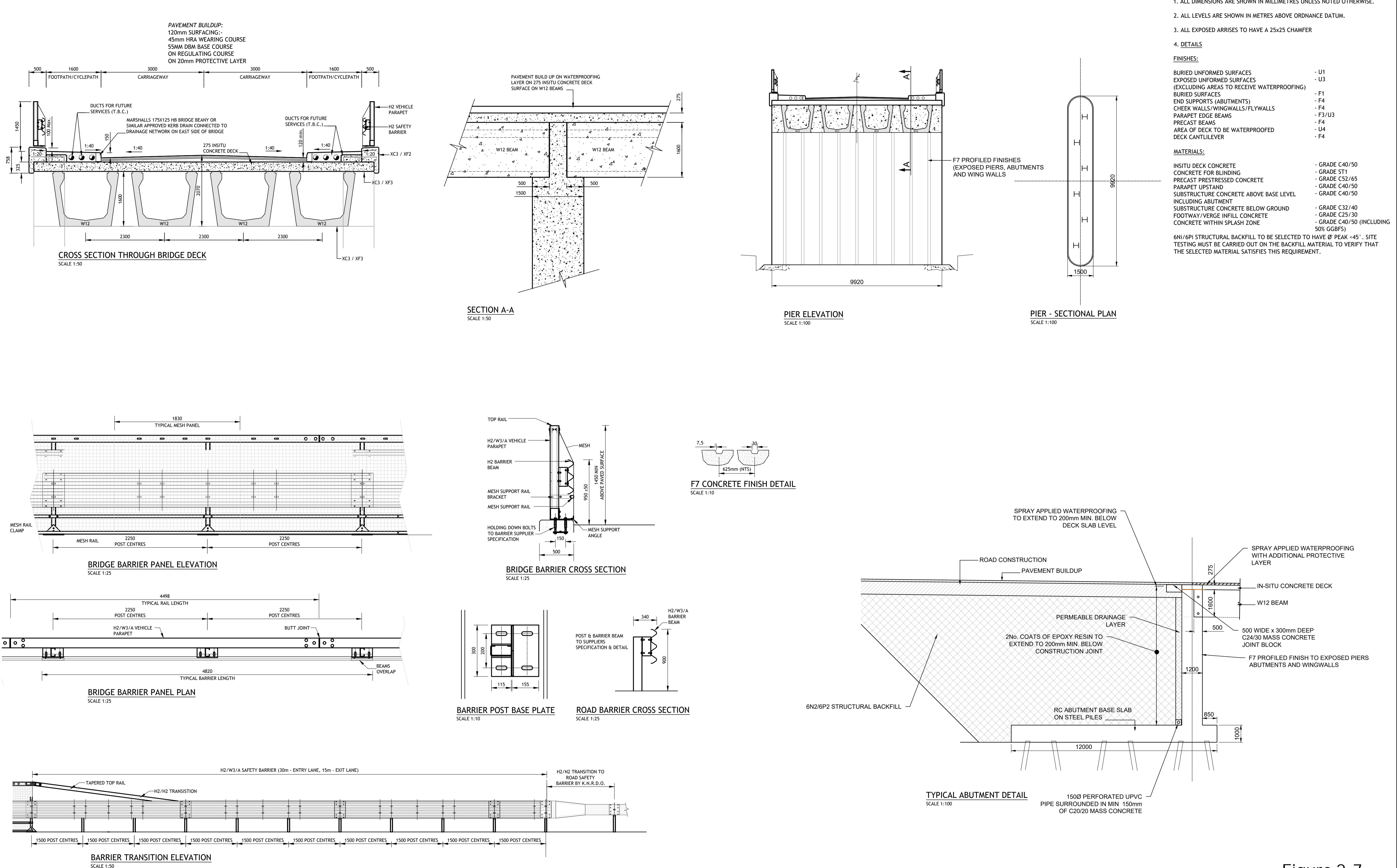
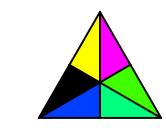


Figure 2-7



3. EIA SCREENING METHODOLOGY

3.1 Legislative Context

EIA requirements derive from Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment and as amended in turn by Directive 2014/52/EU (the ‘EIA Directive’).

The obligations placed on Ireland under the EIA Directive have been transposed into Irish planning law by the Planning and Development Acts 2000 to 2019 and the Planning and Development Regulations 2001 to 2020. In particular, the amendments to the EIA Directive wrought by Directive 2014/52/EU were transposed into Irish law by the EU (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (Statutory Instrument [S.I.] No. 296/2018), which amended the 2000 Act and the 2001 Regulations. Most of the provisions of the 2018 Regulations came into operation on 1 September 2018, with the remainder coming into operation on 1 January 2019.

Section 172 of the 2000 Act (as amended) sets out the circumstances in which an EIA must be carried out. Section 172(1) provides that an EIA must be carried out by the competent authority where the application is for a class of development referred to in regulations under Section 176. The class of development is further specified in Part I and Part II of the First Schedule of S.I. No. 93/1999 - the EIA Regulations (Amendment), 1999.

Specific development types and project thresholds for mandatory EIA are set out in Parts 1 and 2 of Schedule 5 of the 2001 Regulations. Part 1 of Schedule 5 outlines 21 categories of large-scale industrial and infrastructure developments including chemicals manufacturing facilities, oil and gas facilities and hazardous waste treatment installations. Part 2 of Schedule 5 details further scales of developments subject to mandatory EIA by 13 industry types including agriculture, the extractive industry and infrastructure projects.

In addition, regulations have been made pursuant to section 176 of the 2000 Act, for the purpose of giving effect to the EIA Directive, specifying the manner in which the likelihood that development would have significant effects on the environment is to be determined.

When determining whether significant effects on the environment are likely to be caused by a project, the competent authority should identify the most relevant criteria to be considered and should take into account information that could be available following other assessments required by EU legislation in order to apply the screening procedure effectively and transparently.

The legislation requires screening to be undertaken by the competent authority to determine whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made.

Ultimately, it is appropriate for the competent authority to specify the content of the screening determination, in particular where no environmental impact assessment is required.

3.2

Screening for Mandatory EIA

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

‘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.’

Under the provisions Article 120 of the Planning and Development Regulations 2001 ‘Sub-threshold EIAR’, where a local authority proposes to carry out sub-threshold development, the authority proposing shall carry out a preliminary examination of, at least the size or location of the development. Where there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination. The obligations with regard to sub-threshold assessment are outlined in Section 3.3 below.

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.

Item 10 of Schedule 5 sets out a list of ‘Infrastructure projects’ which require EIA however there is no class in relation to the development of a new, or upgrade to an existing, bridge or road.

Schedule 5, Part 2, Item 13 describes implications of changes and/or extensions to projects listed as follows:

‘13. Changes, extensions, development and testing

- (a) Any change or extension of development which would:-
 - (i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and
 - (ii) result in an increase in size greater than-
 - 25 percent, or
 - an amount equal to 50 percent of the appropriate threshold, whichever is the greater.
- (b) Projects in Part 1 undertaken exclusively or mainly for the development and testing of new methods or products and not used for more than 2 years.’

The proposed development involves the construction of a new bridge and upgrade to an existing public road. This type of development does not fall under any of the classes in Part 1 or paragraphs 1 to 12 of Part 2 and therefore does not trigger the requirement for mandatory EIA under Schedule 5, Part 2, Item 13.

In addition, Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994, outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development.

Section 50 (1) (a) of the Roads Act, 1993 as substituted by Section 9(1)(d)(i) of the Roads Act, 2007, states the following concerning EIA requirements:

- ‘(a) A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of-
 - (i) the construction of a motorway,
 - (ii) the construction of a busway,
 - (iii) the construction of a service area, or
 - (iv) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.’

Article 8 of S.I. No. 119/1994 Roads Regulations, 1994 (The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Roads Act, 1993 to 2007 (as amended)) sets out the following:

- (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 following is an assessment of the legislative requirements that determine whether an EIA is mandatory for a proposed road development under Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994.:

Does the proposed upgrade involve:

(i) The construction of a motorway?

No – mandatory threshold not reached.

(ii) The construction of a busway?

No - mandatory threshold not reached.

(iii) The construction of a service area?

No - mandatory threshold not reached.

(iv) Any prescribed type (as detailed in (a) and (b) above) of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road?

No, the proposed development consists of a new bridge crossing of 74m in length and 245m of new road in total, at maximum two-lane width, from proposed bridge abutments to existing local road (L3400) tie-ins. Therefore, the mandatory threshold trigger for EIA has not been reached.

Accordingly, the proposed development falls within a class specified in Part 2 of Schedule 5 of the 2001 Regulations but does not equal or exceed the threshold set for that class of development. The proposed development is therefore considered a ‘sub-threshold’ development.

3.3

Sub-Threshold Development

Section 172 of the Planning and Development Act 2000, as amended, also sets out the basis for EIA for developments which may not be of a scale included in Schedule 5 of the 2001 Regulations, as amended. This allows a consenting authority to require EIA where it is of the opinion that a development (although sub-threshold) is likely to have significant effects on the environment, and therefore should be subject to EIA. In this context, the consideration of ‘significant effect’ should not be determined by reference to size only and the nature and location of a project must also be taken into account.

Item 15 of Schedule 5, Part 2, provides for EIA/EIAR for developments under the relevant threshold, where the works would be likely to have significant effects on the environment. Item 15 states the following:

‘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.’

It is considered that the type of project subject to EIA remains those listed in Schedule 5 of the 2001 Regulations, as amended. The proposed Hartley bridge and road upgrade, as outlined in Section 2.2 above, is not a project type listed in either Part 1 or Part 2 of Schedule 5 of the Planning and Development

Regulations 2001, as amended, and therefore does not constitute a ‘project’ that fails to meet any of the specified thresholds in Part 2.

As the proposed development is not a ‘project’ listed in Part 1 or Part 2 of Schedule 5 of the 2001 Regulations, as amended, EIA is not required.

Notwithstanding the above, an evaluation of the Item 15 criteria is provided below in the interests of completeness.

3.4

Relevant Guidance

In preparing this report, MKO have had regard to the following relevant guidance documents from both EU and National governing bodies. These guidance documents were consulted during, and have informed, the EIA screening process.

- The European Commission (2017) Environmental Impact Assessment of Projects - Guidance on Screening (Directive 2011/92/EU as amended 2014/52/EU).
- Environmental Protection Agency (2003) Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development.
- Department of Environment, Heritage, and Local Government (2003) Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development.
- Department of Housing, Planning and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
- National Roads Authority (2008) Environmental Impact Assessment of National Road Schemes – A Practical Guide.

3.5

Purpose and Content of the EIA Screening Report

This EIA Screening Report provides the information specified in Schedule 7 of the Planning and Development Regulations 2001, as amended, and a description of the features of the proposed development and the measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment, in accordance with Schedule 7A of the 2001 Regulations, as amended.

Schedule 7A of the 2001 Regulations, as amended, sets out the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment. This includes the following:

- 1) A description of the proposed development, including in particular—
 - a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
 - b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
- 2) A description of the aspects of the environment likely to be significantly affected by the proposed development.
- 3) A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—
 - a) the expected residues and emissions and the production of waste, where relevant, and
 - b) the use of natural resources, in particular soil, land, water and biodiversity.

Section 2 provides a description of proposed development and its location. Section 4 describes the features and measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment. Section 5 includes a description of the aspects of the environment likely to

be significantly affected, and descriptions of any likely significant effects by reference to the criteria in Schedule 7 of the 2001 Regulations.

The methodology used in this report has been informed by the relevant legislative provisions and applicable guidance, legislation and directives. This report has been informed by both field, and desk studies of the development site undertaken by MKO, as referenced in Section 3.6.

3.6 Other Relevant Assessments

Further relevant assessments which have been carried out in relation to the proposed development include:

- Appropriate Assessment Screening Report (AASR) – Archaeological S.I. Works, Hartley Bridge, Carrick-on-Shannon, Co. Leitrim. Prepared by MKO on 24th September 2020.
- Appropriate Assessment Screening Report (AASR) – Proposed Bridge Replacement, Hartley Bridge, Carrick-on-Shannon, Co. Leitrim. Prepared by MKO on 2nd June 2021.
- Natura Impact Statement (NIS) – Proposed Bridge Replacement at Hartley Bridge, Carrick-on-Shannon, Co. Leitrim. Prepared by MKO on 2nd June 2021.
- Ecological Impact Assessment Report (EcIA) – Proposed Bridge Replacement, Hartley Bridge, Carrick-on-Shannon, Co. Leitrim. Prepared by MKO on 2nd June 2021.
- Construction and Environmental Management Plan (CEMP) – Proposed Bridge Replacement, Hartley Bridge, Carrick-on-Shannon, Co. Leitrim. Prepared by MKO on 2nd June 2021.

An Article 6(3) Screening for Appropriate Assessment, and a Natura Impact Statement (including Appropriate Assessment Screening Report) have been submitted with this application to enable the Board to carry out an Appropriate Assessment of the proposed development.

4. MITIGATION FEATURES AND MEASURES

This section provides details of additional features and mitigation measures envisaged to avoid, or prevent, what may otherwise have been considered significant adverse effects on the environment.

The measures outlined below are also discussed in the accompanying EcIA Report (Section 6.2), NIS Report (Section 5.2.1.1) and throughout the CEMP. As there are significant ‘in-stream’ works proposed as part of the new bridge construction, and pre-existing bridge demolition methodologies, protection of surface waters is of primary consideration.

The potential for surface water pollution to occur has been taken into consideration as part of the design of the proposed development and measures in relation to this have been described in the CEMP. The CEMP outlines the approach to construction management during the course of the works and includes specific best practice and mitigation measures to ensure that there is no negative impact on the receiving environment. Some of the key features of the environmental management strategy as described in the CEMP are outlined below:

Site Set-up (Terrestrial Works)

- A pre-commencement otter survey will be carried out to ensure no otter holts occur within 150m of the proposed development. Should this be the case, a derogation licence will be obtained from NPWS prior to works proceeding.
- A site compound shall be established within the agricultural fields and a minimum distance of 50m away from the water’s edge outside of areas mapped as potentially having an Annual Exceedance Probability (AEP) of 0.1%, 1% or 10% as mapped on the OPW CFRAM maps (<https://www.floodinfo.ie/map/floodmaps/>). The compound shall be secured and all construction materials shall be stored in this defined area.
- Prior to the outset of works a silt fence will be erected along both sides of the river channel to prevent run-off entering the river. This will comprise wooden posts and geotextile membrane buried in an ‘L’ shape to a minimum depth of 250mm. The silt fence will act in filtering any potential surface water run-off from the site generated during the proposed works.
- The proposed works area will be fenced off with temporary fencing and no works will be undertaken outside of the fenced area.
- Access routes will be clearly marked /identified. Access during construction to any working areas will be restricted to land within the outlined works area.
- A SOWOR will be implemented in relation to the proposed works. A Schedule of Works Operation Record (SOWOR) is a document used to programme individual work tasks, and audit compliance of works with planning conditions and law relating to environmental protection. An example SOWOR template is included in Appendix B of the CEMP.

Site Set-up (Instream Works)

- Works are proposed to take place in the riverbed with disturbance of sediments expected. Limited sediment excavation may be required around the pier foundations. There has been no history of industrial activity within the vicinity and sediments are not expected to be contaminated. Prior to removal of any sediments from the river they will be subject to environmental sampling and analysis to confirm the most suitable recovery/disposal route. Excavated sediments will be removed from the site by a qualified contractor for dewatering and recovery/disposal.

- A barge will be installed for the piling rig to work to facilitate the installation of the 2 piers associated with the new bridge.
- A cofferdam will be installed as described in Section 2.2.3 of the report. The cofferdam will result in the creation of a sealed dry working area which will prevent sedimentation of the river during the proposed works.
- Piles in the form of steel tubes that will be driven or bored into the riverbed. This operation will be undertaken from a barge and will involve minimal sediment disturbance and no excavation outside the physical area of the pile or cofferdam.
- IFI will be notified before works commence and any recommendations made by them will be adhered to throughout. Once the cofferdams are in place these will be electrofished by IFI to ensure no fish remain within the works area prior to works progressing.
- Works will be carried out during the period July - September (inclusive) in line with Inland Fisheries Ireland (IFI) (2016) *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters*.
- IFI will be notified of the proposed development and consulted with pre-commencement of works to ensure any additional site-specific concerns are addressed. All relevant construction method statements will be submitted to IFI for their approval pre-commencement of workstages.
- Clean water will be pumped from inside the cofferdam each morning in advance of the works proceeding. This will be pumped directly to the River Shannon.
- Any dirty water that requires pumping will be pumped to ground via a silt bag which will filter any sediment that remains. The entire discharge area will be enclosed by a perimeter of silt fencing.
- The point of discharge will be monitored and the silt bag and silt fencing moved as necessary to avoid erosion of the ground and potential sediment run-off occurring.
- No tools or potentially toxic materials will be stored or left within the Cofferdam overnight or when there is any danger of the dam becoming inundated with water.
- All machinery and equipment to be used instream will be cleaned with 1% Virkon aquatic disinfectant (or equivalent) or steam cleaned at a high temperature > 40 degrees celsius in line within IFI (2010) *IFI Biosecurity Protocol for Field Survey Work* prior to arrival on site. This is to prevent the transfer of aquatic invasive species to the site from elsewhere.
- All pollution prevention equipment such as drip trays and spill kits will be readily available on site prior to works commencing.

Pollution Prevention – Terrestrial

- Spoil arising from bore holes during site investigation works will be stored on board a barge for later disposal on land and at least 30m away from any water course.
- Discharge of pumped water to ground will be via a silt bag which will filter any remaining sediment from the pumped water. The entire discharge area from silt bags will be enclosed by a perimeter of silt fencing.
- Whilst no significant excavations are proposed, should any ingress of water (ground or rain) require pumping out this will be done so as described above or alternatively it will be pumped to a sealed clean tanker and removed from the site and spread to improved agricultural grassland at a distance of over 50m from any watercourse.
- Stockpiling of excavated material will be temporary and located in a clearly defined and demarcated area a minimum distance of 50m from any watercourse. Stockpiles will be removed on a regular basis to avoid potential sediment-laden run-off escaping the site.
- Earthworks will take place during periods of low rainfall to reduce run-off and potential siltation of watercourses;
- As construction advances there may be a small requirement to collect and treat surface water within the site. This will be completed using perimeter swales at low points around the construction areas, and if required water will be pumped from the swales into silt bags prior to overland discharge allowing water to percolate naturally to ground or disperse by diffuse flow into local drainage ditches;

- The weather forecast will be checked prior to the pouring of concrete and no such works will be undertaken when bad weather is forecast. Any works at any time when water levels that may cause inundation of the works area will be avoided. Concrete will not be poured at times when rain is predicted as this may lead to run off and over spillage of the form work.
- Concrete trucks will not be washed out at the site of the proposed works. If chutes require wash out, this will be undertaken at a designated wash out tank located in the site compound. This will recycle waters within the tank.
- Good construction practices such as dust suppression on site roads, and regular plant maintenance will ensure minimal risk. The Construction Industry Research and Information Association (CIRIA) provide guidance on the control and management of water pollution from construction sites (CIRIA, 2001). This will ensure that surface water arising during the course of demolition and construction activities will contain minimum sediment.
- Daily monitoring and inspections of site drainage during construction will be completed.

Pollution Prevention – Instream

- Cofferdams will be installed using sheetpiles where piers are to be constructed to create a dry working area. The sheetpiles will be installed by a drill rig working from a barge.
- No materials will be stored within the cofferdam.
- Where rock armour extends into the river bed a dry working area will be created to prevent sedimentation of the watercourse both at the site and downstream. This will be done using either sheet piles or sand bags as appropriate. Rock armour will be installed approximately 300mm below the riverbed to prevent potential erosion occurring at this location. As with the cofferdam, the dry working area created for rock armour installation will first be electro-fished to ensure no aquatic fauna remain prior to works progressing.
- Where works are required instream, machinery will work from the bank or a barge.
- The waste material from the demolished bridge will be collected on a barge and removed to the site compound prior to disposal to a licenced waste facility.
- Form work will be constructed with an adequate capacity and additional freeboard to prevent any spillage.
- Concrete (including waste and wash down) will be contained and managed appropriately to prevent pollution of watercourses. Pouring will occur in the dry, with appropriate curing times (48 hours) before re-flooding.
- Excavated material will be reused on-site where possible and otherwise will be removed from the site and disposed of in a licenced waste facility.
- All plant will be inspected prior to use. Defective plant shall not be used until the defect is satisfactorily fixed. All major repair and maintenance operations will take place off site.
- Vehicles will never be left unattended during refuelling. Only dedicated trained and competent personnel will carry out refuelling operations and plant refuelling procedures shall be detailed in the contractor's method statements.
- Fuels, lubricants and hydraulic fluids for equipment used will be carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment.
- Potential impacts caused by spillages etc. during the construction phase will be reduced by keeping spill kits and other appropriate equipment on the workboat.
- All fuels and oils will be contained within bunded containers in the site compound.
- Refuelling will be completed in a controlled manner using drip trays at all times and at least 50m away from the watercourse.

Waste Management

- All waste will be collected in skips and the site will be kept tidy and free of debris at all times.

- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling.
- All construction waste materials will be stored within the confines of the site, prior to removal from the site to a permitted waste facility.

Disturbance Limitation Measures

- Noisier plant will be positioned to optimise screening by other plant.
- Plant and machinery will be turned off when not in use.
- Operation of machinery will be restricted to the proposed development site boundary and defined working hours.

Biosecurity

The introduction and/or spread of invasive species such as terrestrial species Japanese Knotweed or aquatic species Zebra Mussel, could result in the establishment of invasive alien species and this may have negative impacts on the surrounding environs.

- Good construction site hygiene will be employed to prevent the introduction and spread of problematic invasive alien plant species (e.g. Japanese Knotweed, Himalayan Balsam etc.) by thoroughly washing vehicles prior to entering the site. Any soil and topsoil required on the site will be sourced from a stock that has been screened for the presence of any invasive species and where it is confirmed that none are present. All machinery and equipment to be used instream will be cleaned with 1% Virkon aquatic disinfectant (or equivalent) or steam cleaned at a high temperature > 40 degrees celsius in line with IFI (2010) Biosecurity Protocol for Field Survey Work, prior to arrival on site. This is to prevent the transfer of aquatic invasive species to the site from elsewhere. This method of clean-down will also be carried out on completion of the works prior to machinery and equipment moving off site to prevent potential spread of Asian Clam and Zebra Mussel which have been recorded in the River Shannon as part of the Aquatic Impact Assessment undertaken by Ecofact in 2019.

Environmental Monitoring

- Regular monitoring of weather patterns and river levels will be carried out prior to works commencing as well as during the course of each day during the works period.
- The proposed works will be monitored by an Environmental Clerk of Works (ECoW) to ensure all mitigation is carried out in line with all relevant environmental documents and as detailed in the contractor's method statements.
- The contractor will assign a member of the site staff as the environmental officer with the responsibility for ensuring the environmental measures prescribed in this document are adhered to. Any environmental incidents or non-compliance issues will immediately be reported to the site manager and relevant project team members.

5.

POTENTIAL FOR SIGNIFICANT ENVIRONMENT AFFECTS AND DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

Table 5-1 below, provides a description of the aspects of the environment likely to be significantly affected and the description of any likely significant effects the proposed development by reference to the criteria in Schedule 7 of the 2001 Regulations/Annex III of the amended EIA Directive.

Table 5-1 Description of any likely significant effects as per Schedule 7 / Annex III criteria

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
1. Characteristics of proposed development		
The characteristics of the proposed development, in particular: The size and design of the whole project	<p>In 2016 Leitrim County Council commissioned a structural report on Hartley Bridge which found the bridge in poor condition and unfit for purpose. As a result, it is proposed to construct a new bridge, demolish the old bridge and realign the road to remove the existing bend to the east of the river. The road realignment works on approach to the bridge comprise approximately 135m on the western bank and 110m on the eastern bank. It should be noted that the western bank is located within the Roscommon County border and the eastern bank within the Leitrim County border. These will be referred to as the western and eastern bank going forward.</p> <p>The layout of the proposed works is shown in Figure 2-2. The bridge navigation details are shown in Figure 2-3.</p> <p>The proposed development consists of the following:</p> <ol style="list-style-type: none"> 1. The demolition of the existing Hartley bridge over the River Shannon 2. Construction of new 3-span replacement bridge structure 25m downstream of the existing bridge crossing 	<p>The proposed development is located in a rural area north of Carrick-on-Shannon, with several low-density residential areas within the vicinity.</p> <p>The size and design of the project is in keeping with the scale of the surrounding environment and no significant negative operational impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>3. Construction of the realigned (vertical and horizontal) L3400 on approaches to the new bridge structure.</p> <p>4. Decommissioning of defunct sections of the L3400.</p> <p>5. All ancillary works associated with the above works, including:</p> <ul style="list-style-type: none"> a. Temporary Site Compound b. Drainage and other Utility Works c. Road Safety Barriers d. Fencing <p>The bridge and road construction/demolition works are confined to an area of approx. 2.10ha. The total new bridge span is approx. 74m, with approx. 250m of new road proposed.</p> <p>New Bridge Construction: The construction of the proposed new reinforced concrete bridge will involve the following twelve elements, listed below in order of completion. The proposed replacement bridge consists of a three-span precast concrete structure with in-situ deck and precast/metal parapet upstands. The foundations shall comprise of piles onto which the abutments and piers sit. The proposed location of the bridge is 25m downstream of the existing bridge. Plan and elevation drawings for the proposed bridge are provided on Figure 2-5.</p> <p>1. Mobilisation and enabling works</p>	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>2. Raised embankments on approaches to abutments (Phase 1)</p> <p>3. Piled river crossing foundations for piers and abutments</p> <p>4. Cast in-situ river crossing abutment walls, wing walls and pier walls</p> <p>5. Installation of precast W beams for centre span and side spans</p> <p>6. Cast in-situ river crossing bridge deck</p> <p>7. Cast in-situ river crossing diaphragms</p> <p>8. Installation of precast parapet upstands and metal parapets on bridge deck and wing walls</p> <p>9. Raised embankments on approaches to abutments (Phase 2)</p> <p>10. Completion of roadway and safety barriers</p> <p>11. Completion works</p> <p>12. Demobilisation</p> <p>Demolition of Existing Bridge: The proposed demolition of the existing Hartley Bridge structure will be completed in eight stages, summarised as follows:</p> <p>1. Demolition of Span 4 of Main 6-Span Bridge with Barge-Based Crash Deck.</p> <p>2. Demolition of Span 5 of Main 6-Span Bridge with Barge-Based Crash Deck.</p> <p>3. Demolition of Span 3 of Main 6-Span Bridge with Barge-Based Crash Deck.</p>	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>4. Demolition of Span 2 of Main 6-Span Bridge with Barge-Based Crash Deck.</p> <p>5. Demolition of Span 6 of Main 6-Span Bridge with Land-Based Crash Deck.</p> <p>6. Demolition of Span 1 of Main 6-Span Bridge with Land-Based Crash Deck.</p> <p>7. Demolition of Span W2 of 2-Span Run-On Bridge with Land-Based Crash Deck.</p> <p>8. Demolition of Span W1 of 2-Span Run-On Bridge with Land-Based Crash Deck.</p> <p>The proposed demolition of the existing bridge will follow the demolition sequence as outlined in Figure 2-4.</p> <p>Further details concerning the size and design of additional project elements are provided in Section 2.3 of this report.</p> <p>A construction and environmental management plan (CEMP) will be in place for the construction phase. A range of mitigation measures to prevent potential environmental impacts, with a focus on impacts to surface waters, will be implemented prior to and throughout the works. No significant negative impacts are likely.</p>	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
Cumulation with other existing and / or proposed development	<p>Leitrim County Council have undertaken a feasibility study for the development of an approx. 8.3km multi-use Blueway trail (cycling/walking) following the banks of the River Shannon from Carrick-on-Shannon, north to Battlebridge lock gates, west of Leitrim Village. The proposed route of this Blueway intersects with Hartley Bridge with ‘on-road’, and ‘under-bridge’ crossing options referenced in the feasibility report. This potential Blueway scheme is likely to benefit from the proposed development of a new bridge crossing and is not expected to result in any negative impacts to the environment.</p> <p>The proposed N4 Carrick-on-Shannon to Dromod road scheme is currently in the early planning stages and the extent of the development is not yet known. The existing N4 national primary road lies 2.6km to the south of the proposed development, running through the centre of Carrick-on-Shannon. The section of the N4 under consideration passes through both rural and urban environments, is approximately 21km long and extends from Drumharlow townland north of Carrick-on-Shannon to Faulties townland south of Aghamore.</p> <p>Other Projects: The online planning system for Leitrim and Roscommon County Council as well as the An Bord Pleanála website (planning searches), was consulted on the 02/06/2021 in relation to the site of the proposed retention and development.</p>	<p>There will be active on-site management to mitigate any temporary loss of residential/recreational amenity to the local community that could occur. With measures in place no significant negative impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>A number of small-scale projects were identified in the last 5 years in the townland of Hartley and Cleaheen located on the east and west side of Hartley Bridge as provided below:</p> <ul style="list-style-type: none"> ➢ Retention of an existing harbour comprising of (a) boating channel; (b) floating jetty and ramp; (c) slip-way and (d) associated site works and services (Pl. Ref 2089). ➢ Permission for (a) alterations to existing roof to incorporate dormer windows to front and rear, 2 new bedrooms with en-suites in existing roof space; (b) alterations to existing ground floor hallway to accommodate new stairs (Pl. Ref 2045). ➢ Permission to construct a new entrance comprising stone masonry piers and wing walls, gates gravel surface and piped culvert on to lands from local road L3400 (Pl Ref 2112). ➢ Permission to upgrade and relocate the Waste Water Treatment System and polishing filter to current EPA Code of practise and all associated ancillary works. To retain the current location of the existing dwelling as it deviates from that granted under planning ref 00/132. To retain the single story extension to the rear of the dwelling. To retain the access entrance which adjoins the existing agricultural lane adjacent to the dwelling. (Pl Ref 20132). 	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<ul style="list-style-type: none"> ➢ Permission for the construction of a garage/shed with associated site works (Planning Ref.: 16119). ➢ Permission for the change of site boundaries and the retention of the position of the dwelling from that granted planning permission under Leitrim County Council planning reference 97/10344 and to carry out all other necessary ancillary works (Planning Ref.: 1946). ➢ Permission for works at an existing harbour compromising of (a) boating channel; (b) floating jetty and ramp; (c) slip-way and (d) all associated site works and services (Planning Ref.: 2089). ➢ Permission for (a) alterations to existing roof to incorporate dormer windows to front and rear, 2 new bedrooms with en-suites in existing roof space; (b) alterations to existing ground floor hallway to accommodate new stairs (Planning Ref: 2045). ➢ Permission to construct an extension to a dwelling house along with all associated alterations to layout and elevations (to a design which varies from that approved under P.11/298) (Planning Ref: 15220). ➢ Permission for a development which will consist of the construction of a new extension to the existing dormer dwelling and associated remodelling of facades; completion of existing incomplete detached Garage; the 	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>relocation of the existing site entrance; along with associated site works and services (Planning Ref: 1778).</p> <p>The scale of the proposed Hartley Bridge development and any other permitted schemes in the vicinity are not such that the characteristic of any potential impacts in culmination with each other are likely to cause significant effects on the environment.</p> <p>Further details on the cumulative effects of other plans and projects in the wider area are provided in Section 7 of the Natura Impact Statement.</p>	
Associated demolition works	<p>The following stages describe the works to be carried out in the demolition of the existing Hartley Bridge. These stages are also detailed in Figure 3-3.</p> <p>Stage 1 – Commence with Demolition of Span 4 of Main 6-Span Bridge with Barge-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ A line of circular hollow section (CHS) piles will be driven from a barge upstream of Span 4 of the main bridge. ➢ A barge platform with crash deck will be built (to catch falling debris) and float under Span 4 of the main bridge. 	Not applicable.

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<ul style="list-style-type: none"> ➢ A line of CHS piles will be driven from a barge downstream of Span 4 of the main bridge. ➢ A barge platform will be fixed around piles allowing it to float in times of flood. ➢ A temporary steelwork bracing will be provided adjacent to Spans 3 and 5 supporting lightweight machinery. ➢ Edge protection and debris tarpaulins will be fixed around edges of crash deck. ➢ The platform will be jacked up from the piles above water level in the river. ➢ Parapet upstands will be saw-cut in 1m lengths. ➢ Working from both sides of Span 4, lightweight machinery will be used to: <ul style="list-style-type: none"> - Knock parapet upstands inwards; recover debris directly as far as possible. - Break out road build-up and slab spanning between cross-beams; recover debris directly as far as possible. - Break out cross-beams; recover debris directly as far as possible. - Break out longitudinal beams; recover debris directly as far as possible. ➢ The crash deck will be cleared to the awaiting barge and demolition waste brought ashore. 	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>Stage 2 – Demolition of Span 5 of Main 6-Span Bridge with Barge-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ Repeat for Span 5, working from Span 6. ➢ Temporary steelwork bracing will be provided adjacent to Span 6. <p>Stage 3 – Demolition of Span 3 of Main 6-Span Bridge with Barge-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ Repeat for Span 3, working from Span 2. ➢ Temporary steelwork bracing will be provided adjacent to Span 2. <p>Stage 4 – Demolition of Span 2 of Main 6-Span Bridge with Barge-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ Repeat for Span 2, working from Span 1. ➢ Temporary steelwork bracing will be provided adjacent to Span 1. <p>Stage 5 – Demolition of Span 6 of Main 6-Span Bridge with Land-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ For Span 6, a crash deck will be constructed off 2 lines of temporary piles driven from the riverbank. ➢ Demolition works will be conducted from behind the East Abutment. 	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>Stage 6 – Demolition of Span 1 of Main 6-Span Bridge with Land-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ For Span 1, a crash deck will be constructed off 2 lines of temporary piles driven from riverbank. ➢ Demolition works will be conducted from Span W2 of West Abutment run-on bridge. ➢ Temporary steelwork bracing will be provided at Span W2 of West Abutment run-on bridge. <p>Stage 7 – Demolition of Span W2 of 2-Span Run-On Bridge with Land-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ For Span W2, a crash deck will be constructed off 2 lines of temporary piles driven from the riverbank. ➢ Demolition works will be conducted from Span W1 of West Abutment run-on bridge. ➢ Temporary steelwork bracing will be provided at Span W1 of West Abutment run-on bridge. <p>Stage 8 – Demolition of Span W1 of 2-Span Run-On Bridge with Land-Based Crash Deck</p> <ul style="list-style-type: none"> ➢ For Span W1, a crash deck will be constructed off 2 lines of temporary piles driven from the riverbank. 	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>➤ Demolition works will be conducted from behind the West Abutment.</p> <p>Demolition of the pre-existing Hartley Bridge structure has the potential to cause minimal and short term impacts related to suspended sediments, noise, dust and vibration. No significant negative impacts are likely. Mitigation measures as outlined in Section 4 of this report and further detailed throughout the CEMP will be followed during this phase of works to ensure no significant negative impacts to the environment arise. These mitigation measures include regular consultation with Inland Fisheries Ireland (IFI) to ensure agreement on relevant contractor works method statements.</p>	
The use of natural resources, in particular land, soil, water and biodiversity	<p>Energy, including electricity and fuels, will be required during both the construction and demolition phase. The construction process will include the addition of various natural materials including soil, stone and freshwater. The landtake is minimal and restricted to the undeveloped area immediately surrounding the proposed bridge abutments on the east and west side of the river. No out of the ordinary use of natural resources is likely during the construction/demolition process.</p> <p>No significant negative impacts are likely.</p>	<p>No out of the ordinary use of natural resources is likely during the operation phase.</p> <p>No significant negative impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
The production of waste	<p>The construction and demolition (C&D) of the existing Hartley Bridge will result in the generation of waste materials including but not limited to concrete, wood, metal, brick and soil/stones.</p> <p>No unusual or excessively large volumes of waste materials are expected to be generated, and waste materials will not be stored on the site for any prolonged periods of time.</p> <p>An Outline Construction and Demolition Waste Management Plan (WMP) has been prepared by Punch Consulting Engineers Ltd. and is included alongside the CEMP. Section 2.9 of the WMP provides indicative details of volumes of construction and demolition (C&D) wastes likely. It is provisionally estimated that C&D waste generated will include 800 tonnes of concrete, 2 tonnes of paper and cardboard, 2 tonnes of plastic, 5 tonnes of wood, 5 tonnes of mixed waste, 40 tonnes of bricks/gypsum, 100 tonnes of soil/stones and 5 tonnes of residues.</p> <p>The WMP will be a live document updated throughout the project life cycle as required by the Main Contractor. Best practice will be applied and the waste management hierarchy of prevention, reuse, recycling and disposal will be followed.</p> <p>With regard to the size, nature and location of the proposed development, it is not anticipated that the demolition phase wastes generated would cause</p>	<p>No operational wastes are associated with the completed bridge structure.</p> <p>No significant negative impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>significant or adverse effects of a type that would, in themselves, require an EIA.</p> <p>No significant negative impacts are likely.</p>	
Pollution and nuisances	<p>The construction and demolition process has the potential to cause nuisance related to suspended sediments, noise, dust and vibration impacts.</p> <p>Mitigation measures are outlined in Section 4 of this report in relation to pollution and nuisances. In addition, the CEMP provides further detail of measures to mitigate likely impacts. The proposed development will be subject to normal conditions related to construction working hours to protect the residential and recreational amenity of the area.</p> <p>With measures in place no significant negative impacts are likely.</p>	<p>No pollution or nuisances are expected to arise during the operational lifespan of the completed bridge.</p>
The risk of major accidents and / or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge.	<p>None foreseen, subject to strict compliance with building regulations and environmental controls.</p> <p>Potential flood risk during proposed works will be assessed on a daily basis.</p> <p>Details concerning flood risk to the project are discussed in Section 2.3.4 of this report and repeated here for ease of reference.</p> <p>The proposed works are located within and adjacent to the River Shannon and thus subject to water level changes associated with the natural character of the river. The proposed works will be carried out between July to September inclusive in line with</p>	<p>No significant negative impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>Inland Fisheries Ireland (IFI) (2016) Guidelines, therefore the works will be carried out during periods coinciding with (typically) the driest period of weather.</p> <p>As a precaution the site compound will be located a minimum distance of 50m from the water's edge, outside of areas mapped as potentially having an Annual Exceedance Probability (AEP) of 0.1%, 1% or 10% as mapped on the OPW's CFRAM maps (https://www.floodinfo.ie/map/floodmaps/). The compound shall be secured, and all construction materials shall be stored in this defined area. Weather conditions will be monitored and if at any stage the works site is in danger of being inundated due to rising water levels, machinery will be removed outside of the floodable area.</p> <p>No significant negative impacts are likely.</p>	
<p>The risks to human health (for example due to water contamination or air pollution).</p>	<p>The CEMP will detail measures to mitigate any likely impacts associated with noise, dust, vibration or pollution from the construction process.</p> <p>With measures in place no significant negative impacts to human health are likely.</p>	<p>The proposed bridge development will not (once completed) contribute to emissions.</p> <p>It is expected that the new bridge will reduce travel times and therefore have a slight long-term positive impact on transport emissions locally.</p> <p>No significant negative impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
2. Location of proposed development The environmental sensitivity of geographical areas likely to be affected by proposed development, with particular regard to:		
The existing and approved land use	<p>The proposed development will result in the construction on land that is not currently zoned for development by Leitrim County Council.</p> <p>The existing land use is a mixture of undeveloped riparian floodplain and agricultural grassland.</p> <p>No significant negative impacts are likely on the existing or surrounding lands.</p>	No significant negative impacts are likely.
The relative abundance, availability quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground.	<p>The proposed site is not sensitive in terms of natural resources.</p> <p>No significant negative impacts are likely.</p>	No significant negative impacts are likely.
<p>The absorption capacity of the natural environment, paying attention to the following areas:</p> <ul style="list-style-type: none"> (a) wetlands, riparian areas, river mouths (b) coastal zones and the marine environment (c) mountain and forest areas (d) nature reserves and parks (e) areas classified or protected under national legislation, Natura 2000 areas designated pursuant to Directives 79/409/EEC and 92/43/EEC 	<p>The proposed development activity takes place in, and adjacent to, the River Shannon.</p> <p>There is potential for short-term, minor increases in suspended sediments within the river, in the immediate vicinity of the works area. The mitigation measures detailed in Section 4 of this report, and throughout the CEMP, have been designed to reduce any potential suspended sediment impacts to negligible levels which are not likely to have a significant negative impact on the freshwater ecosystem.</p>	<p>The proposed use is compatible with the surrounding geographical area. The architectural design will be such as not to negatively impact upon the surrounding rural landscape or recreational amenity of the River Shannon.</p> <p>No significant negative impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
<p>(f) areas in which there has already been a failure to meet the environmental quality standards laid down in EU legislation and relevant to the project, or in which it is considered that there is such a failure</p> <p>(g) densely populated areas</p> <p>(h) landscapes and sites of historical, cultural or archaeological significance.</p>	<p>The EcIA prepared by MKO concluded the following:</p> <p>'Following consideration of the residual effects (post incorporation of best practice measures) it is concluded that the proposed development will not result in any significant effects on the flora and fauna of the existing environment.</p> <p>Provided that the proposed development is constructed and operated in accordance with the design and best practice that is described within this application, significant effects on biodiversity are not anticipated at any geographical scale.'</p> <p>The NIS prepared by MKO concluded that 'the proposed replacement of Hartley Bridge and associated road realignment works, individually or in combination with other plans or projects, will not adversely affect the integrity of any European Site.'</p> <p>There are no Protected Structures or Recorded Monuments within the vicinity of the site.</p> <p>No significant negative impacts are likely.</p>	

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
3. Type and characteristics of potential impacts		
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	<p>The proposed development is located in a rural area. The proposed use is consistent with land in such a location.</p> <p>The works during the construction phase may have a minor impact on the immediate area, which is largely rural. With mitigation measures in place (as per CEMP, WMP and Main Contractor method statements) no significant negative impacts are likely.</p>	<p>The site is located in a rural area north of Carrick-on-Shannon town. The proposed development will provide a replacement/upgraded road bridge crossing on the River Shannon.</p> <p>The proposed development will not alter the population density in the vicinity.</p> <p>No significant negative impacts are likely.</p>
The nature of the impact	<p>The construction impacts have potential to cause nuisance associated with noise, vibration, dust and traffic and suspended sediments. The CEMP will put in place measure to avoid, reduce or mitigate impacts.</p> <p>With measures in place no significant negative impacts are likely.</p>	<p>The operational phase will result in the development a new road bridge crossing.</p> <p>The nature of the use is appropriate to the rural location and proximity to existing residential dwellings.</p> <p>No significant negative impacts are likely.</p>
The transboundary nature of the impact	<p>The proposed development is situated on the Co. Roscommon and Co. Leitrim border. The River Shannon flows south at this location towards Carrick-on-Shannon.</p> <p>There is potential for construction phase transboundary impacts via dispersion in the River Shannon. The potential for significant negative impacts is unlikely however due to proposed construction methodologies and mitigation measures outlined in the CEMP and WMP.</p>	<p>There are no operational phase transboundary impacts likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
The intensity and complexity of the impact	<p>The intensity and complexity of the construction/demolition phase is in keeping with modern bridge and road construction projects. No significant negative impacts are likely.</p>	<p>No significant negative impacts are likely.</p>
The probability of the impact	<p>Low probability level of significant negative construction impacts. These will be mitigated through application of mitigation measures as per the CEMP and WMP.</p>	<p>No significant negative impacts are likely.</p>
The expected onset, duration, frequency and reversibility of the impact.	<p>The construction/demolition activity will commence within approximately 6 months of planning approval; they will be short-term, over a period of a number of months and restricted by planning conditions in terms of the hours of operation. No permanent negative impacts are anticipated as a result of the construction/demolition phases of the project.</p>	<p>The proposed new bridge development is required to replace an existing bridge at the same location. The new bridge will be constructed first, and subsequently the pre-existing structure will be dismantled and removed. The new bridge will be in use year-round and impacts will be irreversible.</p>
The cumulation of the impact with the impact of other existing and / or approved projects	<p>There is one significant potential known major construction project within close proximity to the proposed site. The proposed N4 Carrick-on-Shannon to Dromod road scheme (located approximately 2.6km south of the proposed development) is currently in the early planning stages and the scale or extent of the development is not yet known.</p> <p>It is unlikely that the characteristics of the proposed development in culmination with a future National roads upgrade project in the vicinity are likely to cause significant impacts on the environment.</p>	<p>No negative cumulative impacts are likely.</p>

Criteria for Assessment of EIA Sub-threshold	Construction Impacts	Operational Impacts
	<p>The scale of the proposed Hartley Bridge development and any other permitted schemes in the vicinity are not such that the characteristic of any potential impacts in culmination with each other are likely to cause significant effects on the environment.</p>	
<p>The possibility of effectively reducing the impact</p>	<p>The implementation of the CEMP and WMP will lead to the avoidance, reduction or mitigation of construction impacts related to noise, vibration, dust, suspended sediments and traffic.</p> <p>The EcIA proposes a number of measures which will effectively reduce the impact on the ecology including but not limited to 490m of roadside planting of native tree and shrub species along the new sections of road.</p>	<p>The proposed bridge design and landscaping are such that they will not result in significant negative impacts to the character of the surrounding rural landscape.</p>

5.1 Further Consideration of Likely Significant Effects

It is considered appropriate to consider the likely significant impacts of the proposed development under the headings required when submitting an EIAR, in accordance with the amended EIA Directive. This approach will assist in identifying any possible significant effects on the environment that may not have been identified in the table above.

5.1.1 Population and Human Health

There may be possible short-term nuisances to human beings from noise, dust, vibration and traffic impacts. With the implementation of the measures outlined in Section 4 of this report, these impacts are not likely to be significant. Effects related to noise, dust, vibration and traffic emissions will be subject to mitigation measures as detailed in the CEMP and are typical of those applied to similar construction projects.

The proposed new upgraded bridge crossing will provide a safer transport route and likely result in reduced travel times for the community. The proposed bridge will also provide for safer navigation on the River Shannon itself.

There are no operational impacts that would be likely to cause significant negative effects on the environment in terms of population and human health. The proposed development has been designed to ensure the protection of the recreational amenity of the River Shannon and surrounding rural landscape.

5.1.2 Biodiversity

The potential for impacts on European Sites (SACs and SPAs) is fully assessed in the NIS prepared by MKO that accompanies this application. This section should be read in conjunction with the NIS.

The NIS concludes as follows:

'This NIS has provided an assessment of all potential direct or indirect pathways for adverse effects on the identified qualifying interest (QI) habitats with the potential to be affected by the proposed works associated with Lough Forbes Complex SAC [001818].

Where the potential for any adverse effect on any European Site has been identified, the pathway by which any such effect may occur has been robustly blocked through the use of avoidance, appropriate design and mitigation measures as set out within this report and its appendices. The measures ensure that the demolition, construction and operation of the proposed development does not adversely affect the integrity of European sites.

Therefore, it can be objectively concluded that the proposed replacement of Hartley Bridge and associated road realignment works individually or in combination with other plans or projects, will not adversely affect the integrity of any European Site.'

An EcIA has also been prepared by MKO in respect of the proposed development and is submitted with this application. This section should be read in conjunction with the EcIA. The EcIA report concludes as follows:

'Following consideration of the residual effects (post incorporation of best practice measures) it is concluded that the proposed development will not result in any significant effects on the flora and fauna of the existing environment.

Provided that the proposed development is constructed and operated in accordance with the design and best practice that is described within this application, significant effects on biodiversity are not anticipated at any geographical scale.'

5.1.3 Geology and Soils

Given the scale and nature of the proposed development, impacts to the underlying geology and surficial soils are not expected to be significant. Proposed works with the potential to impact the subsurface include excavations, piling and placement of new stone/concrete. A geotechnical site investigation of the underlying strata has previously been completed at the development site and has informed the final design.

The CEMP details measures to mitigate against potential impacts to the subsurface that may arise during the construction/demolition phase. Implementation of these measures will ensure that the potential negative environmental impacts of the proposed development on surficial and subsurface soils and bedrock do not occur during the construction phase. All excavated soils will be stored on site and reused (where suitable) for landscaping or transported off-site to a designated soil recovery or waste treatment facility.

It is not likely that there will be any significant effects on the environment with regard to soils and/or geology.

5.1.4 Water

The proposed development site is located in, and adjacent to, the River Shannon. No other waterbodies are located within the immediate vicinity.

Section 4.3.2 of the NIS report provides details of surface water quality and indicates that the current water quality status of the River Shannon (Upper) sub-catchment is 'poor', and that its risk status is 'at risk'.

Due to the nature and extent of construction and demolition methods there is the potential for short-term, minor increases in suspended sediments, and hence turbidity, within, and immediately downstream of, the works zone.

The construction methodologies and mitigation measures detailed in Section 4 of this report and the CEMP have been designed to reduce any potential suspended sediment impacts to negligible levels, which are not likely to have a significant residual negative impact on the freshwater ecosystem. The operational phase of the proposed development is not likely to pose any risk to the surrounding freshwater environment. Improved road drainage measures will be constructed in line with current Transport Infrastructure Ireland (TII) best practice and guidance. This includes the installation of road gullies drainage pipes and soak pits as shown in Figure 6-1.

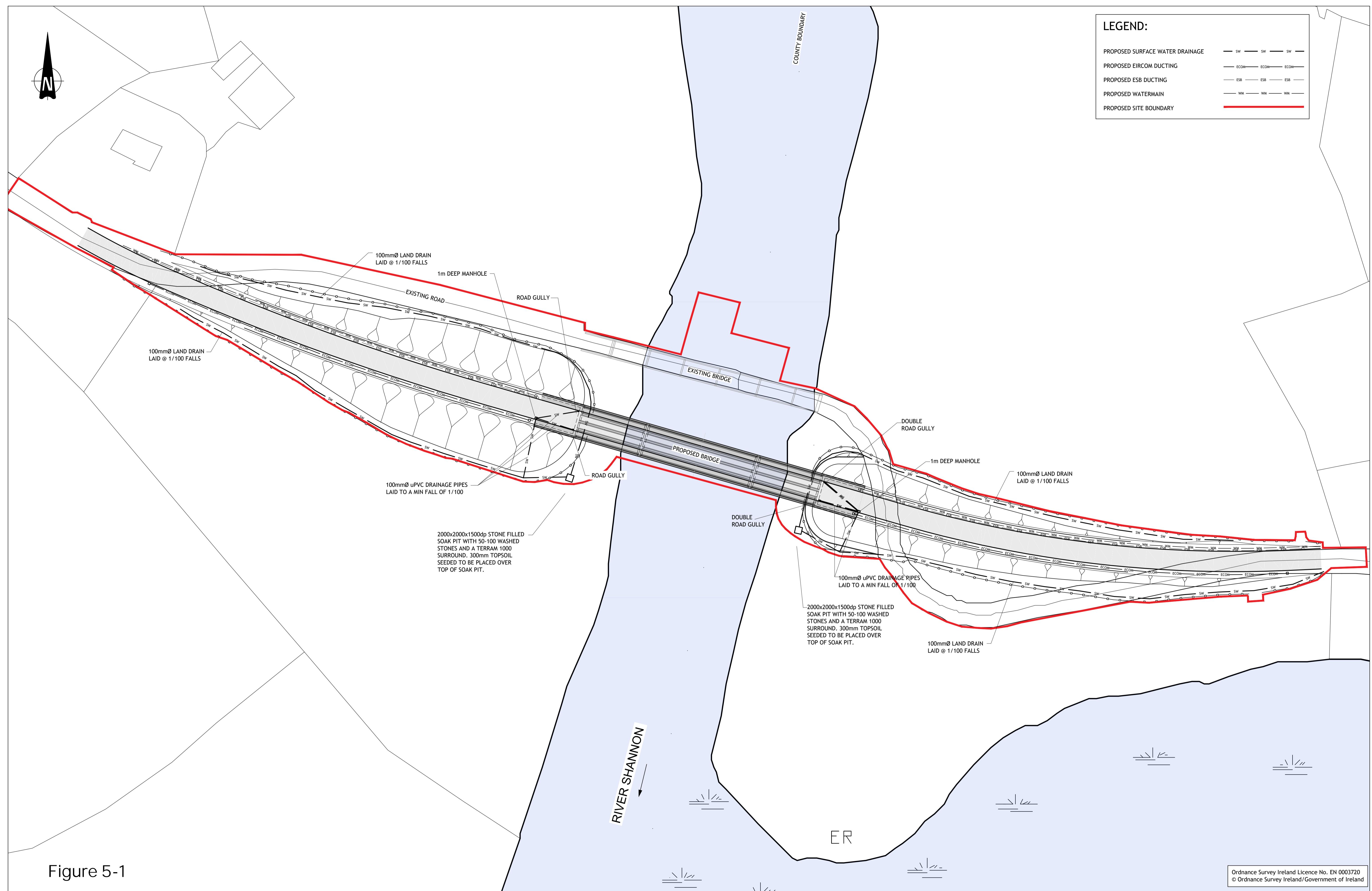


Figure 5-1

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5.1.5 Air and Climate

There may be minor localised and temporary increases in dust levels and degradation of air quality during certain parts of the construction/demolition process. These increases will be short-term and will be insignificant due to appropriate management and mitigation measures to be employed on site through the implementation of the CEMP.

No emissions other than from vehicles, generators, machines and plant associated with the construction works are anticipated. The proposed development is not expected to cause any likely significant impact on ambient air quality. There are no adverse impacts on ambient air quality predicted as a result of the operational phase of the proposed development.

Increased frequency and severity of flood events are the primary climate change impact relevant to the proposed development. The new bridge has been designed to safely withstand future flood risks.

Measures will be taken during the construction phase to limit vehicle/machinery emissions, utilise sustainable sources of materials and construction methods, reduce water consumption and incorporate energy efficient equipment and processes in an effort to limit the project's overall greenhouse gas emissions.

The proposed development's construction or operation is not expected to result in a significant negative impact on the climate.

5.1.6 Noise and Vibration

The construction/demolition processes have the potential to cause temporary nuisance related to noise and vibration impacts, for example due to piling, rock breaking, excavating and operation of heavy machinery. The CEMP and WMP will detail measures to mitigate and reduce likely impacts. It is noted that several private residential dwellings are located within 500m of the proposed development and therefore additional measures such as temporary screening or reduced working hours may be applied.

It is not likely that there will be significant noise or vibration effects on the environment during the construction or operation phase.

5.1.7 Landscape

The bridge is on the edge of the 'Upper Shannon and Derreenannagh Drumlin Belt' Landscape Character Area (LCA) No. 2, as per Roscommon County Council's Landscape Character Assessment, which forms part of the Roscommon County Development Plan 2014 – 2020 (RCDP). This LCA is classified as being of 'Very High Value' particularly due to the importance of the River Shannon corridor to tourism. The current LCA includes a photograph of Hartley Bridge in the entry on the 'Upper Shannon and Dereenannagh Drumlin Belt', as included below. The existing bridge is noted as a feature of this area and is also identified by Roscommon County Council as the location of a protected viewpoint (V8), as it provides 'views of Slieve Anierin to the north and Sheomore Hill to the northeast'. The Roscommon Landscape Character Assessment recommends that views from such bridges be protected.

In addition, the Leitrim County Development Plan 2015-2021 (LCDP) identifies the location of Hartley Bridge as within an 'Area of High Visual Amenity'.

A Visual Impact Assessment Report for Hartley Bridge was prepared by Punch Consulting Engineers (August 2021). This report contains a detailed assessment of potential visual impacts and concluded '...that the proposed replacement bridge will not interfere with any of the protected views, and it is not considered there will be likely significant effects on the environment in relation to landscape.'

It is proposed to replant any hedgerows which may require removal and provide additional native species planting on/around the new bridge abutments. Consideration to the rural character of the area has been given in terms of the bridge design.

It is not considered that there will be likely significant effects on the environment in relation to landscape.



Figure 5.2 View of Hartley Bridge set in the drumlin wetland (RCDP, 2014)

5.1.8 Material Assets

The land and the River Shannon on which the proposed development site is situated is a material asset. The land has not been zoned for development. The land consists of agricultural grassland and undeveloped riparian land, which acts as a natural floodplain, supporting natural drainage and flood prevention processes. The river channel acts as a navigation route and provides an important recreation function, along with being a source for drinking water, and supporting natural flood management processes.

The design, construction and operation of the proposed development will be such that it does not negatively impact upon the natural or recreational functions of these material assets.

5.1.9 Archaeology, Architecture and Cultural Heritage

There are no Protected Structures or Recorded Monuments on the application site. There are no likely significant impacts to Archaeology, Architecture and Cultural Heritage posed by the proposed development's construction or operation.

5.1.10 Interaction of the Foregoing

It is considered that any of the relatively minor impacts identified above would not in themselves be considered significant, nor would they cumulatively result in a likely significant effect on the environment. It is considered that there are no likely significant effects on the environment in terms of each of the areas identified in this section, individually or cumulatively.

6. CONCLUSION

This report includes a description of the proposed development, a description of the aspects of the environment likely to be significantly affected and a description of any likely significant effects on the environment.

The proposed development is not a project for which an EIA is mandatory under either European Union or Irish law. It is also considered that the proposed development is not a sub-threshold development that requires an EIA, however it was assessed against the relevant criteria and is considered unlikely to have significant effects on the environment.

In terms of scale, the proposed bridge and road development falls below the threshold as set out in Section 50(1)(a)(iv) of the Roads Act, 1993 to 2007 (as amended), which details the prescribed roads developments or improvements subject to the EIA process.

The proposed bridge length is 74m however the prescribed threshold is ‘100 metres or more in length’. A maximum of two new lanes with a total length of approximately 250m will be constructed however the prescribed threshold is ‘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.’

Therefore, this EIA screening report is submitted to enable the Board to carry out a screening for EIA in respect of this sub-threshold development. This report has also been informed by an AASR, NIS, and EcIA, each completed by MKO, which further assessed the potential for environmental effects of the proposed development.

The conclusion of this screening report is that the proposed development is not likely to have significant effects on the environment and therefore EIA is not warranted.