

IN THE MATTER OF AN APPLICATION TO  
AN BORD PLEANÁLA

FOR APPROVAL OF (I) THE N6 GALWAY CITY RING ROAD  
PURSUANT TO SECTION 51 OF THE ROADS ACT 1993 (AS  
AMENDED); (II) THE N6 GALWAY CITY RING ROAD  
MOTORWAY SCHEME 2018; and (III) THE N6 GALWAY CITY  
RING ROAD PROTECTED ROAD SCHEME 2018

ABP Ref. ABP-302848-18 and ABP-302885-18

ORAL HEARING

STATEMENT OF EVIDENCE

Responses to Engineering, Need for the Project,  
Alternatives Considered and Material Assets Non-  
Agriculture

Objection/Submissions

by

**Eileen McCarthy, BEng, CEng, MICE, PE (USA), Arup**

And assisted by

**Mike Evans, BEng, CEng, Arup**

**Mary Hurley, BEng, CEng, Arup and**

**Hazel King, BE, CEng, Arup**

**18 February 2020**



# 1 Qualifications and Experience

---

## 1.1 Lead Witness

1.1.1 My name is Eileen McCarthy and I am an Associate Director of Arup, a firm of consulting engineers. I qualified with a first-class honours degree in Civil Engineering from UCC in 1987. I am a Chartered Engineer with 31 years professional experience, in a wide variety of activities from highway design, drainage design, cost estimation, road safety, site supervision and contract administration throughout Ireland, UK and USA.

1.1.2 I have spent the past 20 years working on major road schemes in Ireland. During this time, I have been involved in the project management of various schemes such as the M20 Cork to Limerick Motorway Scheme, M7 Osberstown Interchange and R407 Sallins Bypass, M7/N24 Road Improvement Scheme, N22 Baile Bhuirne to Macroom Scheme and Naas Southern Ring Road and have provided evidence at public oral hearings as required.

## 1.2 Support Witness

1.2.1 Mike Evans is a Director of Arup who leads Arup's Transport and Infrastructure Sectors in Europe. Mike qualified with a degree in Civil Engineering from UCG in 1989. Mike also has post graduate diplomas in Physical Planning and Environmental Protection. Mike is a Chartered Engineer with 30 years professional experience, in a wide variety of activities from construction, major highway planning, environmental protection and transportation throughout Ireland and Europe. Mike has lead design and construction supervision on projects in Ireland such as the M7/M8, M3 Navan – North of Kells, M9, M11 Enniscorthy and N25 New Ross By-pass.

## 1.3 Support Witness

1.3.1 Mary Hurley is an Associate of Arup working in the infrastructure group in Arup Galway. Mary qualified with a first-class honours degree in Civil and Environmental Engineering from UCC in 2002. Mary is a Chartered Engineer with over 17 years professional experience with the last 12 years spent working in the area of planning for large infrastructure projects including M20 Cork to Limerick Motorway Scheme and M7 Osberstown Interchange and R407 Sallins Bypass.

## 1.4 Support Witness

1.4.1 Hazel King is a Senior engineer with Arup working in the infrastructure group in Arup Galway. She qualified with a first-class honours degree in Civil Engineering from NUI Galway and is a Chartered Engineer. Hazel has 12 years' experience as a consultant engineer, working in the areas of highways, wet services and flood risk.

## 2 Role in Proposed Road Development

---

### 2.1 Lead Witness

2.1.1 I have been working as project manager on the N6 Galway City Ring Road (GCRR) since project commencement in January 2014. I relocated to Galway for this commission in January 2014 and am living in the western suburb of Knocknacarra, Galway City since 2014, and commuting daily to work in a dedicated project office for the N6 GCRR on the east side of the city in Ballybrit.

2.1.2 As project manager, I am responsible for the overall direction of the project over the past 6 years and will continue to do so until the conclusion of the statutory process. I have a team of ten professionals working on the N6 GCRR in this dedicated N6 GCRR project office for the past six years, together with a multitude of additional experts and specialists in other offices and companies around.

2.1.3 In this Statement of Evidence, I will provide a description of the proposed road development and supplement the evidence given by Mike Evans as to the need for it. Given that, in conjunction with my team, I was responsible for the assessment of alternative options considered, I will also address the submissions/objections which touch on these. In addition, I will address submissions and objections which raise issues about the construction activities and sequencing, and the resultant impacts on material assets such as homes and businesses and utilities.

### 2.2 Support Witness

2.2.1 Mike has been working as project director on the project since project commencement in January 2014. In particular Mike provided expertise on the development of this project as a strategic transportation project as it is a complex project.

### 2.3 Support Witness

2.3.1 Mary has been working as deputy project manager and environmental co-ordinator since project commencement in January 2014. She relocated to Galway for this commission in March 2014.

2.3.2 As environmental co-ordinator, Mary managed the environmental impact assessment for this project, liaising with the environmental specialist to identify the constraints within the study area and then liaising with the design team in the development of the design. She has been co-located as part of the project team on the N6 GCRR to ensure that the final solution integrated the design fully with the receiving environment whilst also taking cognisance of the key stakeholders. Mary managed the production of the Environmental Impact Assessment Report (EIAR) and the Natura Impact Statement (NIS) for this project.

## 2.4 Support Witness

- 2.4.1 Hazel has been working as part of the Arup core team in N6GCRR project team since 2014 working through the constraints, option selection, design and the environmental assessment stages of the N6 Galway City Ring Road project. Hazel was responsible for the delivery of the design of the proposed road development including the drainage design - network drainage, flow control and attenuation, pond storage and treatment wetland design, pre-earthworks drainage design, and preparation of Section 50 applications.

## 3 Key issues in relation to engineering, construction activities and material assets non-agriculture

---

### 3.1 Engineering and Construction Activities

- 3.1.1 The EIAR is to be taken as read in its entirety and is not replicated here. To assist the Board in its consideration of the applications for approval, for the convenience of all participants at this hearing and to put the response to submissions and objections in context, the key items pertaining to the engineering aspects detailed in Chapter 5 of the EIAR and construction activities detailed in Chapter 7 of the EIAR are summarised very briefly below. A brief summary of the proposed road development was already provided in the introduction presentation.
- 3.1.2 Also while the overall transport solution clearly must serve a multi-modal demand, our analysis of this demand as detailed in Chapter 6 of the EIAR, and as will be presented by Mr. Andrew Archer in his Statement of Evidence, also shows that the transport solution must separate the conflicting travel demands and serve them via differing transport modes so that this significant infrastructural investment is protected and secured for the future.
- 3.1.3 As detailed in Chapter 5 of the EIAR, the proposed N6 GCRR comprises of approximately 5.6km of a single carriageway from the western side of Bearna as far as the Ballymoneen Road and approximately 11.9km of dual carriageway from Ballymoneen Road to the eastern tie in with the existing N6 at Coolagh, Briarhill. In addition, associated link roads, side roads, junctions, structures and localised works to the existing electricity transmission and distribution networks (specifically comprising of the diversion of the 110kV and 38kV services) form part of the works included in the proposed road development.
- 3.1.4 The construction activities associated with the proposed road development, including proposed haul routes for construction traffic and site compounds are detailed in Chapter 7 of the EIAR and its associated figures and appendices.
- 3.1.5 A Construction Environmental Management Plan (CEMP) for the proposed road development is provided in Appendix A.7.5 of the EIAR.

3.1.6 As noted earlier in the introduction presentation, there are a number of existing physical constraints and therefore any proposed design had to be cognisant of and recognise these constraints which increased the complexity of the proposed road development and therefore certain engineering interventions are required to address such constraints including:

- River Corrib Bridge structure over River Corrib
- Lackagh Tunnel structure beneath Lough Corrib cSAC
- Menlough Viaduct structure over non-designated habitat in Menlough
- A viaduct structure extending from the River Corrib Bridge to traverse NUIG Sporting Campus
- Galway Racecourse Tunnel structure under the racecourse

3.1.7 Proximity and direct connectivity to the proposed road development is required to serve the strategic traffic accessing Galway City and to deliver the optimum intermodal transport solution within Galway City and its environs with the attendant benefits detailed in the EIAR. This results in impacts to the human environment increasing with proximity to the urban environment. In addition, the presence of the designated sites with which the transport solution will interact has to be considered.

## **3.2 Material Assets Non-Agriculture**

3.2.1 Chapter 15 of the EIAR, is to be taken as read in its entirety and is not replicated here. To assist the Board in its consideration of the applications for approval and for the convenience of all participants at this hearing and to put the responses to the submissions and objections in context, the key items pertaining to the material assets non-agricultural assessment of the proposed road development detailed in Chapter 15 of the EIAR are summarised briefly below.

3.2.2 From the outset of the design of the proposed road development, every effort was made to avoid property demolitions where possible. Even though specific consideration was given to the number of residential properties to be acquired in the alternatives to the proposed road development, avoidance of all properties was unfortunately not possible given the significant constraints for developing new transport infrastructure in Galway including the linear development of the city and the need for proximity between the proposed road development and the urban environment for the delivery of an optimal solution.

3.2.3 The need to preserve the human habitat and the ecological habitat has driven the need to introduce significant engineering infrastructure. These engineering interventions are material assets of significant value with a long design life, which is why a whole life cycle review was undertaken on their optimisation. As such infrastructure also has an environmental impact associated with it in terms of its carbon footprint, optimisation is necessary to minimise that footprint. Every effort

was made to reduce the carbon footprint of the emerging preferred design through design development. Some of the most significant design developments which reduced the carbon footprint are as follows:

- Lackagh Tunnel reduced in length from 500m to 230m
- Galway Racecourse Tunnel reduced in length from 850m to 250m
- Menlo Viaduct reduced in length from 400m to 330m
- Cut & cover tunnel at Briarhill omitted
- Beneficial reuse of materials generated in the excavation works to minimise import/export
- Low energy lighting employed throughout
- Planted wetlands and habitat creation throughout

3.2.4 Even with these heavily engineered structures, the proximity of the proposed road development to the urban environment, which is necessary to provide the optimal transport solution, results in the unfortunate but unavoidable acquisition of dwellings and businesses. However, this must be viewed and considered and balanced with the overall benefits as described throughout the EIAR that this proposed road development presents for the future of Galway and its environs and connectivity to the Western Region.

3.2.5 Galway County Council recognise that this is a stressful impact on the families living in these homes and on the businesses operating in the commercial premises. In recognition of this impact, Galway County Council committed to serving Notice to Treat firstly on dwelling houses and commercial properties to be acquired within six months of confirmation of scheme approval in the circumstances detailed in section 15.6.2 of Chapter 15 of the EIAR.

3.2.6 In addition, Galway County Council again recognising the impact on families have put in place a special scheme whereby if landowners wish they can engage early with Galway County Council to seek to agree on a compensation amount in advance of any Notice to Treat being served.

3.2.7 The selection of the route for the proposed road development represents the best balance when a full assessment of all the impacts is completed. It is a balanced compromise as there are significant residual impacts remaining post mitigation which are counter-balanced by the significant benefits achieved and the even greater potential for generation of further benefits.

3.2.8 Section 15.7 of Chapter 15 of the EIAR sets out the residual impacts on NUIG Sporting Campus at Dangan arising from the proposed road development traversing it on a viaduct. It will result in the removal of grass based GAA sized playing pitches adjacent to the River Corrib which was deemed very significant in the absence of a new University Sports Masterplan. As part of the mitigation of the

impacts to the existing sports pitches, alternative pitches were included in the EIAR submitted to the Board in October 2018.

3.2.9 Since publication and following receipt of the NUI Galway's submission/objection, NUIG have confirmed the completion of their University Sports Masterplan and strategy and identified their requirements and plans for the University Sporting Campus as follows:

- they do not want the mitigation measures originally proposed in the EIAR
- they are pursuing their own plans in terms of providing for the pitches that they believe they need to mitigate the impacts of the proposed road development and have a planning application pending before Galway City Council Ref 19/372 in this regard.

3.2.10 In light of the above, the proposed road development has been amended in the NUIG Sporting Campus to reflect the following:

- Construction of an all-weather full size GAA pitch on the site of the existing pitch 9 is no longer required
- Construction of a training area on the site of the existing pitch 8 is no longer required

The above two commitments have also been added to the Schedule of Environmental Commitments.

3.2.11 To ensure interconnection for NUIG Sporting Campus post completion of the construction Galway County Council will be providing a right of way for NUIG to use the lands under the proposed viaduct for sporting/athletic purposes by way of a long lease. This commitment has been included in the Schedule of Environmental Commitments.

3.2.12 All engineering and material assets issues raised by NUIG in their submission/objection are dealt with throughout this brief.

3.2.13 As outlined in the Introduction, the proposed road development passes through a key employment centre of Galway City and indeed the west of Ireland enclosed roughly by the N83 Tuam Road, the existing N6 and the Parkmore Road. Careful consideration was given to how these key trip generators would be served. The solution devised developed a new road network that would provide for much more direct journeys to be made with the Parkmore Link Road being one of the key links in this new road network as it provides a new connection from Parkmore to Ballybrit Business Park and onto N6 Bóthar na dTreabh.

3.2.14 The Parkmore Link Road creates the opportunity for, much more direct, active and public transport mode journeys to and from the city centre. It also provides pedestrian and cycle facilities to connect two significant employment centres with strong business connectivity.



3.2.15 As presently set out in the EIAR, the Parkmore Link Road links N6 Bóthar na dTreadbh through City East Business Park directly north into Parkmore Business Park. The southern portion was routed along an existing IDA road passing between Boston Scientific and Hewlard Packard and the old APC site. However, a key change that has occurred since is that Boston Scientific have acquired the former site occupied by APC and this has allowed them to expand their activities at this location to both sides of the IDA road. Since acquisition of this site, Boston Scientific have now brought this vacant industrial building back into a high value use with six planning approvals on the site in the past two years.

3.2.16 This now creates a new situation as follows:

- The route of the proposed Parkmore Link Road as set out in the EIAR creates a conflict with daily necessary movements both of people and plant between Boston Scientific activities to the east and west of the proposed link road
- The route of the proposed link road also now impedes the logical development of Boston Scientific campus to properly evolve into a world class densely developed and connected campus which includes co-located production, administration and research and development facilities together with the necessary support facilities including restaurant, fitness / leisure and open space amenities

3.2.17 In developing its masterplan for the expanded campus Boston Scientific has proposed a new route for the section of the link road within their lands. Galway County Council is applying for approval of a modification of the Parkmore Link Road as shown in Figure 5.1.14 of the EIAR as amended.

3.2.18 This route as modified provides a direct connection from Parkmore West to the existing road network in City East Business Park as per the original alignment. In doing so, it retains the transport functionality of the original proposal and achieves the objectives of the original alignment as follows:

- Provides the necessary link for the public transport network envisaged in the GTS
- Provides dedicated cycle lanes as required of the primary cycle network in the GTS, and pedestrian facilities are also provided
- Provides a connection to the N6 GCRR to enable dispersal of traffic directly to its destination

In achieving the objectives set out, it enables the type of compact employment centre located where it is easily accessed by active and public transport modes from the city's residential areas.

3.2.19 Each expert assessed the new link road and the conclusion is that there are no significant impacts arising from this modification. Each expert will set out the results of their assessment of this modification in their respective statements of evidence where relevant to their assessment.

## 4 Responses to Submissions/Objections

---

### 4.1 Overview

4.1.1 Approximately 281 of the 296 submissions and objections made to An Bórd Pleanála (ABP) in respect of the N6 Galway City Ring Road (GCRR) Environmental Impact Assessment Report (EIAR), Natura Impact Statement (NIS), Motorway Scheme (MS) and Protected Road Scheme (PRS) include observations relevant to engineering matters, need for the scheme, alternatives considered and impacts on material assets non-agricultural. 12 of the 17 submissions/objections made to ABP in respect to the Request for Further Information (RFI) Response submitted August 2019 also include relevant observations. The items raised in these submissions/objections are:

- Need for the proposed road development
- Impact on homes and communities, in particular in Bearna area, the N59 area and the N84 to Castlegar to N83 area
- Impacts on businesses and commercial premises
- Alternatives considered to the proposed road development and why this route has been selected
- N6 GCRR and how it serves Bearna and the western parts of the city
- Why not the 2006 Galway City Outer Bypass (GCOB) Route?
- Provision of access post construction
- Impact on the NUIG Sporting Campus
- Construction activities including:
  - Provision of access
  - Extent of construction activities
  - Existing services
  - Inconvenience caused
  - Safety & security
  - Unauthorised parking
- Inadequate details of boundary treatment
- Extent of landtake
- Inadequate consultation

- 4.1.2 16 submissions made are supportive of the proposed road development and state how vital it is for the economic growth and development of Galway as a regional city of scale for the West. The physical connectivity that the proposed road development will provide is essential for retaining and attracting inward investment and employment and will enable Galway to grow and be a great place to live and work. It will also have a beneficial impact, not only on the transport services in Galway, but also the attractiveness of Connemara and the west of the county overall as a business, investment and tourism location as well as a place to live: These included S\_005, S\_014, S\_025, S\_026, S\_033, S\_034, S\_035, S\_036, S\_047, S\_050, S\_052, S\_054, S\_064, S\_072 and S\_073.1, S\_073.2.
- 4.1.3 In responding to the submissions/objections made, the EIAR is to be taken as read in its entirety and its contents are not replicated here.

## 4.2 Need for the Proposed Road Development

### Issues

- 4.2.1 Many of the submissions/objections agree that there is a need for a transport solution to the existing congestion currently experienced in Galway and note that there is a need to provide a transport solution as there is a need for intervention to resolve congestion, that another bridge crossing is required or state that they are not opposed in principle to the proposed road development, but object to the route chosen for various other reasons which are more specific to their issues and their location: Ob\_111, Ob\_136, Ob\_141, Ob\_152, Ob\_194, Ob\_229, Ob\_567, Ob\_261, Ob\_452, Ob\_469, Ob\_484, Ob\_568, Ob\_583, Ob\_584, Ob\_612, Ob\_613\_657, Ob\_673, Ob\_511.18, Ob\_602\_698\_699\_704, Ob\_663.02, Ob\_761.30, S\_029, S\_022, S\_038, S\_044, S\_056, S\_065, S\_067.
- 4.2.2 The specific issues in the above submissions/objections are dealt with under the appropriate headings in other sections below.

### Response

- 4.2.3 Several submissions/objections acknowledge the urgent need for a transport solution for Galway and identify the transport issues set out in Chapter 3 of the EIAR.
- 4.2.4 As outlined in the introduction, the need for the proposed road development arises directly from the necessity to address the insufficient capacity on the existing road network to cater for the current travel demand in Galway City, its environs and the West Region.
- 4.2.5 Infrastructure is required to serve the travel demand, noting that this demand is at all levels from pedestrians to cyclists to public transport to vehicular traffic. New links are created as part of the proposed road development which further develop the city's road network to meet this demand and in doing so allows a separation of the by-passable traffic and provides connectivity to Galway City and the West

Region. The existing road and street network is characterised by radial routes leading into the existing N6 spine which is expected to cater for all trips and modes. In between these radial routes, there are employment areas and residential areas which are developed around dead ends or enclosed non-permeable spaces. The proposed road development adds a key second east-west spine to the road network and important north-south links at Parkmore / Ballybrit and Bushypark / Ragoon as outlined in the introduction. Arriving and departing trips to the city can enter and leave the city on routes which do not require them enter the city centre unless that is their destination. By-passable trips are kept away from the city centre.

4.2.6 Once the GTS is fully implemented, which includes interventions to reallocate freed road space in the city centre to public transport, there is a more significant shift to public transport and sustainable transport modes. The proposed road development facilitates the achievement of some of the important objectives in the GTS.

4.2.7 Furthermore, the proposed road development provides the space on the transport network for allocation of space to public transport and active modes to be further increased in light of the increased population now envisaged by the NPF.

4.2.8 Therefore, the proposed road development is needed to serve the travel demand of all users via all modes of transport. Without this essential improvement to the existing infrastructure improvement, Galway will continue to suffer from ever worsening congestion.

## 4.3 Alternatives considered

### Issues

4.3.1 A number of submissions/objections relate to the alternatives considered, ranging from commentary on the process undertaken, to proffering other alternative modes as solutions, to suggesting a return to the 2006 Galway City Outer Bypass (GCOB) with others then questioning the alternative chosen in their particular area. The issues can be grouped into the following categories:

- Inadequate consideration of alternatives and / or flawed option selection process: Ob\_534, Ob\_602\_698\_699\_704, Ob\_220, S\_049, Ob\_654 and S\_070
- Ecological habitat prioritised over people: Ob\_220, Ob\_O\_517.11\_1, Ob\_O\_517.11\_2, Ob\_521\_O\_517.14\_02, Ob\_519, Ob\_531.01, Ob\_534, Ob\_569, Ob\_677, Ob\_678, Ob\_679, S\_049, Ob\_220, S\_049 and S\_070
- Timeline of the Galway Transport Strategy versus N6 GCRR whereby various submissions query the relationship between the GTS and the N6 GCRR and the timeline of both: Ob\_534, Ob\_610 and S\_070
- Public transport alternative should be implemented first with submissions/objections favouring an improved bus network and/or light rail options:

Ob\_O\_630, Ob\_116, Ob\_204, Ob\_220, Ob\_531\_537, Ob\_510, Ob\_519, Ob\_521\_O\_517.14\_02, Ob\_531.02, Ob\_584, Ob\_O\_630, S\_008, S\_021, Ob\_677, Ob\_678, S\_002, S\_006, S\_009, S\_010, S\_012, S\_013, S\_015, S\_016, S\_017, S\_023, S\_032 and S\_049. S\_002 acknowledges that new road infrastructure is needed in places in Galway but contends that a light rail system should be the primary solution to the city's transport problems. S\_032 points out that the cost of light rail infrastructure has dropped in recent years and should be considered

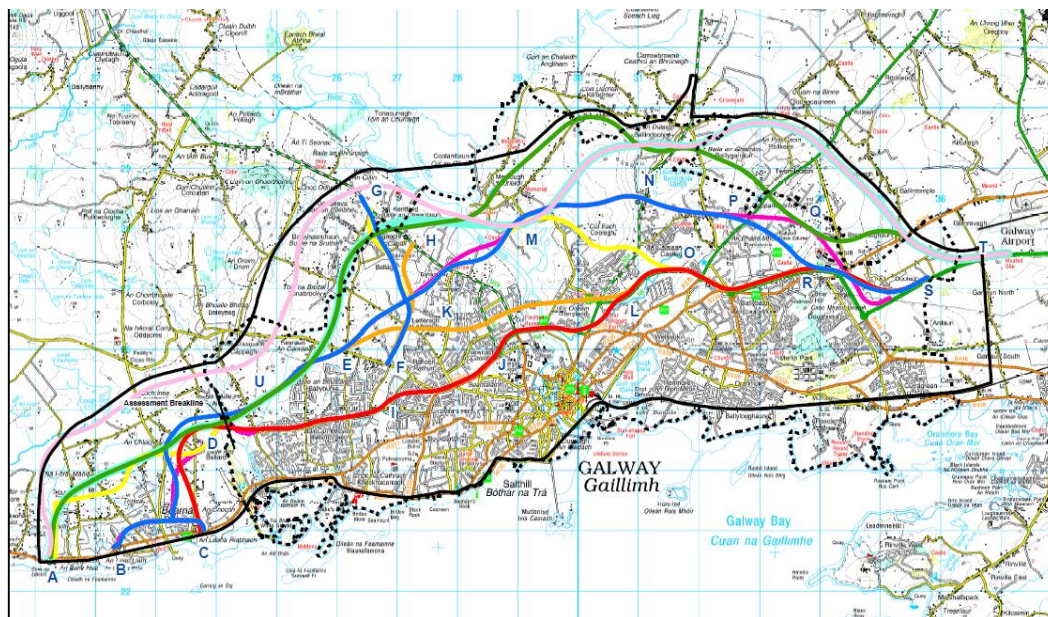
- Why not 2006 Galway City Outer Bypass Route?: Ob\_108\_125, Ob\_111, Ob\_116, Ob\_117, Ob\_123, Ob\_141, Ob\_152, Ob\_155, Ob\_158, Ob\_201, Ob\_204, Ob\_239, Ob\_241\_245, Ob\_243, Ob\_312, Ob\_510, Ob\_519, Ob\_531.02, Ob\_584, Ob\_610, Ob\_611, Ob\_621, Ob\_636\_637, Ob\_642, Ob\_708\_709, S\_022, S\_037 and S\_055
- Route selection in Bearna and the western city suburbs: Ob\_201, Ob\_241\_245, Ob\_243 and Ob\_312
- Route selection from River Corrib east to Castlegar: Ob\_584, Ob\_569, Ob\_610, Ob\_612, Ob\_621, Ob\_636\_637 and Ob\_642
- Route selection in the Ballybrit and Briarhill area: Ob\_691, Ob\_O\_761.3, and Ob\_724
- Route selection of the N59 Link Road South: S\_011, S\_029, S\_044, S\_051, S\_056, S\_057, S\_060, Ob\_486 and S\_065

## Response

4.3.2 Alternatives considered are set out in detail in Chapter 4 of the EIAR and are summarised below under the headings of the issues raised above.

### *Inadequate consideration of alternatives and / or flawed option selection process*

4.3.3 Detailed environmental studies were undertaken on the entire study area so that a comprehensive multi-criteria assessment of the various options, shown on Figure 1 below, could be completed. Figure 1 shows the routes assessed in Section 4.7.2 of Chapter 4 of the EIAR all on one figure for ease of comparison. Included in this environmental assessment and criteria is an assessment of the impact on people, homes and communities. Whilst every effort was made to avoid homes, the avoidance of all properties is unfortunately not possible given the linear development of the city with housing along every road radiating out of the city.

**Figure 1: Alternatives routes considered**

### ***Ecological habitat prioritised over people***

4.3.4 As outlined in Section 4.7 of Chapter 4 of the EIAR, some options were discounted at an early stage of the route selection process as they did not meet the project objectives. Nine options for the necessary additional road and bridge crossing were assessed, as set out in Section 4.7.3, with the associated acquisition of properties associated with each option presented in Table 4.3 and the full appraisal matrix presented in Table 4.4, all in Chapter 4 of the EIAR. During the assessment process *Human Beings, Ecology, Landscape and Visual* and *Material Assets Non-Agriculture* were identified as disciplines which had key significant constraints, with three of these disciplines relating to impacts on people. Impacts on people such as communities and residential property acquisitions are assessed under Material Assets Non-Agricultural and impacts on residential properties were a key constraint impacts. It is not the case that impacts on ecology were preferred or given a greater weight than impacts on humans and residential properties. Table 4.3 in Chapter 4 of the EIAR is summarised again in Table NTS-1 in the Non-Technical Summary of the EIAR, and it clearly shows that, once the 2006 GCOB and the Cyan Route Options were not progressed (for reasons outlined below), of the remaining options, the option selected has the least number of residential demolitions, whilst also being the least impacting on the receiving environment, thus demonstrating that designated sites were not prioritised over human beings and communities or vice versa.

4.3.5 Ob\_534 and S\_070 proffer an alternative claiming that it will only require the demolition of 2 homes which they claim resembles the Green - Blue Switch Route Option shown on Plate 4.14 of Chapter 4 of the EIAR, and included the Stage 2 Green Route Option from the R336 to and including, the River Corrib crossing point connected to the Stage 2 Blue Route Option via Lackagh Quarry to the N6

Coolagh Junction. The assessment of the property demolitions on this option is **87** as shown on Table 4.3 of Chapter 4 of the EIAR. The option as shown in Ob\_534 is totally different to the Green - Blue Switch Route Option as presented in the EIAR in that it utilises at-grade roundabout junctions to effect 90-degree bends, proposes at-grade junctions, does not bypass Bearnna, is likely to affect Moycullen Bog Complex NHA from a hydrogeological and hydrological perspective at Tonabrocky and is likely to have a significant effect on the Lough Corrib cSAC as it has a similar crossing point on the western side of the River Corrib as 2006 GCOB crossing.

4.3.6 Subsequent to the public consultation on the emerging preferred route in May/June 2015 and the more specific consultations with the communities directly affected by the route between August 2015 and July 2016, modifications were made to minimise the impact on homes and communities which resulted in a greater impact on ecology as follows:

- the mainline of the proposed road development changed from an embankment over Aille Road to the mainline being depressed beneath Aille Road
- the mainline of the proposed road development changed from an embankment over Cappagh Road to an at-grade signalised junction
- The Bearnna to Moycullen Road Roundabout was moved south to minimise impacts on a home
- the mainline of the proposed road development moved west and N59 Letteragh Junction moved south to minimise impacts on homes in The Heath

#### ***Timeline of the Galway Transport Strategy versus N6 GCRR***

4.3.7 An assessment of overall transport demand was undertaken initially to understand comprehensively the transport problem. This assessment needed to consider whether alternatives to major new road construction existed in the context of sustainable transport policy. A key conclusion of this initial assessment of the transport problem was that any improvement to the national road network, if required, needed to be developed within the context of an overall transport strategy for Galway that comprehensively considered all modes, and the GTS was the outcome of this separate body of work.

4.3.8 In response to Ob\_220, Ob\_534, Ob\_610, Ob\_O\_630, S\_070, Ob\_677, Ob\_678, S\_006, S\_012, S\_049, one of the matters that had to be addressed as part of GTS was whether an additional crossing of the River Corrib was required as part of the delivery of an overall sustainable transport solution. Work on route selection for the N6 GCRR including a new crossing continued in parallel with work on the GTS. In this way the two studies informed each other.

***Public transport alternative should be implemented first with submissions/objections favouring an improved bus network and/or light rail options***

- 4.3.9 In terms of public transport choices, the type of public transport network configuration that best suits Galway, both in terms of alternative modes ranging from bus to light rail, and network routes was considered and assessed in detail as part of the GTS work. This concluded that bus-based public transport represents the most appropriate system for Galway over the period considered in the GTS. The analysis of potential light rail routes showed that there is not sufficient demand to warrant the implementation of a light rail system as the highest demand achievable for travel on an east-west light rail corridor would amount to approximately 25% of the capacity of a light rail system during peak periods, which can be catered for by a bus-based public transport network. This is dealt with further by Andrew Archer in his Statement of Evidence on traffic.
- 4.3.10 Submissions/objection Ob\_519 & S\_032 state that the existing road network could be improved to provide the solution. The existing road network as detailed in Section 6.3 of Chapter 6 of the EIAR is at capacity and insufficient to cater for the current travel demand in Galway City, its environs and the Western Region. Therefore, the transport solution must address the existing road network capacity before it can even begin to provide an efficient public transport option.

***Why not 2006 Galway City Outer Bypass Route?***

- 4.3.11 An issue which is raised is that the route option which was advanced through planning previously, known as the 2006 Galway City Outer Bypass (GCOB) should be the preferred option. This was raised in objections to the chosen route for the N6 GCRR as it runs to the north of the village of Bearna and passes Mincloon, Ragoon, Clybaun, The Heath, Dangan and Bushypark on the west of the River Corrib and Castlegar and Ballinfoyle on the east.
- 4.3.12 While the 2006 GCOB Scheme had the least number of property demolitions, the western section did not receive planning permission from ABP under the earlier application due to potential environmental impacts in the area of Moycullen Bog Complex NHA. Therefore, the property demolitions which were proposed as part of the 2006 GCOB Scheme are not a true reflection of the likely property impacts of any new scheme that would meet the present scheme objectives whilst addressing ABP's reasons for refusal of this section of the 2006 GCOB Scheme. The assessment of the properties which would be acquired or demolished on the full length of the 2006 GCOB route option using the same methodology that was used for the N6 GCRR identified an additional eight properties to that identified in the 2006 GCOB EIS. Therefore, a total 16 properties would be acquired or demolished to facilitate the construction and operation of the 2006 GCOB route option. Further, the 2006 GCOB would not deliver the optimum intermodal transport solution as extensive traffic modelling shows that it would not deliver relief to congestion to the same level as the N6 GCRR.



There are a number of reasons why the 2006 GCOB was not selected as the preferred option:

- It does not provide connection with the N83 Tuam Road, a national road, thereby providing a lesser level of connectivity
- It does not provide any connection to the key employment centres at Parkmore and Ballybrit and, therefore, minimal relief to the existing congestion in these eastern city areas
- It has an adverse impact on the site integrity of the Lough Corrib cSAC per the European Court decision in *Sweetman v An Bord Pleanala*
- It has potential to impact on Lough Inch River which is known to contain Freshwater pearl mussels downstream
- It has a significant impact on the Moycullen Bog Complex NHA from a hydrogeological and hydrological perspective both at Tonabrocky and in the vicinity of Lough Inch
- It has a profound impact on the curtilage of Menlo Castle from a cultural heritage perspective and on the amenity value from Human Beings perspective
- It has less impacts on communities and amenities with an overall improvement in the level of severance experienced, but at the expense of longer journey times and less relevant journey possibilities between east and west

As such, as well as failing to meet the N6 GCRR project objectives, the 2006 GCOB option had serious impacts on the receiving environment and so it was not advanced further.

4.3.13 The Cyan Route Option (i.e. 2006 GCOB from N6 to the N59 linked to the Green Route Option from N59 to R336 on the west) was developed to provide an alternative which encompassed the previously approved scheme on the east with a new route on the west which avoided the impacts which were the subject of the refusal by ABP of this section previously. The Cyan Option would meet the requirements of those in Clybaun, Mincloon, Ragoon, Bushypark and Dangan for a northern route option. However, detailed ecological surveys for the Green Route Option showed that it could have a significant effect on the Lough Corrib cSAC at the river crossing which would adversely affect the integrity of the cSAC as outlined in Volume 3, Appendix A.7.4 to the Route Selection Report (also included in Volume 3 of the RFI Response). Therefore, this option was not advanced.

4.3.14 The northern route suggested in Ob\_531.02 would put the overall N6 GCRR route back on the 2006 GCOB Route Option or on the Green Route Option to the west of the River Corrib. This is also the old route referenced in S\_037, S\_049. The alternative location requested in Ob\_239, Ob\_312 and Ob\_510 would also be on one of these two options as it is not possible to move closer to the city due to the built environment in Mincloon/Ragoon. The 2006 GCOB Route Option was not selected to the west of the River Corrib for the reasons outlined above. The detailed ecological surveys for the Green Route Option, which had a similar crossing point

on the western side of the River Corrib as the 2006 GCOB crossing, showed that it could have a significant effect on the Lough Corrib cSAC which would adversely affect the integrity of the cSAC. As there are other alternatives available which do not have this effect, the Green Route Option was not chosen.

***Route selection in Bearna and the western city suburbs***

- 4.3.15 The issues raised in Bearna generally favour a route further north from that proposed in the N6 GCRR and claim that the proposed road development will do little to provide traffic relief in Bearna. At the outset, all alternatives were assessed including the use of the existing road network to the north of Bearna. This assessment showed that there is limited opportunity to straighten and widen the existing local road network in this area without significant demolition of homes. This local road network is retained for the purpose that it currently serves, which is local access, pedestrian movement and cyclists, with the proposed N6 GCRR serving the strategic traffic accessing Galway City and on eastwards.
- 4.3.16 The Bearna Inner Relief Road was considered as part of the alternatives considered at the outset, forming parts of the Blue Route Option and the Pink Route Option. Utilising the Bearna Inner Relief Road was ruled out as it does not resolve congestion in Bearna and does not separate strategic traffic from the local traffic in Bearna.
- 4.3.17 This portion of the proposed road development from the R336 to Ballymoneen Road provides a bypass of Bearna, Knocknacarra and Salthill and removes the need for the existing rat-running which occurs on the back roads in the area to avoid the congested area shown shaded in Figure 2. Some of these rat-runs are along narrow bog roads with extremely undulating topography, making them wholly unsuitable and unsafe for the volumes of traffic on them, during peak hour especially. Traffic is trying to get to a bridge to cross the river to get to the other side of the city, and this traffic utilises back roads to such an extent that it is one-way traffic on Clybaun Road North and Letteragh Road in the AM peak with the reverse occurring in the PM peak. Drone footage of the AM peak on 9 October 2018 at junctions A and B clearly shows this happening. In this particular video clip, the 411 bus is seen queuing on Clybaun Road trying to exit onto the Ragoon Road, but it is held up because of the rat-run traffic.

**Figure 2: Area of Congestion**

- 4.3.18 The proposed road development will allow traffic to divert onto the N6 GCR and offer traffic relief to the village of Bearna, with the average annual daily traffic on the main street in Bearna dropping from 13,222 to 3,102 and dropping from 17,635 to 4,731 on Bearna Road at Bearna Woods in the 2039 Design Year, using the population forecasts as per the National Planning Framework<sup>1</sup> (NPF). This is a very significant decrease in traffic flows through the village of Bearna and offers an opportunity for more sustainable transport modes in the village, especially around the national school which is currently located on the R336 at the eastern end of the village.
- 4.3.19 The diversion of traffic to the N6 GCR also removes traffic from the urban residential area in the western suburbs, with annual average daily traffic (AADT) on the Western Distributor Road between Clybaun Road and Ballymoneen Road falling from 13,336 to 9,349, AADT on Boleybeg Road between Cappagh Road and Ballymoneen Road falling from 1,865 to 666, AADT on Kingston Road falling from 12,161 to 6,864 and AADT falling from 11,977 to 9,848 on the Salthill Road Upper. This facilitates an improved public transport service along these routes, with the GTS proposing bus routes along the Western Distributor Road, Clybaun Road and Salthill Road.
- 4.3.20 West of the N59 includes large residential areas with schools which will be severed by the proposed road development. The GTS proposes a primary cycle network along the Western Distributor Road, which together with the reduction in traffic and provision of buses will serve to make for a safer environment for cycling and walking. There are a significant number of primary schools in this area, namely Knocknacarra Educate Together NS and Cuan na Gaillimhe Steiner NS off Cappagh Road, Gaelscoil Mhic Amhlaigh on Gort na Bró, St. John the Apostle Knocknacarra NS off Clybaun Road and Scoil Einde off Threadneedle Road. Secondary schools in the area include Coláiste na Coirbe off Ballymoneen Road,

<sup>1</sup> Full details of the impact of the proposed road development on traffic levels for the NPF forecast in the 2039 Design Year is provided in Table 5-1 of Appendix A.8.1 of the Request for Further Information Response.

Salerno SS and St Enda's College on Threadneedle Road, and Dominican College on Taylor's Hill. Given that there is a cycle bus already operating in Knocknacarra since September 2018, Bus Rothaíochta na Gaillimhe – Cnoc na Cathrach, for the primary school children, it is possible to further progress these sustainable transport journeys on these corridors with the implementation of the GTS measures – provide safe infrastructure for safe walking and cycling and it will be utilised. The journey time by bicycle on this route is so much shorter than private vehicle at peak hour, a mere 15 minutes from Cappagh Road to Gort na Bró, as cycle routes can use the linkages within estates to shorten the journey and also provide safer cycle routes.

- 4.3.21 In response to S\_003, Table 5-1 in Appendix A.8.1 to the RFI Response, shows that there is a decrease in traffic on the Western Distributor Road (Point 112) and Gort na Bró Road (Point 118) in 2039, with a minimal percentage HGVs on both roads, with the proposed road development in place which should increase cycling opportunities. The cycle bus currently negotiates the existing 5-arm Gort na Bró roundabout, node 10 on the timetable presented in Figure 3 below, and there is no pedestrian crossing on two of the arms - one of which is the entry to the busy Gateway Retail Park. The proposed road development includes the removal of this roundabout, the relocation of the access road to Gateway Retail Park, and the construction of a 4-arm signalised junction instead with full cycle and pedestrian facilities which is safer for both pedestrian and cyclists alike. The access road to Gateway Retail Park has been relocated to the north to become the Gateway Retail Park Link Road AR 06/04. Since publication of the EIAR in 2018 and given that there is a strong cycle desire line with the introduction of the cycle bus in September 2018, a 2m cycle lane has been included on both sides of Gort na Bró Road in the proposed road development from the proposed signalised junction at the south to the entrance to Gael Scoil Mhic Amhlaigh. Furthermore, Galway City Council confirmed it is proposed to construct a two-way cycle path in the wide verge on the eastern side of Gort na Bró Road from Gael Scoil Mhic Amhlaigh to Ragoon Road as part of the city cycle network. This would then link to the proposed cycle lanes on Ragoon Road as shown on Figure 1.10.12 of the RFI Response. This will facilitate cyclists accessing Gael Scoil Mhic Amhlaigh from the north. Therefore, the proposed road development includes improved cycle and walking facilities from node 9 to node 11 on the timetable below, with a further extension to the cycle network committed by Galway City Council.

Figure 3: Galway School Cycle Bus Route



4.3.22 The above points demonstrate the much-needed benefits to Bearna and the western suburbs of Galway City that the proposed road development will provide. As noted, the N6 GCRR also forms part of the European TEN-T network and this portion of the N6 GCRR provides reliable connectivity to Bearna and Connemara.

#### *Route selection from River Corrib east to Castlegar*

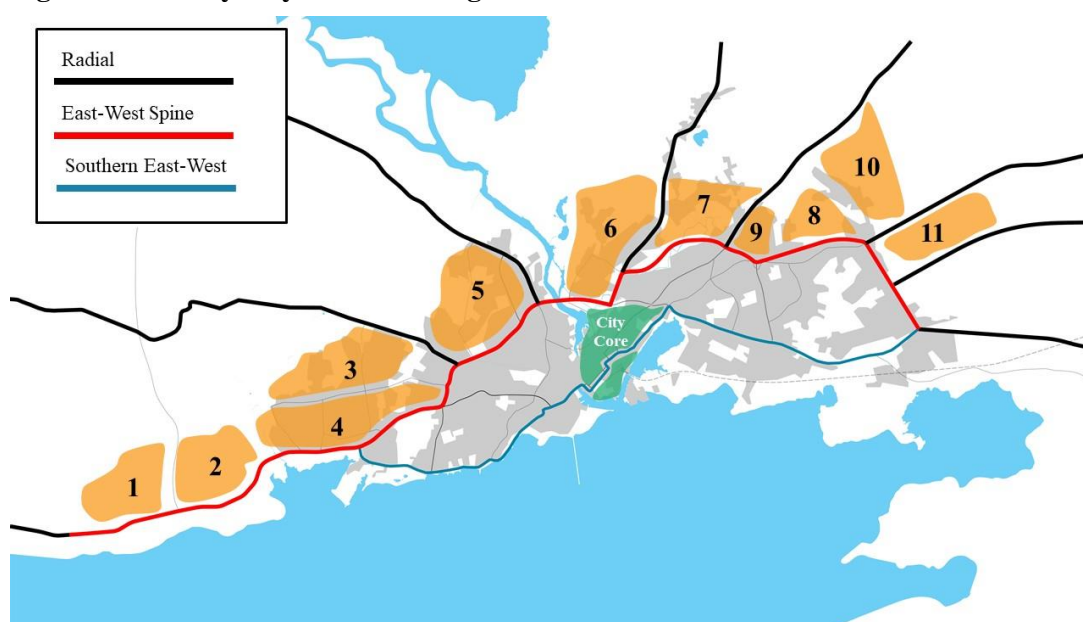
4.3.23 As the existing transport network is constrained by the limited number of river crossings in the city and the fact that these bridges are operating at capacity during peak periods, it was necessary to identify where a new bridge crossing of the River Corrib could potentially be located within the very tight constrained geography and how to get to same. This river crossing is key to the route selected.

4.3.24 The consideration of alternative locations for a new bridge crossing of the River Corrib commenced with an assessment of viable locations. Four river crossing solutions were identified:

- A crossing that seeks to reuse the existing road network to the greatest extent possible by reusing the existing Quincentenary Bridge
- A crossing using a tunnel under the River Corrib
- A northern crossing to the west of Menlough along the line of the previous 2006 Galway City Outer Bypass (GCOB)
- A crossing which is downstream of Menlough near Dangan

- 4.3.25 The on-line option which utilised the Quincentenary Bridge was not progressed due to the profound impact it would have on the fabric of the city. This on-line option would have involved significant engineering infrastructure to provide for both the local demand and the strategic demand in the one corridor, with the corridor width extending to approximately 80m in some areas. This corridor would become a significant barrier from one end of the city to the other with a constant desire line across the corridor as full segregation of both demands would be necessary for safety reasons and to future proof it. In response to Ob\_612, the on-line option is the option which includes grade separation of existing junctions.
- 4.3.26 Figure 4 shows the city centre area and the existing city road network. It is clear that, if the Red Route Option which overlays with the Quincentenary Bridge, R338 and Seamus Quirke Road is widened to cater for all demand, the route itself would be sitting on one of the city centre access routes. Given that NPF has now targeted these areas for infill development and population growth, the extent of overlap of the city centre area and the Red Route Option would increase even further and this route would essentially be sitting in the middle of it and would be a permanent barrier through the city centre.

**Figure 4: Galway City Road Existing Road Network**



- 4.3.27 In the search for a gap for a river crossing as you move north from the Quincentenary Bridge, significant constraints are encountered with dense population centres in Terryland and Tirellan on the east and Newcastle and Westside on the west (Areas 5 & 6 on Figure 4). A 3.5km tunnel option, the Orange Route Option was developed to avoid these constraints and to resolve the barrier issues arising from the on-line option but retained the on-line elements at the eastern end of the city. This option was discounted as it was assessed as having disproportionate impacts on the sensitive urban environment of Galway City, on its inhabitants, communities and neighbourhoods due to the scale and nature of the infrastructure required and due to the fact that the timescale and enormity of this

construction with the associated cost is of such an order as to be the least cost-effective alternative. It would have significant construction carbon emissions and significant operational carbon emissions, making it the least sustainable option available.

- 4.3.28 The northern river crossing, the Green Route Option, was deemed to have a negative impact on the well-established community and residential properties in Menlough, had significant cultural heritage impacts on Menlough Village and would adversely affect the integrity of the Lough Corrib cSAC. The road network which tied this option back to the city centre was most removed from the city and hence served it to a lesser extent than the other options.
- 4.3.29 There is a gap to the north of areas 5 and 6 which is Dangan, Pink and Blue Route Options. We acknowledge that this is part of the university and its importance in regard to the sports offering for the university and surrounding community is understood. Although it unfortunately involves the demolition of 44 dwellings, the Route Selection process concluded that the route option with the river crossing in Dangan and the associated road network to tie it back to the city is the least impacting on the receiving environment in terms of impacts on people, ecology and all other environmental factors. In fact, taking the river crossing in isolation, the Pink Route Option crossing had more adverse impacts than the Blue Route Option from an ecological perspective, however the Pink Route Option crossing had a lesser impact on community facilities, businesses and homes.
- 4.3.30 Once the crossing is selected and the route is tied back into the road network over the remainder of the study area, these areas of Bóthar Nua, Ballindooley and Castlegar are impacted to the greater extent.
- 4.3.31 The preferred route for the N6 GCRR was developed as an amalgamation of different route options over the length of the study area, which in combination, were considered to be the least impacting on the receiving environment in terms of impacts on people, ecology and all other environmental factors. In that regard, the option selected has the least number of residential demolitions, whilst also being the least impacting on the receiving environment.

***Route selection in the Ballybrit and Briarhill area***

- 4.3.32 Ob\_691: Chapters 14 and 15, together with the Figures in Volume 3 and Appendices in Volume 4 of the EIAR present a comprehensive assessment of the impact to Galway Racecourse and its facilities. In selecting the preferred route, Galway Racecourse was identified as a constraint and assessed under many categories so that all aspects could be addressed and appropriate mitigation provided.
- 4.3.33 Ob\_O\_761.3 and Ob\_724 state that the proposed road development should be much further out towards Moycullen and Athenry, with S\_022 echoing a similar theme, so that the city has opportunity to expand in years to come. A route which would be so far removed from the city and not connected to the city network would

not meet the project objectives as would be ineffective in providing for the transport demand.

### ***Route selection of the N59 Link Road***

- 4.3.34 In response to submissions relating to Rosán Glas S\_011, S\_029, S\_044, S\_051, S\_056, S\_057, S\_060, and S\_065: The proposed alignment was selected to eliminate conflict between direct accesses from existing homes and traffic accessing the proposed road development in the three roads in this area, namely Bóthar Diarmuida, Bóthar Stiofáin and Gort na Bró Road. This is possible with the proposed layout on Bóthar Diarmuida as it travels adjacent to but separate from Bóthar Diarmuida as opposing to overlaying on Bóthar Diarmuida. This separation allows Bóthar Diarmuida function as it currently does as an estate road. It was not possible to maintain the existing Bóthar Diarmuida Junction and provide the proposed N59 Link Road South Junction simultaneously as it would create an unsafe situation arising from conflicting traffic movements. The proposed layout in turn enables impacts upon residential properties and communities in Rosán Glas to be minimised, as access is retained and safely provided via appropriate junctions. The proposed alignment connects to Gort na Bró Road as opposed to Bóthar Stiofáin at the Ragoon Road Junction. This selection was made following public consultation in 2015 and consideration of the number of homes with frontage directly onto Bóthar Stiofáin and the public green space adjacent to Bóthar Stiofáin whereas there are only 2 accesses/junctions onto Gort na Bró.
- 4.3.35 Ob\_486 states the distance between their house and the N59 Link Road South could be increased to 25m without any major difficulty by slightly realigning it. The proposed N59 Link Road South has been designed taking cognisance of constraints within the area and to minimise negative impacts on the receiving environment, and therefore its alignment is not subject to change.

## **4.4 Impacts on homes and communities**

### **Issues**

- 4.4.1 28 Homeowners and property owners made a submission/objection in relation to the acquisition and demolition of their individual homes. 27 of these object to being forced to leave their homes due to the compulsory acquisition. Some state that their homes are irreplaceable and unique in their setting. One submission/objection has no objection and wishes to engage in early negotiations to move the process along. The submissions/objections are split out across the sections of the proposed road development as follows:
- R336 to N59 Letteragh Junction: Ob\_123
- The proposed road development will involve the demolition of 7 homes and acquisition of 5 homes in this area. Only one of those whose home is to be acquired has made a submission/objection. They have objected to the route



selected and stated that, if they scheme were to be approved, they wish to stay in their home.

- N59 Letteragh Junction to River Corrib: Ob\_457.1, Ob\_457.2, Ob\_497, Ob\_498, Ob\_519, Ob\_531\_537, Ob\_532 and Ob\_229\_540

There is to be demolition of 9 homes and acquisitions of 4 homes in this area. Three of those whose homes are to be acquired made a submission/objection. One of these, Ob\_532, states that they support the acquisition of their home and are keen to engage in early negotiations to move the process along. Five of the submissions/objections in this area are from those whose home is to be demolished and they are opposed to the acquisition of their home.

- River Corrib to N84 Headford Road Junction: Ob\_567 and Ob\_568

There is to be demolition of 2 homes and acquisitions of 0 homes in this area. Both of those whose homes are to be demolished made a submission/objection and are opposed to the acquisition of their home.

- N84 Headford Road Junction: Ob\_610, Ob\_611, Ob\_612, Ob\_613\_657 (relates to two homes), Ob\_615 and Ob\_621

There is to be demolition of 14 homes and no acquisitions of homes in this area. Six of those whose homes are to be acquired made a submission/objection. One of these, Ob\_613\_657, relates to two dwellings. These submissions/objections are opposed to the acquisition of their homes. One submission/objection, Ob\_610, also states that the mitigation measures for those very significantly impacted are inadequate and unequal.

- School Road, Castlegar: Ob\_631, Ob\_632, Ob\_633, Ob\_636, Ob\_642, Ob\_643 and Ob\_644

There is to be demolition of 6 homes and acquisitions of 2 homes in this area. Two of those whose homes are to be acquired and five whose homes are to be demolished made a submission/objection.

- N83 Tuam Road Junction to Coolagh Junction: Ob\_671, Ob\_701 and Ob\_704

There is to be demolition of 6 homes and no acquisitions of homes in this area. Three of those whose homes are to be demolished made a submission/objection to the acquisition of their home.

The specific points raised in each of these submissions/objections are dealt with under separate headings below.

## Responses

- 4.4.2 From the outset of the design of the proposed road development, every effort was made to avoid homes where possible. However, given the built environment and the linear development of the city with housing along every road radiating out of the city, its construction will unfortunately and unavoidably result in a number of property acquisitions and demolitions to secure the many benefits the proposed road development offers, as detailed in EIAR and in particular in Section 4.9 of Chapter 4, Alternatives Considered of the EIAR and Section 10 of the Non-Technical Summary for the EIAR.
- 4.4.3 In some areas, clusters of homes are to be demolished which compounds the impact on the entire community and this is an unfortunate impact. This occurs as the road crosses Na Foraí Maola Road and Troscaigh Road to the north of Bearna where seven homes are to be acquired. It occurs again at the N59 Moycullen Road crossing with nine homes are to be acquired. At the N84 Headford Road, the largest impact in terms of numbers of homes is evident with 14 homes to be acquired on the N84 Headford Road, a further six at School Road and three at the N83 Tuam Road.
- 4.4.4 It is acknowledged that it is stressful to have your home demolished and this is addressed by my colleague Dr Martin Hogan in his Statement of Evidence.
- 4.4.5 In addition, following publication of the N6 GCRR Protected Road Scheme and N6 GCRR Motorway Scheme, and well in advance of the service of a notice to treat, Galway County Council has entered, through the services of a property advisory company, into negotiations with these home owners with a view to agreeing a compensation amount in relation to the acquisition by Galway County Council of the properties in the event of scheme approval. This has been done in order to provide certainty to these home owners in relation to their properties, to reduce the stress to the homeowners and enable them to get on with their lives as soon as possible. To date, 51 homeowners of the 54 to be acquired have engaged with this process which is on-going.

## 4.5 Impacts on businesses and commercial premises

### Issues

- 4.5.1 There are a total of 13 submissions/objections from businesses with the concerns raised by each unique to their circumstance and the impacts on each are also unique. The range of issues raised are as follows:
- Total loss of business: Ob\_708\_709, Ob\_713 and Ob\_691\_713 (lessee on plot 713)
  - Loss of business during construction: Ob\_298, Ob\_691, Ob\_O\_691.13\_14, Ob\_717\_720\_721Ob\_602\_698\_699\_704.1 and Ob\_602\_698\_699\_704 .2

- Insufficient retained lands post construction to remain in business: Ob\_673 and Ob\_724
- Access post construction: Ob\_473

4.5.2 There are a further two submissions: Ob\_677 & Ob\_678 who claim that commercial premises are favoured over homes

### Response

4.5.3 Ob\_298: It is acknowledged that some inconvenience may be experienced by landowners during the construction phase of the proposed road development. A Construction Environmental Management Plan (CEMP) for the proposed road development is provided in Appendix A.7.5 of the EIAR. The provisions of the CEMP will ensure disruption and nuisance are kept to a minimum. Refer also to Section 7.6 of Chapter 7 for proposed mitigation measures which are to be put in place during construction stage. Access to this property will be maintained at all stages of construction. Loss of income is a compensation matter.

4.5.4 Ob\_673: It is unfortunate the proposed road development will have an impact on this warehouse, showroom and business. The loss of the main showroom due to the construction of the proposed road development is a permanent loss which cannot be mitigated except through financial compensation.

4.5.5 Ob\_696.13\_14: The proposed works at this location involves the construction of the Parkmore Industrial Estate Junction at the north end of the Parkmore Link Road. All construction works on the Parkmore Link Road will be undertaken from the south without any impact to this property. The construction of the T-junction with Parkmore West Industrial Estate Road will impact on the low front boundary as it is set back approximately 2.5m at the western boundary and tapering to tie into existing at the eastern boundary. This construction work will be completed over a period of 4 weeks. The existing parking at the front boundary wall will be temporarily unavailable for this period of 4 weeks to ensure a safe working zone for the contractor. The low stone wall to the front of the property will be reconstructed upon completion as shown on Figure 4.1.28 of the RFI Response.

4.5.6 Ob\_473: A detailed topographic survey has been undertaken on the completed construction of the boundary of Gael Scoil Mhic Amhlaigh and Gort na Bró Road. An amendment to the Gort Na Bró alignment has been made to complete the tie-in as the southern boundary of the school. Therefore, there are no works proposed on the Gael Scoil Mhic Amhlaigh landscaped areas, and Plot 473a.201 is removed from the Motorway Order. This is included in the errata to ABP.

4.5.7 Ob\_602\_698\_699\_704.1 and Ob\_602\_698\_699\_704.2: Chapter 15 of the EIAR clearly sets out that there is a significant impact on the lands associated with this commercial business. Chapter 18 also highlights that there is a very significant impact on the commercial enterprise as a result of the proposed road development. Les Brown in his statement of evidence addresses the loss of this well.

- 4.5.8 In relation to the lands containing the septic tank/pump house and water treatment polishing filter, the construction works will not directly impact on these facilities. The reconfiguration of the internal access roads will be constructed on the acquired lands to ensure access for the business throughout the construction phase. There is a process by which Galway County Council can dispose of lands post construction and all of the lands containing services e.g. septic tanks, polishing filter and access roads for the business will be returned to the property owners post construction via this process. It is not proposed to remove the septic tank or polishing filters during the construction phase.
- 4.5.9 Ob\_691: There are no proposals to cancel the summer racing festival. The proposals for the design and construction of the tunnel services building at Ballybrit are in Appendix A.5.1 of the EIAR which presents detailed plans and elevations of the facility. The impacts have been considered and documented in the EIAR.
- 4.5.10 Ob\_717\_720\_721 & Ob\_691: The effects of the proposed road development have been considered and mitigations have been listed throughout the EIAR, for both the construction and operational stage. Chapter 7 of the EIAR describes the construction activities, including consideration of how the proposed road development will be constructed, including construction fencing, site clearance, any necessary investigations, import and disposal of materials, drainage and general construction activities for road infrastructure. The environmental commitments as set out in Chapter 21, Schedule of Environmental Commitments, are an integral element of the application for Approval.
- 4.5.11 Ob\_708\_709, Ob\_713 and Ob\_O\_691\_713: Lands are included within the land acquisition boundary at this particular location that are necessary and required to facilitate the construction and operation / maintenance of the proposed road development including, inter alia, a maintenance building for the proposed Galway Racecourse Tunnel, an emergency exit for over height vehicles, tunnel mitigation measures, and traffic management. These are necessary works and the land acquisition to provide for them is justified. It is acknowledged that design development of the tunnel resulted in a more significant impact than was originally envisaged at publication of the emerging preferred route corridor. The alignment was moved north into the open fields to the west of this property to shorten the length of Galway Racecourse Tunnel. This shortening of the tunnel generated the following benefits:
- Reduced the concrete volume for tunnel construction
  - Reduced carbon emissions as less concrete required
  - Reduced the construction period of the tunnel
  - Negated the need for mechanical ventilation in the tunnel
  - Resolved the safety issues of tunnel portals at the point of merge/diverge of the N83 Tuam Road Junction

- The 230m tunnel is more sustainable over its life cycle than an 850m tunnel

Whilst it did offer these benefits, it had a worse impact on this property and the neighbouring property to the east, plot 713 (refer Ob\_713) and their long-term lessee (refer Ob\_O\_691\_713). However, the overall balance of what is achieved in terms of a 350% reduction in the length of the tunnel justifies the acquisition of the plot. The plot will be used to construct replacement stables and, thus, to mitigate what would otherwise be a very significant impact on Galway Racecourse. This will be discussed further by Michael Sadlier in his Statement of Evidence on equine.

- 4.5.12 Ob\_724: It is unfortunate the proposed road development will have an impact on this site. The loss of lands due to the construction of the proposed road development is a permanent loss which cannot be mitigated except through financial compensation
- 4.5.13 Ob\_677 & Ob\_678: The design of the proposed road development went through various iterations at the preliminary design stage, focusing on the project objectives to improve the connectivity and relieve traffic congestion in Galway. Design was not undertaken in favour of commercial properties over family homes. Galway Racecourse is seen as a notable amenity for locals with the premises open to the public for walking and recreational use. The impacts assessed on Galway Racecourse were not solely examining it as a commercial business but more so as a public amenity area.

## 4.6 Adjacent Housing Estates

### Issues

- 4.6.1 The proposed road development passes adjacent to existing housing estates on the east and west of the city. Residents in these estates have raised issues associated with the proximity, access provision, pedestrian access, safety and landtake.
- 4.6.2 There is landtake along the existing N6 to the south of the N6 Coolagh Roundabout which is within the existing public road, but which is registered to the adjoining housing estate. This was raised in submissions/ objections Ob\_761 and Ob\_O\_761.30
- 4.6.3 The proposed road development passes adjacent to lands wherein it is proposed to provide residential properties. Issues in this regard were raised in submissions / objections Ob\_229, Ob\_261, Ob\_469, and Ob\_484.

## Response

- 4.6.4 Ob\_229: A Strategic Housing Development (SHD) Application for 238 residential units was made to ABP on 24 June 2019 on the lands to the south of the proposed road development on plot 229 post the application for approval for the N6 GCRR. Consequently, their development took cognisance of the proposed road development including, inter alia, the provision of visual screening, fencing, appropriate drainage infrastructure, etc. Consultation on the storm and foul services for this SHD application was undertaken so that these services are accommodated beneath the footprint of the proposed N6 GCRR, thus ensuring that there is no conflict between the two applications for approval. Approval was granted for this development on 10 December 2019, reference ABP-304762-19.
- 4.6.5 Ob\_469 & S\_003: A Strategic Housing Development (SHD) Application for 332 apartments was made to ABP on 21 November 2019 on the lands within plot 469 post the application for approval for the N6 GCRR. Consequently, their development took cognisance of the proposed road development including, inter alia, the alignment of AR 06/04. There is no conflict between the proposed road development and the current SHD application reference 305982. The design of the Gort na Bró Road to the north of the Gateway Retail Park Junction has been trimmed as part of this consultation work, which has negated the need to encroach on the Gael Scoil Mhic Amhlaigh property. This change has also incorporated 2m cycle lanes on either side of the Gort na Bró Road between the proposed signalised junction, which replaces the existing roundabout, and the newly installed pedestrian crossing at the entrance to Gael Scoil Mhic Amhlaigh. In addition, Galway City Council have since acquired lands on the eastern boundary of Gort na Bró Road to Ragoon Road and are committed to providing a cycle path from the newly installed pedestrian crossing at the entrance to Gael Scoil Mhic Amhlaigh north to Ragoon Road. Plot 473a.201 will be removed from the N6 Galway City Ring Road Motorway Scheme.
- 4.6.6 Ob\_261 & Ob\_484: Any future development on plots 261 and 484 will take cognisance of the current application for approval for the proposed road development including, inter alia, the provision of visual screening, fencing, appropriate drainage infrastructure, etc.

## Issues – Rosán Glas

- 4.6.7 The N59 Link Road passes immediately west of and adjacent to the existing estate road, Bóthar Diarmuida, serving the housing estate of Rosán Glas which is located between the Ragoon Road and the Letteragh Road. The issues raised by residents can be summarised as follows:
- a) **Option selection:** issues in this regard were raised in submissions/ objections: S\_011, S\_029, S\_031, S\_044, S\_051, S\_056, S\_057, S\_060, and S\_065
  - b) **Communication of impacts and alternatives:** issues in this regard were raised in submissions/ objections: S\_004, S\_011, S\_031, and S\_051
  - c) **Access provision during and post construction:** issues in this regard were raised in submissions/ objections: S\_004, S\_011, S\_029, S\_031, S\_043, S\_044, S\_051, S\_056, S\_057, S\_060, and S\_065
  - d) **Pedestrian access and road safety:** issues in this regard were raised in submissions/ objections: S\_004, S\_029, S\_043, S\_057, and S\_060
  - e) **Sustainable transport:** issues in this regard were raised in submissions/ objections: S\_004, S\_011, S\_029, and S\_056

## Responses – Rosán Glas

- 4.6.8 As noted in the introduction, the N59 Link Road is a key link between the N59, Letteragh Road and Ragoon Road and is a missing link in the existing road network. The junctions on the N59 Link Road at the N59, Letteragh Road and Ragoon Road are all signalised junctions with full provision for pedestrians and cyclists, and appropriate turning lanes provided for operational efficiency of the signalised junctions. Access from Rosán Glas to the wider road network will be provided via AR07/02 which forms a stop-controlled junction with the N59 Link Road South.

- 4.6.9 Option selection is addressed in Section 4.3.

- 4.6.10 Communication of impacts is addressed in Section 4.9.

### *Access provision during and post construction*

- 4.6.11 The estate of Rosán Glas is currently served by two accesses off the Ragoon Road, with the southern access providing access to 51 homes. There is no change to this access and no impact to this entrance arising from the proposed road development, with the 51 homes in this portion of Rosán Glas accessing their property as per the existing scenario. Pedestrian permeability only exists in the current scenario and future scenario between this block of 51 homes and the remaining 174 homes in Rosán Glas.

- 4.6.12 There is a second northern entrance to Rosán Glas serving the larger portion of the estate with approximately 174 homes accessing this internal road network. The N59 Link Road South connects to Ragoon Road at the location of this northern entrance to Rosán Glas, and in doing so, moves the connection for Rosán Glas to the N59 Link Road further north, thereby still serving the transport needs and access to the estate.
- 4.6.13 During construction, access to properties, creches, the existing shop, and the Montessori will be maintained at all times via appropriate construction phasing which will ensure that access is maintained via the existing entrance until such time as the proposed replacement entrance is fully operational. Construction delays will be minimised to the greatest degree possible. In this regard, a Construction Traffic Management Plan is included in the CEMP will be finalised by the successful contractor in accordance with the outline plan as provided within the EIAR at Appendix A.7.4.
- 4.6.14 With regard to the concern expressed about the use of Bóthar Diarmuida as a haul route, Figure 7.113 of Volume 3 of the EIAR outlines proposed haul routes. It can be seen that it is not proposed to utilise Bóthar Diarmuida as a haul route. Instead, it is proposed to utilise the route of the N59 Link Road South which has been assessed in the EIAR.
- 4.6.15 Access post construction to properties, creches, the existing shop, and the Montessori will be provided via AR07/02 and AR07/03. Access post construction from Rosán Glas to the wider road network will be provided via AR07/02 which forms a stop-controlled junction with the N59 Link Road South. This link serves the broader Letteragh / Ragoon / Knocknacarra area. As noted, signalised junctions associated with the N59 Link Road South have full provision for pedestrians and cyclists, and appropriate turning lanes are provided for operational efficiency, including accommodating existing vehicular traffic from Rosán Glas.
- 4.10.16 S\_029 states that '*several residential units currently have direct access to Bóthar Diarmuida*' .....and that the '*introduction of the new road will prohibit this direct access*'. S\_056 also raises this point. The position is that there is a stone-faced masonry wall between the residential homes and Bóthar Diarmuida over the extent of the overlap with the N59 Link Road South.
- 4.10.17 S\_029 states that '*there is a concern that traffic seeking to access the new Link Road from other residential areas of Cnoic an Oir, Sliabh Rioga and Culgaharrai will result in severe congestion in the estate roads of Rosán Glas .....with potential rat-running east-west through the existing residential areas*'. S\_056 raises this issue also. This concern is not well founded as no vehicular access is permitted between the residential areas of Cnoic an Oir and Sliabh Rioga and Bun an Chnoic which is linked to Rosán Glas - there is a physical barrier in the form of a planted area with stone boundary blocking it. Sliabh Rioga and Cnoic an Óir are accessed from Letteragh Road only.



- 4.10.18 S\_029 asserts that there are insufficient access points to provide for future development. Access to the proposed road development mainline is restricted in line with its strategic function and provision for additional junctions or accesses will necessitate development approval from An Bord Pleanála which in turn future proofs the capacity of the proposed road development.

***Pedestrian access and road safety***

- 4.6.19 The proposed road development has been safely designed in accordance with the requirements of Transport Infrastructure Ireland and the Design Manual for Urban Roads and Streets. Provision for pedestrian and cyclist needs is made on the N59 Link Road South and at associated signalised junctions. Enhancing safety has included reducing the number of direct accesses, and associated conflict points, to the N59 Link Road South to the greatest degree possible.

- 4.6.20 The existing Gort na Bró Link Road infrastructure has been maintained with the addition of cycle infrastructure between the Gort Na Bró Junction and Gaelscoil Mhic Amhliagh. This aligns with the current planning application reference ABP-305982-19 by Glenveagh Living Limited in this area and it will serve to accommodate school children accessing the area via the cycle bus referenced earlier. Further, the cycle route via Millers lane to Gaelscoil Mhic Amhliagh is maintained and users can cross the Gort Na Bró Link Road via the existing pedestrian crossing. Sections 4.6 and 4.19 cross references these issues.

- 4.6.21 A pedestrian connection from the internal Rosán Glas estate road network to the Ragoon Road will be provided at the existing Ragoon Junction location so that the desire line for pedestrians is not affected by the relocation of the residential area entrances. This is shown on Figure 5 below together with the vehicular access arrangements to the residential area as shown on Figure 1.10.11 of Appendix A.1.13 of the RFI Response. S\_029 seeks to retain the existing planting in this existing entrance area, and this is protected during construction by the provision of a temporary fence around it as shown on Figure 1.6.26 of Appendix A.1.9 of the RFI Response.

***Safety & amenity***

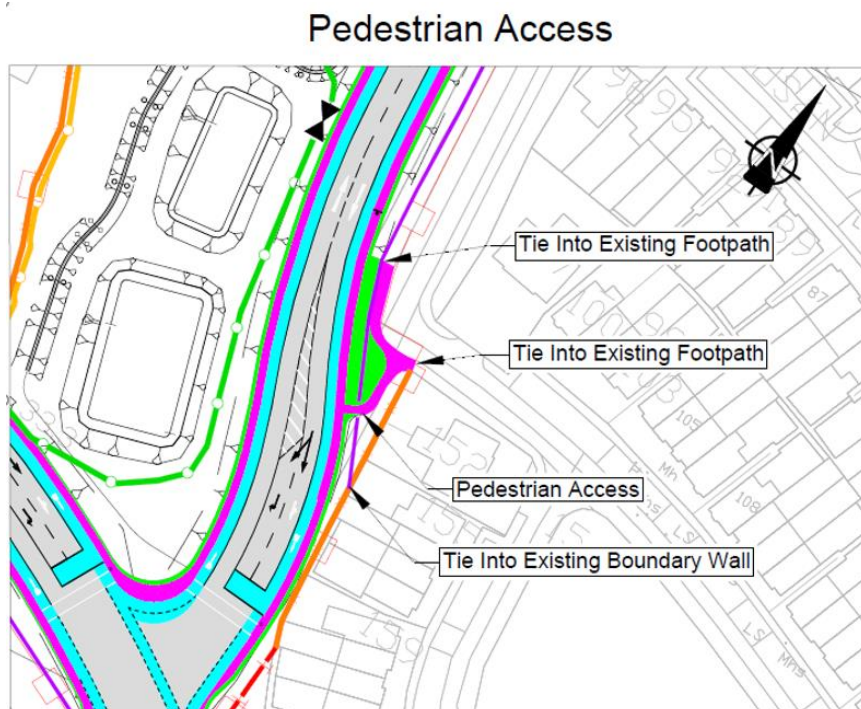
- 4.6.22 Many of the submissions are concerned that the estate which is currently on a cul-de-sac will be located adjacent to a key road such as the N59 Link Road South. A 1.2m high boundary wall is proposed on the western boundary of Bóthar Diarmuida to maintain the separation between it and the N59 Link Road as shown on Figure 1.6.25 of Appendix A.1.9 of the RFI Response. This will restore the sense of privacy of the estate.

***Sustainable transport***

- 4.6.23 The proposed road development forms part of the wider transport plans of Galway City and Galway County. Where the proposed road development interacts with proposed transport infrastructure (cycling, pedestrian, bus infrastructure, etc. as outlined within the Galway Transport Strategy) provision is included. However, proposed infrastructure independent of the proposed road development, including bus and cycle lanes, will be provided and progressed separately. Section 4.2 and 4.5 of this Statement of Evidence outline how the proposed road development

interacts with transport plans and outlines how alternatives were considered. Detail on traffic modelling, including mode share, is discussed by Andrew Archer in his Statement of Evidence on traffic.

**Figure 5: Pedestrian Access to Rosán Glas from Ragoon Road**



### Issues – The Heath

- 4.6.24 The mainline of the proposed road development passes immediately west of and adjacent to the existing estate of The Heath which is located off Circular Road.
- 4.6.25 There are questions raised as to why there is land acquisition along the internal estate road in The Heath. Further issues are then raised in respect of the provision of access to severed lands via the acquisition of a portion of the existing estate road to connect to the public road, Circular Road. Concerns are raised about the construction traffic on the estate road and agricultural traffic on it post completion: Ob\_510, Ob\_511.07, Ob\_511.06, Ob\_511.16, Ob\_511.25, Ob\_511.18, Ob\_512.1 and S-020.
- 4.6.26 Residents in The Heath query the need for the N59 Letteragh Junction, the need for grade separation and the need for the slip ramps at this junction. These issues are raised in Ob\_510.
- 4.6.27 There are further issues raised in respect to an alternative route such as the 2006 GCOB or the need for a public transport service or a lesser standard of junction provision and these are dealt with above in Section 4.3.

## Responses – The Heath

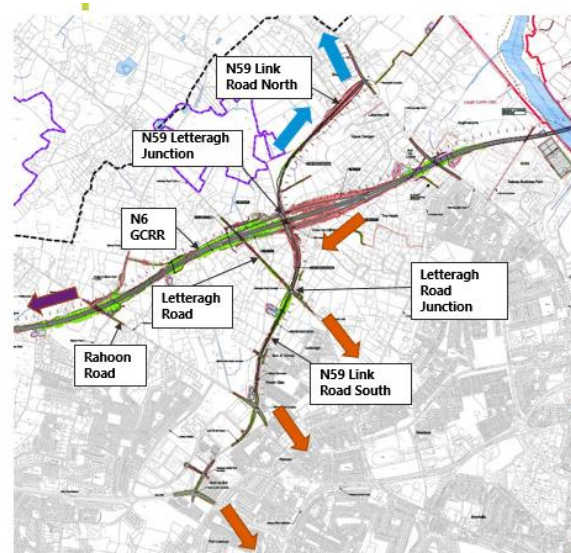
- 4.6.28 Ob\_510, Ob\_511.05, Ob\_511.06, Ob\_511.07, Ob\_511.16, Ob\_511.25, Ob\_511.18, Ob\_512.1, S\_020, S\_070: The residents in The Heath object to the provision of AR 07/10 which connects to the internal estate road. They argue that the internal estate road is *‘in no way suitable for agricultural traffic’*, *‘was designed only for light traffic loading for a small number of dwellings’*. AR 07/10 is a private access road to give access to lands severed by the N6 GCRR in plot 506 as noted in Table 9.3 of Section 9.4 of the RFI Response. Plot 506 is currently zoned agricultural, with the severed portion totalling 1.14 hectare. However, the existing internal estate road serves existing plot 504 in its entirety, total area 3.09 hectares, and the western part of plot 510, total area 0.41 hectares, both of which are zoned agricultural land. As the portion of additional agricultural lands which will be accessed via this internal estate road is only 1.14 hectares, the internal estate road will have the capacity to cater for it. It is considered that the internal estate road is the correct access point for this severed land as it is immediately adjacent to it as opposed to rerouting it via the neighbouring serviced roadway to the south.
- 4.6.29 Some objections, Ob\_511.05 & Ob\_511.18, note that the plot of residual severed lands in plot 506 is small or *‘miniscule’* and suggest that it should be acquired by the local authority in preference to providing access to it. As it is not necessary for the construction or operation of the proposed road development, it is not justified in including the severed plot 506 in the land acquisition. Ob\_511.18 further states that the CPO has proposed to *‘disproportionately benefit the affected parties of plots 504 & 506 ,,,,,, which would provide a basis for the further development potential of the plots’*. The acquisition of the estate road within The Heath is to provide access to severed lands, and the matter of the future potential of these lands is a planning matter.
- 4.6.30 In respect of the concerns raised regarding construction traffic in S\_020, Ob\_511.25, Ob\_511.07, Ob\_512.2 and Ob\_511.16, there is no access to the construction site for the mainline from Circular Road or from The Heath. The only construction traffic will be the traffic required to construct the 4m wide access track. This will generate approximately 250 truck movements over a 4-week period. There will be a local temporary realignment of the kerbs on the final turn to the west which will be reinstated upon completion, with no other widening or setting back of the kerbs required.
- 4.6.31 Ob\_510: An assessment of the capacity required to provide for the forecast traffic was undertaken to determine the appropriate carriageway width and standard for the mainline of the proposed road development as detailed in Section 7.5 of Appendix A.6.1 Traffic Modelling Report to the EIAR. It determined that dual carriageway width is required from Ballymoneen Road to the N6 Coolagh Road. The applicable standard in the TII standard DN-GEO-03036 is Urban Motorway with the urban design standards adopted given the environment and the traffic volumes anticipated. The choice of junction which can accompany such a road type is a grade separated junction only which precludes the use of the at-grade

roundabout solution proffered in this objection. This option is also referenced in S\_049.

- 4.6.32 The grade separated N59 Letteragh Junction connects to the proposed N59 Link Road to the north-west of the city and is a key junction in terms of traffic dispersion. The N59 Letteragh Junction is offset from the N59, firstly, to minimise the direct impact on residential property at the N59 bridge crossing and, secondly, to provide better connectivity and traffic distribution from the proposed road development to Knocknacarra, Salthill and the crossing of the N59 area.
- 4.6.33 The N59 Link Road South connects to the Letteragh Road and Ragoon Road which effectively distributes traffic accessing NUIG South (south of the Quincentenary Bridge), Knocknacarra, Salthill and UHG, whilst the N59 Link Road North facilitates traffic accessing NUIG North (Dangan Sports Grounds), N59 Moycullen Road and Connemara. Traffic bound for Spiddal and Connemara South remain on the proposed N6 GCRR.

**Figure 6: N59 Letteragh Junction Traffic Dispersion**

- Westbound traffic dispersion:
  - To Salthill: Exit at N59 Letteragh Junction ➔
    - Access to Westside via Letteragh Road
    - Access via Ragoon Road
    - Access via Western Distributor Road
  - To Clifden & Connemara North: Exit at N59 Letteragh Junction ➔
    - Access via existing N59
  - To Spiddal & Connemara South: ➔
    - Remain on N6 GCRR to western terminus west of N6 GCRR at Beara West Roundabout



- 4.6.34 As can be seen, the slip ramps direct traffic to a new link road, N59 Link Road, which has been designed to standard to receive this traffic. There is no connection to Circular Road as intimated in Ob\_510.

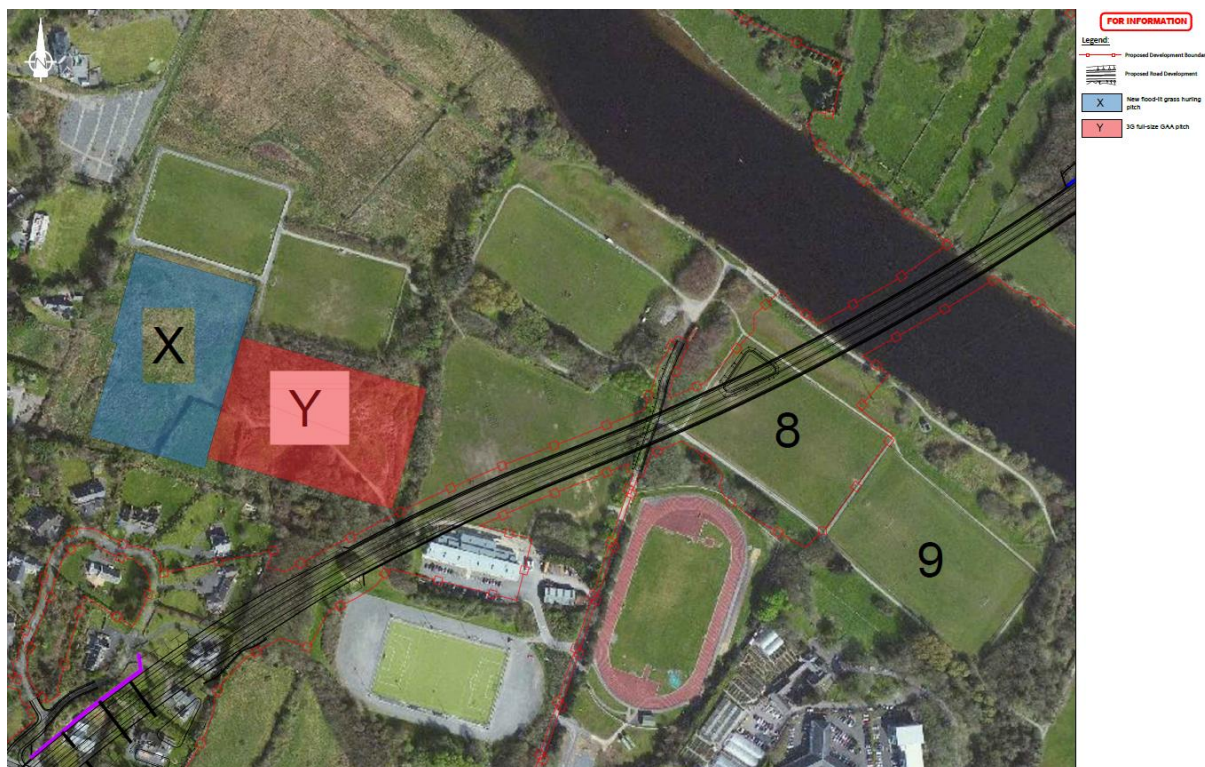
## 4.7 NUIG Sporting Campus Specific Queries

### Issues

- 4.7.1 NUIG raised specific queries in respect of the impacts arising during construction and these are addressed in Section 4.15.
- 4.7.2 Ob\_528\_541\_543\_537 asserts that NUIG's very significant concerns raised in previous submissions have not been taken seriously or given sufficient weight. It also asserts that there is no evidence that a tunnelling option for the campus crossing along the current preferred route was considered, as was provided at the Galway Racecourse and Lackagh Quarry. It states that the Orange Route Option was deemed to have the least impact on the Lough Corrib cSAC at route selection and is unclear why this option was not progressed to protect the Sporting Campus for NUIG.
- 4.7.3 Aside from the objection raised by NUIG, the following submission/objections raise issues with the level of impact on NUIG, from the perspective of being users of a facility there or enjoying the amenity: Ob\_228\_229\_540, Ob\_510, Ob\_O\_511.06, Ob\_O\_517.11.1, Ob\_523, Ob\_531.2, Ob\_534, S\_004, S\_010, S\_016, S\_022, S\_024, S\_027, S\_045, S\_048, S\_049.1, S\_049.2 and S\_068.1. The issues that relate to engineering the final layout are addressed in this statement.

### Response

- 4.7.4 Ob\_528\_541\_543\_537: A tunnel option beneath the Sporting Campus was considered as part of the engineering optioneering of the preferred route. However, due to the vertical geometry constraints of road design, the required crossing (under or over) the adjacent N59, and the requirement to provide junction connectivity to the N59 national route, it is not possible to tunnel beneath the Sporting Campus without then having to provide a deep bored tunnel beneath the River Corrib. The deep bored tunnel beneath the River Corrib was fully considered as part of the Option Selection process as the Orange Route. A deep bored tunnel along the emerging preferred route corridor (EPRC) is not the optimal location as the shortest distance between portals would be appropriate for this type of tunnelling. This also addresses S\_049 issue in this regard. Details of the Orange Route Option discounted are provided in Section 4.3.
- 4.7.5 As set out in Section 3.2, the mitigation for the loss of pitches has changed and it is not intended to remove the southern full-size grass GAA pitch, pitch 9. The NUIG Viaduct will traverse Pitch 8 and it will be acquired temporarily for the construction works. Pitch 9 will be available for continued use throughout the construction works. In addition, NUIG are progressing separately their masterplan build out in respect of Pitches X and Y.

**Figure 7: NUIG Sporting Campus**

- 4.7.6 As can be seen in Figure 7 above, there is no impact to track and hockey pitch, the rugby pitch, GAA pitch 9 and the 2 soccer pitches, to the river for rowing, use of the campus by clubs such as Galway City Harriers, by Rugby, rowing, and other sports such as triathlon, hockey etc, for training camps and summer camps and to the miles of running and walking trails. Connectivity and permeability beneath the viaduct is possible post completion of construction with all trails available again. Access will be provided across the site during the construction on a controlled basis.

## 4.8 Galway Racecourse Specific Queries

### Issues

- 4.8.1 Ob\_691 asserts that there is a lack of clarity in relation to advance works and enabling works in the planning application documents and seeks clarification in relation to what works will be carried out in the main contract and what will be advance works.
- 4.8.2 Ob\_691 asserts that details of the summer racing festivals are not referred to anywhere in the EIAR.
- 4.8.3 Ob\_691 requests that the developer confirm that no operational phase routine maintenance and inspection regime will be scheduled to disrupt the operation and functioning of Galway Racecourse.

4.8.4 Ob\_691 requests additional commitments to those outlined in Section 18.5.3.3 of Chapter 15 of the EIAR which include the cessation of construction works during the summer/autumn racing schedule and that they will be afforded the opportunity to agree the programme of works for all works around their property.

4.8.5 Ob\_691 asserts that a number of the plots outlined in the CPO should be considered as temporary acquisition plots as opposed to permanent acquisition.

### Response

4.8.6 Section 7.4.3 of Chapter 7 of the EIAR highlights the works that are considered enabling works and will be carried out in advance of the main contract commencement. This includes works to the Racecourse Avenue diversion, the realignments of the northern access to Galway Racecourse, construction of temporary stables and the replacement of two wells. It should be noted that the 110kV ESB overheads at Ballybrit will also be undertaken as enabling works.

4.8.7 In consultations with the landowner prior to the publication of this application, the following summer racing festival dates were supplied by the landowner and the festival dates were fully considered and assessed as part of the EIAR.

- 30 July 2018 to 5 August 2018
- 29 July 2019 to 3 August 2019
- 27 July 2020 to 2 August 2020
- 26 July 2021 to 1 August 2021
- 25 July 2022 to 31 July 2022
- 31 July 2023 to 6 August 2023
- 29 July 2024 to 4 August 2024

4.8.8 Routine maintenance will be scheduled not to disrupt the operation of any landowner or business. Inspections and maintenance operations will be scheduled, when they are required, to ensure appropriate inspection, safety and maintenance of the national road network and the associated environmental mitigation are operating as designed.

4.8.9 It is not possible to allow a third party to become a controller/approver of the Main Construction Contract. This would place unfair construction constraints on the contractor and may in fact impede the delivery of the development within the indicated construction timeframe.

## 4.9 Inadequate consultation

### Issues

- 4.9.1 The issue raised is that there was insufficient consultation with the property owner and/or the consultation undertaken was inadequate: S\_004, S\_011, S\_031, S\_051, Ob\_111, Ob\_136, Ob\_194, Ob\_216, Ob\_258\_464, Ob\_261, Ob\_484, Ob\_220, Ob\_457.1, Ob\_457.2, Ob\_512.1, Ob\_512.2, Ob\_O\_517.11\_1, Ob\_O\_517.11\_2, Ob\_567, Ob\_568, Ob\_613\_657 and Ob\_663.02.
- 4.9.2 A further issue raised is that the surveys which were undertaken to prepare the EIAR were not made available to all the property owners through lack of engagement. This has been raised in the following submission/objection: Ob\_111.
- 4.9.3 Ob\_686.1 & Ob\_686.2 claim that there has been no communication from the acquiring authority as to how the CPO will affect the clients' land, in terms of landtake and rights of way being extinguished. Another issue raised is that the maps served are of such poor quality that it is impossible to determine the extent of the impact.
- 4.9.4 Ob\_701 objects to the inadequate schedule of accommodation works agreed, but fails to elaborate further.
- 4.9.5 Ob\_503 expresses gratitude that some of the concerns raised by him have been satisfactorily resolved.
- 4.9.6 HSE commend the level of consultation undertaken during the course of the project and request that good consultation is maintained during the construction stage S\_078

### Responses

- 4.9.7 Details of the public consultation phases and periods are outlined in Chapter 4 of the EIAR. In addition to these public information sessions, a number of individual consultation meetings were held with the homeowners. Over 950 meetings with landowners have taken place since May 2014. A project office was set up in Ballybrit, Galway to facilitate ease of access for landowners and it became the centre point for N6 GCRR consultation. There has been a dedicated land liaison officer for the entire duration of the project available to answer any queries or concerns property owners have had.
- 4.9.8 A project website was created and used to keep the public informed at all stages as the N6 GCRR project progressed in addition to a dedicated project email address which was available for raising any questions and was maintained by the project team. All property owners identified as owning lands to be acquired to facilitate the construction of the proposed road development received written correspondence in October 2016 with a copy of the design with respect to their property. As part of the final non-statutory consultation process, written communication was issued to all property owners again in May 2018 with a copy



of the final design with respect to their property and an explanation of the next steps. The statutory consultation process then followed after the publication of the EIAR.

- 4.9.9 In response to S\_011, S\_031, and S\_051, the preferred option in the area of Rosán Glas was publicly displayed in Galway County Council office (Áras an Chontae, Prospect Hill, Galway) and Galway City Council (City Hall, College Road, Galway) in November 2016 and public feedback sought. This was approximately two years prior to submission to An Bord Pleanála.
- 4.9.10 In response to Ob\_261 and Ob\_484, adequate information as to design detail is provided within the EIAR in the plan and profile drawings referenced as the Figure 5.3 in Volume 3 of the EIAR. Cross-sections are set out in Section 5.5 of Chapter 5 of the EIAR. Details of the width and length of AR 05/01 is provided in Table 9.3 in Section 9 of RFI Response. Furthermore, there has been engagement with the developer regarding their proposals since the submission of the proposed road development application.
- 4.9.11 In response to Ob\_111: During the consultation process, four meetings, two of which were at the property owner's home, were held in addition to communication by telecom, email and letters. Thomas Burns our landscape and visual expert on the project attended one of the meetings at this home.
- 4.9.12 In response to Ob\_111: The results of the surveys undertaken as part of the environmental studies for the proposed road development have been included in the EIAR and the NIS which were published and are available on the dedicated website [www.N6GalwayCityRingRoad.ie](http://www.N6GalwayCityRingRoad.ie).
- 4.9.13 In response to Ob\_136: During the consultation process, one meeting was held with the property owner in addition to communication by telecom, email and letters.
- 4.9.14 In response to Ob\_567, Ob\_568: Meetings were held with these homeowners in 2015 and 2019. Over the course of the development of the project numerous update letters and phone conversations have been held.
- 4.9.15 In response to Ob\_613\_657: During the consultation process, two meetings were held in addition to communication by telecom, email and letters. As noted in this submissions, ecology and bat surveys were also undertaken on the properties.
- 4.9.16 In response to Ob\_663.02: This objection states that none of the drawings provided to the landowner by the design team indicate the presence of proposed traffic lights or the presence of the proposed City North Business Park Link Road. Details of the City North Business Park Junction layout is shown on drawing GCOB-1200-D-010 with further information provided in Appendix A.1.13 of the RFI Response. This link road was on all drawings issued to the landowner from as early as 2015. A total of 6 meetings were held with the property owner, in addition to correspondence and telecoms, including delineating on the ground the extent of the landtake.

- 4.9.17 In response to Ob\_686.1 & Ob\_686.2: The land which is proposed to be acquired, Plot 686a.201, is road bed only as described in the schedule provided to the landowners. There will be no change to the current access, boundary wall, or any lands within the boundary wall at this property.

## **4.10 Pedestrian and Cycle Facilities**

### **Issues**

- 4.10.1 A number of submissions assert that the provision of cycle and pedestrian facilities on the protected road is not adequate. This issue was raised in objections Ob\_116, Ob\_201, S\_021, S\_028 and Ob\_607. S\_012 notes that the city in general lacks such facilities.
- 4.10.2 Another issue raised is a suggestion that the proposed road development would render existing walking and cycling routes within the Bearna area unworkable and that there are no footpaths included in the associated road realignments. This issue was raised in submissions/objections Ob\_116 and Ob\_141.
- 4.10.3 A concern is raised in respect of access for children across the proposed road development in the Aille area as they go to the playground to the south of the proposed road development. This issue is raised in Ob\_201.
- 4.10.4 A concern is raised in respect of access for children across the proposed road development in the Rosan Glas area as they go to Gaelscoil Mhic Amhliagh. This issue is raised in S\_004, S\_029, S\_043, S\_057, and S\_060. These issues are addressed in Section 4.11 above.
- 4.10.5 S\_008 states pedestrian safety will be adversely affected and is not addressed within the EIAR.

### **Responses**

- 4.10.6 S\_008 & S\_028: Full details of the pedestrian and cycle facilities provided are outlined on Figures 1.10.01 to 1.10.22 of Appendix A.1.13 of the RFI Response.
- 4.10.7 Ob\_116 & Ob\_201: The protected road does not prohibit cyclists or pedestrians from using it. As the protected road will attract traffic away from the village of Bearna and the surrounding local roads, these will then become a preferable option for walkers and cyclists alike, much as they are today.
- 4.10.8 Ob\_116 and Ob\_141: The proposed road development crosses Na Foráí Maola Road and Troiscaigh Road to the north of Bearna, but connectivity is preserved for the local community remaining on both sides of the proposed road development through the provision of the Na Foráí Maola to Troiscaigh Overbridge Link and realigned local roads either side, with footpaths provided on the bridge. These newly realigned local roads are safer as proper visibility is provided. The R336 through Bearna will experience a significant reduction in traffic, and more importantly for cyclists, HGVs are almost totally removed.

- 4.10.9 Ob\_201: The Aille Road L5384 will be maintained and will cross over the proposed road development providing access between the community to the north and south mitigating the physical severance. Therefore, access to the playground will be maintained and children will not be crossing the proposed road development. As shown on Figure 1.10.4 of the RFI Response there are pedestrian facilities provided at the Aille Road L5384 on the bridge over the proposed road development.
- 4.10.10 Ob\_607: The design of the N84 vertical alignment has been developed using appropriate geometric standards applicable to a design speed of 50km/h. Figure 1.10.15 of Appendix A.1.13 of the RFI Response, and Figure 5.4.08 of the EIAR outline the pedestrian facilities and lighting proposals in the area respectively.

## 4.11 Boundary Treatment to retained lands

### Issues

- 4.11.1 Queries have been raised in submissions as to the proposed boundary treatment on the retained lands and concerns over the loss of stone walls: Ob\_103, Ob\_108\_125, Ob\_116, Ob\_117, Ob\_131\_132, Ob\_134, Ob\_141, Ob\_145.1, Ob\_147, Ob\_158, Ob\_194, Ob\_195, Ob\_199, Ob\_204, Ob\_207, Ob\_213, Ob\_216, Ob\_222, Ob\_226, Ob\_230, Ob\_233\_234\_235, Ob\_239, Ob\_246, Ob\_249\_467, Ob\_251, Ob\_252, Ob\_254, Ob\_255\_256, Ob\_259\_463, Ob\_273\_461, Ob\_296, Ob\_311, Ob\_298, Ob\_313, Ob\_480, Ob\_481, Ob\_492, Ob\_493, Ob\_496, Ob\_238, Ob\_272\_462, Ob\_468\_501, Ob\_485, Ob\_498, Ob\_521\_O\_517.14\_02, Ob\_626, Ob\_628\_702, Ob\_629, Ob\_631, Ob\_634, Ob\_639, Ob\_684, , Ob\_603, Ob\_620, Ob\_O\_651, Ob\_688, Ob\_716, Ob\_751, Ob\_761, S\_008, S\_067.
- 4.11.2 Security and privacy at residences is a further issue related to the boundary treatment which has been raised: Ob\_111, Ob\_116, Ob\_134, Ob\_136, Ob\_159, Ob\_195, Ob\_207, Ob\_219, Ob\_222, Ob\_663.02, S\_008.
- 4.11.3 Queries in respect of the fence type and level of security around the attenuation ponds is raised in the following submissions/objections: Ob\_151, S\_043, S\_056, S\_031, S\_057, S\_065, Ob\_246, Ob\_311, S\_029 and S\_044.
- 4.11.4 Ob\_505 state the CPO fence is insufficient and feel suitably designed safety barriers are to be provided where there is an accommodation road on top of a road in cut. Ob\_505, Ob\_506 & Ob\_507 states that the proposed road development is in deep cut in the area and the proposed timber post and rail fence is an inadequate and unsafe type of fencing.
- 4.11.5 Ob\_531.01 requests that the current entrance gates be reconstructed at Aughnacurra estate post construction as they are of 'heritage' importance.

## Responses

- 4.11.6 Fencing along the boundary of the proposed road development is necessary to secure the proposed road development extents as well as preventing errant persons or wildlife accessing the network and posing a risk to road users. In accordance with TII standards, for safety reasons for road users, the main construction contract shall ensure to leave a secure site with the provision of boundary fencing in the form of a timber post and rail fence as part of the main construction works. The existing boundary shall be maintained as much as practicable in other areas.
- 4.11.7 As set out in Section 5.5.4.3 of Chapter 5, Description of the Proposed Road Development of the EAIR; Section 2.5.5 of the NIS; and Section 2.6 of the RFI Response, the selection of the type of boundary treatment varies across the proposed road development depending on different circumstances.
- 4.11.8 The following sets out the boundary provision to the plots identified above, with the detail of the boundary treatment shown on drawings included in Appendix 1.9 Boundary Treatment Details and details of the accommodation works shown on Appendix 9.1 Landowner Accommodation Works Details of the RFI Response:
- Plot 103: A new stonework wall 2m high above ground level will be constructed in accordance with GCRR-SK-C-001 and a new domestic entrance as per CC-SCD-02753 as shown on Figure 4.1.01 of Appendix A.9.1 to the RFI Response
  - Plot 108/125: The current boundary wall on Plot 125 will be replaced with a new stonework wall 1.2m high above ground level in accordance with GCRR-SK-C-001 with a new domestic entrance as per CC-SCD-02753 as shown on Figure 4.1.02 of Appendix A.9.1 to the RFI Response. This boundary wall will extend over the full extents of the boundary with the realigned Na Foráí Maola Road and will retain the portion of the garden which is at a higher elevation than the proposed realigned Na Foráí Maola Road
  - Plot 111: There will be a mammal resistant fence (timber post and rail fence with wire mesh), as shown on Figure 1.6.01 of Appendix A.1.9 to the RFI Response on the boundary between the N6 GCRR and the rear of the property. As the proposed N6 GCRR will be approximately 2m lower than the existing ground level at the home and there is a proposed screening berm located in DA02 as shown on Figure 7.301 of the EIAR, with screen planting at a minimum width of 3.0m as shown on Figure 12.1.01 of the EIAR, it will not be possible either to see into the home from the N6 GCRR or gain access from the N6 GCRR to the property
  - Plot 116: There will be a mammal resistant fence (timber post and rail fence with wire mesh), as shown on Figure 1.6.01 of Appendix A.1.9 to the RFI Response on the boundary between the N6 GCRR and the rear of the property. Screen planting at a minimum width of 3.0m as shown on Figure 12.1.01 of the EIAR will be provided between the N6 GCRR and the

fenceline. Security and privacy is retained for the home as it will not be possible either to see into the home from the N6 GCRR or gain access from the N6 GCRR to the property

- Plot 117: There will be a mammal resistant fence (timber post and rail fence with wire mesh), as shown on Figure 1.6.01 of Appendix A.1.9 to the RFI Response on the boundary of the N6 GCRR. Paladin security fence is proposed around the ponds on the west side of the N6 GCRR
- Plot 131/132: The current boundary wall on Plot 131/132 will be replaced with a new stonework wall 1.2m high above ground level in accordance with GCRR-SK-C-001 with a new domestic entrance as per CC-SCD-02753 as shown on Figure 4.1.02 of Appendix A.9.1 to the RFI Response. This boundary wall will extend along the front boundary with the realigned Na Foráí Maola Road but will not extend along the northern boundary
- Plot 134 and 136: The existing front boundary of both these properties is maintained as per existing along Na Foráí Maola Road. There will be a mammal resistant fence (timber post and rail fence with wire mesh), as shown on Figure 1.6.02 of Appendix A.1.9 to the RFI Response on the boundary of the N6 GCRR. The lands which are acquired from Plot 144 to the rear of these properties will be fenced off with a timber post and rail fence in addition to the existing boundary provision along this shared boundary. Security of the home is provided by maintaining the existing front boundary and reinforcing the rear boundary with two additional rows of fencing
- Plot 141: The portion of the existing front boundary to the south of the existing entrance will be removed, the stones will be retained, and the wall reconstructed to match existing as shown on Figure 1.6.02 of Appendix A.1.9 to the RFI Response. This set-back is required to provide safe sight lines to the proposed priority junction to the south
- Plot 145: The proposed boundary along Na Foráí Maola Road will be retained in the vicinity of the home, but a 1.05m high stone wall in accordance with GCRR-SK-C-001 will be provided close to the proposed priority junction to the north. The lands which are acquired from Plot 144 to the south of this property will be fenced off with a timber post and rail fence in addition to the existing boundary provision along this shared boundary, plus there will be a mammal resistant fence (timber post and rail fence with wire mesh) closer to the N6 GCRR earthworks edge. Mammal resistant fence (timber post and rail fence with wire mesh) will be provided along the boundary with the retained lands to the south of the N6 GCRR. Full details of the boundary treatment are shown on as shown on Figures 1.6.02 & 1.6.03 of Appendix A.1.9 to the RFI Response
- Plot 147: The existing entrance and boundary wall to the south of the existing entrance on Na Foráí Maola Road will be maintained and a new boundary wall will be provided over the reduced plot 147x.201. This will amend the

boundary treatment as shown on Figure 1.603 of Appendix A.1.9 and Figure 4.1.03 of Appendix A.9.1 of the RFI Response

- Plot 158: The existing front boundary wall will be demolished and reconstructed as a 1.2m high stonework wall above ground level in accordance with GCRR-SK-C-001 in a setback location as shown on Figure 4.1.03 of Appendix A.9.1 of the RFI Response. The domestic entrance will be constructed in accordance with CC-SCD-02753-01
- Plot 159: A 1.2m high stonework wall above ground level in accordance with GCRR-SK-C-001 will be provided along the front boundary on Troscaigh Road L5387 as shown on Figure 4.1.03 of Appendix A.9.1 of the RFI Response. This will prevent overlooking of passing traffic into the dwelling. A domestic entrance will be constructed in accordance with CC-SCD-02753-01
- Plot 195: A new stonework wall 1.2m high above ground level in accordance with GCRR-SK-C-001 will be provided along the front boundary on Bearna to Moycullen Road L1321 and a domestic entrance as per CC-SCD-02753 as shown on Figure 4.1.03 of Appendix A.9.1 of the RFI Response. This wall will restore a level of privacy to the property
- Plot 197: There will be timber post and rail fence as shown on Figure 1.6.05 of Appendix A.1.9 to the RFI Response on the boundary of the access track AR 3/02 which adjoins this land holding. Where stone walls are removed on Mr. Concannon's property, the stone will be retained and made available for re-use by Mr. Concannon for the construction of a new stone wall on his side of the proposed development boundary if he wishes
- Plot 199: The existing boundary to the front and the southern boundary of Mr Concannon's property at Ballard West will be maintained as shown on Figure 1.6.05 of Appendix A.1.9 to the RFI Response. There will be no interference with the stone walls on the boundaries of this property. The lands which are acquired from Plot 198 to the south of this property will be fenced off with a timber post and rail fence in addition to the existing boundary provision along this shared boundary. Land acquisition is limited to roadbed
- Plot 204: The existing boundary wall along the front of the property will be retained over the extent of the front garden. A new stonewall 1.2m high above ground level will be constructed at the front boundary of their additional plot of land to the south of the garden in accordance with GCRR-SK-C-001 to tie-in with the existing garden stonewall. The existing boundary on the southern side of the property will be maintained and a new timber post and rail fence in accordance with CC-SCD-00301 will be constructed on the proposed road side of the boundary as shown on Figure 1.6.05 of Appendix A.9.1 of the RFI Response. The lands included in plot 204b.201 is road bed and set-back

- Plot 207: It is proposed that the existing boundary wall at the front of the property, to Aille Road, will be removed and a new stonework wall 1.2m high above ground level will be set back and constructed in accordance with GCRR-SK-C-001. This wall will restore a level of privacy to the property
- Plot 213: It is proposed that the current boundary wall at the front of the dwelling will be partially removed and a new stone work wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-001 to tie into the existing wall. A new domestic entrance as per CC-SCD-02753 will also be provided. The existing boundary will be maintained on the southern portion of the plot
- Plot 216: A 1.2m high above ground level stonework wall shall be provided to the property boundary with the proposed access road AR 4/05 in accordance construction detail GCR-SK-C-001. The existing entrance to the dormer dwelling built in 1989 shall be retained and a new domestic entrance shall be provided to the cottage dwelling to the rear of the property built circa 1910. It is not proposed to create a public right of way
- Plot 222: The existing wall along the front of the property will be demolished and a new stonework wall 2.5m high above ground level will be constructed in accordance with GCRR-SK-C-001. A retaining wall (R04/01) is proposed at the northern section of the front boundary as shown on Figure 5.1.04 of the EIAR
- Plot 226: The existing boundary will be maintained as much as practicable. It is proposed that the current boundary wall in front of the dwelling will be removed and a new stone work wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-001. The proposed boundary along the mainline of the proposed road development will be a Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319, as shown on Figure 4.1.06 of Appendix A.9.1 of the RFI Response. The future maintenance of the existing boundary and new stonework wall will be the responsibility of the landowner, whereas the future maintenance of the mammal resistant fencing will be the responsibility of the local authority or their agents
- Plot 230: The existing boundary wall will be retained as much as practicable. The proposed boundary along the majority of the mainline of the proposed road development will be a Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319. A portion of the boundary to the south west of the retained lands is proposed as Otter Proof Fence in accordance with drawing GCOB-300-D-101, shown on Figures 4.1.07 & 4.1.08 of Appendix A.9.1 of the RFI Response
- Plots 233 & 234 & 235: The existing boundary walls will be retained as much as practicable. Where a new boundary is required a stonework wall 1.2m high

above ground level will be constructed in accordance with GCRR-SK-C-001 as shown on Figure 4.1.08 of Appendix A.9.1 of the RFI Response

- Plot 238: A Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be provided along the property boundary adjacent to the proposed road development
- Plot 239: The existing boundary wall will be retained as much as practicable. It is proposed that the current boundary wall at the front of the dwelling on the Clybaun Road Junction will be removed and a new stonework wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-001
- Plot 246 & Plot 311: Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 is proposed along the northern boundary of the retained lands with the proposed road development 4.1.10 of Appendix A.9.1 of the RFI Response. Where stone walls are removed at the northern boundary, the stone will be retained and made available for re-use by the property owner for the construction of a new stone wall on their side of the proposed development boundary if they wish. Paladin security fencing will be provided around all attenuation ponds. This fencing will be screened which will be addressed in the Landscape and Visual Statement of Evidence
- Plot 249\_467: The existing boundary wall will be removed and a new stonework wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-0019
- Plot 251: It is proposed that the existing boundary wall at the front of the property to Letteragh Road, will be removed and a new stonework wall 1.2m high above ground level will be set back and constructed in accordance with GCRR-SK-C-001. A new domestic entrance as per CC-SCD-02753 will be constructed also. There is a process post completion of construction whereby land inside the wall can be returned to the landowner
- Plot 252: It is proposed that the existing boundary wall at the front of the property to Letteragh Road, will be removed and a new stonework wall 1.2m high above ground level will be set back and constructed in accordance with GCRR-SK-C-001. A new domestic entrance will be constructed also in accordance with GCRR-SK-C-001. A field access as per CC-SCD-02754 and a single field access gate as per CC-SCD-00309 will be provided at the south east corner
- Plot 254: It is proposed that the existing boundary wall at the front of the property to Letteragh Road, will be removed and a new stonework wall 1.2m high above ground level will be set back and constructed in accordance with



GCRR-SK-C-001. A field access as per CC-SCD-02754 and a single field access gate as per CC-SCD-00309 will be provided

- Plots 255 & 256: It is proposed that the existing boundary walls at the front of the property, to Letteragh Road, will be removed. 2 no. new domestic entrances as per CC-SCD-02753 with 1.2m high stonework walls above ground level and 4 no. piers with coping to walls and piers will be constructed in accordance with GCRR-SK-C-001
- Plot 259\_463: A new domestic entrance as per CC-SCD-02753 with 2m high stonework wall above ground level in accordance with GCRR-SK-C-001 will be provided as shown on Figure 4.1.25 of Appendix A.9.1 of the RFI Response. There is a process post completion of construction whereby the local authority can dispose of surplus lands
- Plot 272\_462: A Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be provided along the property boundary adjacent to the mainline of the proposed road development and the N59 Link Road South. It is proposed that the current boundary wall at the front of the dwelling along the Letteragh Road will be removed and a new stonework wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-001
- Plot 273\_461: It is proposed that the existing boundary wall at the front of the property to Letteragh Road will be removed and a new stonework wall 1.2m high above ground level will be set back and constructed in accordance with GCRR-SK-C-001. Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00301 and CC-SCD00319 are proposed north and south of the mainline respectively, as shown on Figure 4.1.10 of Appendix A.9.1 of the RFI Response. A further timber post and rail fence is proposed on the boundary to the north of the proposed road development to separate the drainage ditch from this plot 273\_461. Where stone walls are removed at the northern boundary, the stone will be retained and made available for re-use by the property owner for the construction of a new stone wall on their side of the proposed development boundary if they wish
- Plot 296: It is proposed that the existing boundary wall at the front of the property, to Letteragh Road, will be removed and 2 no. new domestic entrances as per CC-SCD-02753 with 1.2m high stonework wall above ground level in accordance with GCRR-SK-C-001 will be constructed
- Plot 298: It is proposed that the existing boundary wall at the front of the property will be demolished and a new domestic entrance as per CC-SCD-02753 with 1.2m high stonework wall above ground level in accordance with GCRR-SK-C-001 will be set-back and constructed in its place

- Plot 313: It is proposed that the existing boundary wall at the front of the property to Letteragh Road will be removed and a new stonework wall 1.2m high above ground level will be set back and constructed in accordance with GCRR-SK-C-001, as shown on Figure 4.1.10 of Appendix A.9.1 of the RFI Response
- Plot 480: The existing boundary wall will be retained over the extents shown on Figure 1.6.26 of Appendix A.1.9 of the RFI Response. It is proposed that the existing boundary wall at the front of the dwelling on the Ragoon Road will be removed and a new stonework wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-001. Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be constructed, as shown on Figure 4.1.26 of Appendix A.9.1 of the RFI Response
- Plot 481: Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be constructed, as shown on Figure 4.1.26 of Appendix A.9.1 of the RFI Response
- Plot 492: The existing boundary wall of the property will not be impacted by the proposed works and will be retained as shown on Figure 4.1.23 of Appendix A.9.1 of the RFI Response
- Plot 493: It is proposed that the existing boundary wall at the side of the property to N59 Moycullen Road will be removed and a new stonework wall 1.2m high above ground level will be set back and constructed in accordance with GCRR-SK-C-001. Existing vegetation at the property will be retained as shown on Figure 12.1.12 of the EIAR
- Plot 496: It is proposed that the existing boundary wall at the front of the property to N59 Moycullen Road will be removed. A new domestic entrance as per CC-SCD-02753 with 1.2m high stonework wall above ground level will be constructed to the south of existing entrance in accordance with GCRR-SK-C-001. A retaining wall (R08/09) will be constructed in place of the existing boundary wall to the north of the existing entrance. The existing boundary to the neighbouring plot to the south will be retained. A stud fencing type B will be constructed in accordance with TII Standard detail CC-SCD-00322 fronting the N59 Link Road North as shown on Figure 4.1.24
- Plot 506: A mammal resistant timber post and rail fencing will be constructed in accordance with TII Standard detail CC-SCD00319 at the property. The adequacy of the fence is dealt with in the Agricultural Brief of Evidence
- Plot 521: Garden walls will be retained as existing. There is no land acquisition from the home site. Therefore, there will be no impact to the

landscaping, waste water treatment facility or the bird colony within the boundary walls of this home on plot 521.

- Ob\_603: The proposed fencing along AR11/02 is timber post and rail fence with wire mesh in accordance with TII Standard detail CC-SCD00301
- Ob\_620: The boundaries of the properties on the N84 Headford Road will be retained as existing, therefore there will be no impact to the dwellings. The concrete apron / display area which is part of plot 620d.201 will be retained as existing. Regarding the properties on the Tuam Road; the existing boundary wall will be demolished in order to facilitate the upgrade of the N83. A new stonework wall will be constructed in accordance with GCRR-SK-C-001, and a single field gate access as per TII Standard Construction Detail CC-SCD-00309 Type 3 will be provided to the retained lands. The plaques, cross, water tank and cattle pen will be retained and reinstated. The cross will be reset into the wall in order to satisfy road safety regulations
- Plot 751: Stud Fencing Type B in accordance with TII Standard Construction Detail CC-SCD-00322 is proposed along the mainline of the proposed road development to the south of the property
- Plot 239: The existing boundary wall will be retained as much as practicable. It is proposed that the current boundary wall at the front of the dwelling on the Clybaun Road Junction will be removed and a new stonework wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-001. Where stone walls are removed, the stone will be retained and made available to the landowner for re-use for the construction of a new stone wall on the owner's side of the proposed development boundary if desired
- Plot 531.01: The EIAR contains photomontages of the Aughanacurra estate pre and post construction which show how reconstruction is sensitive to the existing environment. The existing decorative historic gates will be removed, stored and erected at the front entrance upon completion, noting that they currently do not close and that they will not close and span the new entrance width
- Plot 468\_501: A Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be provided along the property boundary adjacent to the N59 Link Road North and Access Road AR 07/09. The existing boundary shall be maintained in all other areas and supplemented with a temporary fence inside it for the duration of the construction contract. Lands which are included in the Motorway Scheme as temporary acquisition will be reinstated to their current condition on completion of the construction of the proposed road development and returned to the property owner post construction

- Plot 485: As these lands are to be fully acquired to facilitate the construction and operation of the proposed road development no boundary treatment or landscaping details are required
- Plot 498: A Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be provided along the property boundary adjacent to the N59 Link Road North and the existing boundary shall be maintained around the existing dwelling to be acquired
- Plots 505 & 507: A Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be provided along the proposed road development boundary to both properties. As shown on Figure GCOB-400-D-006 of the Design Report, safety barrier N2/A/W4, in accordance with DN-REQ-03034 and DN-STR-03011 as stated in section 3.10 of Chapter 3 Alignment Geometry of the Design Report, will also be provided
- Plot 626: A Mammal Resistant Fence (timber post and rail fence with wire mesh) in accordance with TII Standard detail CC-SCD00319 will be provided along the proposed road development boundary. A standard timber post and rail fencing in accordance with SCD00301 will be provided at the eastern end of the boundary to facilitate mammal passage
- Plot 628\_702: The boundary along the proposed road development at the rear of the property will be a new stonework wall 1.2m high above ground level in accordance with project detail GCRR-SK-C-001
- Plot 629: The boundary along the proposed road development at the rear of the property will be a new stonework wall 1.2m high above ground level in accordance with project detail GCRR-SK-C-001
- Plot 631: The boundary along the southern side of the retained lands to the north of proposed road development and along Access Road AR13/01 will be timber post and rail fence in accordance with SCD00301. The existing boundary on the retained lands on Spellman's Bóithrín to the south of the proposed road development will be maintained as existing on the southern boundary
- Plot 634: The existing boundary for the retained property shall be maintained as much as practicable but with a new blockwork wall 1.2m high above ground level in accordance with CC-SCD-02401 provided at the north east corner of the property to enclose the rear of the garden
- Plot 639: The existing front boundary wall on School Road will be maintained as per existing
- Plot 651: All of the existing boundaries shall be retained as existing

- Plot 663: The current boundary wall will be replaced with a new stonework wall in accordance with GCRR-SK-C-001 with a new domestic entrance as per CC-SCD-02753
- Plot 684: The existing boundary to this property on N83 Tuam Road will be maintained as per existing
- Plot 688: It is proposed to have a 1.2m stone wall along the boundary of the Tuam Road
- Plot 761: The current boundary wall of Garran Ard Estate will be replaced with a new stonework wall in accordance with GCRR-SK-C-001, as shown on Figure 4.1.21 of Appendix A.9.1 of the RFI Response
- S\_008, S\_067: Figure 4.1.11 of Appendix A.9.1 of the RFI Response shows that most of the existing boundary walls within the estate will be retained as existing. Where it is proposed to demolish a boundary wall at the home adjacent to the N59, a new stonework wall will be constructed in its place to match existing as can be seen on the photomontages of Aughnacurra presented in the EIAR

## 4.12 Excessive permanent land acquisition

### Issues

- 4.12.1 Some submissions/objections claim that the amount of land acquired for the construction of the proposed road development is excessive: Ob\_102.1, Ob\_116, Ob\_145, Ob\_155, Ob\_197.2, Ob\_198, Ob\_199, Ob\_213, Ob\_216, Ob\_226, Ob\_238, Ob\_272\_462, Ob\_451\_489, Ob\_452, Ob\_485, Ob\_495, Ob\_521\_O\_517.14\_02, Ob\_626, Ob\_629, Ob\_631, Ob\_634, Ob\_639, Ob\_673, Ob\_648, Ob\_684, S\_008, Ob\_528\_541\_543\_537, Ob\_752, Ob\_688, Ob\_566\_598, Ob\_705, Ob\_716, Ob\_751, Ob\_754.
- 4.12.2 Issues are raised in respect of amount of land acquisition to facilitate the construction either of an access track or a boundary wall and requesting that such land should not be included in the total permanent land acquisition. They also request that the Local Authority returns surplus lands inside the boundary to the property owner: Ob\_103, Ob\_108\_125, Ob\_147, Ob\_195, Ob\_207, Ob\_216, Ob\_219, Ob\_251, Ob\_252, Ob\_255\_256, Ob\_480, Ob\_486, Ob\_496, S\_049, Ob\_233\_234\_235, Ob\_259\_463, Ob\_296, Ob\_O\_666.01, Ob\_654 and Ob\_259\_463.
- 4.12.3 The issue raised is a lack of certainty by the objector on what is intended on portions of surplus lands which are adjacent to their property: Ob\_108\_125, Ob\_134, Ob\_152, Ob\_199, Ob\_201, Ob\_204, Ob\_229, Ob\_251, Ob\_531.01, Ob\_570, Ob\_603, Ob\_688.

- 4.12.4 Ob\_583 objects to the acquisition of third-party land to provide certain habitat to replace the Annex 1 Habitat lost as a result of the construction of the proposed road development.
- 4.12.5 Ob\_649 states that the lands acquired from this plot are unnecessary for the proposed road development and were only included at the closing stages of the finalisation of the planning application; that no consideration of the negative impact on their property rights was considered, and that the current route did not have the least impacts of all alternatives considered in the route selection process.
- 4.12.6 Ob\_229: Chapter 5 of the EIAR states that the '*total area within the footprint of the development boundary is approximately 280ha*' but of this total area, '*an area of approximately 180ha is required for the proposed road development construction works.*' This queries whether the working corridor of the road or surplus lands post completion of construction will be returned to the property owner.
- 4.12.7 Ob\_553\_561 objects as lands surplus to road building requirements are being acquired at Plot 553a.201 for bat mitigation, but no commitment has been provided that they will remain in that use in the future after Galway County Council have acquired them.
- 4.12.8 Ob\_572\_574\_591 object to extensive land being acquired to provide access to others in order to reduce their compensation claims.
- 4.12.9 Ob\_696.13\_14: The objector believes that a significant number of car parking spaces will be lost at the property and states the Council have not provided any plan in relation to temporary car parking facilities for staff.
- 4.12.10 Ob\_531.01: The property owner has concerns about the acquisition of plot 540 which is on the southern boundary of his plot and only 3m from his home in Aughnacurra estate. The two concerns are that the boundary should be maintained secure and that the lands should not become a 'neglected scrubland' which has already happened on another part of their estate which had been planned for open space. S\_049 states that the acquisition of the estate road in Aughnacurra is not justified.

## Responses

- 4.12.11 The lands that are necessary and that are required are included within the land acquisition boundary to facilitate the construction and operation / maintenance of the proposed road development including, inter alia, drainage outfalls and attenuation ponds, working spaces for the contractor, service diversions, signs and associated foundations, severed holdings, environmental mitigation measures, traffic management, and accommodation works. For all the plots listed above, these lands are necessary for or incidental to the construction or operation of the proposed road development.

- 4.12.12 Ob\_452. The lands have been acquired to construct the N59 Link Road South. The determination of the alignment of this link is outlined within Section 4.3 above. Landtake has been minimised and optimised within natural and artificial constraints.
- 4.12.13 Ob\_229: The severed lands to the east of plot 229 are required to facilitate the construction and operation / maintenance of the proposed road development. As shown on Figure 7.301 of the EIAR, these lands have been identified as material deposition area (MDA) reference DA-15. MDA DA-15 is also required to facilitate the creation of ecological habitat as shown on Figures 8.23.5 of the EIAR.
- 4.12.14 Ob\_229: As noted in Section 2.1 of the NIS *'The total area within the footprint of the development boundary is 280ha. Of this total area, an area of 180ha is required for the footprint of the proposed road development'*. This 180ha encompasses the area of pavement and earthworks only. The additional 100ha encompasses the maintenance strip along the full length of the proposed road development, lands acquired for mitigation purposes and severed plots.
- 4.12.15 Ob\_102.1: This claims that the Bearn West Roundabout takes too much land as it takes 30% of the land holding from a land holding which is already very small. Their argument is that the roundabout should be moved to the north so as to reduce the landtake from this particular landholding. Access to the retained lands in Plot 102 will be provided off the southern arm of this four-arm roundabout. A roundabout is chosen for this junction location as it presents a large physical feature which informs drivers of change and forces a reduction in speed so that drivers can negotiate this major decision point in a safe manner. Roundabout design standard DN-GEO-03060 requires that sufficient deflection is provided to ensure that vehicles do not proceed through the roundabout at speed. Therefore, the roundabout must be centrally located to achieve such deflection and approach arms are evenly balanced around the circulatory carriageway edge. It is not possible to move the roundabout further north out of Plot 102 and still achieve a safe roundabout design.
- 4.12.16 Ob\_103: Plot 103a.203 is required for the construction of the proposed access road, AR 0/01. The existing boundary wall for Plot 103 is to be setback from its current location to provide safe visibility from the property entrance resulting in landtake in Plot 103c.201. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.17 Ob\_108\_125: The existing boundary wall for Plot 125 is to be setback from its current location to provide safe visibility from the property entrance and to realign Na Foráí Maola Road resulting in landtake in Plot 125a.201. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.18 Ob\_108\_125: The lands included in plot 124a.202 which are immediately north of and adjacent to Plot 125 are required to facilitate the construction and operation/maintenance of the proposed road development including, inter alia, the

construction of the Na Foráí Maola to Troscaigh Link Road, construction of the mainline, working area for the contractor, service diversions, signs and associated foundations, severed holdings, environmental mitigation measures, traffic management, and accommodation works. As shown on Figure 7.301 of the EIAR, these lands have been identified as material deposition area (MDA) reference DA-04. MDA DA-04 is required to facilitate the creation of ecological habitat as shown on Figure 8.23.1 of the EIAR. This is further detailed in Appendix A.8.26 to the EIAR.

- 4.12.19 Ob\_134, Ob\_136: These query the intended use or potential misuse of the residual lands acquired from Plot 144 with which they share a boundary. These lands will not be available as a public space as are required to facilitate the creation of ecological habitat as shown on Figure 8.23.1 of the EIAR. Details of the control and management of this site are provided in Appendix A.8.26 to the EIAR.
- 4.12.20 Ob\_147: This objects to the proposed acquisition of plot reference 147a.201. A portion of plot 147a.201 is required for the diversion of an overhead ESB diversion pole, construction of a new boundary wall and the realignment of the tie-in of Na Foráí Maola to Troscaigh Link Road South to the existing Troscaigh Road L5387. The shed inside the boundary wall and the existing entrance to the dwelling house will not be impacted. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.21 Ob\_152: This raises a query as to the treatment of derelict lands in the area around the attenuation ponds to the west of their property. These lands are not derelict as they host the ponds which are a necessary part of the design of the drainage and for the ongoing operation of the proposed road development. The landscaping of the area is addressed by Thomas Burns in his statement of evidence.
- 4.12.22 Ob\_155: The portion of this garden has been acquired to provide forward visibility on the realigned Troscaigh Road, as currently there is sub-standard visibility around this bend which forms the front boundary of this plot.
- 4.12.23 Ob\_195: The proposed landtake in Plot 195a.202 is required to regrade the entrance to this property. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis. Any further works to regrade the new driveway to tie to the new entrance will be dealt with as accommodation works or compensation.
- 4.12.24 Ob\_199, Ob\_201 and Ob\_204: In response to the query of the purpose of lands included in plot 198a.203 & 203a.201, they are required to facilitate the construction and operation/maintenance of the proposed road development, in particular An Chloch Scoilte Junction. As shown on Figure 7.301 of the EIAR, these lands have been identified as material deposition area (MDA) reference DA-09. MDA DA-09 is required to facilitate the creation of ecological habitat as shown on Figure 8.23.3 of the EIAR. This is further detailed in Appendix A.8.26 which outlines this area is to be used as a donor site and location for creating new habitat.



As shown on both Figure 8.23.3 and 12.1.03 of the EIAR, the existing vegetation at Plot 203a.201 is to be retained. Ob\_204 also queries the possibility of purchasing the portion of land adjoining them from the Council post compulsory purchase, however this will not be possible due to the proposed MDA outlined above.

- 4.12.25 Ob\_201 and Ob\_204: A query is raised as to what happens Plot 203a.201 post completion of construction. As shown on Figure 15.3.03 of the EIAR, Ms. Cloherly's dwelling on Plot 203a.201 is to be fully acquired due to the extent of the construction works on all three sides of it but not demolished. Following completion of the construction, this dwelling will be disposed of by Galway County Council in accordance with the requirements of the Local Government Act. As shown on Figure 4.1.05 of Appendix A.9.1 of the RFI Response, there will be no redundant portion of public road remaining on An Cloch Scoilte Road as a gate will be positioned off access road AR 3/01 restricting access to the south to the house which is fully acquired and the local authority.
- 4.12.26 Ob\_201: A query is raised as to what happens Plot 168a.210 post completion of construction. As shown on Figure 7.301 of the EIAR, these lands have been identified as material deposition area (MDA) reference DA-08. MDA DA-08 is required to facilitate the creation of ecological habitat as shown on Figure 8.23.03 of the EIAR. This is further detailed in Appendix A.8.26 which outlines this area is to be used as a donor site and location for creating new habitat.
- 4.12.27 Ob\_207: The acquisition of plot 207a.201 includes lands for the construction of the realignment of the Aille Road, a new boundary wall and the regrading of the property owner's driveway. In circumstances where the land inside the boundary wall cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.28 Ob\_222: The schedule of the N6 Galway City Ring Road Protected Road Scheme described plot 222b.201 as part of public road and set back to take cognisance that the portion of lands within the setback are part the property entrance. This plot is required for the regrading of this entrance to tie-into the realigned Cappagh Road.
- 4.12.29 Ob\_216: The impact on the garden for this property has been assessed in Table 15.5 of Chapter 15, Material Assets Non-Agriculture, of the EIAR and identifies this impact as being a slight impact.
- 4.12.30 Ob\_219: The existing Cappagh Road geometry is sub-standard to facilitate the proposed junction to the south of the property. The cross-section is constrained due to the existing property boundaries, and it is proposed to widen both sides of the road.
- 4.12.31 Ob\_233\_234\_235: The acquisition of plot 234a.201 includes earthworks for the realigned Ballymoneen Road. As a result of these earthworks the existing boundary at the northern end will be impacted. Whilst the existing boundary to the dwelling will be maintained as much as practicable a new stonework wall 1.2m high above ground level will be constructed in accordance with GCRR-SK-C-001.

- 4.12.32 Ob\_528\_541\_543\_537: Two plots and part of another two plots will be dropped from the N6 Galway City Ring Road Motorway Scheme as they are pursuing their own plans in terms of providing for the pitches that they believe they need to mitigate the impacts of the proposed road development: 543a.212 and 543c.201 are deleted and part of plots 543a.209 and 528c.06 with these two new smaller plots being relabelled as 543a.209 and 528c.06 respectively. The Schedules to the N6 Galway City Ring Road Motorway Scheme and the relevant deposit maps are to be amended.
- 4.12.33 Plot 251: The acquisition of plot 251a.201 is proposed in order to facilitate the minor watercourse diversions at Letteragh Road. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.34 Plots 252 & 313: Once the new boundary wall is constructed there is a process post completion of construction whereby the lands inside the wall can be returned to the landowner. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.35 Ob\_255\_256: The acquisition of plot 255c.201 is included for the regrading of the of the entrance to tie into the realigned Letteragh Road. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.36 Ob\_259\_463 & Ob\_296: It is proposed to alter the vertical alignment of the Letteragh Road to achieve safe sight distance along its length as there are currently hidden dips on it. The acquisition of lands within front gardens in the area includes earthworks for the realigned Letteragh Road which is necessary on safety grounds.
- 4.12.37 Ob\_259\_463: The loss of the shed due to the construction of the proposed road development is a permanent loss which cannot be mitigated except through financial compensation.
- 4.12.38 Ob\_486: Landscaping as per Figure 12.1.06 of the EIAR is provided in the severed lands acquired to the west of this home to screen this home from the N59 Link Road. This land parcel is fenced off to prevent any access to the proposed road development and to prevent these areas becoming an unauthorised dump. In circumstances where the land inside the proposed boundary wall on Letteragh Road cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.39 Ob\_495: In response to the query of the purpose of lands included in plot 495, they are required to facilitate the construction and operation / maintenance of the proposed road development, in particular the Bushypark Junction. As shown on Figure 7.301 of the EIAR, these lands have been identified as material deposition area (MDA) reference DA-18. MDA DA-18 is required to facilitate the creation of ecological habitat as shown on Figures 8.23.6 & 8.23.12 of the EIAR. The objection also queries the possibility of repurchasing the land adjoining them from

the local authority post construction, however this will not be possible due to the proposed MDA outlined above.

- 4.12.40 Ob\_496: Chapter 9 of the Design Report, included in Appendix A.4.1 of the RFI Response details the measures undertaken for the connection and diversion of Irish Water public watermains to facilitate the proposed road development. The proposals for this watermain diversion are detailed in Figure GCOB-2700-D-417 of the Design Report included in Appendix A.4.1 of the RFI Response. The acquisition of plot 496a.201 is necessary to carry out this diversion. In circumstances where this plot cannot be returned to the landowner in the condition in which it was acquired, it is necessary to acquire it on a permanent basis.
- 4.12.41 Ob\_553\_561: As stated in Section 2 of the draft Bat Derogation Licence Application, included in Appendix A.8.25 of the EIAR, these lands will be retained and maintained as agricultural lands by the local authority and will remain in their ownership.
- 4.12.42 Ob\_566\_598: The lands chosen to provide for the protected bat species have been selected by an ecologist as part of the draft Bat Derogation Licence Application included in Appendix A.8.25 of the EIAR. Further information on why these lands in plot 598a.201 are selected for bat mitigation is provided Aebhin Cawley in her statement of evidence on Biodiversity for the EIA.
- 4.12.43 Ob\_531.01 & S\_049: The acquisition of plot 540 will retain the boundary between it and plot in question in Ob\_531.01 and will further enhance it with the addition of landscaping on plot 540 as per Figure 12.1.06 of the EIAR. This site will remain in the possession of the local authority and will be maintained by the local authority as it provides necessary mitigation measures for bats. The estate road has been acquired to ensure continued access for maintenance of this mitigation as well as the on-going maintenance of the 'green' reinforced earth embankment R08/07 which is included in the design to mitigate the land acquisition in Aughnacurra and allow landscaping on it.
- 4.12.44 Plot 570: The acquisition of plots 570a.203 & 570a.205 is required for the diversion of medium voltage overhead power lines as shown on GCOB-2700-D-382 of the Design Report, included in Appendix A.4.1 of the RFI Response.
- 4.12.45 Ob\_572\_574\_591: A portion of the lands from Plots 572 & 591 are proposed to be acquired to facilitate the construction of access roads AR 10/02, AR 10/03, AR 10/04, AR 10/05, AR 10/06 & AR 10/07, which provide access to a number of adjacent plots whose existing accesses will be removed. It is a requirement that access be provided to all retained lands severed by the proposed road development; this is in no way an attempt to reduce the compensation claims of others.
- 4.12.46 Ob\_583: Since publication of the EIAR, significant work on remodelling the material deposition areas was undertaken and is detailed in Section 2.8 and Appendix A.1.11 to the RFI Response. This has resulted in a reduction in the total area to be permanently acquired. Galway County Council propose that plots 583a.209, 583c.201, 583c.202; 583c.203 and 583a.208 are temporary plots,

required only for the duration of the construction period for use as a part of the overall construction compound and to enable construction of the proposed road development. This results in an area of 3.01 Ha or 7.44 acres being returned to the property owner post completion of construction. A right of way will be provided over Access Road AR 11/01 in favour of McHugh Properties to provide access to these lands.

- 4.12.47 Ob\_603: Lands included in plot 601a.202 are being acquired to facilitate the construction of the proposed road development. As shown on Figure 8.23.8 of the EIAR, Plot 587a.202 is being acquired to provide additional habitat. Section 3.5.1.7 of Appendix A.8.26 of the EIAR, indicates that area is a receptor site for dry calcareous and neutral grassland.
- 4.12.48 Ob\_648: The lands acquired are selected to provide mitigation for bats. The justification for this acquisition is provided in Ms Aebhin Cawley's Statement of Evidence on Biodiversity for the EIA.
- 4.12.49 Ob\_649: The lands acquired are selected to provide mitigation for bats. The justification for this acquisition is provided in the Ms Aebhin Cawley's Statement of Evidence on Biodiversity for the EIA. The impact on the family farm is provided in Mr Curtin's Statement of Evidence on Agriculture. The selection of the Emerging Preferred Route Corridor (EPRC) concluded in 2015 after a full assessment of impacts on the receiving environment in terms of impacts on people, ecology and all other environmental factors. The EPRC was selected in preference to the Green Route Option which was deemed to have a negative impact on the well-established community and residential properties in Menlough and had significant cultural heritage impacts on Menlough Village as set out in Section 4.7.3 of the EIAR. This property was considered a part of the Menlough community and formed part of this assessment of the selection of the EPRC. Whilst the actual EPRC did not impact directly on this property, the design of the road necessitated the acquisition of lands for bat mitigation measures, which are identified towards the conclusion of the design process after all mitigation measures are considered, which unfortunately meant that the property owner felt that the lands were only included at the closing stages of the finalisation of the planning application.
- 4.12.50 Ob\_654: Plot 654b.201 which is to be acquired to the front of the property is part of the existing access road only. It is not proposed to acquire any land within the boundary wall, therefore there will be no impact to the front garden, as shown on Figure 4.1.17 in Appendix A.9.1 to the RFI Response.
- 4.12.51 Ob\_O\_666.01: The objectors are listed as occupiers on plot reference 666 as they have a right of way to access their lands to the rear. There is no proposed landtake which impacts on this occupier.
- 4.12.52 Ob\_688: The acquisition of land from plot 688 is required for the construction of the Parkmore Link Road Junction. Access to the retained portion will be via two accesses off the N83 Tuam Road. Planting is proposed on the severed lands acquired to the south of this plot.

- 4.12.53 Ob\_696.13\_14: There will be no impact to the existing car parking spaces at the facility. The land that will be permanently lost inside the landholding is to facilitate the construction of a new boundary wall and is currently utilised as a planting area.
- 4.12.54 Ob\_705: The farm livestock building will be demolished to facilitate the construction of the proposed road development and to provide connectivity to the severed adjoining plot to the east of the farm building and north of the proposed road development. Compensation is payable for the loss of the asset. Plots 705c.202 and 705b.204 are being acquired to construct access road AR 13/03 in order to provide this property owner and adjacent landowners access to retained lands south of the proposed road development.
- 4.12.55 Ob\_716: Plot 716a.202 has been split into two sub plots; 716x.202 and 716y.202. Plot 716x.202 is required for the construction of access road AR 15/02, which provides access to the landowners retained lands, Lisheen cemetery and adjacent lands. 716y.202. Plot 716y.202 is the section of land required to facilitate the sewer works only.
- 4.12.56 Ob\_751: Plot 751a.202 is being acquired to facilitate the diversion of high voltage power lines, the accommodation of two large infiltration trenches (INF-E-N-023 & INF-E-N-024) and their associated pre-earthworks drainage ditch infrastructure, landscape and visual mitigation measures, as well as a working area to allow for maintenance of the proposed road development.
- 4.12.57 Ob\_754: The acquisition of plot 754a.203 includes earthworks for the construction of earthworks for the proposed Coolagh Junction. Plot 754a.205 is being acquired to facilitate the diversion of high voltage power lines.
- 4.12.58 Plot reference 226a.205 is required as part of the decommissioning of the mast structure. Once this mast has been decommissioned and the concrete foundation removed these lands will be re-grassed and returned to the landowner.
- 4.12.59 The acquisition of the recessed area is required facilitate service diversions as detailed in Figure GCOB-2700-D-297 of the Design Report included in Appendix A.4.1 of the RFI Response.

## 4.13 Access during construction

### Issues

- 4.13.1 The issue raised is that access to the property during the works is to be maintained at all times. Further objections require assurance that no unauthorised parking of vehicles by the council or contractor at the property: Ob\_103, Ob\_117, Ob\_136, Ob\_147, Ob\_195, Ob\_197.1, Ob\_199, Ob\_204, Ob\_207, Ob\_209, Ob\_213, Ob\_222, Ob\_226, Ob\_230, Ob\_233\_234\_235, Ob\_239, Ob\_246, Ob\_249\_467, Ob\_250\_466, Ob\_251, Ob\_252, Ob\_254, Ob\_255\_256, Ob\_259\_463, Ob\_273\_461, Ob\_296, Ob\_298, Ob\_311, Ob\_313, Ob\_480, Ob\_481, Ob\_492, Ob\_493, Ob\_495, Ob\_496, Ob\_503, Ob\_521\_O\_517.14\_02, S\_004, S\_011, S\_029, S\_043, S\_044, S\_051, S\_056, S\_057, S\_060, S\_065, Ob\_506, Ob\_545, Ob\_603, Ob\_620, Ob\_691, Ob\_575, Ob\_O\_550\_583.04, Ob\_589, Ob\_602\_698\_699\_704, Ob\_632, Ob\_663.01, Ob\_O\_666.01, Ob\_685, Ob\_750, Ob\_757, S\_062, S\_063, S\_064 and S\_066.
- 4.13.2 Ob\_584 is concerned about the safety of her children due to the increased construction traffic using the Lackagh Quarry access road and requires confirmation that this road be kept in good repair for the duration of the construction works.
- 4.13.3 Ob\_691 requires continuous all year maintenance and management access for all of the racecourse facilities.
- 4.13.4 Ob\_677 & Ob\_678: Figure 7.110 of the EIAR indicates a proposed site compound SC 14/01 directly opposite the homes on Cappanabornia for the duration of the works. The objection against it is based on difficulty and safety of access and egress to their homes during the construction period.

### Response

- 4.13.5 Access to properties will be maintained during the works at all times as detailed in Section 7.4.5 of Chapter 7 of the EIAR. Specific queries are noted as follows:
- Plot 136: Whilst the roadbed to the front of the property is to be acquired, there are no construction works proposed on this land plot 136a.201 and access will be maintained at all times during the works
  - Access to Rosán Glas is raised in S\_011, S\_029, S\_043, S\_044, S\_051, S\_056, S\_057, S\_060, and S\_065 and this issue is dealt with above in Section 4.10.7
  - Plot 691: A sequence of construction as per Appendix A.15.2 of the EIAR has been developed in consultation with Galway Racecourse to ensure that the work will not interfere with the racing festivals

- 4.13.6 As set out in Section 7 of the CEMP in Appendix A.7.5 of the EIAR, parking for the council and contractor will be restricted to the site compound locations shown on Figures 7.001 and 7.002 of the EIAR.
- 4.13.7 Ob\_521\_O\_517.14\_02: Access to Árd na Locha and the property will be maintained during the works. However, temporary night-time closure of existing roads may be required where overbridges are to be constructed at locations such as N59 Moycullen Road as shown in Figure 7.106 of the EIAR. As detailed in the CEMP (Appendix A.7.5 of the EIAR), the Contractor will put in place a Public Communications Strategy which will include procedures to inform members of the community who may be directly affected by the construction phase on schedules for any activity of a particularly disruptive nature; which is likely to impinge on their property, such road closures and diversions, and any mitigating actions that are being taken (shielding, restriction on work hours, etc.) to minimise such disruption. The local authority will commit to notifying Ob\_521\_O\_517.14\_02 as part of their landowner agreement of any upcoming day or night time closures near their property.
- 4.13.8 Ob\_584: No construction traffic will be permitted to use the local road from the Bóthar Nua T-Junction to Menlo Gate, Menlo Castle and west to Menlo graveyard. Haul route HR 09/01 will facilitate access for the construction works of the proposed road development from the River Corrib crossing to Bóthar Nua, with an access to the construction site from Bóthar Nua at Ch. 10+100. Full details of this haul route are shown on Figure 7.002 of the EIAR; this specifically shows that the haul route only runs in a southerly direction from the site entry/egress point on Bóthar Nua. No construction traffic or HGVs which are involved in the construction works for proposed road development will pass Menlo Gate.
- 4.13.9 Ob\_584 & Ob\_757: As set out in Section 11 of the CEMP in Appendix A.7.5 of the EIAR, the Construction Traffic Management Plan will include provision to safeguard the public from construction traffic and ensure that the residual impact to the public road network during the construction phase are minimised.
- 4.13.10 Ob\_677 & Ob\_678: There is a proposed site compound located opposite these homes, SC 14/01. The N83 Tuam Road is identified as a potential haul route for construction traffic as it is a public road suitable for same as per current use. A Construction Traffic Management Plan (CTMP) will be put in place by the contractor to ensure that construction traffic will be managed and monitored safely and efficiently throughout the construction phase. The CTMP will address issues such as site access & egress, speed limits, traffic management signage etc. Refer to Chapter 11 of Appendix A.7.5 of the EIAR for further information.
- 4.13.11 Ob\_757: Construction traffic will not pass through Coolagh Village as shown on Figure 7.111 of the EIAR as construction haul routes will not go through Coolagh Village.
- 4.13.12 Ob\_503: Construction traffic will not use Kearns Lane as shown on Figure 7.106 of the EIAR as construction haul routes are restricted from such laneways.

## 4.14 Access provision post construction

### Issues

- 4.14.1 The first issue is that access to retained land is either compromised, severed or cut off, and this can impact on the retained lands: Ob\_102.2, Ob\_103, Ob\_108, Ob\_115, Ob\_117, Ob\_139, Ob\_141.1, Ob\_145.1, Ob\_145.2, Ob\_145.3, Ob\_156, Ob\_167, Ob\_168, Ob\_177, Ob\_187, Ob\_205, Ob\_208, Ob\_209, Ob\_211, Ob\_212, Ob\_217, Ob\_229, Ob\_233\_234\_235, Ob\_238, Ob\_239, Ob\_250\_466, Ob\_298, Ob\_452, Ob\_261, Ob\_273\_461, Ob\_272\_462, Ob\_468\_501, Ob\_480, Ob\_485, Ob\_498, Ob\_503, Ob\_523, Ob\_626, Ob\_628\_702, Ob\_629, Ob\_631, Ob\_634, Ob\_O\_635, Ob\_639, Ob\_673, Ob\_684, Ob\_688, Ob\_506, Ob\_553\_561, Ob\_563, Ob\_568, Ob\_570, Ob\_571\_579\_592\_600, Ob\_572\_574\_591, Ob\_580\_581\_599, Ob\_603, Ob\_O\_651, Ob\_705, Ob\_241\_245, Ob\_312, Ob\_679, Ob\_724, Ob\_486, S\_001, S\_019, S\_038, S\_008, Ob\_250\_466, O\_259\_463, S\_062, S\_063, S\_064, S\_066, S\_040, Ob\_677, Ob\_685, Ob\_678 and Ob\_679.
- 4.14.2 A further concern was expressed about the legal status of public and private access roads which are included in the proposed works to provide access to retained lands in the following submissions/objections: Ob 716 and Ob\_553\_561
- 4.14.3 A number of submissions/objections raised issues in respect of the connection of Na Foraí Maola Road and Troscaigh Road through the provision of parallel local roads and the Na Foraí Maola to Troscaigh Overbridge Link: Ob\_134, Ob\_135, Ob\_136, Ob\_141, Ob\_145.1, Ob\_145.2, Ob\_145.3, Ob\_151, Ob\_152 and Ob\_158. The need for vehicular connectivity is also queried in Ob\_131\_132.
- 4.14.4 Ann Gibbons Road L13215 will become a cul-de-sac at its northern end as there is no provision to cross over/under the N6 GCRR at the crossing point. A concern is raised in Ob\_179 that the road could become an overnight camping area or be subject to unauthorised parking in the future.
- 4.14.5 Safe access out of the properties is raised in the following submissions/objections: Ob\_158, Ob\_312, Ob\_663.02, Ob\_603, Ob\_222 Ob\_226 and Ob\_230.
- 4.14.6 Ob\_503 is concerned of a possible rat-run route between their laneway off Circular Road and access road AR 07/08.
- 4.14.7 Ob\_531.01 requests that the current access arrangement via a loop access in Aughanacurra estate is retained post construction due to concerns about accessibility for emergency vehicles whilst deliveries occur. S\_008 deems the level of access to this estate inadequate.
- 4.14.8 Ob\_584 requests a guarantee that the access road to her property will never be made into an exit route off the proposed road development, as to do so would effectively cut off her safe access from her property to the public road. Ob\_584 also requests confirmation that access will be maintained along Sean Bóthar.



- 4.14.9 Ob\_716: No details have been provided on how access to and from the motorway on AR 15/07 is to be controlled.

## Responses

- 4.14.10 Reference should be made to the detail of the boundary treatment as shown on drawings included in Appendix 1.9 Boundary Treatment Details of the RFI Response and details of the accommodation works as shown on Appendix 9.1 Landowner Accommodation Works Details of the RFI Response. Drawings in Appendix 9.1 include the mosaic of property owner's land holding with each plot clearly labelled. The following sets out the provision of access to the plots identified above and addresses their concerns regarding same:

- Plot 102: Access to the retained land will be provided via access road AR 0/01 which ensures safe access via the fourth arm of the proposed Bearná West Roundabout. Access road AR 0/01 will be a private road, in the ownership of Galway County Council, with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response
- Plot 103: Given the location of the proposed Bearná West Roundabout, the existing farm entrance on the R336 must be relocated to provide safe access. The retained lands will be accessed via access road AR 0/01. AR 0/01 will be a private road with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response. A field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 will be provided from Access Road AR 0/01 at the location shown on Figure 4.1.01 in Appendix A.9.1 to the RFI Response
- Plot 108: Access road AR 0/02 has been designed to provide a safe agricultural access to the severed lands on this property. AR 0/02 will be a private road with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response. A field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 will be provided from Access Road AR 0/02 at the location shown on Figure 4.1.01 in Appendix A.9.1 to the RFI Response
- Plot 115: The retained lands to the west of the proposed road development will continue to be accessed via the existing right of way. The retained lands to the east of the proposed road development will continue to be accessed from Na Foráí Maola Road
- Plot 117: The retained lands to the west of the proposed road development will be accessed via access road AR 0/04. AR 0/04 will be a private road with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response. A field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 will be provided from Access Road AR 0/02 at the location shown on Figure 4.1.01 in Appendix A.9.1 to the RFI Response

Response. No access will be provided from AR 0/03 to the retained lands to the west of the proposed road development

- Plot 131\_132: The connection from Na Forái Maola Road to the overbridge is required to retain connectivity for the local community remaining on both sides of the proposed road development. Without this connection, the diversion for residents on Na Forái Maola to the south of the proposed road development who wish to travel north would be approximately 2km, plus Na Forái Maola Road would become a cul-de-sac at this location. This would sever the community further
- Plot 134: This ‘dead-end’ segment of Na Forái Maola Road will perform as the turning head for any large delivery vehicles access the homes in the cul-de-sac road to the west of this junction. Any excess space will be planted, landscaped and fenced off to prevent any access to the proposed road development and to prevent these areas becoming an unauthorised dump
- Plot 135, Plot 136, Plot 139, Plot 141: The diversion for these residents on Na Forái Maola immediately north of the proposed road development who wish to travel south would be approximately 1.0km, due to the fact that the Na Forái Maola to Troscaigh Link Road North is positioned to the north of the cluster of homes at the proposed road development crossing of Na Forái Maola Road. This is a balanced compromise with the priority being to limit further demolitions and impacts on homes at the proposed road development crossing point of Na Forái Maola Road. Ob\_135 also states that there will be increased traffic passing this home, but in fact the opposite is true as Na Forái Maola Road will be a cul-de-sac to the south of this home, and therefore, will have less traffic than the existing scenario.
- Plot 151, Plot 152 and Plot 158: These residents on Troscaigh Road immediately south of and north of the proposed road development will be able to continue their daily 4km walking circuit albeit it will be approximately 1.0km longer due to fact that they will have to walk to/from Na Forái Maola to Troscaigh Overbridge Link to cross the proposed road development. This connection across the proposed road development is important to enable residents continue walking this circuit and to continue to engage with their community as set out in Ob\_151 and Ob\_158. Access for both properties on the south, i.e. Plots 151 and 152, will be via AR 1/06 which connects the cul-de-sac to the realigned Troscaigh Road. Access road AR 1/06 will be a private road, in the ownership of Galway County Council, with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response
- Plot 139 and Plot 141: Access to these properties will be retained as per existing off Na Forái Maola Road
- Plot 145: Access to this home will be retained as per existing off Na Forái Maola Road. Access to the retained lands to the north of the proposed road

development will be via a proposed field gate adjacent to the dwelling house off Na Foráí Maola Road. Access to the retained lands to the south of the proposed road development will be via access road AR 1/03. AR 1/03 will be a private road with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response. A field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 will be provided from Access Road AR 1/03 at the location shown on Figure 4.1.03 in Appendix A.9.1 to the RFI Response

- Plot 147c.201 and Plot 167: Access to these properties will be provided via proposed AR 2/02. AR 2/02 will be a private road with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response. A field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 will be provided from Access Road AR 2/02 at the locations shown on Figures 4.1.03 & 4.1.04 in Appendix A.9.1 to the RFI Response
- Plot 156: Access to this property will be retained as per existing via the existing access track which is proposed to connect to proposed AR 1/04. AR 1/04 will be a private road with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response
- Plot 158: Access to this property is provided via the proposed entrance off Troscaigh Road. Junction visibility at this entrance is provided in accordance with TII standards DN-GEO-03043 whereby a ‘y’ distance of 50m is to be utilised in one direction on the lightly used access with 70m in the other direction, and the full ‘x’ distance of 2.4m is provided. The property immediately to the south is acquired as the widening to provide the requisite forward visibility around this bend encroaches significantly on their property
- Plot 168: The proposed road development splits this property. Access to the northern portion of this property will be provided via proposed AR 2/02. AR 2/02 will be a private road with a private right of way provided to parties listed in Table 9.3 of Chapter 9 of the RFI Response. A field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 will be provided from Access Road AR 2/02 at the location shown on Figure 4.1.04 in Appendix A.9.1 to the RFI Response. Access to the southern portion will remain as per existing off Ann Gibbons Road L13215
- Plot 177: Access to this plot will remain as per existing off Ann Gibbons Road L13215
- Plot 187: Access to this plot will remain as per existing off Ann Gibbons Road L13215
- Plot 179: The issue of unauthorised parking/overnight camping on Ann Gibbons Road L13215 will be monitored by the residents living along it, with reporting back to Galway County Council in the future should an issue arise

- Plot 205: Access road AR 3/02 has been designed to provide a safe agricultural access to the severed lands to the south of the proposed road development, and access to lands to the north will be provided from Aille Road as shown on Figure 4.1.05 of Appendix A.9.1 of the RFI Response
- Plot 208 & 209: Access road AR 3/02 has been designed to provide a safe agricultural access to the severed lands to the south of the proposed road development, and access to lands to the north will be retained from Aille Road as shown on Figure 4.1.05 of Appendix A.9.1 of the RFI Response
- Plots 211 & 212: Access is not provided to the severed lands to the south of the proposed road development as all lands are required for the construction and operation of the proposed road development. Access to lands to the north will be retained from Aille Road as shown on Figure 4.1.06 of Appendix A.9.1 of the RFI Response
- Plot 217: Access road AR 4/05 has been designed to provide a safe agricultural access to the severed lands on this property and is shown on Figure 4.1.06 of Appendix A.9.1 of the RFI Response
- Plot 222: The existing vehicular entrance is to be retained, with the driveway to be regraded to tie-into the realigned Cappagh Road. The existing pedestrian access will be reinstated, using the existing pedestrian gate with the access steps to be rebuilt
- Plot 226: Access to retained lands to the north and south of the proposed N6 GCRR will be provided through AR4/05 and AR4/06 respectively, as shown on Figure 4.1.06 of Appendix A.9.1 of the RFI Response. Both AR4/05 and AR4/06 are designed to TII standard Construction Details CC-SCD-02754 and CC-SCD-00706 and include a 4.0m wide road, with a 1.0m wide grass verge either side
- Plot 229: Access to the dwelling to the north of the proposed road development will be maintained at its existing location and set back to provide adequate visibility. AA. A field access and gate is provided to serve the existing agricultural land to the north of the proposed road development
- Plot 230: Access road AR 05/01 has been designed to provide a safe agricultural access to the severed lands on this property and is shown on Figure 4.1.08 of Appendix A.9.1 of the RFI Response
- Plot 233\_234\_235: The existing accesses to the landowner's properties, 233, 234 and 235 will be retained. The access to plot 234 is to be regraded to tie-into the realigned Ballymoneen Road
- Plot 239: The proposed road development splits this property. Access to plot 239b.409 is proposed through AR 06/03. AR 06/03 has been designed to provide a safe agricultural access to the severed lands on this property and is

shown on Figure 4.1.09 of Appendix A.9.1 of the RFI Response. Access to the remainder of the plot, 239b.410, will be retained as existing

- Plot 241: Plot 241a.209 is a full acquisition to facilitate the construction of access road AR 06/03 which provides access to retained lands north of the mainline, and therefore will not be isolated. Existing access to the retained lands west of the proposed road development will be retained. The proposed level of the realigned Clybaun Road is approximately 1.5m below the ground level of the landowner's plot 241 along the boundary of the realigned Clybaun Road. There is no direct access proposed for this section of land to the Clybaun Road
- Plot 312: Adequate sight lines of 70 metres for a speed of 50km/h are provided at both access as per TII publications
- Plot 452: Access to the land severed by the Gort na Bró Link Road is provided via two access gates as outlined in Figure 4.1.26 of Appendix A.9.1 of the RFI Response
- Plot 250\_466: Access road AR 07/04 has been designed to provide a safe agricultural access to the severed lands on this property and is shown on Figure 4.1.08 of Appendix A.9.1 of the RFI Response. AR 07/04 will extend over the stream diversion, with the stream diversion piped beneath the access road. This access road is designed to TII standard Construction Details CC-SCD-02754 and CC-SCD-00706 and includes a 4.0m wide road with a 1.0m wide grass verge either side. This design facilitates the existing use and zoning of these lands (agricultural). Any future development of these lands will be subject to a planning permission from the local authority
- O\_259\_463: Access road AR 07/05 is to provide access to the drainage ponds and other severed lands. It is not possible to provide access to this property plot 259\_463 from this access road as there is a stream diversion between these lands and the proposed access road. The existing access to the lands north of the proposed road development within property plot 259\_463 will be retained as per existing, thus negating the need for an additional access off AR 07/05
- Plot 261: Access road AR 05/01 which has a junction with Ballymoneen Road has been provided to access the northern lands. Access to the southern lands is via a direct road access at a field gate entrance from the Ballymoneen Road. Adequate sightlines and visibility splays are provided at both entrances. It is unnecessary to provide an underpass to connect the sites as both the northern and southern sites are in close proximity to Ballymoneen Road Junction and can easily access each other, if required. As the road is in cut at this location, an underpass would not be practical or desirable from a pedestrian usage perspective

- Plot 273\_461: Access to the lands north of the proposed road development will be provided via a field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 Type 3 on the Letteragh Road. Access to the lands south of the proposed road development will be provided via a field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 Type 3 on the Letteragh Road
- Plot 298: Works on Letteragh Road involve a slight widening of the current road along with an improvement to the vertical alignment of the road which will in turn will make it safer for vehicles. The speed limit on the road will remain at 50km/h. Sightlines and visibility splays have been examined in accordance to TII DN-GEO-03060 for 50km/h and are accommodated from the access proposed which will make safe access to and from the property. There will be a reduction in the volume of traffic in front of this property
- Plot 312: Access to retained lands south of the residence and farm buildings will be provided off the realigned Clybaun Road through a field access as per CC-SCD-02754 and a single field gate as per CC-SCD-00309 Type 3. A single field gate as per CC-SCD-00309 Type 3 off access road AR 06/02 will provide access to the residence and the lands north of the residence.
- Plot 480: A new domestic entrance as per CC-SCD-02753 with 1.2m high stonework wall above ground level in accordance with GCRR-SK-C-001 will be provided to the dwelling from Ragoon Road. The existing field access to the west will be retained and is therefore suitable for the existing land use
- Plot 484: Access to the western lands will be provided via the N59 Link Road South and to the eastern lands via Letteragh Road L1323. A field access as per CC-SCD-02754 and a single field gate suitable for the existing land use is proposed
- Plot 486: Access to the lands off the N59 Link Road South are off AR 07/07. Access road AR 07/06 will provide access off Letteragh Road. Both access roads AR07/06 and AR 07/07 will be private roads with private rights of way provided to parties listed in Table 9.3 of the RFI Response
- Plot 503: Figure 4.1.10 of Appendix A.9.1 of the RFI Response outlines the proposal for a timber post and rail fence through Plot 457, approximately around the boundary of the existing dwellings, thus eliminating the possibility of a rat-run route off the Circular Road laneway through the plot and onto the N59 Link Road South. Furthermore, such a connection to N59 Link Road South from Circular Rod would be contrary to standards for road design, as it would compromise the functionality of the N59 Link Road South, could interfere negatively with the operational capacity of the N59 Letteragh Junction and would attract inappropriate levels of traffic onto Circular Road and through Kearns Lane

- Plot 506: Access road AR 07/10 has been designed to TII standard Construction Details CC-SCD-02754 and CC-SCD-00706 and includes a 4.0m wide road with a 1.0m wide grass verge either side. This access has been designed to facilitate the existing use and zoning of these lands (Agricultural) and not for potential future development. Any future development of these lands will be subject to a planning permission from the local authority
- Plot 523: Access road AR 08/02 will be a private road with a private right of way provided for property owner 519 as listed in Table 9.3 of Section 9 of the RFI Response. Access to AR 08/02 is not proposed for property 523
- Plot 553: As the existing roadway (Menlo Castle Bóithrín) to the lands close to the River Corrib in Menlo is being acquired, the property owner has a right of way on this road and is seeking information on the dimensions of underpass S 09/01 and S 10/02 are requested. Access road AR 09/02 retains access along the Menlo Castle Bóithrín beneath the proposed road development as shown on Figure 14.1.07 of the EIAR. The Menlo Castle Bóithrín Underbridge (S09/01) will have a span of 10m over the Bóithrín and a minimum height of 5.3m, i.e. clearance beneath the structure
- Plot 561: Ob\_553\_561 states that No details have been provided on the legal status of accommodation roads AR 10/03, AR 10/04 and AR10/05 or on the purpose of AR 10/07. Access roads, AR 10/03, AR 10/04 and AR 10/05 will be private access roads with a private right of way provided to the parties listed in Table 9.3 of the RFI Response. The Seanbóthar Underbridge (S10/02) will have a span of 9.8m over Seanbóthar and a minimum clearance of 5.3m, i.e. distance between the structure and the road. Access road AR 10/07 is an emergency exit for over height vehicles travelling east-bound before entering Lackagh Tunnel. This access road is not providing access to the proposed road development
- Plot 563: Access to the lands north of the proposed road development on Bóthar Nua will be accessed via the existing access on Bóthar Nua. The lands south of the proposed road development on Bóthar Nua will be accessed via the access road AR 10/01 from Bóthar Nua. The lands north of the proposed road development and east of Sean Bóthar shall be accessed via the access road AR 10/03 off the access road AR 10/02. The most westerly plot of land north of the proposed road development will be accessed via its existing access
- Plot 570: The existing access to the property will be retained off Bóthar Nua. Access to the lands north of the proposed road development will be provided under the viaduct. A 10m wide right of way will be registered by Galway County Council in favour of the landowner to facilitate access between the northern and southern land parcels

- Plot 571: The existing access to the retained lands to the north of the proposed road development will be retained from Sean Bóthar. The retained lands to the south of the proposed road development will be accessed via the existing access on Bóthar Nua. Access will also be provided beneath the viaduct to connect the land parcel
- Plots 572 & 574: Access to lands west of Sean Bóthar will be retained as existing, with access between lands north and south of the mainline provided under the proposed Menlo Viaduct. Access to retained land east of Sean Bóthar will be provided by AR 10/02. AR 10/02 will be accessible off Sean Bóthar and off the mainline by AR 10/07
- Plots 580 & 581: Access to the lands north of the proposed road development will be made available by AR 10/02. Provision of further access to the east from the terminus of access road AR 10/02 is by foot only
- Plot 584: Access road AR 11/01 is an emergency exit for over height vehicles travelling west-bound before entering Lackagh Tunnel. This access road is not providing access to the proposed road development. It will also provide access to the attenuation ponds, tunnel services building and the ecological habitat areas. AR 11/01 will be a public road with a right of way provided to the parties listed in Table 9.4 of Chapter 9 of the RFI Response
- Plot 584: Access along Sean Bóthar will be maintained post construction
- Plot 603: AR 11/02 will tie to the existing old bóithrín. The existing access into the field associated with plot 603a.201 will be retained
- Plot 663.02: A new domestic entrance shall be constructed in accordance with TII Standard Construction Detail CC-SCD-02753 and shall provide adequate sightlines to allow safe access and egress from the property onto N83 Tuam Road. A layout of the City North Business Park Junction is shown on Figure 1.10.19 of Appendix A.1.13 of the RFI. Concerns regarding traffic are addressed in the Traffic Statement of Evidence
- Plot 673: AR 13/06 will provide access to the retained lands from the N83. This kerb alignment on the junction has been widened within the development boundary to allow for HGV's movements. An access from AR 13/06 to the retained lands within the development boundary has also been provided to accommodate HGVs
- Plot 679: Access to the property will be provided by AR 13/06, directly off the N83 Tuam Road. The existing boundary wall and entrance will be retained
- Plot 685: The land which is proposed to be acquired, plots 685a.201, 685a.202 and 685b.201, are road bed only (Part of Public Road). There will be no change to the current access/egress at the entrance to the quarry



- Plots 705, 627 & 658: The landowner will be provided with access to all separated land parcels during the construction of the proposed road development. Access will be temporarily disrupted to the retained plot of land to the north of the proposed road development in order to demolish the existing farm livestock building due to its close proximity to the proposed road development. Where temporary disruption to this access occurs, the landowner will be notified in advance
- Plots 716: AR 15/07 provides the last exit point for over height vehicles travelling west-bound on the proposed road development before they enter the Galway Racecourse Tunnel. AR 15/01, AR 15/02, AR15/03 and AR 15/06 shall be public access roads. It should be noted that AR 15/06 is provided to allow over height vehicles egress from access road AR 15/02 having exited the proposed road development from AR 15/07, and as such a gate will provided here to restrict use of the access road
- Plot 724: Access road AR16/01 provides access to land parcel as current access is severed by the proposed road development
- Plot 499: The existing access to the lands will be retained as shown on Figure 4.1.24 of Appendix A.9.1 of the RFI Response
- Plot 531.01: The loop access arrangement will be retained post completion of construction in Aughnacurra
- S-040: Access between the property and the original homestead (plot 239) will be via the local roads/streets as shown on Figure 1.10.07 which is included in Appendix A.1.13 of the RFI Response. This includes provision of footpaths along the Ragoon Road between the two sections of the realigned Clybaun Road
- Plot 603: A yellow box is to be provided on the N84 southbound traffic lane to provide a space and opportunity for vehicles from the Ballindooley Boithrin to access onto the N84 which addresses the query raised on exiting the property due to the proximity to the N84 Headford Road signalised junction
- Plot 238: The existing access to plot 238 from the Clybaun Road will be maintained as per existing and will provide access to all retained lands
- Plot 272\_462: This plot is split in three by the proposed road development. The retained lands to the north of the proposed road development will be accessed from the existing Letteragh Road via a single field access gate off Access Road AR 07/05. The retained agricultural lands to the south of the proposed road development and west of the N59 Link Road South will be accessed from the existing Letteragh Road via two single field access gates in accordance with CC-SCD-00309. A domestic entrance a per CC-SCD-02753 with 1.2m high stonework wall in accordance with GCRR-SK-C-001 will provide access to the dwelling house. The retained lands to the east of

the proposed N59 Link Road South will be accessed via a single field access gate off Access Road AR 07/07. AR 07/05 and AR 07/07 will be private roads with a private right of way provided to the parties listed in Table 9.3 of Chapter 9 of the RFI Response

- Plot 468\_501: The retained lands to the west of the N59 Link Road North will be accessed from the N59 Link Road North via a field access as per CC-SCD-02754 and a single field access gate in accordance with CC-SCD-00309. The retained land to the east of the N59 Link Road North will be accessed via access road AR 07/09 which links to the N59 Link Road North. AR 07/09 will be a private road with a private right of way provided to the parties listed in Table 9.3 of Chapter 9 of the RFI Response
- Plot 485: As these lands are to be fully acquired to facilitate the construction and operation of the proposed road development no access is required or provided
- Plot 498: The existing access off the local road L5007 will provide access to the retained lands of plot 498 as all lands are on the west side of the proposed N59 Link Road North
- Plot 626: The retained lands to the south of the proposed road development will be via the existing access from Bóthar An Chóiste which will be maintained as existing. The retained lands to the north of the proposed road development will be provided via the access road AR 12/04 which will connect to School Road. AR 12/04 will be a private road with a private right of way provided to the parties listed in Table 9.3 of Chapter 9 of the RFI Response
- Plot 628: The existing access off Bóthar An Chóiste will be maintained as per existing and will provide access to the retained lands of plot 628
- Plot 629: The existing access off Bóthar An Chóiste will be maintained as per existing and will provide access to the retained lands of plot 629
- Plot 631: The existing access to the retained land north of the proposed road development on School Road will be maintained as existing. Access to the retained lands on Spellman's Bóithrín to the south of the proposed road development will be maintained. Spellman's Bóithrín will connect to School Road via access road AR 13/01
- Plot 634: The existing access off Bóthar An Chóiste will be maintained as per existing and will provide access to the retained home in plot 634
- Plot 635 & 651: Access from Spellman's Bóithrín to Bóthar an Chóiste will be retained and a new public access road AR 13/01 will be provided to connect Spellman's Bóithrín to School Road. The existing access to this home from Spellman's Bóithrín shall be maintained as per existing

- Plot\_639: The existing access to this property on School Road will be maintained as per existing
- Plot 677, Plot 678 & Plot 179: Access road AR 13/06 provides access to individual houses and land parcels which are currently accessed directly from the N83 Tuam Road. This segregated access road with footpaths will provide safer access from these homes. Refer to Figure 1.10.17 in Appendix A.1.13 of the RFI Response
- Plot 684: The existing access to this property on the N83 Tuam Road will be maintained as per existing
- Plot 688: The two existing accesses to the N83 Tuam Road will be maintained however they will be set back from their original location. Sightlines and visibility splays have been examined in accordance to TII DN-GEO-03060 for 50km/h and can be accommodated for each of the proposed access
- Plot 701: Access to retained plot on Parkmore Road will be retained as existing. Access to the severed plot on Parkmore Road will be provided via AR 15/02. Access to the severed plot to the west of Galway Racecourse will be provided via AR 14/04
- Plot 724: Access road AR16/01 provides access to land parcel as current access is severed by the proposed road development
- S\_008: Access road AR 08/03 will be a private access road with a private right of way to those parties listed in Table 9.3 of the RFI Response. All but one of the accesses to the 8 individual remaining homes will be retained as per existing. A domestic entrance as per CC-SCD-02753 along with a stonework wall in accordance with GCRR-SK-C-001 will be provided to plot 533. Photomontages of the internal estate road adjoining the proposed road development are presented in Figures 1.2.1 to 1.4.3 in Appendix 12.3 of the EIAR. There is no decrease in width of the internal estate road
- S\_019: Both Coolagh and Lynch junctions will be signalised at grade junctions allowing travel from all directions. As such, the current multi-directional access enjoyed by Dunnes Stores and its neighbouring tenants will remain unaffected
- S\_038, S\_062, S\_063, S\_066: Access to the Lisheen cemetery is currently provided from Racecourse Avenue with car parking allowed in the horsebox parking area of Galway Racecourse by agreement for funerals. This parking area is acquired as part of the construction works for the proposed road development. Alternative access is provided via access road AR 15/02 from Briarhill. A car park with 30 spaces is also provided adjacent to the cemetery. As this access road is also serving adjacent property owners, there will be surveillance on it which will deter any unauthorised parking

- S\_038 & S\_055: In response to this concern that Racecourse Avenue will not be able to cope with the traffic from the proposed ramps off the N6 GCRR, it should be noted that access ramps are not provided from the N6 GCRR to Racecourse Avenue. Access roads AR 15/07, AR 15/06 and AR 14/09 are solely for use as emergency exits for over height vehicles before entering Galway Racecourse Tunnel

4.14.11 All of the access roads are designed to TII standard Construction Details CC-SCD-02754 and CC-SCD-00706 and will be a minimum of 4m wide with a 1m wide verge either side.

## 4.15 Construction impacts

### Issues

4.15.1 The issue raised in respect of construction impacts can be grouped as follows:

- Increased stress levels and annoyance during construction: Ob\_119, S\_046 and Ob\_641
- Uncertainty on the timescale for the construction works: Ob\_111, and Ob\_696.13\_14
- Objections to site compounds near homes: Ob\_677 and Ob\_678
- Impacts to overhead power lines: S\_008, Ob\_521.3 and S\_037
- Insufficient detail on level of construction impacts and/or mitigation: Ob\_691, Ob\_528\_541\_543\_537 and Ob\_528\_541\_543\_537
- How River Corrib Bridge structure will be constructed and question the extent of connectivity provided for pedestrians beneath it. This is dealt with in Section 4.7 above

4.15.2 Ob\_216 raises a concern as to whether, because his property is being reduced in size, his septic tank may require a connection to local authority operated sewage services.

4.15.3 S\_078: The HSE made a submission to the RFI Response which stated *“The Environmental Health Service was unable to locate any reference to pest control measures to be implemented by the contractor during the construction phase of the proposed development. Old buildings and sheds may provide harbourage for pests, including rodents. Demolition of buildings, which are infested by rodents can result in dispersion of these rodents into the surrounding area. The control of pests on site is essential in the interest of the protection of public health.”*

### Response

4.15.4 Stress and annoyance as it impacts on health is dealt with by Dr Martin Hogan in his Statement of Evidence.

- 4.15.5 Plot 216: According to the Site Layout Plan provided with planning application for this home, the septic tank and percolation area are located north of the dwellings on the site. As proposed access road AR 4/05 is not located in or near the percolation area or septic tank utilised by the dwellings at the property, it will not alter or interfere with them.
- 4.15.6 A clear communication programme will be established to inform adjacent building occupants in advance of any potential intrusive works which may give rise to vibration levels likely to exceed perceptible levels. The nature and duration of the works will be clearly set out in all communication circulars.
- 4.15.7 Section 7.4.1 and 7.4.2 of Chapter 7 of the EIAR provides detail on the construction activities, and Table 7.1 in Section 7.4.7.1 sets out the construction timescale associated with each section.
- 4.15.8 Ob\_521.3 & S\_008: Figure 15.1.05 of the EIAR shows the proposed redirection of powerlines in the area. It is not proposed to redirect lines within the Aughnacurra estate; where lines are to be redirected, the land required has been included in the proposed development boundary.
- 4.15.9 Ob\_677 & Ob\_678: The compound is proposed on the lower level of this field adjacent to the N83 Tuam Road. A separate compound is proposed on the higher ledge. The compound is not a single compound and therefore there is no requirement to remove/excavate/redeposit material in this area to create the compound. Details in relation to construction matters are set out in the CEMP in Appendix A.7.5 of the EIAR which will form part of the contract documents for the construction stage of the proposed development.
- 4.15.10 Ob\_641: The request for a temporary relocation during the construction period is under discussion with the local authority. The issue of maintenance and security of the house during the construction period is also addressed therein.
- 4.15.11 Ob\_691: The construction activities associated with the proposed road development, including proposed haul routes for construction traffic and site compounds are detailed in Chapter 7 of the EIAR and its associated figures and appendices.
- 4.15.12 Ob\_528\_541\_543\_537: Note that Figure 10.7.108 of the EIAR refers to the hydrogeological construction zone of Influence (ZoI) and are to be read in conjunction with Chapter 10 of the EIAR. These hatched areas are not indicative of a physical construction zone.
- 4.15.13 Ob\_528\_541\_543\_537: The proposed road development travels on a viaduct over the NUIG Sporting Campus before crossing the River Corrib (and the Lough Corrib cSAC). The total length of the structure through the NUIG Sporting Campus and over the River Corrib is 620m.
- 4.15.14 The River Corrib Bridge has been designed to minimise the potential impacts on Menlo Castle and its demesne, Lough Corrib cSAC, NUIG Sporting Campus, and the River Corrib itself. The bridge superstructure will consist of cast in-situ

concrete deck which means that the bridge will be built in its final position of reinforced concrete. There are no supports for the bridge in the river which means that the span across the river will be supported from the piers on the river bank.

- 4.15.15 Full details of the sequence of construction of the River Corrib Bridge is included in Appendix A.7.1 of the EIAR and full details of the construction access routes are shown on Figures 7.001 and 7.002 of the EIAR.
- 4.15.16 The sections of NUIG Sporting Campus that are directly affected by the proposed road development are the sports pavilion, the existing grass-pitch immediately adjacent to the sports pavilion and one full-size grass GAA pitches immediately adjacent to the River Corrib as shown in Figure 8.
- 4.15.17 Connectivity through NUIG Sporting Campus is maintained beneath the viaduct via the existing network of pathways and walkways in the final scenario as the proposed road development will be at a minimum height of 5.8m above these paths. During construction, access is also maintained across the construction site via a sequence of pathways. This will enable the public to continue to use this area for recreation and training as far as practicable.
- 4.15.18 The existing NUIG sports pavilion will be reconfigured due to the overlap of the viaduct with the western end of the building. Full details of these works are given in Appendix A.15.1 of the EIAR. Full use of the facilities will be maintained throughout the reconfiguration period.
- 4.15.19 The proposed road development crosses the River Corrib with a minimum clearance of 6m above the 1 in 100 year top water level at the banks and 10.7m clearance at the central span to allow for river navigation and passage of sailing boats beneath it.
- 4.15.20 Plot 677 & Ob\_678: As referenced in submission, there is proposed blasting between Chainage 14+200 and 14+600. The impacts of potential impacts due to blasting were assessed in Chapter 17 of the EIAR.
- 4.15.21 S\_078: A Pest Control Plan will be incorporated into the CEMP in Appendix A.7.5 of the EIAR. The Environmental Health Service has produced an information leaflet detailing how to control rodents in the construction industry. Regard has been given to this information leaflet and the recommendations of the Health Service Executive submission in the compilation of the measures below.  
  
(<https://www.hse.ie/eng/services/publications/environmentalhealth/rodent-control-for-the-construction-industry.pdf>).
- 4.15.22 The Pest Control Plan (PCP) provided below is consistent with the Environmental Commitments as contained within the EIAR and NIS and the CEMP in Appendix A.7.5 of the EIAR. Refer also to the measures outlined in Section 7.6.3 of the EIAR which provide details on the measures that will be taken to ensure that the construction site and surroundings will be maintained to a high standard of cleanliness.

### ***1. Survey***

A site survey by a professional pest control company will be undertaken at least four weeks prior to any demolition works commencing to identify evidence of rodent infestations. Where rodent infestations are identified, appropriate treatments will be first agreed with the Project Ecologist. The treatments shall be implemented to eliminate infestations prior to demolition. Pest monitoring shall be undertaken on site during demolition/construction works.

### ***2. Construction site***

The following measures will be implemented on site:

- All refuse will be removed from site
- Old drains and other disused pipes will either be filled with concrete, or alternatively dug out and the junctions with working drains sealed
- Old foundations, cesspits, cavities, etc. will be backfilled with suitable hardcore, well consolidated and covered with a layer of concrete

### ***3. Sewers and Drains***

Care will be taken by the Contractor not to damage drains or sewers when using machinery, as this can provide an access route for rats onto the site. Old redundant sewers and drains will be capped and removed where possible. Additionally, the following will be carried out:

- During the laying of new drains, the sewers, open pipe ends and manholes will be protected against entry by rodents when work is not in progress – particularly at night-time
- Surface water pipes discharging into a watercourse will be fitted with an anti-flood flap valve at the outlet

### ***4. Hygiene***

A good standard of hygiene will be maintained on site during the course of construction:

- Waste food, empty food tins, and other waste which might attract rodents will be stored in bins with tight fitting lids
- Accumulations of old timber, bricks and debris, which could provide harbourage for rodents, will be cleared away as quickly as is possible
- Stocks of building material will be neatly stored
- Contractors will ensure that the construction site is kept as clean and tidy as possible, and any food will on site will be stored in a pest proof container within the welfare facility

## 4.16 Light pollution

### Issues

- 4.16.1 The issue raised in various submissions/objections is that there will be increased light pollution at their property: Ob\_111, Ob\_195, Ob\_201, Ob\_213, Ob\_216, Ob\_220, Ob\_222, Ob\_512.2, S\_031, Ob\_296, Ob\_298, Ob\_311, Ob\_O\_517.05, Ob\_521\_O\_517.14\_02, S\_029, S\_051, Ob\_677 & Ob\_678, , Ob\_688, Ob\_751, S\_008, S\_059, S\_071, Ob\_103 and Ob\_468\_501.
- 4.16.2 An issue raised is that when construction works are being undertaken during periods of darkness there will be increased light pollution, in excess of normal street lighting. This issue was raised in submissions S\_029.

### Responses

- 4.16.3 The proposed road lighting installation has been designed with limiting light trespass as a key priority. Multiple measures have been taken to ensure that light is applied only where it is required as set out in Section 10.3 of the Design Report in Appendix A.10.1 of the RFI Response.
- 4.16.4 In relation to S\_029, typical working hours during construction works will be as outlined within Chapter 7 of the EIAR. As noted within Chapter 7 of the EIAR, the amount of work outside normal hours will be strictly controlled.
- 4.16.5 Ob\_111: This submission/objection states that their proximity to the Bearna West Roundabout will illuminate the whole area. Lighting will be provided at the Bearna West Roundabout. Property 111 is located approximately 200m from the nearest lighting column. In addition, Figure 5.4.01 of the EIAR shows that this property is outside the isolines which indicate the level of light spill from the lanterns and as such the light level at this property due to the proposed road lighting will be less than 1 lux (moonlight from a full moon).
- 4.16.6 Ob\_195: It is proposed that lighting will be provided at the Bearna East Roundabout for reasons of safety. The proposed lighting locations and the associate light spill are shown on Figure 5.4.03 of the EIAR for this property location. Figure 5.4.03 of the EIAR shows that this property is outside the isolines which indicate the level of light spill from the lanterns and as such the light level at this property due to the proposed road lighting will be less than 1 lux (moonlight from a full moon).
- 4.16.7 Ob\_201 & Ob\_207: It is proposed that lighting will be provided at the Bearna East Roundabout and this property is located approximately 500m from the nearest lighting column. Figure 5.4.03 of the EIAR shows that this property is outside the isolines which indicate the level of light spill from the lanterns and as such the light level at this property due to the proposed road lighting will be less than 1 lux (moonlight from a full moon).



- 4.16.8 Ob\_213: Figure 5.4.04 shows that this property is outside the isolines which indicate the level of light spill from the lanterns and as such the light level at this property due to the proposed road lighting will be less than 1 lux (moonlight from a full moon).
- 4.16.9 Ob\_216 & S\_042: As per Figure 5.4.04 of the EIAR, it is not proposed to erect public lighting along proposed access route AR 4/05.
- 4.16.10 Ob\_220: Figure 5.4.04 of the EIAR shows that the dwelling house lies outside the isolines which indicate the level of light spill from the lanterns due to the proposed road lighting will be less than 1 lux (moonlight from a full moon).
- 4.16.11 Ob\_222: It is proposed that lighting will be provided at Cappagh Road for reasons of safety. Figure 5.4.04 of the EIAR shows a portion of the dwelling within the isolines, which indicate the level of light spill from the lanterns. As such the light level at the edge of their dwelling will be between 1 and 2 lux (1 lux is the equivalent of moonlight from a full moon).
- 4.16.12 Ob\_296: There is no proposed street lighting immediately outside or adjacent to the property as shown on Figure 5.4.06 of the EIAR.
- 4.16.13 Ob\_298: Figure 5.4.06 shows that this property is outside the isolines which indicate the level of light spill from the lanterns and as such the property at plot 298 will not be affected by lighting from the N59. The proposed N59 Link Road South is mainly in cut, signifying that the road level will be below the level at the 298 property which will aid in limited visibility of the street lighting along it. Refer the Figures 5.3.05 and 5.3.06 of the EIAR for further information on levels of proposed N59 in relation to existing ground level.
- 4.16.14 Ob\_311: There is no proposed lighting provisions within proximity of the property as shown on Figure 5.4.05 of the EIAR.
- 4.16.15 S\_008, S\_071: Figures 5.4.06 to 5.4.08 of the EIAR show no additional lighting in the area from the N59 Letteragh Junction to the western side of the N84 Headford Road Junction. These properties are 600m and 950m from the nearest light column. Ob\_512.2, also in this area, is located approximately 500m from the nearest light column. Ob\_O\_517.05 and Ob\_521\_O\_517.14\_02 are even further from the lighting columns in this area. All these properties are outside of the predicted light spill from the lanterns and as such the light level at these properties due to the proposed road lighting will be less than 1 lux (moonlight from a full moon). There are significant noise barriers proposed from the ramps of the N59 Letteragh Junction to the east side of the River Corrib which will offer glare protection from vehicle lights. Landscape and screening will also be provided over this length which will minimise vehicle lighting spill.
- 4.16.16 Ob\_677, Ob\_678 & Ob\_688: It is proposed that lighting will be provided on the N83 in this area. Figure 5.4.10 of the EIAR shows that these properties are outside the isolines which indicate the level of light spill from the lanterns and as such the light level due to the proposed road lighting will be less than 1 lux.

- 4.16.17 Ob\_751: It is proposed to provide public lighting at Coolagh Junction and associated slip roads for reasons of safety in accordance with TII Guidelines. The road lighting column heights and their proposed locations along with the potential light spill are shown for this property on Figures 5.4.11 of the EIAR.
- 4.16.18 S\_059: Figure 5.4.05 of the EIAR shows no proposals for lighting in proximity to the Ard na Gaoithe estate.

## 4.17 Compulsory Acquisition of lands

### Issues

- 4.17.1 The concern raised is that under law it is not possible to sell the property whilst it is under threat of compulsory purchase: Ob\_136.
- 4.17.2 Three separate notifications were received from solicitors acting on behalf of an individual wherein they note that the registered owner on the folio in question does not have any claim to the lands on which they were served notice: Ob\_170.
- 4.17.3 An issue is raised that incorrect notification was received in respect of the N6 Galway City Ring Road Protected Road and Motorway Schemes schedules issued: Ob\_197.1, Ob\_207, Ob\_468\_501.
- 4.17.4 Ob\_222, Ob\_488 & Ob\_701 raise concerns that the plot of land to be acquired is denoted incorrectly on documentation.
- 4.17.5 An issue is raised that the property owner did not receive notification in respect of either land acquisition and/or extinguishment of a right of way: Ob\_511.06, Ob\_511.25.
- 4.17.6 An issue is raised that the compulsory land acquisition compromises or may comprise planning permission requirements: Ob\_194 and Ob\_222.
- 4.17.7 An issue raised in Ob\_296 is that the property owners were unaware that part of their front garden and public road were being acquired until some weeks after the N6 Galway City Ring Road Protected Road and Motorway Schemes were published.
- 4.17.8 Ob\_521\_O\_517.14\_02 is not satisfied that any of their walls have been taken in charge at any point nor are they of the opinion that the access road within the site is in council ownership.
- 4.17.9 Ob\_566\_598 & Ob\_580\_581\_599 raise an issue that the property owners' legal right of way over Plot 765c.201 has not been listed on the schedule.
- 4.17.10 Ob\_569 raise concerns that the server map and the schedule issued to them are incorrect.
- 4.17.11 Ob\_584 claims the N6 Galway City Ring Road Protected Road and Motorway Schemes is rendered invalid as she was only given 1 weeks' notice of same.

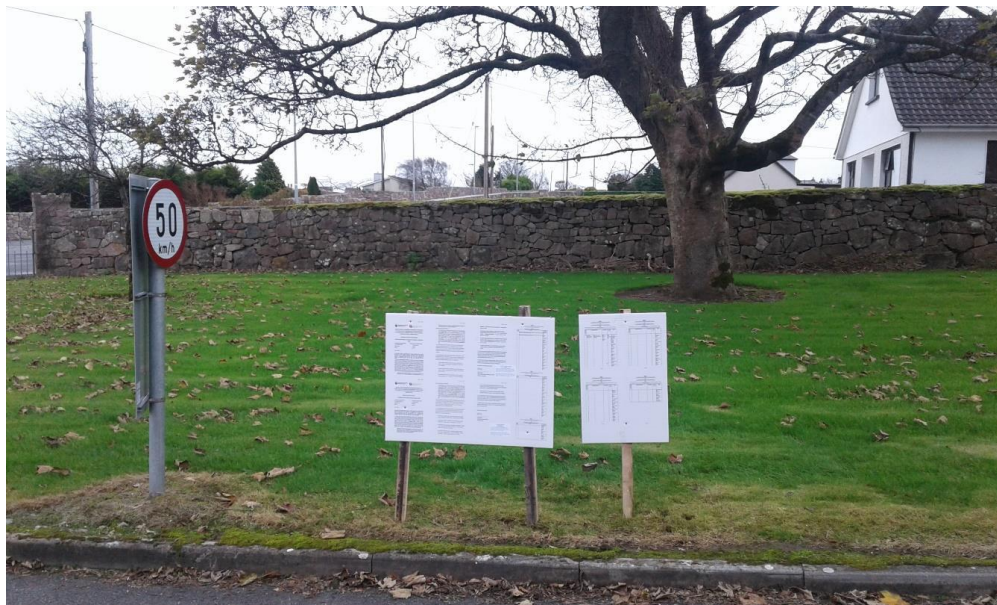
- 4.17.12 Ob\_603 states that the property is identified on the material assets map as two separate plots, 603 & 8231, and wishes to clarify that this is one continuous landholding.
- 4.17.13 Ob\_654 wish to clarify that they do not live at the address used for correspondence and, therefore, all correspondence received thus far has been inaccurate.
- 4.17.14 Ob\_677 & Ob 678: These object to the compulsory acquisition of property reference 677a.201 and 678a.201 respectively on the basis that the property to be acquired is within the Galway County Council local authority area but the proposed occupier is stated as Galway City Council.
- 4.17.15 Ob\_688: This notes a discrepancy between the Deposit Maps published online and Server Map issued to Ob\_688. It also queries why plots included in the N6 Galway City Ring Road Motorway Scheme are included in Schedule 4.
- 4.17.16 Ob\_701: The lands proposed to be acquired are described in the schedules as they are zoned in the Galway City Development Plan, as shown on Figure 15.04.02 of the EIAR.
- 4.17.17 Ob\_717\_720\_721 is to that effect that there was service in relation to plot 717 but no notice was received regarding plots 720 and 721.
- 4.17.18 S\_001 raises a concern that works are undertaken on a laneway in which he has an interest and he was not notified of this.

### Responses

- 4.17.19 Ob\_136: The notice in respect to land acquisition served on this plot shows the proposed acquisition of one plot of roadbed only, reference 136a.201. There is no legal impediment to stop this home owner from selling this property.
- 4.17.20 Ob\_170: No further correspondence in respect of this plot will be issued to the individual identified on the folio.
- 4.17.21 Ob\_194: The impact on any future planning applications will be a matter for the planning process.
- 4.17.22 Ob\_197.1 & Ob\_207: When serving notice of the Protected Road Scheme on Mr. Concannon (Snr) together with the schedules and server map in October 2018, certain lands that had in fact been transferred to his son, Martin Concannon (Jnr), were included in the schedules and maps served on Mr. Concannon (Snr) which suggested that he was still the owner of those particular lands. The lands contained in the schedule and server map served on Mr Concannon (Snr) on 25 October 2018 included plots 197a.204, 197b.203 and 197d.201, which in fact were transferred to Martin Concannon (Jnr) and therefore should not have been shown in Mr Concannon (Snr)'s schedule and server map. Furthermore, part of four other plots, (i) Plot 197a.102, (ii) Plot 197b.101, (iii) Plot 197c.101, (iv) Plot 197c.202, shown in the server map served on Mr Concannon (Snr) on 25 October 2018 were also transferred to Martin Concannon (Jnr), with parts of those plots remaining in in Mr

Concannon (Snr)'s ownership. The amended schedule extracts from, Schedule I Part 1, Schedule 1 Part 2 and Schedule Part 4 of the Protected Road Scheme and server map N6-SM-197.1\_I2 have been issued to Mr. Concannon (Snr) showing all of the lands in Mr Concannon ownership including those parts of the four plots mentioned above that have remained in his ownership, which are now depicted with the following plot references (i) Plot 197y.101, (ii) Plot 197x.101, (iii) Plot 197w.101 and (iv) Plot 197w.202. The errata for the Protected Road Scheme to be submitted at the Oral Hearing will note the above amendments.

- 4.17.23 Ob\_222: Approval of the N6 GCRR Protected Road Scheme by ABP will not compromise planning permission for the dwelling at the property.
- 4.17.24 Ob\_296: This property is unregistered on Land Registry and title for these lands was unavailable despite research to try and identify the property owner. We apologise for any upset caused.
- 4.17.25 Ob\_222, Ob\_488 & Ob\_701: The error has been acknowledged and the schedule has been updated. The errata for the N6 GCRR Motorway Scheme to be submitted at the Oral Hearing will note the above amendments.
- 4.17.26 Ob\_511.06 & 511.25: The property owners on both objections were included as occupiers on plot 511, the internal estate road at The Heath, at the time of publication, at their addresses as per their current folio. The registered notices were returned in the post. A public notice was erected at the front of the estate for the duration of the public display with the appropriate schedules attached as shown on the photo inserted below (Figure 8) with the property owners listed. The schedules and server maps relating to these property owners have been amended to also include their addresses in The Heath, and Notice to this effect with amended schedule extracts from Schedule 1 Part 2 and Schedule 3 Part 2 of the N6 GCRR Motorway Scheme and updated server maps were issued to the property owners.

**Figure 8: Photo of site notice**

- 4.17.27 Ob\_521\_O\_517.14\_02: This home is located on land under Folio No. GY61253F, and the site opposite also in their ownership is under Folio No. GY79017F. The land between both sites (Folio No. GY19960), i.e. the access road, is registered to another party, Ravenlake Ltd. The proposed compulsory purchase of the access road will not alter nor interrupt the existing access to this home. Note this homeowner is listed as an occupier of the access road in the N6 GCRR Motorway Scheme schedules.
- 4.17.28 Ob\_468\_501: Folio GY118124F lists Gloria Maguire as the registered owner of lands for plot 468 (checked 7 March 2019). Mr. Maguire's claim to these lands is recognised as he is also listed in the N6 GCRR Motorway Scheme Schedules as a reputed owner.
- 4.17.29 Ob\_566\_598 & Ob\_580\_581\_599: The right of way in question is not a registered right of way. Therefore, there was no way from the very reasonable enquiries made by GCC to ascertain that a possible interest may exist for the benefit of the landowner. Therefore, the landowner had not been included as having a potential interest, being a right of way, over the plot. However, records have now been updated to amend this omission.
- 4.17.30 Ob\_569: The schedule has been updated with the plot now described as "House Garden".
- 4.17.31 Ob\_677 & Ob\_678: As detailed in the extract of the N6 GCRR Motorway Scheme Schedules plots 677a.201/plot 678a.201 are road bed and set back only. The boundary of the homes and existing access will be maintained. The records have been amended to list Galway County Council as occupier and this is included in the errata for the N6 GCRR Motorway Scheme to be submitted at the Oral Hearing.

- 4.17.32 Ob\_603: A search of land registry shows plots 603 and 8231 registered as separate plots with separate folio numbers, which was why they are assigned different numbers. It is acknowledged that the entire holding is held as one continuous holding.
- 4.17.33 Ob\_654: The address used in correspondence is the address which is listed on the registered folio for the property. Correspondence was sent to the folio address as well as the address of the home.
- 4.17.34 Ob\_688: There was a discrepancy between the Deposit Maps and the Server Maps in referencing plot 688. The error occurred in the Deposit map and as such an errata for the Deposit map will be submitted at the Oral Hearing. N6 GCRR Motorway Scheme Schedule 4 lists the plots in which it is proposed to prohibit, close, stop up, remove, alter, divert or restrict a means of direct access to or from the motorway. It is proposed to acquire plots 688a.203 and plot 688a.204. However, they are still listed within the Schedule 4 Schedules as these plots will be adjacent to the proposed motorway and will have restrictions on direct access to the motorway.
- 4.17.35 Ob\_717\_720\_721: The schedules and server maps relating to this property owner has been amended and a letter to this effect with amended schedule extracts of the N6 GCRR Motorway Scheme and updated server maps were issued to the property owners on 24 January 2020.
- 4.17.36 S\_001: This laneway serves multiple persons with an interest in lands either side of it. The portion of this laneway that is acquired is the final 100 meters of the laneway only. S\_001 will not be affected by this acquisition as it is to the north of his property.

## **4.18 Property ought to be Acquired**

### **Issues**

- 4.18.1 A number of objections claim that the impact of the N6 GCRR on particular properties is so significant that the properties should be acquired in their entirety from the property owners. This issue is raised in Ob\_111, Ob\_119, Ob\_152, Ob\_215, Ob\_252, Ob\_261, Ob\_688.
- 4.18.2 The reverse of the above situation is raised in another submission whereby the property is included for full acquisition due to the significant impact of the N6 GCRR on the property but the property owners wish to remain in their home. This issue is raised in Ob\_123.

### **Response**

- 4.18.3 In certain cases, the impacts upon the property may be deemed to be disproportionate so that it is proposed to compulsorily acquire the entire property. However, if the entire property is not necessary for or incidental to the construction or operation of the proposed N6 GCRR, it is not included in the land acquisition.

In the following cases, it is considered that the impacts of the proposed N6 GCRR do not warrant the acquisition of the entire property for the reasons outlined:

- Ob\_111: The potential impacts on the dwelling do not meet the requirements for its inclusion within the proposed land acquisition as the proposed N6 GCRR is located approximately 100m west of the home and at an elevation 2m lower than the home, with a landscape berm provided to mitigate the visual impact of the N6 GCRR
- Ob\_119: The potential impacts on the dwelling do not meet the requirements for its inclusion within the proposed land acquisition as the proposed N6 GCRR is located approximately 50m west of the home and does not block the southerly views from the home, plus there is a small amount of land acquired from the plot. GCC note the position in relation to the Order of Galway Circuit Court dated 21 July 2009
- Ob\_123: The potential impacts on the dwelling, particularly during construction, are deemed significant and the entire property is included within the proposed land acquisition. Photomontage taken from the front garden/patio area presented in Figures 1.1.1 to 1.1.3 of Appendix A.12.3 of the EIAR show the proximity of the road to the home
- Ob\_152: The potential impacts on the dwelling do not meet the requirements for its inclusion within the proposed land acquisition as the proposed N6 GCRR is located approximately 35m north of the home and does not block the southerly views from the home, there is an access road provided between the N6 GCRR and the northern boundary of this home, and there is minimal land acquired from the plot. A full assessment of the N6 GCRR is included in the EIAR under each environmental discipline. Photomontages of the views at this home are presented in Figures 1.4.1 to 1.4.3 in Appendix A.12.3 of the EIAR
- Ob\_215: Although the property was listed as a potential full acquisition due to the previously proposed Cappagh Road roundabout junction, the impacts of the current design (signalised junction) on the property are considerably less and as such it is not necessary for the entire property to be included in the land acquisition. The front boundary of the property is 28m from the edge of the proposed carriageway, and landscaping is provided in this area as shown on Figure 12.1.04 of the EIAR. The home is then a further 11m from their southern boundary. Photomontages of Cappagh Road Junction as it passes adjacent to this property are presented in Figures 1.2.1 to 1.2.3 in Appendix 12.3 of the EIAR
- Ob\_252: The extent of lands required are to facilitate the reconstruction of the boundary wall. It is proposed to realign the Letteragh Road as part of the proposed road development and as a result the current boundary wall will be impacted. There is no requirement to demolish the dwelling

- Ob\_261: There is a small plot of land to the south of the proposed road development which the property owner claims is landlocked and should be acquired. The plot of land in question was not included in the land acquisition as it is not landlocked. The plot of land is accessed via a 7.3m wide strip of land connected to adjacent lands owned by landowner (Folio GY88233F), is not a 'small' parcel of land (954.9m<sup>2</sup>) and is not necessary for the construction of the proposed road development
- Plot 688 is not necessary for the construction of the proposed development and given that access can be facilitated to the remaining plot from the N83 Tuam Road, it is not proposed to acquire this plot

## 4.19 Right of Way

### Issues

- 4.19.1 As the acquisition of land by means of compulsory purchase includes the removal of all rights that other parties have to those lands thereafter, queries have arisen in respect to treatment of existing rights of way post completion of construction. This issue has arisen in Ob\_155, Ob\_194, Ob\_258\_464, Ob\_216, Ob\_312, Ob\_553\_561, Ob\_561\_562, Ob\_566\_598, Ob\_580\_581\_599, Ob\_197.1.
- 4.19.2 Ob\_603 & Ob\_705 raise queries in relation to the legal status of the new accommodation road AR 11/02 and how legal access will be restored out to the roadway giving access to the dwelling house and lands at this property.

### Response

- 4.19.3 The following sets out the treatment of rights of way for the plots identified above:
- Plot 155: There is a narrow track, which is unregistered land, reference plot number 182, immediately adjacent to the northern boundary of this property. Access to the septic tank for plot 155 is via this access track. All public and private rights of way are terminated on this access track between OB1 and OB2 as noted on Schedule 3 Part 2 of the Protected Road Order as the proposed realigned Troscaigh Road will be constructed on these plots 182a.201 and 182b.201. Access to the septic tank via the retained portion of the access track will be as per existing post completion of construction.
  - Plot 194: A search of land registry and folios completed in February 2020 shows no registered right of way as indicated on this objection. The remaining lands can be accessed through the existing Boithrín located south east of the Bearna East Roundabout
  - Plot 197: A search of land registry and folios completed in October 2019 shows no registered right of way as indicated on this objection. There is no existing field gate, existing entrance or existing access currently visible or evident on the existing Bearna to Moycullen Road L1321 at the point at



which this right of way intersects it. The right of way, if it is proven, will remain as it currently is to the point at which it reaches the existing Bearna to Moycullen Road L1321. If ownership of a right of way at this location for Mr. Concannon is proven, the closure of the right of way at the existing Bearna to Moycullen Road L1321 will be a matter for compensation

- Plot 216: The retained lands will be accessed from the proposed access road AR 4/05. A private right of way will be provided to the parties listed in Table 9.3 of Section 9 of the RFI Response. This access road is required to provide access onto land parcels as current access via Boleybeg Bóithrín is severed by the proposed road development
- Plots 553, 561, 562, 598, 599: The landowners' rights of way on the Menlo Castle Bóithrín will remain unaffected. Table 9.3 in Section 9 of the RFI Response states that access road AR 09/02 will form part of the existing Menlo Castle Bóithrín and as such it must be noted that all landowners' rights of way on this bóithrín will remain unaffected
- Plot 312: Plot 312a.204 has been split into two parcels and renumbered to plots 244x.201 and 312x.204. All relevant schedules have been updated accordingly. This property owner was reissued with an updated server map and amended schedule. Plot 312a.203 is acquired for the construction of AR 06/02 and this property owner is identified as having a right of way on it in Table 9.3 of Section 9 of the RFI Response
- Ob\_603: AR 11/02 will be a public access road. Table 9.4 Public Access Roads in Section 9 of the RFI Response states that AR 11/02 provides access to the existing Ballindooley Bóithrín as current access is severed by the proposed road development
- Ob\_705: AR 13/03 will be a private access road providing access to the dwelling house and lands as noted in Table 9.3 of Section 9 of the RFI Response. The property owner's right of way on the roadway will remain unaffected

## 4.20 Inadequate continuity of services

### Issues

- 4.20.1 The issue raised in various submissions/objections is that any services interfered with during the works are maintained at all times and on completion will be fully and properly reinstated: Ob\_103, Ob\_117, Ob\_147, Ob\_195, Ob\_197.1, Ob\_199, Ob\_201, Ob\_204, Ob\_207, Ob\_213, Ob\_216, Ob\_219, Ob\_222, Ob\_226, Ob\_230, Ob\_233\_234\_235, Ob\_239, , Ob\_246, Ob\_249\_467, Ob\_250\_466, Ob\_251, Ob\_252, Ob\_254, Ob\_255\_256, Ob\_259\_463, Ob\_273\_461, Ob\_296, Ob\_311, Ob\_313, Ob\_480, Ob\_481, Ob\_492, Ob\_493, Ob\_495, Ob\_496, Ob\_468\_501, , Ob\_506, Ob\_553\_561, Ob\_603, Ob\_691, Ob\_705, Ob\_716, S\_008, S\_062, S\_063 and S\_066.

- 4.20.2 Further submissions/objections request continuity of services across the proposed road development.
- 4.20.3 A number of landowners have requested confirmation on their ability to connect to public services such as watermains, foul sewer, storm water, other utilities on adjacent roads or lands in the future: Ob\_229, Ob\_230, Ob\_261, Ob\_480, Ob\_481 and Ob\_484.
- 4.20.4 Ob\_571\_579\_592\_600 states that a water supply will be required to Plot 571a.404.
- 4.20.5 Ob\_580\_581\_599 states lands will be severed of water supply.

### Responses

- 4.20.6 All services will be reinstated as part of the construction works for the proposed road development. There may be short term interruption of services during these works to facilitate the diversion of these services where necessary. As set out in Section 15.6 of Chapter 15, Material Assets Non-agriculture of the EIAR, where the infrastructure for service providers is impacted, this will be diverted or reinstated in accordance with service providers' requirements prior to construction. Service users will be notified in advance of any temporary disruption or outages necessitated by the construction works. The disruption to services or outages will be carefully planned so the duration is minimised.
- 4.20.7 Public water supply and foul water systems affected will be reconnected. All necessary diversions will be carried out in accordance with the local authority and Irish Water's requirements. Where private potable water supplies are impacted, a new well or alternative water supply or financial compensation for the loss of the well will be provided.
- 4.20.8 These commitments are also included in Chapter 21, Schedule of Environmental Commitments of the EIAR.
- 4.20.9 As per Section 14.6.2 of Chapter 14, Material Assets Agriculture, of the EIAR, where existing water and electricity supplies are disrupted during the construction phase, an alternative water source or electricity supply will be made available e.g. water tanker or electric cable ducting. If access to surface drinking water sources are permanently restricted alternative groundwater supplies will be provided (or compensation to allow farmer drill his own well).
- 4.20.10 Plot 229: Consultation resulted in allowance of proposed storm and foul sewers to cross from southern lands across the proposed road development to service the northern lands.
- 4.20.11 Plots 230, 261, 480, 481, 484: Future connection to public water mains and sewers is a matter to be discussed and agreed with Irish Water and Galway City Council separately and is not part of this proposed road development. Ducting across the proposed road development is a matter for accommodation works agreements.

- 4.20.12 Plot 239: Two 150mm diameter service ducts are to be provided beneath the proposed road development connecting the landowner's retained lands to the east and west.
- 4.20.13 Plot 571: Where existing water and electricity supplies to fields or farm yards are severed, the supply will be reinstated by provision of ducting where possible. Alternatively, where ducting is not feasible a permanent alternative water source or electricity supply will be made available.
- 4.20.14 Plots 580 & 581: In this case, ducting beneath the proposed road development is not feasible to retain a water supply. Compensation payments will be made to enable landowners to replace power and water supplies.

## 4.21 Loss of potential site / future development

### Issues

- 4.21.1 The issue is the loss of land through the compulsory acquisition that was intended for future development, children's homes etc: Ob\_134, Ob\_194, Ob\_207, Ob\_216, Ob\_228\_229\_540, Ob\_230, Ob\_236, Ob\_241\_245, Ob\_243, Ob\_250\_466, Ob\_260, Ob\_273\_461, , Ob\_300, Ob\_312, Ob\_486, Ob\_571\_579\_592\_600, Ob\_572\_574\_591, and Ob\_613\_657.
- 4.21.2 Ob\_716 states that the proposed access road AR 15/02 is not of suitable standard to develop lands.

### Responses

- 4.21.3 The future development potential of any site is a matter for zoning under the Development Plan and an application to the planning authority for planning permission.

### 4.21.3 By way of response to the specific issues identified above:

- Plots 194, 216, 207, 228,230,250\_466, 273\_461,241, 245, 243, 312, 486, 571,572, 574, 579, 591, 592, 600: There is no evidence that such development is possible at this location as it is not currently zoned residential as shown on Figures 15.4.01 & 15.1.02 of the EIAR
- Plot 260: Proposed access to Plot 260 is via access road AR 06/02 which is designed to TII SCD's CC-SCD-02754 and CC-SCD-00706. This access has been designed and is adequate to facilitate the existing use of these lands
- Plot 300: The proposed road development will have no direct impact on the site and is listed as a Schedule 4 plot which highlights lands adjacent to the protected road. The schedule is to notify the landowner that no access from the plot will be permitted to the protected road

- Plot 716: The proposed access road AR 15/02 is sufficient to provide suitable access for the existing land use
- Plot 236: Access road AR 0/04 overlays one of the two existing entrances currently located along the road frontage of the curtilage of this plot. AR 0/04 is a private access road to access severed lands with a right of way for property owners 114 and 117 as per Table 9.3 of Section 9.4 of the RFI Response. A right of way will be provided to property owner 236 over AR 0/04 to replace the existing entrance lost and to avoid any impacts on the remaining road frontage

## 4.22 Inconvenience and safety concerns with associated building works

### Issues

- 4.22.1 Various submissions/objections raise the issues of inconvenience and safety associated with the building works: Ob\_102.2, Ob\_105, Ob\_115, Ob\_139, Ob\_141.1, Ob\_156, Ob\_167, Ob\_168, Ob\_177, Ob\_187, Ob\_195, Ob\_205, Ob\_208, Ob\_209, Ob\_211, Ob\_212, Ob\_217, Ob\_219, Ob\_499, Ob\_O\_517.11\_2, Ob\_545, Ob\_575, Ob\_583, Ob\_584, Ob\_589, Ob\_632, Ob\_663, Ob\_O\_666.01, Ob\_750, Ob\_757, S\_049 and Ob\_496.
- 4.22.2 Ob\_216 & Ob\_220: Both raise concerns that the widening of Cappagh Road will result in an increase in speed limits increasing the danger to residents of Cappagh Road and Ballymoneen Road.
- 4.22.3 Queries as to the construction time periods have been raised. More particularly, whether requirements outlined within the CEMP of the Appendix A.7.5 of the EIAR) or Chapter 7 of the EIAR are contradictory. The following submissions/objections have queried this item: S\_029.
- 4.22.4 S\_059 notes typical working hours 07:00-19:00 Monday to Friday, and 07:00-16:00 Saturday. The submission/objection urges the Board to impose a suitable planning condition in this regard.
- 4.22.5 Ob\_677 & Ob\_678: The local access route which serves these properties at Cappanabornia has a junction with the N83 and a concern was raised that the junction is not signal controlled.
- 4.22.6 Ob\_757 requires that the construction site be secure at all times whereby children cannot access it.

## Responses

- 4.22.7 A construction management team will be appointed for the duration of the construction phase. This team will supervise the construction of the proposed road development, including monitoring the performance of the contractors to ensure that the proposed construction phase mitigation measures are implemented, and that construction impacts, and nuisance are minimised. The construction management team will liaise with neighbours and the general community during the construction phase to ensure that any disturbance is kept to a minimum.
- 4.22.8 In relation to Ob\_209 and S\_029, the typical working hours during construction works will be as outlined in Section 7.4.11 of Chapter 7 of the EIAR. Night works, as noted within the EIAR, refer to works outside the periods specified within Section 7.4.11. Night works may be necessary at certain critical stages during the project. This response, along with others below, is also relevant to S\_059.
- 4.22.9 Ob\_219: Figure 7.001 shows this property lies within Construction Section S2 and it is envisaged that construction in the area will last for a period of 6-9 months, as outlined in Table 7.1 in Section 7.4.7.1 of Chapter 7 of the EIAR.
- 4.22.10 Ob\_584 & Ob\_757: It is acknowledged that some inconvenience may be experienced by the land owner during the construction phase of the proposed road development. To this end, Section 11 Construction Traffic Management Plan, of Appendix A.7.5 of the EIAR, includes the requirement for the construction management team to liaise with neighbours and the general community during the construction phase to ensure that any disturbance is kept to a minimum.
- 4.22.11 Section 7.4.12 of Chapter 7, of the EIAR, details construction health and safety. In accordance with the Safety, Health and Welfare at Work Act 2005, the Safety, Health and Welfare at Work (Construction) Regulations, 2013, a “Project Supervisor Design Process” has been appointed and “Project Supervisor Construction Stage” will be appointed at construction stage. The Project Supervisor Construction Stage will assemble the Safety File as the project progresses. The safety file will be incorporated into the overall technical record system at the end of construction of the proposed road development.
- 4.22.12 Section 7.4.9.6 of Chapter 7 of the EIAR details methods of maintaining traffic safety during the construction phase. This will include clear delineation of the site area, erection of temporary traffic barriers and implementation of traffic management on existing road networks. The contractor will be required to ensure safe operation of traffic at all times during the construction phase. Further information regarding construction stage traffic safety is contained in Section 11 of the CEMP in Appendix A.7.5 of the EIAR which includes a Construction Traffic Management Plan for the proposed road development.
- 4.22.13 Safety has been incorporated into the proposed design at all stages. This is presented within numerous chapters of the EIAR. Section 5.4 of Chapter 5 of the EIAR sets out the various design standards to which the proposed road development has been designed, with safety being a primary criterion of the design

standards. The need to ensure that the proposed road development is capable of being constructed safely and without risk to health, can be maintained safely, and complies with all relevant health and safety legislation, was at the forefront of the design process.

- 4.22.14 Plot 216: The works proposed on Cappagh Road North and South are realignment works to allow the Cappagh Road to tie into the proposed signalised junction with the proposed road development. The proposed design speeds for both Cappagh Road North and South are 50km/h.
- 4.22.15 Plot 496: The entrance/exit to the property is located in excess of 70m from the proposed new junction at the N59 link road. The provision of the signalised N59 Link Road junction is deemed safe, suitable and appropriate as this can best manage conflicting traffic flows. The horizontal and vertical visibility splay from the entrance exceeds the desirable minimum for the design speed along the proposed realigned N59 Moycullen Road. Therefore, the proposed geometry at the entrance minimises the dangers of exiting/entering the property.
- 4.22.16 Plot 677 & Plot 678: The junction of AR 13/06 and N83 Tuam Road is not a signalised junction. Refer to Figure 1.10.17 in Appendix A.1.13 of the RFI response for illustration of proposed traffic lanes and pedestrian and cycling facilities. There is one lane traveling northbound and one lane travelling southbound along with a bus lane travelling southbound which means that traffic exiting from AR 13/06 only need to cross the northbound traffic lane in order to commute in the direction of Galway City, which is the existing situation at these homes. There is no proposal to do any works at the access to the quarry north of this junction with the access/egress arrangements maintained as existing. In relation to the HGV's usage of AR 13/06, refer to Figure 1.10.17 in Appendix A.1.13 of the RFI Response for proposed layout of junction which is designed wide enough to accommodate turning movements for vehicles such as HGVs and emergency vehicles.
- 4.22.17 Ob\_757: The construction sites will be secured at all times and subject to continuous maintenance and upkeep.

## **4.23 Levels of proposed road in relation to surrounding lands**

### **Issues**

- 4.23.1 The following submissions/objections query the level of the proposed road in relation to the surrounding lands: Ob\_102.2, Ob\_103, Ob\_105, Ob\_115, Ob\_131\_132, Ob\_134, Ob\_139, Ob\_141.1, Ob\_156, Ob\_167, Ob\_168, Ob\_177, Ob\_187, Ob\_194, Ob\_195, Ob\_205, Ob\_207, Ob\_208, Ob\_211, Ob\_212, Ob\_213, Ob\_217, Ob\_499, , Ob\_255\_256, Ob\_311, Ob\_496, Ob\_545, Ob\_575, Ob\_O\_550\_583.04, Ob\_589, Ob\_632, Ob\_663.01, Ob\_O\_666.01, Ob\_750.

- 4.23.2 The following submissions/objections query whether the proposed levels could change during the construction stage: Ob\_103, Ob\_195, Ob\_222, Ob\_255\_256, Ob\_311, Ob\_496, Ob\_505, Ob\_507.
- 4.23.3 The connection of Na Foráí Maola Road and Troscaigh Road through the provision of parallel local roads and the Na Foráí Maola to Troscaigh Overbridge Link, results in the road being elevated through this area, it can be seen from the surrounding properties, it will be relatively exposed and the height of it has been identified as an issue in the following objections: Ob\_134, Ob\_131\_132, Ob\_136, Ob\_151 and Ob\_158.
- 4.23.4 Ob\_239 objects to the embankment crossing the property lands, and that this embankment will be 6-7m high, destroying the view of Galway Bay.
- 4.23.5 Submission 103 raises a further query as to consultation and remediation provided should the proposed levels change in any way.

### Response

- 4.23.6 Ob\_103, Ob\_195, Ob\_222, Ob\_255\_256, Ob\_311, Ob\_496, Ob\_505, Ob\_507: In respect of the queries as to whether the proposed levels could change during the construction stage, no design change which would alter the land acquisition boundary line or would result in more adverse environmental impacts than those presented in the EIAR is permitted.
- 4.23.7 The following sets out the level of the proposed road development relative to the surrounding lands for the plots identified above:
- Plot 102.2: The proposed access road AR 0/01 will be on an embankment, height varying up to 1.6m high, as it connects to the Bearna West Roundabout as shown on Figure 5.3.01 of the EIAR. This will tie back into the existing ground level at the point at which gate access is provided to Plot 102
  - Plot 103: Figures 5.2.1 to 5.2.11 and 5.3.1 to 5.3.21 present the proposed horizontal and vertical alignment levels for the realigned R336. As set out in Section 13 of the CEMP in Appendix A.7.5 of the EIAR, the Contractor will put in place a Public Communications Strategy which will provide a two-way mechanism for members of the public (including directly affected landowners) to communicate with a designated member of the Contractor's staff and for the Contractor to communicate important information on various aspects of the proposed road development to the public. In the event the contractor damages the property boundary, it will be the responsibility of the contractor to remediate this damage
  - Plot 105: This plot is fully acquired; therefore, this issue is not of relevance
  - Plot 115: Figure 5.2.01 of the EIAR shows that the proposed road development is in a cut of depth varying from 1.5m to 3.0m over the extent of this property.

- Plot 131/132: Figure 5.201 of the EIAR shows that the proposed road development is on an embankment of approximately 1m as it passes to the north of this property between Ch. 1+150 to 1+200. The proposed link road is closer to the property and is on an embankment ranging from 1.5m to 2.0m as it passes. Figures 1.2.1 to 1.2.3 of Appendix A.12.3 of the EIAR show the proximity of the road to the home and shows that passing traffic will not be looking down into this home
- Plot 134: Cross-sections are included with the objection showing the relative height of the proposed road development, link roads and property boundary. As the home is west facing, the views will not be towards the elevated local link road to the south of the proposed road development
- Plot 134, Plot 136, Plot 139, Plot 141, Plot 156: Photomontages of the Na Foráí Maola to Troscaigh Overbridge Link which will be elevated approximately 7m above the proposed road development from various vantage points are presented in Appendix 12.3 of the EIAR. Additional photomontages were prepared from the junction of Na Foráí Maola Road and Na Foráí Maola to Troscaigh Link Road North and issued to the home owners in Plot 141 in September 2019. These give the perspective of the overbridge and proposed road development relative to these properties
- Plot 151 and Plot 152: Photomontages of the proposed road development as it passes to the north of these properties are presented in Figures 1.4.1 to 1.4.3 in Appendix 12.3 of the EIAR. As can be seen there are not tall embankments on the proposed road development at this location. The elevation of the cul-de-sac to the front of the properties is at the existing Troscaigh Road level. It is acknowledged that Na Foráí Maola to Troscaigh Link Road South rises in elevation to the overbridge and that the views to the west will be impacted by this but noting that both homes are south facing. These embankments will be landscaped which will be addressed in the Landscape and Visual statement of evidence
- Plot 158: Photomontages of the proposed road development as it passes to the south of this property are presented in Figures 1.3.1 to 1.3.6 in Appendix 12.3 of the EIAR. As can be seen the overpass does not overlook this property significantly.
- Plot 167 & 168: AR 2/02 will provide access to these plots and will be at the same level as the existing fields at this location.
- Plot 177 & Plot 187: There is no change to the existing level of Ann Gibbons Road L13215 in the vicinity of these plots
- Plot 195: Figure 5.3.02 of the EIAR presents the existing and proposed levels for the Bearna East Roundabout which show that it is located on fill of approximately 2.5m on the western boundary of this property. The property owner is concerned that levels can change during detailed design. In response



to this concern the design of the proposed road development which is presented in the EIAR, is the design for which Galway County Council are seeking planning permission. Figures 5.2.01 to 5.2.11 and 5.3.01 to 5.3.21 present the proposed horizontal and vertical alignment. As noted in the EIAR, Section 4.8.2, the at-grade roundabout on the Bearna to Moycullen Road moved further south to reduce impacts on the planning permission for this dwelling. This arose from discussions with the property owner as the house was not constructed at that time, thus reducing the proximity of the fill embankment to the home

- Plot 205, 208, 211 & 212: Figure 5.2.03 of the EIAR shows proposed road levels in relation to the existing ground levels adjacent to the property and Figure 5.3.02 shows existing and proposed levels for Aille Road L5384
- Plot 207: Figure 5.2.03 of the EIAR shows proposed road levels in relation to the existing ground levels adjacent to the property, as well as the overbridge location and levels denoted by S03/01. Figure 5.3.02 shows existing and proposed levels for Aille Road L5384
- Plot 213: Figure 5.2.04 of the EIAR presents the proposed road levels in relation to the existing ground levels adjacent to the property and Figure 5.3.03 of the EIAR presents the existing and proposed levels of the Cappagh Road
- Plot 217: Figure 5.2.04 of the EIAR presents the proposed road levels in relation to the existing ground levels adjacent to the property and Figure 5.3.03 of the EIAR presents the existing and proposed levels of the Cappagh Road
- Plot 222: Figure 5.2.04 of the EIAR presents the proposed road levels in relation to the existing ground levels adjacent to the property and Figure 5.3.03 of the EIAR presents the existing and proposed levels of the Cappagh Road
- Plot 239: Figure 5.2.05 of the EIAR shows proposed road levels in relation to the existing ground levels adjacent to the property and Figure 5.3.04 shows existing and proposed levels for Ragoon Road. These embankments will be landscaped which will be addressed in the Landscape and Visual statement of evidence
- Plots 255 & 256: Figure 5.3.07 of the EIAR presents the existing and proposed levels of the Letteragh Road
- Plots 311: Figure 5.2.05 of the EIAR presents the existing ground and proposed road levels of the proposed road development relative to the property
- Plot 496: Figure 5.3.07 of the EIAR presents the existing and proposed levels of the N59 Moycullen Road relevant to the property

- Plot 499: Figure 5.3.06 of the EIAR presents the proposed road development levels in relation to the existing ground levels adjacent to the property
- Plots 575, 583, 589: Figure 5.2.08 of the EIAR presents the proposed mainline road levels in relation to the existing ground levels in proximity to these properties
- Plots 663 & 666: Figure 5.2.09 of the EIAR presents proposed road levels of the mainline appropriate to the property. Figure 5.3.14 of the EIAR presents proposed road levels in relation to the existing ground levels on the N83 Tuam Road in front of the property
- Plot 750: Figures 5.2.11, 5.3.20 & 5.3.21 of the EIAR presents levels of the proposed road development in relation to the existing ground levels relevant to the property

## 4.24 Submission/Objection Additional Queries

### Issues

- 4.24.1 Ob\_105: The submission / objection does not relate to the actual proposed landtake from the property.
- 4.24.2 Ob\_106, Ob\_643, Ob\_644: The submission/objection does not set out the reasons on which the objection is based. This is the case in the following objections:
- 4.24.3 Ob\_220 believes that there is an error in Table 5.10 of Chapter 5 of the EIAR as he claims that there are no sewers in Cappagh where the proposed road development will cross.
- 4.24.4 Ob\_567 is uncertain from the mapping as to whether the pedestrian entrance to the Aldi Stores is impacted.
- 4.24.5 Ob\_495 objects to the lack of provision of access to surplus lands, although complete acquisition of the plot is proposed.
- 4.24.6 Ob\_505 & Ob\_507 state that the EIS is deficient but does not elaborate further.
- 4.24.7 Ob\_545, Ob\_632 object on multiple grounds including impact on remaining lands/garden, the noise, dirt, inconvenience, safety and access associated with building works, levels of the proposed development in relation to surrounding levels and landscaping issues, although complete acquisition of the plot is proposed.
- 4.24.8 Ob\_569 notes that from Figure 12.1.07 of the EIAR that part of the trees that lie parallel to the side of the house are to be retained and questions why the rest of the trees which extend up the rear of the site cannot be retained.
- 4.24.9 Ob\_O\_761.30 appears to be of the understanding that the objectors dwelling house is to be acquired under the CPO.

## Responses

- 4.24.10 Ob\_105, Ob\_495, Ob\_545, Ob\_632: As the entirety of these plots are acquired, the matters raised in the objection are not applicable.
- 4.24.11 Ob\_106: The objection notes that there is considerable portion of their land acquired without any further explanation as to the associated specific issues.
- 4.24.12 Ob\_220: Figure 11.5.104 of the EIAR shows where the proposed drainage network will discharge to the existing sewer. This outfall point is not proposed where the proposed road development crosses Cappagh Road, but rather further south.
- 4.24.13 Ob\_476: Figure 1.6.26 of the RFI Response shows land acquisition is confined to a small portion of land at the most easterly end where it is set-back over a length of 6m approximately to accommodate the proposed signalised junction to replace the Gort na Bró Roundabout. There is no impact to the existing pedestrian entrance.
- 4.24.14 Ob\_505 & Ob\_507: The local authority is available for discussion with all property owners.
- 4.24.15 Ob\_569: As shown on Figure 12.1.07 of the EIAR the trees located in plot 567 to the south will remain post completion of construction. There is no requirement to remove these trees as part of the Works. Boundary fencing on the residual lands in plot 569 will not interfere with the existing trees.
- 4.24.16 Ob\_O\_761.30: Notice of the N6 GCRR Motorway Scheme was served to this person as he is listed as an occupier of Plot 761.201. This land consists of the existing planting along Bóthar na dTreabh, where screen planting is to be reinstated post construction (see Figure 12.1.11 of the EIAR). It is not proposed to acquire the objectors home; nor is it proposed to acquire any other dwelling in the estate.

## 5 Conclusion

---

5.1 Galway City and its environs have critical transport issues, as identified above, that require urgent resolution. The traffic congestion in Galway City and its environs is crippling and stifling city living as well as cutting off access from the wider region to employment and services in the city and there is simply no resilience in the transport network.

After a comprehensive consideration of alternatives as part of the process of identifying the most appropriate solution for these traffic issues, the solution identified addresses the transport problem in Galway City by achieving two key objectives and delivers two important functions to developing the city's transport system which will enable sustainable and consolidated development namely (i) it adds trip capacity to the existing transport network thereby reducing trips through the city centre meaning there is less congestion which in turn makes public transport and active travel modes more attractive and (ii) the new links incorporated in the N6 GCRR provide for the strategic need of the national road network and connectivity of Galway City and the West Region to the national road and Ten - T network.

The proposed N6 GCRR is a vital component of the Galway Transport Strategy which has been developed to address the transport issues facing Galway and provides for sustainable transport infrastructure and supports the population growth envisaged in the NPF for Galway and the West Region. It will enable Galway to develop as a city as a regional centre of scale for the West in which it is great to live and work in. The quality of physical connectivity in and around Galway is essential for retaining and attracting inward investment and employment. It will also have a beneficial impact, not only on the transport services in Galway, but also the attractiveness of the west of the county overall as a business, investment and tourism location as well as a place to live. It provides the space on the transport network for allocation of space to public transport and active modes and once the GTS is fully implemented there will be an even greater significant shift to public transport and sustainable transport modes. The proposed road development represents the optimal solution to resolve Galway's traffic difficulties and has been the subject of a full assessment of all the potential impacts. Any significant residual impacts remaining post mitigation are outweighed by the significant benefits achieved and the even greater potential for generation of further benefits.

5.2 Having considered the submissions and objections as set out in detail above, the conclusions of the EIAR remain the same.