Corrigendum

Contents

Appendices

1 EIAR

1.1 Chapter 4 Consideration of Alternatives

The title of Plate 4.6 on page 122 of the EIAR has been amended.
"**Plate 4.6: ~~Lough Corrib~~ Coastal Route Options**"

1.2 Chapter 7 Construction Activities

A figure was incorrectly referenced on page 288 of Section 7.3 of Chapter 7 of the EIAR. Consequently, the text has been amended as presented below ***with changes tracked in red***.
"A description of the proposed haul route network is provided below in **Table 7.4** and shown on **Figures 7.001** and **7.002** and **7.101** to **7.12~~3~~34**."

The tunnel referenced on page 312 of Section 7.4.7.14 of Chapter 7 of the EIAR should read 230m not 240m. The sentence has been amended as presented below ***with changes tracked in red.***
"A 2~~4~~30m cut and cover tunnel will be constructed in phases over a three-year period with nine-month construction windows per year."

One Material Deposition Area at the N83 Tuam Road (ref DA 31) was omitted in error from Figure 7.3.02 (Proposed Material Deposition Areas, Sheet 2 of 2) of the EIAR. However, it was assessed during preparation of the EIAR and was also presented in Tables 3.1 and 5.1 of Annex 2 of A.1.11 of the RFI Response. This is a graphical error on Figure 7.302 only and does not change the result of the EIAR assessment. The amended Figure 7.302 is presented in Appendix A of this corrigendum.

Amendments to text in Appendix A.7.2 (Menlough Viaduct Constructability report) of Chapter 7 of the EIAR are presented below ***with changes tracked in red.***. The EIAR figures referenced below are correct. This report is also included as an appendix to the NIS (Appendix E - Menlough Viaduct Constructability report). Consequently, the same corrections apply to Appendix E of the NIS.

Page 5, Section 2.2 of Appendix A.7.2 - Menlough Viaduct Constructability report of the EIAR.
"The first stage in the sequence of construction for this section of the proposed road development will be to construct the section of the proposed road development shown in ~~blue~~ yellow in **Figure 2.2** below as these sections can then be used for site access to construct the viaduct."

Page 10, Section 3.1 of Appendix A.7.2 - Menlough Viaduct Constructability report of the EIAR.
"As described in **Section 2.2**, the proposed road highlighted in ~~blue~~ yellow in **Figure 3.1** will be constructed first and will be used for site access to construct the viaduct".

Page 13, Section 4.1 of Appendix A.7.2 - Menlough Viaduct Constructability report of the EIAR.

"As described in **Section 2.2**, the proposed road highlighted in ~~blue~~ yellow in **Figure 2.2** will be constructed first and will be used for site access to construct the viaduct".

1.3 Chapter 8 Traffic

A heading on Table 6.31 (Section 6.8.3.1) on page 280 of the EIAR is shown as "2039 GTS Medium Growth". This should read "2039 DS Medium" Growth. The correction to the heading of Table 6.31 is presented below ***with changes tracked in red.***

Amended Heading Table 6.31 Proposed Road Development AADT 2039 Design Year – Medium Growth

AADT Point	Location	2039 Do-Minimum Medium Growth		2039 ~~GTS~~ DS Medium Growth	
		AADT	%HGV	AADT	%HGV

1.4 Chapter 11 Hydrology

The number of Material Deposit Areas were incorrectly stated as 40 instead of 33 in Sections 11.4.1.5 (page 987), 11.4.2 (page 991) and 11.9 (page 1042) of Chapter 11 (Hydrology), of the EIAR. The corrections to Sections 11.4.1.5, 11.4.2 and 11.5.9 are presented below ***with changes tracked in red.***
Originally 40 sites were identified along the scheme. As the design developed a number of areas were removed reducing the proposed deposition areas to 33, as a result of clashes with pre-earthworks drains, attenuations ponds and other drainage and road design changes. Consequently, Table 11.27 of the EIAR (page 987-989) has been amended as presented below ***with changes tracked in red.***

Section 11.4.1.5 (page 987)
"A total of ~~40~~ 33 site areas have been identified as potential material deposition areas for the excess soft and unacceptable material along the route of the proposed road development".

Section 11.4.2 (page 991)

- "Construction of material deposition areas – the provision of ~~40~~ 33 material deposition sites along the route for surplus topsoil….."

Section 11.5.9 (page 1042)
"A total of ~~40~~ 33 site areas have been identified as potential material deposition areas for the excess soft and unacceptable material along the route of the proposed road development, refer to **Table 11.27**."

Amended Table 11.27

Location	Approx. Chainage	Catchment Reference	Area (ha)	Approximate Capacity (m^3)
R336 Coast Road	0+050	Sruthán na Líbeirtí	0.089	1,200
An Baile Nua	0+300	Sruthán na Líbeirtí	0.232	3,200
Cnoc na Gréine	0+350	Sruthán na Líbeirtí	~~0.248~~ 0.112	2,700
Na Foraí Maola Thiar	1+050	Sruthán na Líbeirtí	0.098	~~<1,000~~ 1300
Na Foraí Maola Thoir	1+450	Sruthán na Líbeirtí / Trusky Stream	1.051	~~<1,000~~ 24000
Troscaigh Thiar	1+800	Trusky Stream	0.483	7,800
Bearna to Moycullen Road	2+900	Trusky Stream	0.065	~~<1,000~~ 500
Bearna to Moycullen Road	2+950	Trusky Stream	0.602	~~11,400~~ 11500
An Chloch Scoilte	3+250	Trusky Stream	0.239	~~4,000~~ 3800
~~An Chloch Scoilte~~	~~3+375~~	~~Bearna Stream~~	~~0.154~~	~~<1,000~~
An Chloch Scoilte	3+950	Bearna Stream	~~0.349~~ 0.314	~~**10,000**~~ 3700
An Chloch Scoilte	4+050	Bearna Stream	~~0.468~~ 0.18	~~**10,000**~~ 2000
Cappagh	4+850	Bearna Stream	0.121	2,100
Ballymoneen	5+250	Bearna Stream	0.811	10,700
Keeraun	5+950	Knocknacarra Stream	0.484	~~2,500~~ 4000
~~Letteragh~~	~~7+450~~	~~Knocknacarra Stream~~	~~0.308~~	~~5,000~~
Bushypark	0+050	River Corrib Catchment incl. Terryland River Valley	0.079	~~<1,000~~ 800
Bushypark	0+075	River Corrib Catchment incl. Terryland River Valley	0.393	2,200
Bushypark	0+200	River Corrib Catchment incl. Terryland River Valley	0.353	~~6,000~~ 6300
Dangan	8+100	River Corrib Catchment incl. Terryland River Valley	0.149	~~<1,000~~ 1500
Dangan	8+200	River Corrib Catchment incl. Terryland River Valley	0.069	~~<1,000~~ 900
~~Coolough~~	~~10+675~~	~~River Corrib Catchment incl. Terryland River Valley~~	~~0.142~~	~~<1,000~~

Location	Approx. Chainage	Catchment Reference	Area (ha)	Approximate Capacity (m^3)
Lackagh Quarry	11+000	River Corrib Catchment incl. Terryland River Valley	1.727	45,000
Lackagh Quarry	11+350	River Corrib Catchment incl. Terryland River Valley	2.936	200,000
~~Lackagh Quarry~~	~~11+450~~	~~River Corrib Catchment incl. Terryland River Valley~~	~~0.148~~	~~<1,000~~
~~Lackagh Quarry~~	~~11+500~~	~~River Corrib Catchment incl. Terryland River Valley~~	~~0.16~~	~~<1,000~~
Lackagh Quarry	11+550	River Corrib Catchment incl. Terryland River Valley	0.346	<1000
Lackagh Quarry	11+650	River Corrib Catchment incl. Terryland River Valley	~~1.18~~ 2.4	250,000
Ballinfoyle	12+200	River Corrib Catchment incl. Terryland River Valley	0.208	5,700
~~Ballinfoyle~~	~~12+225~~	~~River Corrib Catchment incl. Terryland River Valley~~	~~0.359~~	~~7,300~~
Twomileditch	13+650	River Corrib Catchment incl. Terryland River Valley	0.234	4,400
Twomileditch	14+000	River Corrib Catchment incl. Terryland River Valley	~~3.024~~ 1.368	~~25,000~~ 23000
Parkmore	13+950	River Corrib Catchment incl. Terryland River Valley	0.315	~~<1,000~~ 5,200
Parkmore	13+950	River Corrib Catchment incl. Terryland River Valley	0.195	~~<1,000~~ 1,900
Coolagh	16+000	Doughiska	0.395	~~7,000~~ 6600
~~Coolagh~~	~~16+400~~	~~Doughiska~~	~~0.853~~	~~10,000~~
Coolagh	16+550	Doughiska	~~1.789~~ 1.15	~~11,500~~ 10800
Coolagh	16+350	Doughiska	~~1.941~~ 1.797	63,000
Coolagh	16+450	Doughiska	0.44	~~18,000~~ 17,600
Coolagh	16+500	Doughiska	0.782	35,000

1.5 Chapter 12 Landscape and Visual

One residential property at Ch. 2+850 (property ref 195[1]) (P002-014) was omitted in error from the Visual Impact Schedule (VIS) in Appendix A.12.1 (page 3 of A.12.1 of the EIAR), from Table 12.6 of Chapter 12 (page 1103 of the EIAR) and from Figure 12.1.02 of the EIAR. However, it was assessed during the site survey stage, and measures are proposed for mitigation of property and visual impact were included on Figure 12.1.02 of the EIAR. Consequently, the corrections to Table

[1] Plot 195 of the N6 Galway City Ring Road Protected Road Scheme

12.6 in Section 12.5.4.6 of Chapter 12 of EIAR (page 1103) are presented below ***with changes tracked in red***. An additional row has been added to Appendix A.12.1 (Page 3) relating to P002-014 as presented below ***with changes tracked in red***. Figure 12.1.02 of the EIAR has also been corrected and is included in Appendix A of this Corrigendum.

Amended Table 12.6: Summary of Visual Impacts

Impact	Construction Stage	Pre-establishment Stage	Post-establishment Stage
Imperceptible	36	71	152
Not Significant/Slight	79	82	74
Moderate	90	84	71
Significant	80	67	~~32~~ 33
Very Significant	25	~~18~~ 19	0
Profound	~~42~~ 43	30	23
Total	~~352~~ 353	~~352~~ 353	~~352~~ 353

Amended Appendix A.12.1 (Visual Impact Schedule)

Mainline Ch. 2+000 to 3+000				
Ref	**Description**	**Construction**	**Pre-Establishment**	**Post Establishment**
P002-001	Residence	Slight	Slight	Imperceptible
P002-002	Residence	Moderate	Moderate	Slight
P002-003	Residence	Slight	Slight	Imperceptible
P002-004	Residence	Slight	Slight	Imperceptible
PG02-005	Group of Residences	Moderate	Moderate	Imperceptible
P002-006	Residence	Slight	Slight	Imperceptible
P002-007	Residence	Slight	Slight	Imperceptible
P002-008	Residence	Significant	Moderate	Slight
P002-009	Residence	Very Significant	Significant	Moderate
P002-010	Residence	Imperceptible	Imperceptible	Imperceptible
P002-011	Residence	Imperceptible	Imperceptible	Imperceptible
P002-012	Residence	Slight	Slight	Imperceptible
P002-013	Residence	Slight	Slight	Slight
P002 - 014	Residence	Profound	Very Significant	Significant
PG02-014	Group of Residences	Slight	Slight	Imperceptible

Figure 1.4.3 (View 4 Post Maturation) of Appendix A.12.3.1 (Photomontages – Key Locations) of the EIAR incorrectly omits proposed screen planting located to the front of the proposed noise barrier. However, this proposed screen planting is shown correctly on Figure 12.1.02 (volume 3B) of the EIAR.

An amended version of Figure 1.4.3 correctly showing the proposed screen planting is included in Appendix A of this Corrigendum.

Figures 1.1.2. (View 1 Post Construction) and 1.1.3 (View 1 Post Maturation) of Appendix A.12.3.5 of the EIAR incorrectly illustrates the face of the median barrier as concrete.
An amended version of Figures 1.1.2 and 1.1.3 correctly illustrates the face of the median barrier as stone and is included in Appendix A of this Corrigendum.

1.6 Chapter 13 Archaeological, Architectural and Cultural Heritage

Appendix A.13.6 (Detailed Field Inspections)
Correction to final paragraph on page 13 of Appendix A.13.6 of the EIAR. The corrections are presented below with changes tracked in red in this Corrigendum.

"To the west of Galway Racecourse, an approximate Ch. 14+000 local tradition records the presence of a mass path, which is partially located within the landtake of the proposed road development (CH 57). The ~~proposed road development~~ path appears to follow a modern road that accesses two residential properties, before turning into a grassy path that is flanked by two drystone walls (Plate 13.91). The path travels northeast before turning southeast and then northeast again before it disappears. The path is shown on…."

1.7 Chapter 14 Material Assets – Agriculture

One property at Ch. 3+350 (ref 207[2]) was omitted in error on page 3 of Appendix A.14.1 (*Summary of Individual Land Parcel Impact Assessments*) of the EIAR. Consequently, Appendix A.14.1 has been amended to include 207. The corrections are presented below with ***changes tracked in red*** in this Corrigendum.

Amended Appendix A.14.1 (Summary of Individual Land Parcel Impact Assessments

PRO/ MO	Area Farmed	Farm Type	Land-take	% taken	Severance (Yes/No)	% Severance	Sensitivity	Construction impact	Impact before mitigation	Mitigation	Residual Impact
165, 196	23	Beef	0.16	<1	Yes	21	Low	Footnote No 1 - Impact is Not Significant	Not significant impact due to loss of <1% and separation of 21% of the land parcel(s). 4.3ha separated. 0.04ha of road bed and 0.05ha of bog in land-take.	Footnote No 4 and provide access to separated land via accommodation road	Not significant
166	2.2	Not farmed	0.07	3			Very low	Impact is Not Significant	Not significant impact due to loss of 3% of the land parcel(s).	Footnote No 4 - provide access via accommodation road	Not significant
167	1.4	Horses	0.03	2			Very low	Footnote No 2 - Impact is Not Significant	Not significant impact due to loss of 2% of the land parcel(s).	Footnote No 4 - provide access via accommodation road	Not significant
168	10.8	Not farmed	4.52	42	Yes	25	Very low	Impact is Moderate Adverse	Significant adverse impact due to loss of 42% and separation of 25% of the land parcel(s). 1.6ha separated. 2.84ha taken from western plot and 1.66ha taken from the eastern plot.	Footnote No 4 and provide access to separated land via accommodation road	Moderate adverse
169	1.8	Horses	0.04	2			Very low	Footnote No 2 - Impact is Not Significant	Not significant impact due to loss of 2% of the land parcel(s). Access severed.	Footnote No 4	Not significant
170	0.8	Not farmed	0.02	3			Very low	Impact is Not Significant	Not significant impact due to loss of 3% of the land parcel(s). Access severed.	Footnote No 4 - provide access via accommodation road	Not significant
171, 174	14.4	Beef	0.32	2	Yes	41	Medium	Footnote No 1 - Impact is Slight Adverse	Moderate adverse impact due to loss of 2% and separation of 41% of the land parcel(s). Access to 4 plots of bog severed (5.6ha separated).	Footnote No 4 and provide access to separated land via accommodation road	Slight adverse
172	2.4	Rough grazing (Beef)	0.124	5			Very low	Footnote No 1 - Impact is Not Significant	Not significant impact due to loss of 5% of the land parcel(s). Access severed.	Footnote No 4 - provide access via accommodation road	Not significant
173	1.1	Not farmed	0.08	7			Very low	Impact is Not Significant	Not significant impact due to loss of 7% of the land parcel(s). Access severed.	Footnote No 4 - provide access via accommodation road	Not significant
175	0.8	Not farmed	0.144	18			Very low	Impact is Not Significant	Not significant impact due to loss of 18% of the land parcel(s).	Footnote No 4	Not significant
176	4.2	Rough grazing (Beef)	1.6	38	Yes	27	Low	Footnote No 1 - Impact is Moderate Adverse	Moderate adverse impact due to loss of 38% and separation of 26% of the land parcel(s). 0.7ha separated.	Footnote No 4 and provide access to separated land via accommodation road	Moderate adverse
177	5.8	Beef	0.1	2			Medium	Footnote No 1 - Impact is Not Significant	Not significant impact due to loss of 2% of the land parcel(s).	Footnote No 4	Not significant
193	1.1	Rough grazing (Beef)	0.4	36			Very low	Footnote No 1 - Impact is Slight Adverse	Slight adverse impact due to loss of 36% of the land parcel(s).	Footnote No 4	Slight adverse
194	6.2	Horses	0.27	4			Low	Footnote No 2 - Impact is Not Significant	Not significant impact due to loss of 4% of the land parcel(s). Access to track severed.	Footnote No 4	Not significant
198	11.3	Beef	1.5	13			Medium	Footnote No 1 - Impact is Moderate Adverse	Moderate adverse impact due to loss of 13% of the land parcel(s).	Footnote No 4	Moderate adverse
197, 199, 200 207	23.1	Beef	1.6	7			Medium	Footnote No 1 - Impact is Slight Adverse	Slight adverse impact due to loss of 7% of the land parcel(s).	Footnote No 4	Slight adverse
205	4.5	Rough grazing (Beef)	0.82	18	Yes	82	Low	Footnote No 1 - Impact is Moderate Adverse	Significant adverse impact due to loss of 18% and separation of 82% of the land parcel(s). 3.0ha separated. Access to surface water separated.	Footnote No 4 and provide access to separated land via accommodation road	Moderate adverse

[2] Plot 207 of the N6 Galway City Ring Road Protected Road Scheme

1.8 Chapter 15 Material Assets Non-Agriculture

The description of landtake within the proposed development boundary from property 724** in Table 15.4 (Residential, Commercial or Industrial Properties to be Fully Acquired or Demolished) of Chapter 15 of the EIAR incorrectly describes the property as having 2 houses within the proposed development boundary and should state one. This is a typographical error and does not change the result of the EIAR assessment. The last row of Table 15.4 should read as amended below.

"Demolition of ~~2~~1 house~~s~~ and garden and partial landtake."

1.9 Chapter 16 Air Quality and Climate

The reference to Section 16.2.8.1 on page 1292 of the EIAR has been amended.

"The potential impact of the proposed road development on carbon emissions was assessed using the DMRB spreadsheet as described in **Section 16.2.~~8~~5.1**."

1.10 Chapter 17 Noise and Vibration

Baseline noise survey results for Location 14a included in Table 17.4 (**in Section 17.2.5.3 of Chapter 17 of EIAR (Page 1369))** are quoted as 57dB L_{den}. This value is derived from the full set of monitoring data for this location over the 24hr survey period at this location. There are two hours within the data set which were observed to be outliers in the data set and therefore the L_{den} for this location included in Table 17.7 include the corrected value of 56dB L_{den}. The related outlier hours for this monitoring location are highlighted in Table 17.1.32 Appendix 17.1 of the EIAR. The corrected Table 17.7 is included below **with changes tracked in red.**

Amended Table 17.4

Survey Location	Incident to road	Measured L_{den}, dB	Model Predicted L_{den}, dB	Variation (dB)
R1c	R336 Bearna	65	64	1
R3a	Na Foraí Maola	45	44	1
R9c	N59 Moycullen Road	62	61	1
R11g	School Road	52	52	0
R12e	N83 Tuam Road	72	72	0
R13d	Monivea Road R339 East	62	62	0
R14a	N6 Bóthar na dTreabh	~~57~~ 56	56	~~1~~ 0
R14b	R446	64	65	-1
R17b	N84 Headford Road	56	56	0

The summary L_{den} noise survey results for locations 6e, 12f, and 12g were omitted in error in Table 17.8 in Section 17.3.1 of Chapter 17 of the EIAR. The survey results for these

locations are, however, included in full in Table 17.1.1 of Appendix 17.1 and illustrated in Figures 17.1.04 & 17.1.09 of the EIAR.

Three additional lines 6e, 12f and 12g have been added to Table 17.8 to include the summarised L_{den} noise results for these three locations **with changes tracked in red**.

Amended Table 17.8: Summary of Baseline Survey Results

Location	Survey Type	Location	Calculated L_{den}
6e	Attended	Ballymoneen Road	54
12f	Attended	N83 Tuam Road Junction South	71
12g	Attended	N83 Tuam Road Junction South	46

Noise Receptor R259 on Figure 17.1.02 of the EIAR and Noise Receptors R260 to R269 on Figure 17.1.02 of the EIAR were incorrectly shown in purple instead of green. This is a graphical error and does not change the result of the EIAR assessment. The amended Figures 17.1.02 and 17.1.04 is presented in Appendix A of this corrigendum.

A typographical error in Table 17.13 of Section 17.5.4.1 of Chapter 17 of the EIAR relates to the determination of noise mitigation for 3 locations 174a, 244 & 255a.
Location 174a is included in Table 17.13 on Page 1415. Location 244 is included in Table 17.13 on Page 1421. Location 255a is included in Table 17.13 on Page 1422.
Mitigation is included in the EIAR for these locations. The noise barriers for locations R174a and R255a are correctly described in Table 17.14 (of the EIAR) and the relevant noise mitigation for these locations are illustrated in Figures 17.1.08 and 17.1.13. Physical mitigation is not provided for Location R244, but a low noise road surface is included along the realigned section of the R446. However Table 17.13 incorrectly states that mitigation is not required.
The amended text for locations 174a, 244 and 255a in the specific rows on Table 17.13 are included below for clarity **with changes tracked in red**.

Amended Table 17.13: Calculated Traffic Noise Levels - EIAR

Receiver Location Reference	Description	Opening Year 2024		TII Condition for Noise Mitigation Satisfied?			Mitigation Required?	Design Year 2039.		TII Condition for Noise Mitigation Satisfied?			Mitigation Required?
		Predicted Noise Level. Do Minimum. dB L_{den}	Predicted Noise Level. Do-Something. dB L_{den}	(a)	(b)	(c)		Predicted Noise Level. Do Minimum. dB L_{den}	Predicted Noise Level. Do-Something. dB L_{den}	(a)	(b)	(c)	
174a	N84 Headford Road Junction South	68	70	Yes	Yes	~~No~~ Yes	~~No~~ Yes	68	70	Yes	Yes	~~No~~ Yes	~~No~~ Yes
244	Garran Iseal	69	70	Yes	Yes	~~No~~ Yes	~~No~~ Yes	69	71	Yes	Yes	~~No~~ Yes	~~No~~ Yes
255a	Letteragh Road South	45	64	Yes	Yes	~~No~~ Yes	~~No~~ Yes	49	65	Yes	Yes	~~No~~ Yes	~~No~~ Yes

2 Hydrogeology Corrigendum

2.1 NIS – Appendix A Hydrogeology Assessment Report

NIS Appendix A Figure 7.01 appears in duplicate

NIS Appendix A Figure 7.01 (I1) (which is the duplicate) has been removed

NIS Appendix A Figure 8.01 and Figure 8.02 are (i) missing a legend and (ii) had colouring errors relating to Spiddal and Maam-Clonbur.

NIS Appendix A Figure 8.01 has had the following added:

- legend
- the Spiddal groundwater body colour included
- the Maam-Clonbur groundwater body colour included

Please note that Figure 8.02 should be read as being amended in line with Figure 8.01.

NIS Appendix A Figure 9.01 and Figure 9.02 are (1) missing a legend and (2) had colouring errors in regard to Spiddal and Maam-Clonbur.

NIS Appendix Figure 9.01 has had the following added:

- legend
- Spiddal groundwater body colour included
- Maam-Clonbur groundwater body colour included

Please note that Figure 9.02 should be read as being amended in line with Figure 9.01.

NIS Appendix A Plate 1 has one borehole label (RP-2-05D) in duplicate and one incorrect borehole label

- NIS Appendix A Plate 1 (Drawing No. GCOB-SK-D-702) has been amended to remove the duplicate borehole label ~~RP-2-05D~~
- NIS Appendix A Plate 1The reference to ~~B.H.3/18~~ should read B.H.3/29

The amended figures as described above are included in Appendix A of this Corrigendum.

2.2 EIAR – Chapter 10 Hydrogeology

EIAR Figure 10.5.001 and Figure 10.5.002 show the Spiddal and Maam-Clonbur groundwater bodies have been coloured incorrectly

EIAR Figure 10.5.001 has been amended to include the following:

- The Spiddal groundwater body is coloured correctly
- The Maam-Clonbur groundwater body is coloured correctly.

Please note that Figure 10.5.002 should be read as being amended in line with Figure 10.5.001.

EIAR Figures 10.7.101-106 show the Spiddal and Maam-Clonbur groundwater bodies have been coloured incorrectly.

EIAR Figure 10.7.101 has been amended to include the following:

- Spiddal groundwater body coloured correctly
- Maam-Clonbur groundwater body coloured correctly

Please note that Figures 10.7.102- 10.7.106 should be read as being amended in line with Figure 10.7.101.

EIAR Figures 10.8.101-106 show the Spiddal and Maam-Clonbur groundwater bodies are coloured incorrectly

EIAR Figure 10.8.101-106 has been amended to include the following:

- Spiddal groundwater body coloured correctly
- Maam-Clonbur groundwater body coloured correctly

Please note that Figures 10.8.102- 10.8.106 should be read as being amended in line with Figure 10.8.101.

The amended figures as described above are included in Appendix A of this Corrigendum.

The EIAR included the description of W50-10 as a domestic geothermal well when it is a domestic abstraction well.

Below are the list of locations where well W50-10 is referred to as a domestic geothermal well when it should be read as an agricultural/domestic supply:

1. Table 10.26 on page 929;
2. Table 10.27 on page 935.

Well W1000-02 was included in error. As it does not exist all references to W1000-02 should be read as deleted.

Consequently the following are the list of locations where well W1000-02 appeared in EIAR Chapter 10 tables should be read as deleted:

1. Table 10.16 on page 875;
2. Table 10.18 on page 890;
3. Table 10.20 on page 902;
4. Table 10.26 on page 929;
5. Table 10.27 on page 935.

W1000-02 appears in one sentence on Page 864 and the reference is deleted
With the above correction and an original type error, the adjusted count of private domestic wells in limestone is 18.
The Visean Undifferentiated Limestone is tapped into for ~~20~~ 18 private domestic wells. These comprise of W50-02, 03, 04, 05, 06, 07, 08, 10 and 11, W100-01, 02, 03, 04, 05 and 06, W500-01 and W1000-~~02,~~ 03 and 04.
W1000-02 appears in one sentence on page 891 and the full sentence is deleted
~~One well (W1000-02) has a potential risk for water quality deterioration as it lies down gradient and within the 100-day TOT from the proposed road development.~~
W1000-02 appears in one sentence from Page 913 and the sentence is deleted
An impact assessment on abstraction wells was completed for the construction phase and is presented in **Section 10.5.3.1**. The same assessment is valid for the operation phase. It highlights that five wells (W50-10, W50-11, W50-12, W50-13 and W12-14) will be removed by the proposed road development at the construction phase. ~~One well (W1000-02) has been identified as lying downgradient and within the 100-day TOT from the proposed road development.~~

3 Biodiversity Corrigendum

3.1 Request for Further Information Response - Volume 1 - Report. Section 4.2.2

Three of the sub bullet points in the third main bullet point at the top of page 27 are edited as below:

- the changes in the extent of Annex I habitat areas include:
  - an increase in 4010 from greater than 1.22ha to ~~1.78ha 2.42ha~~ 1.89ha
  - a reduction in 6210 from 1.14ha to ~~0.15ha~~ 0.25ha
  - an ~~reduction~~ increase in 4030 from greater than 1.96ha to ~~1.5ha 2.38ha~~ 2.32ha

The second and third bullet points at the top of Page 28 are edited as below:

- A reduction in the area of ~~three~~ two Annex I habitat types to be lost (6210 and 6410 ~~and 4030~~)
- An increase in the area of ~~three~~ four Annex I habitat types to be lost (*91E0, *8240, 4010 and 4030)

Four of the rows in Table 4.1 on page 29 have been edited as below:

Amended Table 4.1: Summary of Residual Priority Annex I/Annex I habitat loss after compensation (update of Table 8.40 in Chapter 8, Biodiversity of the EIAR)

Annex I habitat type	Permanent Area of Habitat Loss (EIAR)	Area of Compensatory Habitat Created (EIAR)	Residual Habitat Loss (EIAR)	Residual Impact Significance Post-compensation (EIAR)	Permanent Area of Habitat Loss (2019) (Pre-Compensation)	Permanent Area of Habitat Loss (2019) (Post Compensation)
Petrifying springs [*7220]	One Petrifying spring feature	n/a	One Petrifying spring feature	Likely significant residual effect at the county geographic scale	One Petrifying spring feature	One Petrifying spring feature
Residual alluvial forest [*91E0]	c.0.1ha	c.0.18ha	None	No likely significant residual effect	c.0.14ha	None
Limestone pavement [*8240]	c.0.54ha	n/a	c.0.54ha	Likely significant residual effect at the international geographic scale	c.~~1.18~~ 0.94ha	c. ~~1.18~~ 0.94ha
Wet heath [4010]	c.2.06ha	n/a	c.2.06ha	Likely significant residual effect at the national geographic scale	c ~~2.36~~ .2.47ha	c ~~2.36~~ .2.47ha

Annex I habitat type	Permanent Area of Habitat Loss (EIAR)	Area of Compensatory Habitat Created (EIAR)	Residual Habitat Loss (EIAR)	Residual Impact Significance Post-compensation (EIAR)	Permanent Area of Habitat Loss (2019) (Pre-Compensation)	Permanent Area of Habitat Loss (2019) (Post Compensation)
Dry heath [4030]	c.1.85ha	c.7.06ha	None	No likely significant residual effect	c.~~1.39~~ 2.22ha	None
Wet heath/Dry heath/*Molinia* mosaic [4010/4030/6410]	c.0.87ha	n/a	c.0.87ha[3]	Likely significant residual effect at the national geographic scale	None	None
Calcareous grassland [6210]	c.0.7ha	c.7.14ha	None	No likely significant residual effect	c.~~0.15~~ 0.25ha	None
Molinia meadow [6410]	c.0.28ha	c.0.49ha	None	No likely significant residual effect	c.0.07ha	None
Blanket bog (active) [*7130]	n/a	n/a	n/a	n/a	c.0.01ha (93m^2)	c.0.01ha (93m^2) Likely significant residual effect at the international geographic scale

The paragraph that immediately follows Table 4.1 on Page 30 is edited below.

However, as was the case in the EIAR it remains the case that some of the Annex I habitat types that are being lost, **outside of European sites**, cannot be directly compensated. Therefore, there will be a significant residual effect at the international geographic scale for the permanent loss of c.~~1.18~~ 0.94ha of Limestone pavement and c 0.01ha (93m^2) of Blanket bog (active) [*7130], at the national geographic scale for the permanent loss of c.~~2.36~~ 2.47ha of Wet heath, at the county geographic scale for the loss of a Petrifying spring feature at Lackagh Quarry.

3.2 Request for Further Information Response - Volume 2 - Appendix A.3.1

3.2.1 Section 4.2 Habitat Descriptions & 2019 Changes (Pages 10-12)

Three of the rows in Table 2 on Page 10 are edited with the text below:

Amended Table 2: KER habitat types within the proposed development boundary

Habitat type	Extent Based on 2019 Surveys[4]	Extent Based on 2018 Surveys[5]
Priority Annex I habitat		

[3] Considered as Wet heath habitat for the purposes of the impact assessment, the loss of which cannot be directly compensated for.
[4] This includes either a measure of habitat area (ha), linear length of habitat lost (m/km), or a total number of point features affected (e.g. spring/seepage sites), as appropriate.
[5] This includes either a measure of habitat area (ha), linear length of habitat lost (m/km), or a total number of point features affected (e.g. spring/seepage sites), as appropriate.

Habitat type	Extent Based on 2019 Surveys[4]	Extent Based on 2018 Surveys[5]
Turlough [*3180]	One (c.0.04ha of c.0.1ha is within fenceline)	One (c.0.04ha of c.0.1ha is within fenceline)
Petrifying springs [*7220]	One feature	One feature
Residual alluvial forests [*91E0]	c.0.14ha	c.0.1ha
Limestone pavement [*8240]	c. 2.71ha	c. 2.3ha
Calcareous grassland (*important orchid sites) [*6210]	0 ha (one area of 6m^2) and small areas within mosaics of *8240 above the Lackagh tunnel	None
Blanket bog (active) [*7130]	c. 0.01ha (one area of 93m^2)	None
Annex I habitat		
Wet heath [4010]	c. ~~1.78~~ ~~2.42~~ 1.89ha	greater than c. 1.22ha
Dry heaths [4030]	c. ~~1.5~~ ~~2.38~~ 2.32ha	greater than c. 1.96ha
Calcareous grassland [6210]	c. ~~0.15~~ 0.25ha	c. 1.14ha
Molinia meadow [6410]	c.0.73ha	c.1.02ha
Local Importance (higher value)		
Calcareous springs (FP1)	Fifteen features	Fifteen features
Reed and large sedge swamps (FS1)	c.0.08ha	c.0.14ha
Tall-herb swamps (FS2)	None	c.0.03ha
Eroding/upland rivers (FW1)	c.120m of Sruthán na Líbeirtí c.220m of the Trusky Stream c.140m of the Bearna Stream (and tributary) c.475m of the Tonabrocky Stream	c.120m of Sruthán na Líbeirtí c.220m of the Trusky Stream c.140m of the Bearna Stream (and tributary) c.475m of the Tonabrocky Stream
Drainage ditches (FW4)	c.0.08ha	c.0.12ha
Marsh (GM1)	c.0.06ha	c.0.2ha
Dry calcareous and neutral grassland (GS1)	c.43.5ha	c.13.7ha
Dry meadows and grassy verges (GS2)	c.9.50ha	c.8.2ha
Dry-humid acid grassland (GS3)	c.4.51ha	c.7.81ha
Wet grassland (GS4)	c.15.23ha	c.11.1ha
Poor fen and flush (PF2)	c.0.25ha	c.0.13ha
(Mixed) broadleaved woodland (WD1)	c.4.40ha	c.4.25ha
Mixed broadleaved/conifer woodland (WD2)	c.0.03ha	c.0.03ha
(Mixed) conifer woodland (WD3)	None	c.0.01ha

Habitat type	Extent Based on 2019 Surveys[4]	Extent Based on 2018 Surveys[5]
Oak-ash-hazel woodland (WN2)	c.3.9ha	c.4.18ha
Riparian woodland (WN5)	c.0.03ha (255m^2)	None
Scrub (WS1)	c.27.1ha	c.21.1ha
Exposed calcareous rock (ER2)	c.0.02ha	c.1.3ha (represted a mosaic with other habitat types)
Hedgerows (WL1)	c.10.2km	c.7.8km
Treelines (WL2)	c.5.2km	c.4km

Three of the sub bullet points in the third main bullet point at the top of page 12 are edited as below:

- the changes in the extent of Annex I habitat areas include:
  - an increase in 4010 from greater than 1.22ha to ~~1.78ha 2.42ha~~ 1.89ha
  - a reduction in 6210 from 1.14ha to ~~0.15ha~~ 0.25ha
  - an ~~reduction~~ increase in 4030 from greater than 1.96ha to ~~1.5ha 2.38ha~~ 2.32ha

3.2.2 Section 5.2 EIAR (Pages 24-25)

The second and third bullet points at the top of Page 24 are edited as below:

- A reduction in the area of ~~three~~ two Annex I habitat types to be lost (6210 and 6410 ~~and 4030~~)
- An increase in the area of ~~three~~ four Annex I habitat types to be lost (*91E0, *8240, 4010 and 4030)

Four of the rows in Table 4.1 on page 25 and the paragraph that immediately follows Table 4.1 on page 26 have been edited. These are the exact same edits as those presented in Table 4.1 and its subsequent paragraph (of Section 4.2.2, Volume 1 of RFI) as presented above in this corrigenda.

3.3 Corrigenda for Digital Datasets submitted as Annex A.3.3 of Appendix A.3.1

One of the shapefiles that formed part of the digital dataset in the RFI Response is being submitted with the three corrections made as part of this corrigenda. The shapefile is a polygon shapefile of the habitats within the proposed development boundary surveyed in 2019. The shapefile being submitted as part of the corrigenda is called *N6GCRR_2019HabitatMap_Polygons_Corrigenda.shp* and should replace the shapefile called *N6GCRR_2019HabitatMap_Polygons.shp* which was submitted to An Bord Pleanála as part of the RFI Response. The three corrections which have been made are:

1. Two polygons with Feature ID 620 were changed from "*N/A*" to "*4010*" under columns AnnexLyr and AnnexCode.
2. Polygon with Feature ID 5072 was changed from "*HH1/WS1*" to "*WS1/HH1*" under column FossCode and "*HH1*" to "WS1" under column FossLyr.
3. Polygon with Feature ID 5382 was changed from "*N/A*" to "*6210*" under AnnexLyr and AnnexCode.

4 Request for Further Information Response

4.1 Chapter 8 Traffic and Transport

The area used to report on city centre mode share in the RFI was not the same area used to report on city centre mode share in the EIAR and consequently mode shares reported for the city centre NPF scenario were not directly comparable to the EIAR figures. As a result, a number of tables in both Chapter 8 of the RFI (Volume 1 Report) and in Appendix A.8.1 of the RFI (Volume 2 Appendices) have been updated using comparable values. Importantly these amendments do not change the conclusions of the analysis. The corrected tables in Chapter 8 of the RFI are presented below with ***changes tracked in red***.

Amended Table 8.8, in section 8.2.2.2 (Comparison of modelled traffic flows for the NTA/ GCC NPF Growth Forecasts with TII's central case growth forecasts) – Page 94

Amended Table 8.8: City Centre Mode Share Percentages

Option	% Car	% PT	% Walk	% Cycle
EIAR (TII Central Case)	69%	4%	25%	3%
NTA/GCC NPF	~~61%~~ 64%	~~6%~~ 5%	~~30%~~ 28%	3%
Difference (%)	~~-8%~~ -5%	~~2%~~ 1%	~~5%~~ 3%	0%

Amendment to Table 8.11, in section 8.2.2.3 (Galway Transport Strategy Forecasts) – Page 97

Amended Table 8.11: City Centre Mode Share Percentages

Option	% Car	% PT	% Walk	% Cycle
EIAR TII Central Case Do Something	69%	4%	25%	3%
EIAR –TII Central Case + GTS	67%	5%	25%	3%
Difference (%)	-2%	+1%	0%	0%
NTA NPF – Do Something	~~61%~~ 64%	~~6%~~ 5%	~~30%~~ 28%	3%
NTA NPF+GTS	~~54%~~ 56%	~~8%~~ 7%	~~32%~~ 31%	6%
Difference (%)	~~-7%~~ -8%	+2%	~~+2%~~ +3%	+3%

The following paragraph in section 8.2.2.3 on Page 97 has been amended as per below:

"The introduction of the GTS measures under NTA NPF growth assumptions leads to a ~~7%~~ 8% decrease in car mode share in Galway versus only a 2% reduction under the TII Central Case assumptions used in the analysis undertaken for the EIAR. This demonstrates that the greater integration of land uses, and concentration of population growth, contained within the NTA NPF scenario will result in greater increases in the mode share of sustainable modes when combined with the GTS proposals."

4.2 Appendix A.8.1 of RFI

As discussed above, the area used to report on city centre mode share in the RFI was not the same area used to report on city centre mode share in the EIAR and consequently mode shares reported for the city centre NPF scenario were not directly comparable to the EIAR figures. As a result, a number of tables in both Chapter 8 of the RFI (Volume 1 Report) and in Appendix A.8.1 of the RFI (Volume 2 Appendices) have been updated using comparable values. Importantly these amendments do not change the conclusions of the analysis. The corrected tables in Appendix A.8.1 of the RFI are presented below with ***changes tracked in red***

Amended Table 4.10, in section 4.5 (Mode Share) – Page 20

Amended Table 8.8: City Centre Mode Share Percentages[6]

Option	% Car	% PT	% Walk	% Cycle
2039 Do-Min	~~59%~~ 61%	~~7%~~ 5%	~~31%~~ 29%	4%
2039 Do-Something N6 GCRR	~~61%~~ 64%	~~6%~~ 5%	~~30%~~ 28%	3%
2039 Do-Something N6 GCRR+GTS	~~54%~~ 56%	~~8%~~ 7%	~~32%~~ 31%	6%

Section 4.5.5 has been amended as per below:
"The mode share analysis shows that there is a low public transport mode share of just 4% in the Base Year. As can be seen below, the impact of the Do-Something N6 GCRR option on mode share is minimal, with Car Mode share increasing by circa ~~2%~~ 3% in 2039 as a result of the opening of the N6 GCRR."

Section 4.5.6 has been amended as per below:
"The GTS sensitivity test i.e. Do-Something N6 GCRR+GTS increases PT mode share to ~~8%~~ 7% which is a ~~22%~~ 26% increase in PT trips relative to the Do-Minimum."

Amended Table 6.7, in section 6.5 (Mode Share) – Page 35

Amended Table 6.7 City Centre Mode Share Percentages

Option	% Car	% PT	% Walk	% Cycle
DS N6 GCRR EIAR (TII Central Case)	69%	4%	25%	3%
DS N6 GCRR NTA/GCC NPF	~~61%~~ 64%	~~6%~~ 5%	~~30%~~ 28%	3%
Difference (%)	~~-8%~~ -5%	~~2%~~ 1%	~~5%~~ 3%	0%

[6] Figures in table have been rounded to the nearest whole number

Amended Table 7.7, in section 7.5 (Mode Share) – Page 41

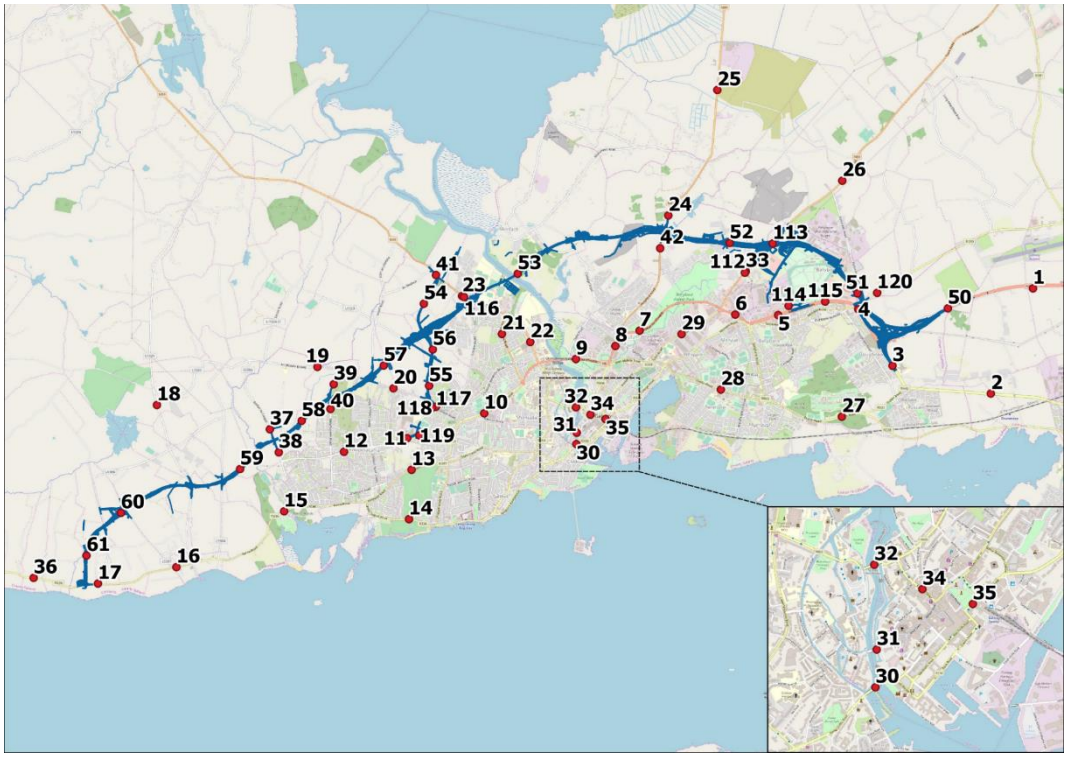
Amended Table 7.7 City Centre Mode Share Percentages

Option	% Car	% PT	% Walk	% Cycle
EIAR (TII Central Case)	69%	4%	25%	3%
EIAR (TII Central Case) + GTS	67%	5%	25%	3%
Difference %	-2%	+1%	0%	0%
NTA/GCC NPF	~~61%~~ 64%	~~6%~~ 5%	~~30%~~ 28%	3%
NTA/GCC NPF+GTS	~~54%~~ 56%	~~8%~~ 7%	~~32%~~ 31%	6%
Difference (%)	~~-7%~~ -8%	+2%	~~+2%~~ +3%	+3%

Figure 5.2 in A.8.1

Figure 5-2 in Section 5.4 (Page 25) in Appendix A.8.1 incorrectly illustrates the Old Emerging Preferred Route Corridor Map as opposed to the latest scheme design. Critically, this graphical error does not change the assessment.
Figure 5-2, in section 5.4 (2039 AADT Estimates) – Page 25 has been amended and is presented below ***with changes tracked in red.***

Amended Figure 5.2



4.3 Appendix A.1.11 Lackagh Quarry Layout

A paragraph in page 3 of Section 2.2 of Appendix A.1.11 has been amended and is presented below ***with changes tracked in red.***

"As outlined in Chapter 11, Hydrology, of the EIAR a total of ~~32~~ 33 site areas that have been identified as potential material deposition areas along the route of the

proposed road development. Four locations of these MDAs are located in Lackagh Quarry".

Figure 5.2 on page 23 of Appendix A.1.11 is updated.

The boundary of Material Deposition Area DA24 has been updated, as bubbled in the amended figure below.

Figure 5.2: Ecological Habitat Compensation Areas 2019

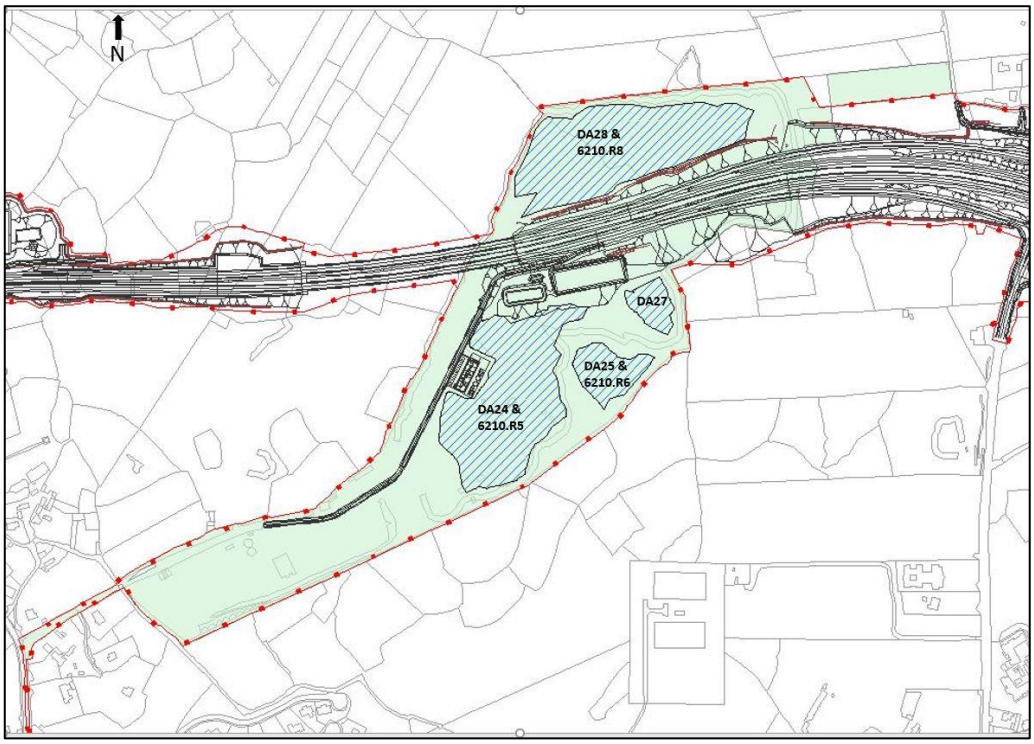


Figure 5.2: Ecological Habitat Compensation Areas 2019 Amended

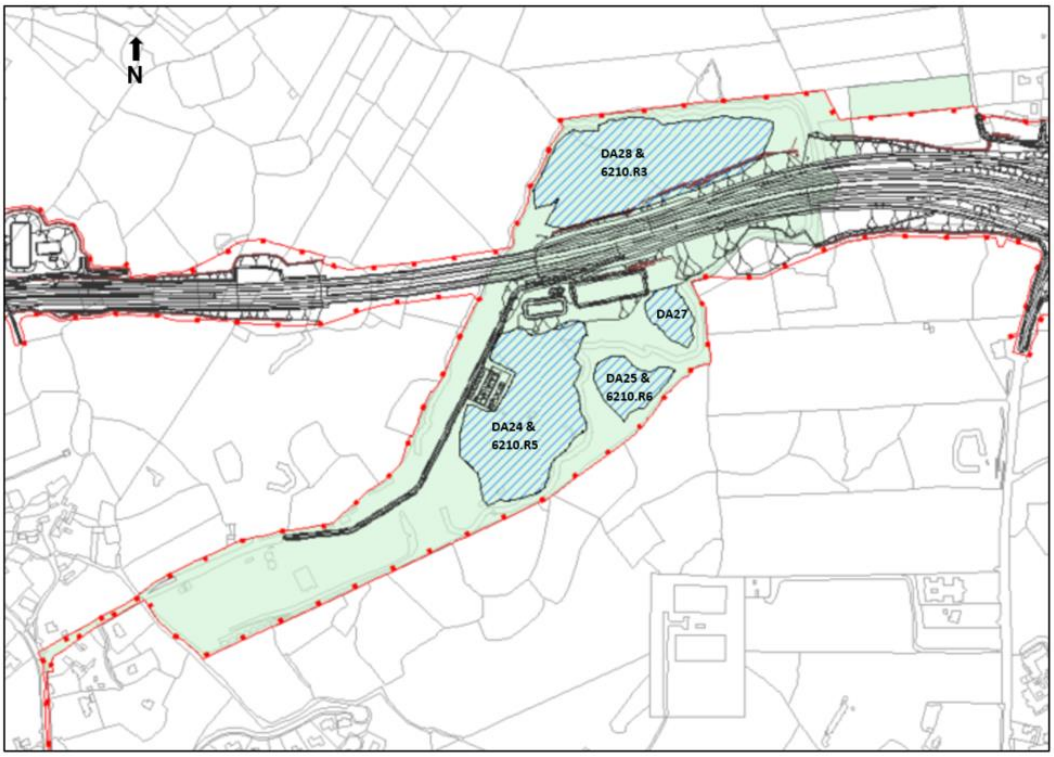


Table 6.1 on Page 27 of Section 6.3 of Appendix A.1.11 summarises the proposed deposition volumes and requirements in Lackagh Quarry. Table 6.1 represents the update of the material deposition areas between 2018 and 2019 and the changes are shown on the table in blue text and strikethrough text.

Peat was omitted in error from the material designation column for DA25 in Table 6.1. However, it was assessed and is correctly referenced in Section 3.2.2.3, in Table 3.5 of Section 3.3 and in Table 6.3 of Section 6.4 of Appendix A.1.11.

Table 6.1 has been amended and is presented below **with the changes tracked in red**.

Amended Table 6.1: Summary of proposed Lackagh Quarry material deposition area details and requirements

Number	Approx. Chainage	Area (ha)	Approx. Capacity (m^3)	Material designation	Construction / Design Specific Requirement
DA23	11+000	~~1.727~~	~~45,000~~	~~Peat with U1 bunds~~	~~Contractor to update drainage design to include for their proposed Material Deposition Area in accordance with the requirements set out in the EIA Report~~
DA24	11+350	2.52	~~200,000~~ 100,000	U1 with Peat placed in U1 bunds at higher levels	Contractor to update drainage design to include for their proposed Material Deposition Area in accordance with the requirements set out in the EIAR
DA25	11+550	0.48	6,500	U1 with peat and granular drainage layers	Contractor to update drainage design to include for their proposed Material Deposition Area in accordance with the requirements set out in the EIAR
DA27	11+550	0.4	~~27,000~~ 16,700	U1 with granular drainage layers	Drainage layer to +17.7mOD required, a filter separator (e.g. geotextile is required between the horizontal interface between the drainage layer and general fill to prevent migration of fines sediment). Contractor to update drainage design to include for their proposed Material Deposition Area in accordance with the requirements set out in the EIAR
DA28	11+650	2.8	~~250,000~~ 241,000	U1 with Peat placement on the flat areas and granular drainage layers (vertical and	Drainage layer to +17.7mOD required, a filter separator (e.g. geotextile is required between the horizontal interface between the drainage layer and general fill to prevent migration of fines sediment. rtical and horizontal drainage layers are required between the

Number	Approx. Chainage	Area (ha)	Approx. Capacity (m^3)	Material designation	Construction / Design Specific Requirement
				horizontal) and stability layers throughout.	existing rock face and material placement. Contractor to update drainage design to include for their proposed Material Deposition Area in accordance with the requirements set out in the EIAR

Table 4.4 of Annex 2 (*Material Deposition Areas - Baseline Report*) of Appendix A.1.11 has been amended to reflect the minor changes in habitats following the ecological surveys in 2019 in response to the RFI from An Bord Pleanála and are presented below **with the changes tracked in red**.

Amended Table 4.4: Fill Limitation Areas in MDAs in granite bedrock areas

Fill Limitation Area Location*	Fill Limitation Chainage area	
	From	To
1	0+620	0+775
2	~~1+300~~1+150	~~1+450~~1+475
3	1+830	~~2+065~~2+050
4	2+200	2+325
~~4~~ 5	2+875	~~3+090~~ 3+175
~~5~~ 6	~~3+440~~ 3+450	3+550
~~6~~ 7	3+595	3+890
~~7~~ 8	~~4+800~~ 4+650	5+150
~~8~~ 9	~~7+850~~ 7+750	7+900

4.4 Appendix A.8.3

4.4.1 NPF Traffic Forecast - Air Sensitivity Analysis

Appendix A.8.3 of the RFI Response presents a sensitivity test for potential air quality and climate impacts associated with increased population forecasts per NPF and compares the modelled air quality results against relevant limit values. The data presented in Appendix A.8.3 did not follow the same methodology as the EIAR as it took account of a potential improvement in air quality arising from an improvement in the vehicle fleet. In addition, additional receptors were included which did not meet the criteria of demonstrating an increase of 5% in AADT, an approach that was applied in the EIAR (R29-R33).

The function of this assessment is to sensitivity test the NPF scenario. The results outlined below confirm that the conclusions of the air quality impact assessment remain as set out in the EIAR.

The modelling results utilising the same approach as the EIAR is presented below.

Table 1: Predicted Pollutant Concentrations including Background Concentrations for the NTA/GCC NPF Do-Minimum 2039 and NTA/GCC NPF N6 GCRR Scenario in 2039

Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
R01	DM	10.8	17.43	9.68	<1	345.75	0.42
	DS	10.99	17.50	9.72	<2	348.9	0.43
	DS – DM	0.19	0.07	0.04	<1	3.16	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R02	DM	14.25	18.43	10.24	<2	384.08	0.47
	DS	13.98	18.4	10.22	<2	384.23	0.47
	DS – DM	- 0.27	- 0.03	- 0.02	<-1	0.15	0.0
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R03	DM	11.89	17.78	9.88	<2	374.34	0.47
	DS	12.09	17.85	9.92	<2	379.02	0.49
	DS – DM	0.2	0.07	0.04	<1	4.68	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R04	DM	11.53	17.71	9.84	<2	371.46	0.44
	DS	11.81	17.81	9.90	<2	378.74	0.45
	DS – DM	0.28	0.11	0.06	<1	7.28	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R05	DM	9.50	17.15	9.53	<1	337.23	0.40
	DS	9.75	17.24	9.58	<1	343.76	0.41
	DS – DM	0.26	0.09	0.05	<1	6.53	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R06	DM	12.38	17.89	9.94	<2	379.97	0.45
	DS	13.09	18.30	10.17	<2	396.93	0.49
	DS – DM	0.71	0.41	0.23	<1	16.96	0.04
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R07	DM	12.71	18.12	10.07	<2	370.78	0.44
	DS	12.87	18.22	10.12	<2	374.90	0.45
	DS – DM	0.16	0.10	0.06	<1	4.12	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R08	DM	12.86	18.21	10.12	<2	369.68	0.44
	DS	13.30	18.29	10.16	<2	371.41	0.44
	DS – DM	0.43	0.08	0.04	<1	1.73	0.00

Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R09	DM	11.53	17.71	9.84	<2	371.46	0.44
	DS	11.81	17.81	9.90	<2	378.74	0.45
	DS – DM	0.28	0.11	0.06	<1	7.28	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R10	DM	9.46	17.14	9.52	<1	335.76	0.40
	DS	10.97	17.61	9.78	<2	368.05	0.44
	DS – DM	1.51	0.47	0.26	<1	32.29	0.04
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R11	DM	9.47	17.14	9.52	<1	335.99	0.40
	DS	12.59	18.11	10.06	<2	380.92	0.46
	DS – DM	3.11	0.96	0.54	<1	44.92	0.06
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R12	DM	9.55	17.16	9.54	<1	337.48	0.41
	DS	13.15	18.31	10.17	<2	391.85	0.48
	DS – DM	3.60	1.15	0.64	<1	54.37	0.07
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R13	DM	11.50	17.85	9.92	<2	387.39	0.47
	DS	12.30	18.10	10.06	<2	402.05	0.49
	DS – DM	0.80	0.25	0.14	<1	14.65	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R14	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	13.27	18.22	10.12	<2	381.85	0.49
	DS – DM	3.97	1.12	0.62	<2	48.85	0.09
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R15	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	11.46	17.67	9.81	<2	356.19	0.45
	DS – DM	2.16	0.57	0.31	<2	23.19	0.05
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R16	DM	9.30	17.1	9.50	0	333.00	0.40
	DS	14.24	19.1	10.61	<3	386.18	0.52
	DS – DM	4.94	2.00	1.11	<3	53.18	0.12
	Impact Rating	Slight Adverse	Negligible	Negligible	Negligible	n/a	n/a

Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
R17	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	14.87	19.41	10.78	<3	394.42	0.51
	DS – DM	5.57	2.31	1.28	<3	61.42	0.11
	Impact Rating	Slight Adverse	Negligible	Negligible	Negligible	n/a	n/a
R18	DM	9.3	17.1	9.5	0	333.00	0.40
	DS	11.11	17.53	9.74	<2	358.55	0.43
	DS – DM	1.81	0.43	0.24	<2	25.55	0.03
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R19	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	10.42	17.43	9.68	1.00	355.70	0.43
	DS – DM	1.12	0.33	0.18	1.00	22.70	0.03
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R20	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	11.44	17.78	9.88	<2	378.77	0.45
	DS – DM	2.14	0.68	0.38	<2	45.77	0.05
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R21	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	10.66	17.43	9.68	1.00	346.74	0.42
	DS – DM	1.36	0.33	0.18	1.00	13.74	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R22	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	12.11	17.89	9.94	<2	365.81	0.44
	DS – DM	2.81	0.79	0.44	<2	32.81	0.04
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R23	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	10.90	17.79	9.88	<2	361.99	0.44
	DS – DM	1.60	0.69	0.38	<2	28.99	0.04
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R24	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	11.20	17.59	9.77	<2	352.99	0.42
	DS – DM	1.90	0.49	0.27	<2	19.99	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R25	DM	9.30	17.10	9.50	0	333.00	0.40

Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
	DS	11.42	17.66	9.81	<2	355.77	0.42
	DS – DM	2.12	0.56	0.31	<2	22.77	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R26	DM	10.26	17.48	9.71	<2	339.92	0.41
	DS	10.33	17.51	9.73	<2	340.49	0.41
	DS – DM	0.08	0.03	0.02	<1	0.57	0.00
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R27	DM	13.86	19.59	10.89	<3	378.11	0.49
	DS	13.94	19.67	10.93	3	379.43	0.49
	DS – DM	0.09	0.07	0.04	<1	1.32	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R28	DM	10.75	17.69	9.83	<2	343.74	0.42
	DS	10.90	17.78	9.88	<2	345.22	0.42
	DS – DM	0.15	0.08	0.05	<1	1.48	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a

Table 2: Predicted Pollutant Concentrations including Background Concentrations for the NTA/GCC NPF Do-Minimum 2039 and NTA/GCC NPF N6 GCRR + GTS Scenario in 2039

Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
R01	DM	10.8	17.43	9.68	<1	345.75	0.42
	DS	11.00	17.50	9.72	<2	348.8	0.43
	DS – DM	0.19	0.07	0.04	<1	3.06	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R02	DM	14.25	18.43	10.24	<2	384.08	0.47
	DS	14.10	18.41	10.23	<2	383.88	0.47
	DS – DM	- 0.15	- 0.02	- 0.01	<-1	- 0.20	0.0
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R03	DM	11.89	17.78	9.88	<2	374.34	0.47
	DS	12.11	17.85	9.92	<2	379.21	0.49
	DS – DM	0.22	0.08	0.04	<1	4.87	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a

Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
R04	DM	11.53	17.71	9.84	<2	371.46	0.44
	DS	11.78	17.80	9.89	<2	377.99	0.45
	DS – DM	0.25	0.10	0.05	<1	6.53	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R05	DM	9.50	17.15	9.53	<1	337.23	0.40
	DS	9.76	17.24	9.58	<1	343.92	0.41
	DS – DM	0.26	0.09	0.05	<1	6.69	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R06	DM	12.38	17.89	9.94	<2	379.97	0.45
	DS	13.11	18.30	10.16	<2	396.42	0.49
	DS – DM	0.73	0.40	0.22	<1	16.45	0.04
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R07	DM	12.71	18.12	10.07	<2	370.78	0.44
	DS	12.87	18.22	10.12	<2	374.66	0.45
	DS – DM	0.16	0.09	0.05	<1	3.88	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R08	DM	12.86	18.21	10.12	<2	369.68	0.44
	DS	13.26	18.29	10.16	<2	371.39	0.44
	DS – DM	0.40	0.07	0.04	<1	1.71	0.00
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R09	DM	11.53	17.71	9.84	<2	371.46	0.44
	DS	11.78	17.80	9.89	<2	377.99	0.45
	DS – DM	0.25	0.10	0.05	<1	6.53	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R10	DM	9.46	17.14	9.52	<1	335.76	0.40
	DS	11.08	17.63	9.80	<2	368.70	0.44
	DS – DM	1.62	0.49	0.27	<1	32.94	0.04
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R11	DM	9.47	17.14	9.52	<1	335.99	0.4
	DS	12.68	18.14	10.08	<2	383.09	0.47
	DS – DM	3.20	1.00	0.55	<1	47.09	0.06
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R12	DM	9.55	17.16	9.54	<1	337.48	0.41
	DS	13.01	18.27	10.15	<2	389.31	0.47

Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
	DS – DM	3.46	1.10	0.61	<1	51.83	0.07
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R13	DM	11.50	17.85	9.92	<2	387.39	0.47
	DS	12.30	18.16	10.09	<2	399.53	0.48
	DS – DM	0.79	0.31	0.17	<1	12.14	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R14	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	13.28	18.21	10.12	<2	381.32	0.49
	DS – DM	3.98	1.11	0.62	<2	48.32	0.09
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R15	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	11.48	17.67	9.81	<2	356.05	0.45
	DS – DM	2.18	0.57	0.31	<2	23.05	0.05
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R16	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	14.26	19.07	10.60	<3	385.45	0.51
	DS – DM	4.96	1.97	1.10	<3	52.45	0.11
	Impact Rating	Slight Adverse	Negligible	Negligible	Negligible	n/a	n/a
R17	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	14.92	19.40	10.78	<3	394.10	0.51
	DS – DM	5.62	2.30	1.28	<3	61.10	0.11
	Impact Rating	Slight Adverse	Negligible	Negligible	Negligible	n/a	n/a
R18	DM	9.3	17.1	9.5	0	333.00	0.40
	DS	11.11	17.53	9.74	<2	358.55	0.43
	DS – DM	1.81	0.43	0.24	<2	25.55	0.03
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R19	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	10.34	17.41	9.67	<1	354.70	0.43
	DS – DM	1.04	0.31	0.17	<1	21.70	0.03
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R20	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	11.52	17.79	9.88	<2	379.33	0.45
	DS – DM	2.22	0.69	0.38	<2	46.33	0.05

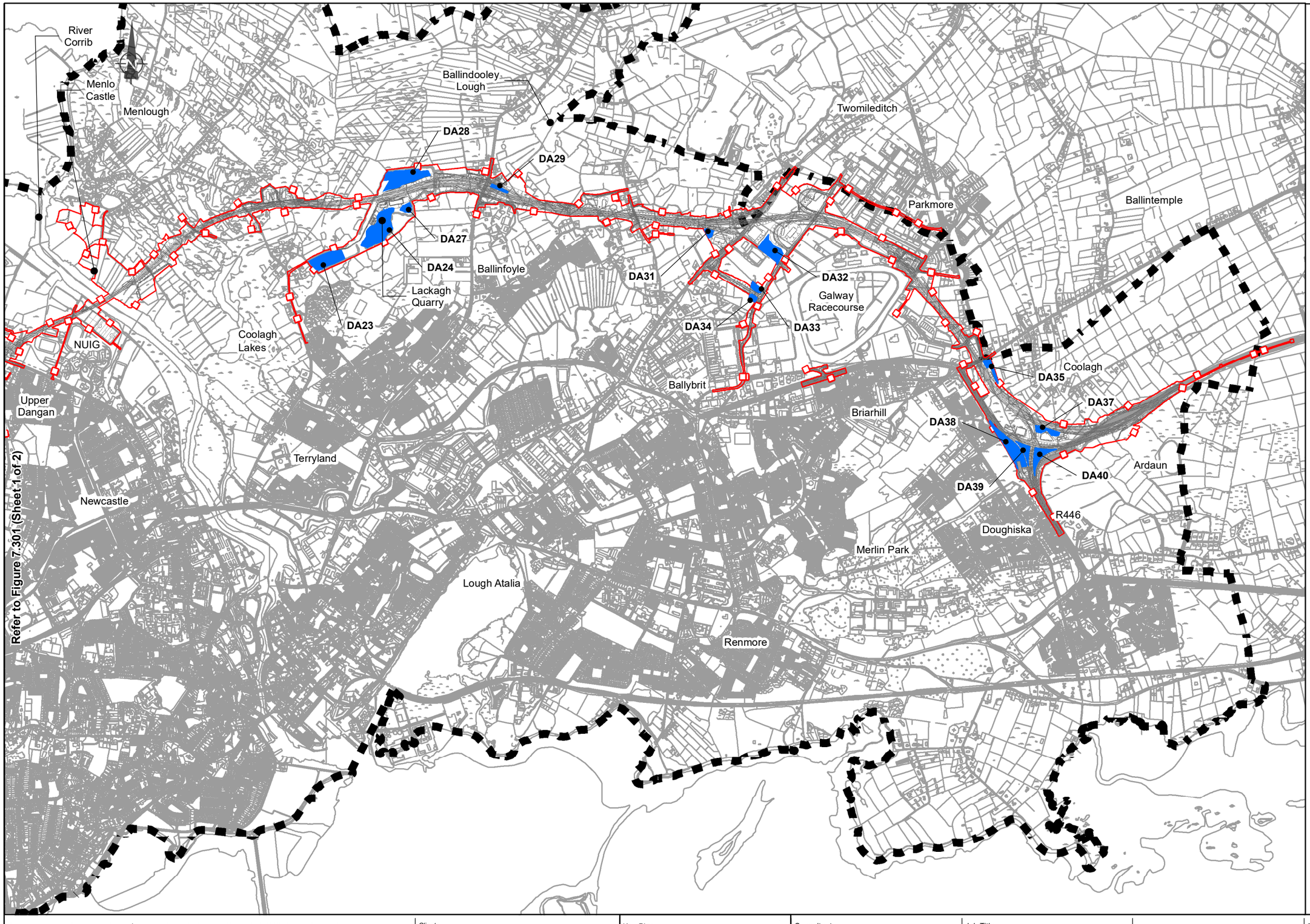
Receptor	Scenario	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)	PM_{10} (Days > 50 µg/m³)	CO (µg/m³)	Benzene (µg/m³)
	Limit Values	**40**	**40**	**20**	**35**	**10,000**	**5**
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R21	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	10.66	17.43	9.68	1	346.67	0.42
	DS – DM	1.36	0.33	0.18	1	13.67	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R22	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	12.19	17.92	9.96	<2	366.90	0.44
	DS – DM	2.89	0.82	0.46	<2	33.90	0.04
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R23	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	10.89	17.52	9.73	<	350.51	0.42
	DS – DM	1.59	0.42	0.23	<2	17.51	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R24	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	11.15	17.57	9.76	<2	352.25	0.42
	DS – DM	1.85	0.47	0.26	<2	19.25	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R25	DM	9.30	17.10	9.50	0	333.00	0.40
	DS	11.37	17.64	9.80	<2	354.92	0.42
	DS – DM	2.07	0.54	0.30	<2	21.92	0.02
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R26	DM	10.26	17.48	9.71	<2	339.92	0.41
	DS	10.33	17.51	9.73	<2	340.44	0.41
	DS – DM	0.07	0.03	0.02	<1	0.52	0.00
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R27	DM	13.86	19.59	10.89	<3	378.11	0.49
	DS	13.93	19.65	10.92	<3	379.17	0.49
	DS – DM	0.08	0.06	0.03	<1	1.05	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a
R28	DM	10.75	17.69	9.83	<2	343.74	0.42
	DS	10.89	17.77	9.87	<2	345.06	0.42
	DS – DM	0.14	0.07	0.04	<1	1.32	0.01
	Impact Rating	Negligible	Negligible	Negligible	Negligible	n/a	n/a

Appendix A

Figures

A1

A3



EIA REPORT

Legend

- City Boundary
- Proposed Development Boundry
- Proposed Road Development
- Proposed Material Deposition Areas (MDA)

Clients

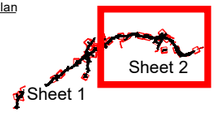
Comhairle Chontae na Gaillimhe Galway County Council

Galway City Transport Project

An Roinn Iompair Turasóireachta agus Spóirt
Department Transport, Tourism and Sport

Transport Infrastructure Ireland

Key Plan



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Job Title
N6 Galway City Ring Road

Scale: **1:25,000**

Date: **September 2018**

Issue	Date	By	Chkd	Appd
I2	20/02/2020	AG	MH	EMC
I1	28/09/2018	AM	MH	EMC

Drawing Title
Proposed Material Deposition Areas (Sheet 2 of 2)

Drawing Status
For Information

Job No	Drawing No	Issue
233985-00	**Figure 7.302**	**I2**

Project Number:	6085	Document Number:	VIS-RES2	Revision:	03
Project Name:	N6 GALWAY CITY RING ROAD	Document Title:	RESIDENTS PHOTOMONTAGES (FORRAMOYLE)	Date:	03 October 2018

THE IMAGE ABOVE IS A PANORAMA ASSEMBLED FROM TWO OR MORE PHOTOGRAPHS

Figure: 1.4.3
Revised 20 February 2020

Rev: 03
View 4
Post Maturation

BSM Est. 1968 Brady Shipman Martin. Built. Environment.

Project Number:	6085	Document Number:	VIS-RES2	Revision:	03
Project Name:	N6 GALWAY CITY RING ROAD	Document Title:	RESIDENTS PHOTOMONTAGES (FORRAMOYLE)	Date:	03 October 2018

< 73.7° / 24mm	< 65.5° / 28mm	< 54.4° / 35mm	< 39.6° / 50mm	< 28.8° / 70mm	ANGLE OF VISION / LENS FOCAL LENGTH	70mm / 28.8° >	50mm / 39.6° >	35mm / 54.4° >	28mm / 65.5° >	24mm / 73.7° >

Figure: 1.1.2
Revised 20 February 2020

Rev: 03
View 1
Post Construction

BSM Brady Shipman Martin. Built. Environment. Est. 1968

Project Number:	6085	Document Number:	VIS-RES2	Revision:	03
Project Name:	N6 GALWAY CITY RING ROAD	Document Title:	RESIDENTS PHOTOMONTAGES (FORRAMOYLE)	Date:	03 October 2018

< 73.7° / 24mm | < 65.5° / 28mm | < 54.4° / 35mm | < 39.6° / 50mm | < 28.8° / 70mm | ANGLE OF VISION / LENS FOCAL LENGTH | 70mm / 28.8° > | 50mm / 39.6° > | 35mm / 54.4° > | 28mm / 65.5° > | 24mm / 73.7° >

Figure: 1.1.3
Revised 20 February 2020

Rev: 03
View 1
Post Maturation

BSM Est. 1968 Brady Shipman Martin. Built. Environment.

A3

EIA REPORT

Foraí Maola Road

NA FORAÍ MAOLA TO TROSCAIGH LINK ROAD NORTH

TROSCAIGH JUNCTION

TROSCAIGH ROAD L5387

to Moycullen

An Chloch Scoilte

ANN GIBBONS ROAD L13215

TRUSKY STREAM

BEARNA TO MOYCULLEN ROAD L1321

Troscaigh Thiar

ANN GIBBONS ROAD L13215

BEARNA EAST ROUNDABOUT

Troscaigh Thiar

BEARNA TO MOYCULLEN ROAD L1321

to Bearna

TROSCAIGH ROAD L5387

NA FORAÍ MAOLA TO TROSCAIGH LINK ROAD SOUTH

NA FORAÍ MAOLA JUNCTION

Na Foraí Maola Thoir

to Bearna

For Continuation see Figure 12.1.01

For Continuation see Figure 12.1.03

Legend:

- City Boundary
- Proposed Development Boundary
- Proposed Road Development
- Imperceptible
- Slight
- Moderate
- Significant
- Profound
- Acquired
- P001-001 Properties Ref.
- Grouped Properties

VISUAL IMPACT
(Refer to Chapter 12 of EIAR)

- Area of Notable Visual Impact

LANDSCAPE IMPACT
(Refer to Chapter 12 of EIAR)

- Main area of tree and vegetation removal
- Area of Notable Landscape Impact
- Removal of stone walls

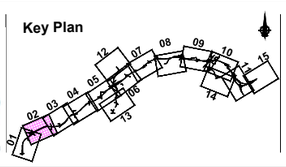
MITIGATION MEASURES
(Refer to Chapter 12 of EIAR)

- Screen Planting Min. 3.0m wide
- Screen Planting Min. 6.0m wide
- Retaining Boundary, Hedgerow and/or edge of Retained Vegetation
- Proposed new/reinstated stone walls
- Proposed Street Tree Planting
- Tree and Shrub Planting and grass seeding at Galway Racecourse
- Ecology-related landscape measures
- CHA Ecological compensatory habitat areas (refer to Chapter 8 of EIA Report)

Clients

An Roinn Iompair Turasóireachta agus Spóirt
Department Transport, Tourism and Sport
Project Ireland 2040 Building Ireland's Future
N6 Galway City Transport Project
Comhairle Chontae na Gaillimhe Galway County Council
TII Transport Infrastructure Ireland

Key Plan



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Job Title
N6 Galway City Ring Road

Scale 1:5000 @ A3
Date: September 2018

Issue	Date	By	Chkd	Appd
I2	10/02/2020	KJ	MH	EMC
I1	28/09/2018	KJ	MH	EMC

Drawing Title
Landscape and Visual Potential Impacts and Proposed Mitigation Measures
Sheet 2 of 15

Drawing Status
For Information

Job No **233985**
Drawing No **Figure 12.1.02**
Issue **I2**

Do not scale

J:\233000\233985-00\4. Internal\4-02 Drawings\4-02-6 Environmental\6.6 L&V\Figures 12.1.01 to 12.1.15_L&V_I2.dwg

A3

EIA REPORT

Legend:

- City Boundary
- Proposed Development Boundary
- Proposed Road Development
- NO — Noise Receptors
- NO — Noise Monitoring Location
- Proposed Noise Barrier (NB) Locations

Foraí Maola Road

NA FORAÍ MAOLA TO TROSCAIGH LINK ROAD NORTH

TROSCAIGH JUNCTION

TROSCAIGH ROAD L5387

ANN GIBBONS ROAD L13215

TRUSKY STREAM

BEARNA TO MOYCULLEN ROAD L1321

to Moycullen

An Chloch Scoilte

NB01/02

R3f 25 28

35 36 R4c 37 38 R4d

R3d 31 32a 32b

R4a 39 40

41 42 R4b

R3e 33 34

Troscaigh Thiar

44 R4e 43 45

46

48 49 50 R4f

R259

47

51

BEARNA EAST ROUNDABOUT

NA FORAÍ MAOLA TO TROSCAIGH LINK ROAD SOUTH

NA FORAÍ MAOLA JUNCTION

Na Foraí Maola Thoir

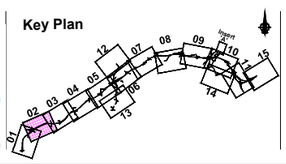
to Bearna

For Continuation see Dwg. No. Figure 17.1.01

For Continuation see Dwg. No. Figure 17.1.03

Clients: An Roinn Iompair Turasóireachta agus Spóirt; Project Ireland 2040; N6 Galway City Transport Project; Comhairle Chontae na Gaillimhe Galway County Council; Transport Infrastructure Ireland

Key Plan



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Scale: 1:5000 @ A3

Date: September 2018

Issue	Date	By	Chkd	Appd
I2	10/02/2020	AG	MH	EMC
I1	28/09/2018	KJ	MH	EMC

Drawing Title: Noise Monitoring and Mitigation Locations

Sheet 2 of 15

Drawing Status: For Information

Job No	Drawing No	Issue
233985	Figure 17.1.02	I2

Do not scale

J:\233000\233985-00\4. Internal\4-02 Drawings\4-02-6 Environmental\6.7 Noise & Vibration\OH Erratta\Figures 17.1.01 to 17.1.15_I2.dwg

A3

EIA REPORT

Legend:

- City Boundary
- Proposed Development Boundary
- Proposed Road Development
- NO — Noise Receptors
- NO — Noise Monitoring Location
- Proposed Noise Barrier (NB) Locations

Cappagh

Ballymoneen

Ballyburke

BEARNA STREAM

CAPPAGH ROAD

CAPPAGH ROAD JUNCTION

BOLEYBEG BÓITHRÍN

BALLYMONEEN ROAD JUNCTION

BALLYMONEEN ROAD

WESTERN DISTRIBUTOR ROAD

NB04/01 NB04/02 NB04/03 NB04/04 NB04/05 NB04/06

NB05/01 NB05/02 NB05/04 NB05/06

62 63a 63b 64a 64b 65a 65b 66a 66b 67a 67b 68 69 70 71 72 73 74a 74b 75a 75b 76 77 78 79 80a 80b 81 252 253 254 256 257

R5d R5e R5f R6a R6b R6c R6d R6e R260 R261 R262 R263 R264 R265 R266 R267 R268 R269

For Continuation see Dwg. No. Figure 17.1.03

For Continuation see Dwg. No. Figure 17.1.05

Clients: An Roinn Iompair, Turasóireachta agus Spóirt; Project Ireland 2040; N6 Galway City Transport Project; Comhairle Chontae na Gaillimhe Galway County Council; TII Bonneagar Iompair Éireann

Key Plan

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Job Title: N6 Galway City Ring Road

Scale: 1:5000 @ A3

Date: September 2018

Issue	Date	By	Chkd	Appd
I2	10/02/2019	AG	MH	EMC
I1	28/09/2018	KJ	MH	EMC

Drawing Title: Noise Monitoring and Mitigation Locations

Sheet 4 of 15

Drawing Status: For Information

Job No: 233985

Drawing No: Figure 17.1.04

Issue: I2

Do not scale

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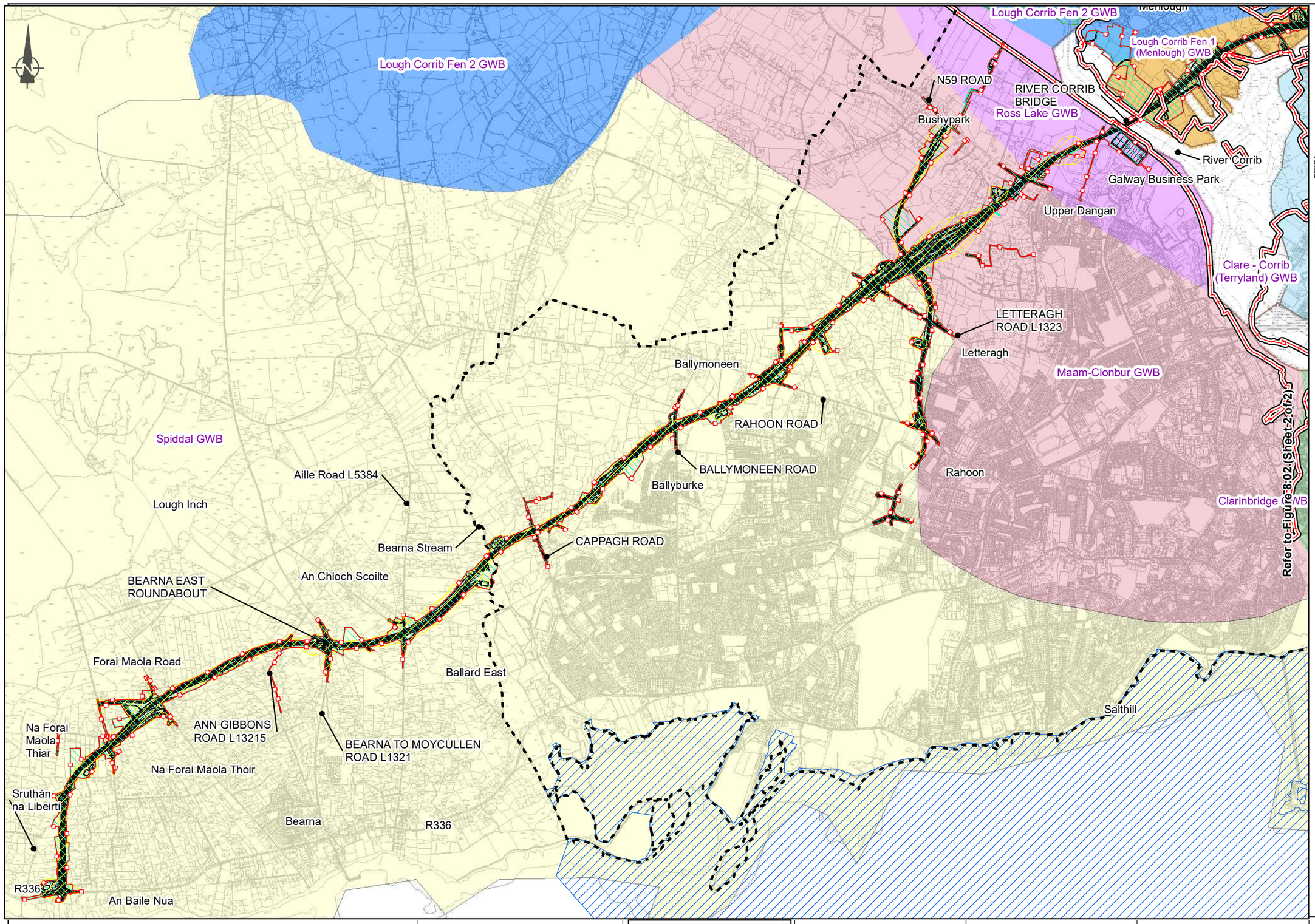

FOR INFORMATION

Legend

- City Boundary
- Proposed Development Boundary
- Proposed Road Development

European Sites

- Lough Corrib cSAC
- City Boundary
- Inner Galway Bay SPA
- Lough Corrib SPA

Zone of Influence

- Construction phase potential drawdown impacts
- Construction phase potential WQ impacts

Groundwater Bodies (2017)

- Clare - Corrib (Terryland) GWB
- Clarinbridge GWB
- Maam-Clonbur GWB
- Lough Corrib Fen 1 (Menlough) GWB
- Lough Corrib Fen 2 GWB
- Spiddal GWB
- Ross Lake GWB
- Estimated extent of buried landscape

Clients: Comhairle Chontae na Gaillimhe Galway County Council; N6 Galway City Transport Project; An Roinn Iompair Turasóireachta agus Spóirt Department Transport, Tourism and Sport; Transport Infrastructure Ireland

Key Plan: Sheet 1, Sheet 2

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Job Title: **N6 Galway City Ring Road**

Scale: **1:25,000**

Date: **July 2018**

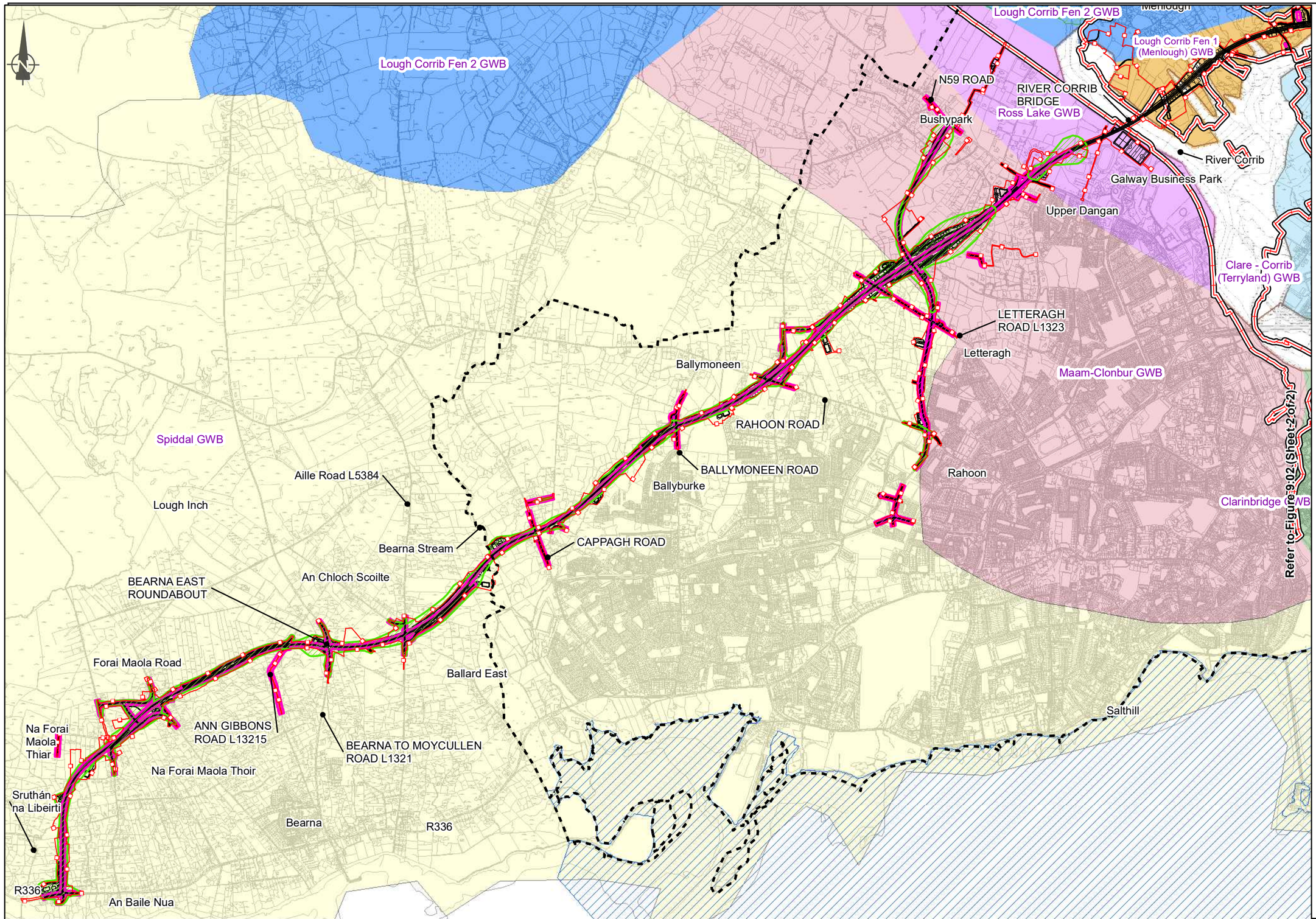
Issue	Date	By	Chkd	Appd
I2	19/02/2020	AG	LB	EMC
I1	26/07/2018	AO	LB	EMC

Drawing Title: **Post-mitigation potential drawdown and WQ impacts during the construction phase (Sheet 1 of 2)**

Drawing Status: **For Information**

Job No	Drawing No	Issue
233985-00	Figure 8.01	I2

A3



FOR INFORMATION

Legend

- City Boundary
- Proposed Development Boundary
- Proposed Road Development

Zone of Influence

- Operation phase potential drawdown impacts
- Operation phase potential WQ impacts

European Sites

- Lough Corrib cSAC
- Estimated extent of buried landscape
- Inner Galway Bay SPA
- Lough Corrib SPA

Groundwater Bodies (2017)

- Clare - Corrib (Terryland) GWB
- Clare-Corrib (Ballindooley East) GWB
- Clare-Corrib (Ballindooley West) GWB
- Clarinbridge GWB
- Maam-Clonbur GWB
- Lough Corrib Fen 1 (Lackagh) GWB
- Lough Corrib Fen 1 (Menlough) GWB
- Lough Corrib Fen 2 GWB
- Spiddal GWB
- Ross Lake GWB

Clients: Comhairle Chontae na Gaillimhe Galway County Council; N6 Galway City Transport Project; An Roinn Iompair Turasóireachta agus Spóirt; TII

Key Plan: Sheet 1, Sheet 2

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Job Title: **N6 Galway City Ring Road**

Scale: **1:25,000**

Date: **July 2018**

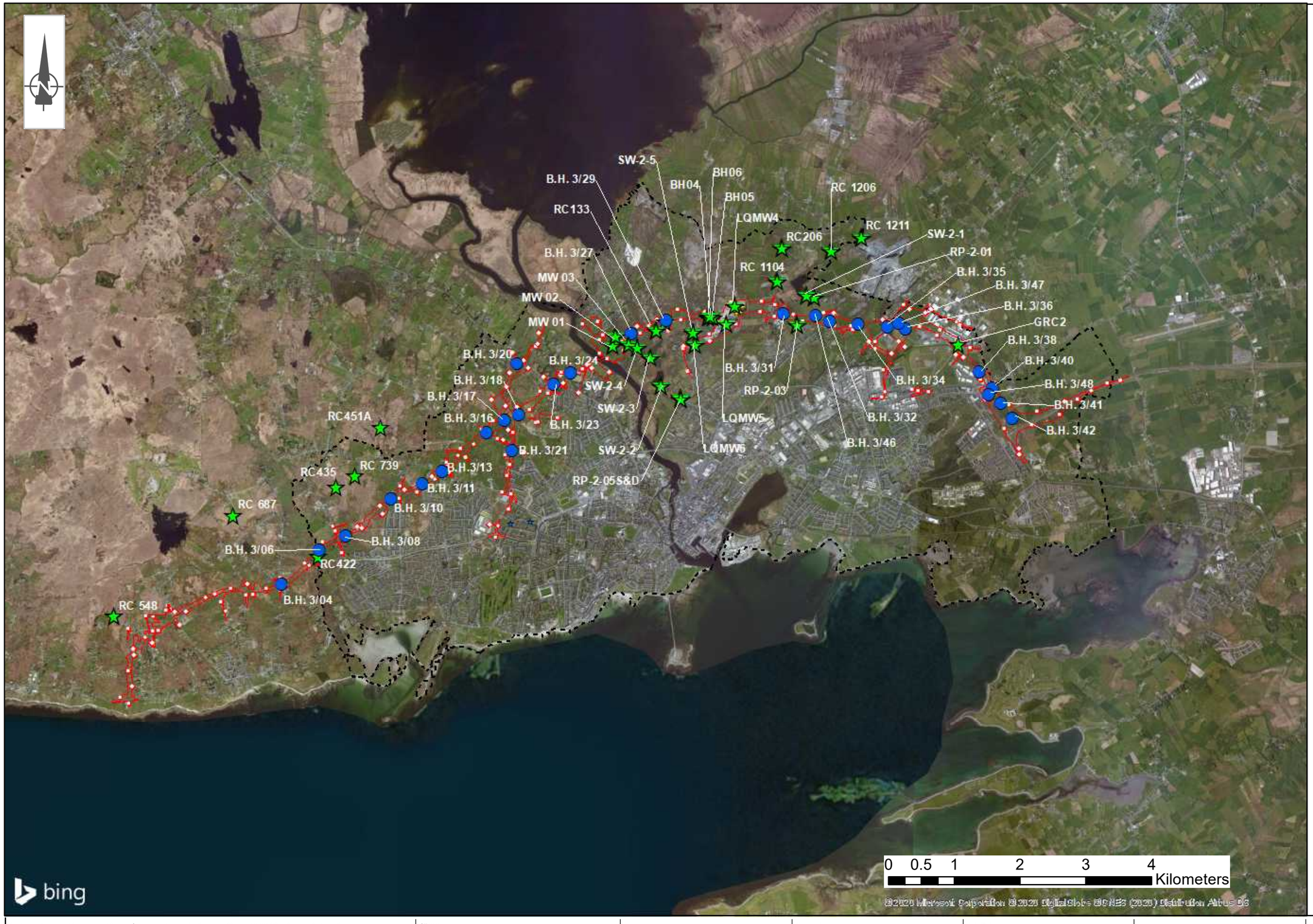
Issue	Date	By	Chkd	Appd
I2	19/02/2020	AG	LB	EMC
I1	26/07/2018	DM	LB	EMC

Drawing Title: **Post-mitigation potential drawdown and WQ impacts during the operation phase (Sheet 1 of 2)**

Drawing Status: **For Information**

Job No	Drawing No	Issue
233985-00	Figure 9.01	I2

A3



FOR INFORMATION

Legend

- City Boundary
- Proposed Development Boundary
- Phase 3 GI groundwater level monitoring
- Phase 2 GI groundwater level monitoring

Clients

Comhairle Chontae na Gaillimhe
Galway County Council

N6 Galway City Transport Project

An Roinn Iompair Turasóireachta agus Spóirt
Department Transport, Tourism and Sport

TII Bonneagar Iompair Éireann

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Job Title
N6 Galway City Ring Road

Scale:

Date: **July 2018**

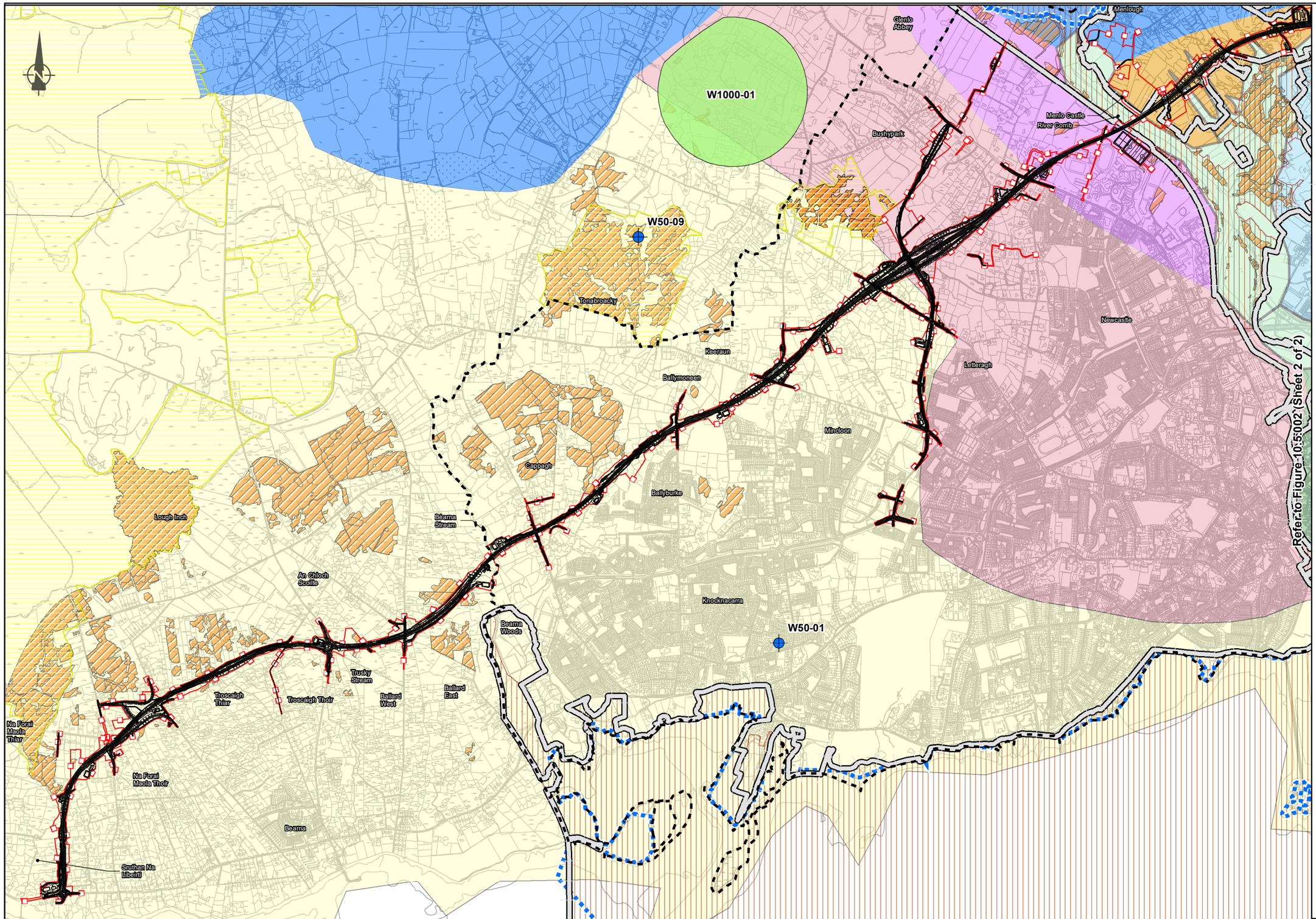
Issue	Date	By	Chkd	Appd
I2	19/02/2020	AG	LB	EMC
I1	26/07/2018	PC	LB	EMC

Locations of Monthly Monitored Groundwater Level Locations

Drawing Status
For Information

Job No	Drawing No	Issue
233985-00	GCOB-SK-D-702	I2

A3



EIA REPORT

Legend

- City Boundary
- Proposed Development Boundary
- Proposed Road Development
- candidate Special Area of Conservation
- Special Area of Conservation (SPA)
- National Heritage Areas (NHA)
- Potential Natural Heritage Areas (pNHA)

Groundwater Receptors

- Wells 50m Accuracy
- Wells 100m Accuracy
- Wells 500m Accuracy
- Wells 1km Accuracy
- Groundwater Depedant habitats

Groundwater Bodies (2017)

- Clare - Corrib (Terryland) GWB
- Clare-Corrib (Ballindooley East) GWB
- Clare-Corrib (Ballindooley West) GWB
- Clarinbridge GWB
- Maam-Clonbur GWB
- Lough Corrib Fen 1 (Lackagh) GWB
- Lough Corrib Fen 1 (Menlough) GWB
- Lough Corrib Fen 2 GWB
- Spiddal GWB
- Ross Lake GWB

Palaeolandscapes

- Estimated Palaeolandscapes extents

Clients

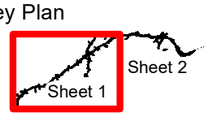
Comhairle Chontae na Gaillimhe Galway County Council

N6 Galway City Transport Project

An Roinn Iompair Turasóireachta agus Spóirt Department Transport, Tourism and Sport

TII Transport Infrastructure Ireland

Key Plan



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Job Title

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Scale: **1:25,000**

Date: **September 2018**

Issue	Date	By	Chkd	Appd
I2	19/02/2020	AG	MH	EMC
I1	28/09/2018	AG	MH	EMC

Drawing Title

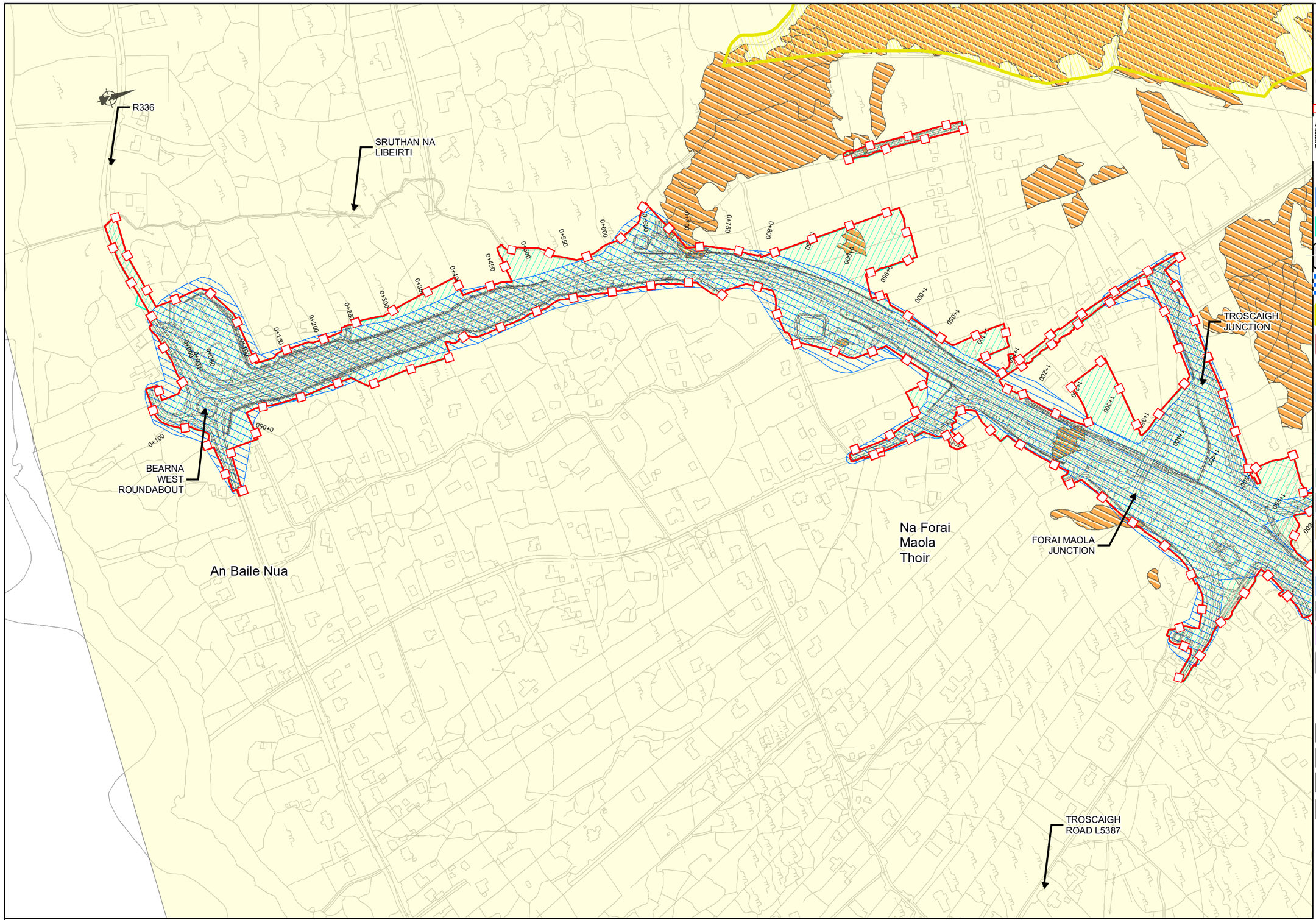
Groundwater Receptors Sheet 1 of 2

Drawing Status

For Information

Job No	Drawing No	Issue
233985-00	Figure 10.5.001	I2

A3



EIA REPORT

Legend

- City Boundary
- Proposed Development Boundry
- Proposed Road Development

Potential Impacts

- Drawdown Zone of Influence
- Area Liable to Contamination
- candidate Special Area of Conservation
- Special Areas of Conservation (SPA)
- National Heritage Areas (NHA)
- Potential National Heritage Areas (pNHA)

Groundwater Bodies (2017)

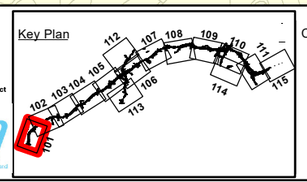
- Clare - Corrib (Terryland) GWB
- Clare-Corrib (Ballindooley East) GWB
- Clare-Corrib (Ballindooley West) GWB
- Clarinbridge GWB
- Maam-Clonbur GWB
- Lough Corrib Fen 1 (Lackagh) GWB
- Lough Corrib Fen 1 (Menlough) GWB
- Lough Corrib Fen 2 GWB
- Spiddal GWB
- Ross Lake GWB
- Estimatated Palaeolandscapes extents

Groundwater Receptors

- Wells 50m Accuracy
- Wells 100m Accuracy
- Wells 500m Accuracy
- Wells 1km Accuracy
- Groundwater Dependant habitat
- Groundwater Seepage Points

Clients: Comhairle Chontae na Gaillimhe Galway County Council; N6 Galway City Transport Project; An Roinn Iompair Turasóireachta agus Spóirt Department Transport, Tourism and Sport; TII Transport Infrastructure Ireland

Key Plan



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Job Title: **N6 Galway City Ring Road**

Scale: **1:5,000**

Date: **February 2020**

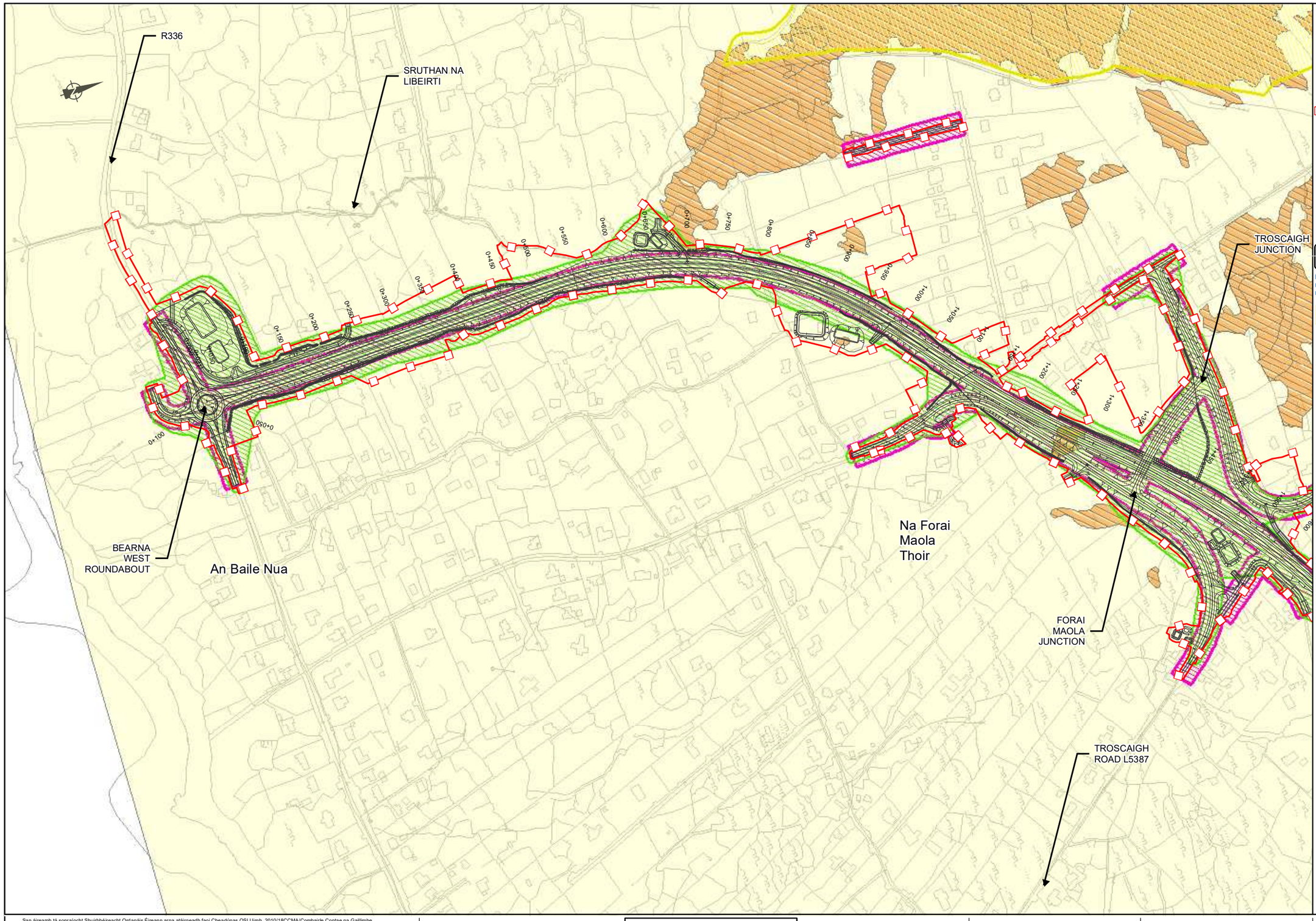
Issue	Date	By	Chkd	Appd
I2	19/02/2020	JOT	MH	EMC
I1	28/09/2018	KJ	MH	EMC

Drawing Title: **Construction Zone of Influence (ZoI) Sheet 01 of 15**

Drawing Status: **FOR INFORMATION**

Job No	Drawing No	Issue
233985-00	Figure 10.7.101	I2

A3



EIA REPORT

Legend

- CityBoundary
- Proposed Development Boundary
- Proposed Road Development

Potential Impacts

- Drawdown Zone of Influence (ZoI)
- Area at risk of WQ impacts
- candidate Special Area of Conservation
- Special Area of Conservation (SPA)
- National Heritage Areas (NHA)
- Potential Natural Heritage Areas (pNHA)

Groundwater Bodies (2017)

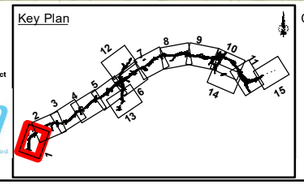
- Clare - Corrib (Terryland) GWB
- Clare-Corrib (Ballindooley East) GWB
- Clare-Corrib (Ballindooley West) GWB
- Clarinbridge GWB
- Maam-Clonbur GWB
- Lough Corrib Fen 1 (Lackagh)
- Lough Corrib Fen 1 (Menlough) GWB
- Lough Corrib Fen 2 GWB
- Spiddal GWB
- Ross Lake GWB
- Estimatated Palaeolandscapes extents

Groundwater Receptors

- Wells 50m Accuracy
- Wells 100m Accuracy
- Wells 500m Accuracy
- Wells 1km Accuracy
- Groundwater Dependant Habitat
- Groundwater Seepage Points

Clients: Comhairle Chontae na Gaillimhe Galway County Council; N6 Galway City Transport Project; An Roinn Iompair Turasóireachta agus Spóirt; Transport Infrastructure Ireland

Key Plan



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Job Title: **N6 Galway City Ring Road**

Scale: **1:5,000**

Date: **September 2018**

Issue	Date	By	Chkd	Appd
I2	19/02/2020	AM	MH	EMC
I1	28/09/2018	KJ	MH	EMC

Drawing Title: **Operation Zone of Influence (ZoI) Sheet 01 of 15**

Drawing Status: **FOR INFORMATION**

Job No	Drawing No	Issue
233985-00	Figure 10.8.101	I2