

Galway County Council

N6 Galway City Ring Road

EIAR - Cumulative Impact Assessment of Burkeway Bearna SHD

To be read in conjunction with "EIAR - Cumulative Impact Assessment Update Addendum Report (Dealing with approved and live pending applications since Publication of the EIAR" (3 November 2020)

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

An application (Burkeway Bearna SHD) for a Strategic Housing Development (SHD) was submitted to ABP on 16 October 2020 during the course of the Oral Hearing. Details of the project are provided in **Table 1** below.

It is noted that a “*cumulative in-combination impacts assessment*” report has been included in the Burkeway Bearna SHD application documentation and that the N6 GCRR was included in the cumulative impact assessment. The conclusion in that document was that “*there will be no significant cumulative effects resulting from the proposed development in combination with other projects*”.

For completeness, this project has also been considered and assessed cumulatively with the N6 GCRR in **Table 2** below. **Table 2** presents the results of the likely significant direct, indirect and cumulative impact assessment (under all of the individual environmental factors) for the project in combination with the N6 GCRR.

Further, the project has also been assessed cumulatively with the N6 GCRR in combination with all of the other plans and projects considered in section 19.5 of the EIAR and in Tables 1 and 3 of the Addendum Update Report (Issued to ABP on 3 November 2020). The conclusion of that assessment is that there are no likely significant cumulative impacts save in relation to climate.

No additional mitigation measures are necessary or required following this assessment.

Table 1: Details of Burkeway Bearna SHD

ABP ref	GCC ref	Details	Live/Approved Decision Date
308431	-	Burkeway Bearna SHD Residential Development at Trusky East, Trusky West, Freeport and Ahaglugger, Bearna, Co. Galway. Consisting of: Demolition of existing outbuildings, construction of 121 no. residential units (comprising of 52 no. houses and 69 no. apartments), childcare facility and all other associated site works. https://www.burkewaybearnashd.com/	LIVE Lodged 16/10/20

2 Overall Cumulative Impact Assessment

Table 2: Likely significant direct, indirect and cumulative impact assessment of Burkeway Bearna SHD (308431) in combination with the N6 GCRR

Plan/Project Ref No	Potential Cumulative Impacts on Environmental Factors	Overall Cumulative Impact (if any)
Burkeway Bearna SHD	Socio Economic: The proposed road development is located approximately 0.7km north of the SHD project. The proposed road development will have a slight positive socio-economic impact by providing an alternative safe and efficient route into the city. Therefore, no negative likely significant direct, indirect cumulative socio-economic impacts of the N6 GCRR in combination with the proposed SHD project will arise.	None save in relation to Climate.
	Irish Language: Having considered the proposed road development in tandem with this project, it is considered that no significant negative cumulative impact upon the status of Irish as a community language will occur.	
	Human Health: There are no likely significant direct, indirect cumulative impacts on human health of the N6 GCRR in combination with this SHD project due to the insignificant noise or air sources from this SHD project.	
	Material Assets Non-Agriculture: From a non-agricultural material assets perspective, no negative cumulative impacts have been identified in relation to this proposed SHD development and the proposed N6 GCRR.	
	Material Assets Agriculture: The existing 5.38ha SHD project site consists mainly of scrub and gorse and is poor quality land and therefore, this site is very low sensitivity from an agricultural perspective. The additional loss of 5.38ha in-combination with the agricultural land-take of the GCRR will not result in significant direct, indirect cumulative agricultural impacts.	
	Air Quality and Climate: No likely significant air quality cumulative construction impacts will occur due to the mitigation measures proposed for the N6 GCRR and the implementation of the CEMP proposed for the SHD project. The RFI Response updated the air quality impact assessment taking into account the increased population forecasted in the NPF which included forecasted traffic volumes in proximity to the proposed road development and concluded that no likely significant impacts on air quality will occur and therefore no likely significant cumulative impacts will occur between this project and the N6 GCRR.	

Plan/Project Ref No	Potential Cumulative Impacts on Environmental Factors	Overall Cumulative Impact (if any)
	<p>The proposed residential development will generate carbon emissions during the construction phase. In accordance with IEMA guidance¹, any increase in carbon emissions could be considered significant whether that be from this SHD or the N6 GCRR or in-combination. Accordingly, this proposed SHD project will have a likely significant impact on climate. It has already been concluded that the N6 GCRR will have a likely significant impact on climate and it follows that, when taken in combination, the N6 GCRR and this proposed SHD project are likely to have significant cumulative impacts on climate.</p> <p>Noise and Vibration: The proposed development is set at sufficient distance from the proposed road development such that no likely significant direct, indirect cumulative impacts of the N6 GCRR in combination with this SHD project will arise. Operational traffic associated with the proposed road development assessed as part of the RFI sensitivity analysis has included for significant population growth in Galway City in line with NPF forecasts. The RFI noise sensitivity assessment considered the increased population as forecasted in the NPF and the forecasted traffic volumes in proximity to the proposed road development and concluded that there are no likely significant impacts and therefore, there are no likely significant direct, indirect cumulative impacts of the N6 GCRR in combination with the SHD project on noise and vibration.</p> <p>Landscape and Visual: The proposed development is located north of Bearna Village, between c.400m and 800m south of the proposed road development. Existing residential development is a prominent aspect of the immediately receiving environment. Lands within the site are zoned Residential (R) and Open Space / Amenity (OS) and the proposed layout reflects this landuse zoning. The application, which is for a residential development of typically two-storey houses and three-storey apartments and open space/amenity areas, includes a range of Photomontage Views from surrounding areas. Photomontage Views 7, 8 and 9 which are from the vicinity of the proposed road development, show that the proposed residential development will not be visible from the area of the proposed road. It is assessed that no likely significant direct, indirect cumulative impacts will arise for reasons of the nature of the proposed residential development; the nature of the receiving environment; the land use zoning which applies to the lands; emerging trends in the area; and proposed landscape mitigation measures incorporated within the N6 GCRR project (refer to Figure 12.1.03 of EIAR).</p>	

¹ Institute of Environmental Management and Assessment (IEMA) guidance note on ‘Assessing Greenhouse Gas Emissions and Evaluating their Significance’

Plan/Project Ref No	Potential Cumulative Impacts on Environmental Factors	Overall Cumulative Impact (if any)
	<p>Archaeology, Architectural and Cultural Heritage: No negative likely significant direct, indirect cumulative impacts have been identified in relation to this project in combination with the N6 GCRR. This is due to the fact that any negative impacts upon the archaeological, architectural and cultural heritage resource arising from the proposed N6 GCRR will be fully mitigated in this area and no visual (indirect) impacts will arise that relate to the archaeological, architectural and cultural heritage resource.</p> <p>Soils and Geology: The site of the proposed SHD consists of shallow bedrock, with a small loss of shallow well drained soils, in addition to the loss of very high aggregate potential. However, Section 7.5.7 of the EIAR for the SHD outlines that excavated material will be reused and excess material will be used for reinstatement and landscaping works, minimising the need to remove material offsite. Given this and given the scale of the SHD project, no significant impacts on land, soil and geology will occur. The proposed road development will re-use all excavated material, with minimal to no import of material required. Therefore, there are no likely significant direct or indirect cumulative impacts of the N6 GCRR in combination with the proposed SHD project on soils and geology.</p> <p>Hydrogeology: The proposed SHD at Bearna is located on granite and is significantly down gradient of the proposed road development. Although excavations and some dewatering may be required at the site, these will not interact with impacts identified for the proposed road development. Thus, there are no likely significant direct, indirect cumulative impacts of the N6 GCRR in combination with the proposed SHD project on hydrogeology.</p> <p>Hydrology: The Burkeway Bearna SHD project is located north of Bearna Village, between c.400m and 800m south of the proposed road development. This Burkeway SHD is within the Trusky Stream Catchment and adjacent to the Trusky Stream. The proposed road development through its drainage design will not result in any significant impact on the Hydrological Regime and water quality of the stream through the provision of storm water wetland treatment, spillage containment and flood attenuation facilities both for present day and future Climate Change recommended allowance. There will be no cumulative impact as the SHD development will under the Flood risk management planning guideline to avoid or mitigate flood risk impacts and provide under the development plan Sustainable Urban drainage systems to protect against flooding and storm water impact. This site is serviced by the public foul sewer and therefore will avoid waste water discharge impacts on the Trusky Stream and downstream Bearna Harbour. There will be no likely significant direct, indirect cumulative impacts of the N6 GCRR in combination with this SHD project on hydrology.</p>	

Plan/Project Ref No	Potential Cumulative Impacts on Environmental Factors	Overall Cumulative Impact (if any)
	<p>Biodiversity: As per the Ecological Impact Assessment submitted by the applicant for this proposed SHD development, and considering the mitigation measures proposed therein, it alone will not result in any significant residual biodiversity impacts, and will not have any significant residual impacts related to European sites or nationally designated areas for nature conservation.</p> <p>According to the Ecological Impact Assessment, the proposed SHD development will not result in the loss of any Annex I habitat types or any other habitat types for which the proposed road development will have a likely significant residual effect. As this proposed development will not result in any significant residual biodiversity impacts, the proposed N6 GCRR will not act cumulatively with it to affect the local bat or peregrine falcon populations.</p> <p>Considering the likely significant residual effects on biodiversity predicted in relation to the N6 GCRR and this proposed development, and the mitigation measures proposed for each of those projects, there is no potential for any cumulative effects to arise that would affect the conclusions in the environmental impact assessment for the proposed road development presented in the EIAR</p>	