

An  
Bord  
Pleanála

Ordú Boird  
ABP-302848-18

**Achtanna na mBóithre, 1993 go 2015**

**Na hAchtanna um Pleanáil agus Forbairt 2000 go 2020**

**Údarás Pleanála: Comhairle Contae na Gaillimhe**

**Iarratas** ó Chomhairle Contae na Gaillimhe ar cheadú faoi alt 51 d'Acht na mBóithre 1993, arna leasú, de réir pleananna agus sonraí, lena n-áirítear Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus Ráiteas Tionchair Natura, a taisceadh leis an mBord Pleanála an 23ú lá de Dheireadh Fómhair, 2018, arna leasú leis an bhfaisnéis bhreise a fuair an Bord Pleanála an 30ú lá de Lúnasa, 2019.

**An Fhorbairt Bóthair atá Beartaithe:** Forbairt bóthair atá beartaithe ina mbeidh:

- Carrbhealach dúbailte, ina mbeidh dhá lána agus gualainn chrua i ngach treo arna roinnt ar bhacainn dheighilte.
- Carrbhealach aonair, comhdhéanta de lána amháin agus gualainn chrua i ngach treo.
- Nascbhóithre nua.
- Ailíniú / feabhsú ar bhóithre réigiúnacha, contae agus áitiúla a dtrasnaíonn an fhorbairt bóthair beartaithe iad.
- Oibreacha áitiúla ar na líonraí tarchurtha agus dáilte leictreachais atá ann cheana (a chuimsíonn go sonrach atreorú na seirbhísí 110kV agus 38kV).

In éineacht leis na hoibreacha coimhdeacha agus iarmhartacha go léir a bhaineann leo, iad uile lonnaithe i dtoghcheantair Bhearna, Bhearna (i bParóiste Sibhialta Ráthúin), Ráthún, agus ag gabháil tríd an Bhaile Nua, Foraí Maola Thiar, Foraí

Maola Thoir, Troascaigh Thiar, An Chloch Scaoilte, An Baile Ard Thoir, An Baile Ard Thiar, An Aill, An Cheapach, Baile na hAbhann Thoir, An Caorán, Baile na mBúrcach, Mionchluain, Ráthún agus Leitreach, Contae na Gaillimhe

## **Cinneadh**

**An fhorbairt bóthair thuas atá beartaithe a cheadú, bunaithe ar na cúiseanna agus na cúrsaí thíos agus faoi réir na gcoinníollacha atá leagtha amach thíos.**

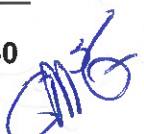
### **Nithe a Cuireadh san Áireamh**

Agus a chinneadh á dhéanamh, d'fhéach an Bord do na nithe sin ar ceanglaíodh air, de bhua na nAchtanna um Pleanáil agus Forbairt agus na Rialachán a rinneadh fúthu, féachaint dóibh. Bhí aighneachtaí agus tuairimí a fuarthas de réir na bhforálacha reachtúla san áireamh sna nithe sin.

### **CÚISEANNA AGUS CÚRSAÍ**

Agus a chinneadh á dhéanamh aige, d'fhéach an Bord don mhéid seo a leanas:

- (a) na beartais iompair Eorpacha, náisiúnta agus réigiúnacha lena n-áirítear Líonraí Tras-Eorpacha (TEN-T),
- (b) na forálacha ábhartha de Threoir 2011/92 / AE (Treoir EIA) ón AE agus an Treoir leasaitheach 2014/52 / AE maidir le héifeachtaí tionscadail phoiblí agus phríobháideacha áirithe ar an gcomhshaol a mheas, Treoir 92/43 / CEE (Treoir maidir le Gnáthóga) agus Treoir 79/409 / CEE arna leasú faoi 2009/147 / CE (Treoracha maidir le hÉin) ina leagtar amach na



ceanglais maidir le Caomhnú Gnáthóg Nádúrtha agus Fána agus Flóra Fiáin ar fud an Aontais Eorpaigh,

- (c) na beartais agus na cuspóirí straitéiseacha do bhóithre náisiúnta, réigiúnacha agus áitiúla, go huile díobh siúd atá leagtha amach i dTionscadal Éireann 2040 – a chuimsíonn an Creat Náisiúnta Pleanála agus an Plean Forbartha Náisiúnta, An Plean Gníomhaithe ar son na hAeráide 2019, Taisteal Níos Cliste – todhchaí Iompair Inbhuanaithe, an Straitéis Réigiúnach Spáis agus Eacnamaíochta do Réigiún an Tuaiscirt agus an Iarthair 2020, Plean Forbartha Contae na Gaillimhe 2015-2021, Plean Forbartha Cathrach na Gaillimhe 2017–2021 (a raibh an dá cheann faoi réir Measúnú Oiriúnachta) agus Plean Limistéir Áitiúil na nArdán,
- (d) Straitéis Iompair na Gaillimhe 2016, Clár Comhtháite Bainistíochta Iompair do Chathair agus Phurláin na Gaillimhe,
- (e) dearadh, leagan amach agus ailíniú na forbartha bóthair atá beartaithe,
- (f) raon na mbeart maolaithe beartaithe atá leagtha amach sa Tuarascáil ar Mheasúnú Tionchair Comhshaoil, Ráiteas Tionchair Natura, agus Sceideal na dTiomantas Comhshaoil (agus na bearta breise maolaithe maidir le bithéagsúlacht agus Measúnú Oiriúnachta arna mholadh ag na Cigirí),
- (g) na haighneachtaí a rinneadh maidir leis an iarratas,
- (h) Tuarascáil ar Mheasúnú Tionchair Éiceolaíoch dátaithe Feabhra 2021, arna ullmhú thar ceann Bhord Thomson Environmental Consultants, Tuarascáil maidir le Measúnú Oiriúnachta dátaithe Feabhra 2021, arna ullmhú thar ceann an Bhoird ag Thomson Environmental Consultants, an Tuarascáil Hidrigeolaíochta dátaithe Bealtaine 2021, arna ullmhú thar ceann an Bhoird ag James Dodds, agus
- (i) tuarascáil agus moladh na gCigirí.

## Measúnú Oiriúnachta Céim 1:

Thug an Bord ar aird nach bhfuil aon bhaint dhíreach idir an fhorbairt bheartaithe agus bainistíocht Láithreán Eorpaigh agus níl sé riachtanach dó.

D'aontaigh an Bord leis an scagadh le haghaidh measúnacht chuí agus an chonclúid a rinneadh i dtuarascáil na gCigirí gurb iad na suíomhanna seo a leanas na Láithreáin Eorpacha ar dócha go mbeidh éifeachtaí suntasacha orthu, nó a bhféadfadh éifeachtaí suntasacha a bheith mar thoradh ar an bhforbairt a bheartaítear, nó éifeachtaí a measadh a bheith neamhchinnte: Limistéar Loch Coirib faoi Chaomhnú Speisialta (Cód Láithreáin: 000297); Limistéar Choimpléacs Bhá na Gaillimhe faoi Chaomhnú Speisialta (Cód Láithreáin: 000268); Limistéar Loch Coirib faoi Chosaint Speisialta (Cód Láithreáin: 004042); Limistéar Bhá na Gaillimhe faoi Chosaint Speisialta (Cód Láithreáin: 004031); Limistéar Riasc Chreig Eanaigh Mhór faoi Chosaint Speisialta (Cód Láithreáin: 004142); Limistéar Choimpléacs Phortach Chonamara faoi Chaomhnú Speisialta (Cód Láithreáin: 002034); Limistéar Choimpléacs Phortach Chonamara faoi Chosaint Speisialta (Cód Láithreáin: 004181); Limistéar Choimpléacs Loch Fionngheal faoi Chaomhnú Speisialta (Cód Láithreáin: 000606); Limistéar Choimpléacs Loch agus Coillte an Rois faoi Chaomhnú Speisialta (Cód Láithreáin: 001312); Limistéar Choimpléacs Cheann Bhoirne – Pholl Salach faoi Chaomhnú Speisialta (Cód Láithreáin: 000020); Limistéar Thurlach Ráth Asáin faoi Chaomhnú Speisialta (Cód Láithreáin: 000322); Limistéar Thurlach Ráth Asáin faoi Chosaint Speisialta (Cód Láithreáin: 004089); Limistéar Thurlach Kiltiernan faoi Chaomhnú Speisialta (Cód Láithreáin: 001285); Limistéar Chaisleán an Táilliúraigh faoi Chaomhnú Speisialta (Cód Láithreáin: 000242); Limistéar Phábháil Aolchloiche Ghort na nDarach faoi Chaomhnú Speisialta (Cód Láithreáin: 001271); Limistéar Fhéarach Ard Raithin faoi Chaomhnú Speisialta (Cód Láithreáin: 002244); Limistéar Shliabh Mhóinín faoi Chaomhnú Speisialta (Cód Láithreáin: 000054); Limistéar Choimpléacs Bhoirne Thoir faoi Chaomhnú Speisialta (Cód Láithreáin: 001926); Limistéar Shléibhte Mhám Toirc faoi Chaomhnú Speisialta (Cód Láithreáin: 002008); Limistéar Choimpléacs na mBeanna Beola/an Gharráin faoi Chaomhnú Speisialta (Cód Láithreáin: 002031).

## **Measúnú Oiriúnachta Céim 2:**

Bhreithnigh an Bord an Ráiteas Tionchair Natura agus na doiciméid ghaolmhara a cuireadh isteach leis an iarratas ar cheadú, na bearta maolaithe atá ann, na haighneachtaí agus na tuairimí ar comhad, lena n-áirítear an freagra faisnéise breise agus na haighneachtaí a rinneadh chuig an éisteacht ó bhéal, agus rinne sé Measúnú Oiriúnachta ar impleachtaí na forbartha bóthair atá beartaithe do Láithreáin Eorpacha i bhfianaise na gCuspóirí Caomhnaithe do na suíomhanna. Mheas an Bord go raibh an fhaisnéis a bhí ann leordhóthanach chun gur féidir Measúnú Oiriúnachta a dhéanamh agus chun ligean dó teacht ar chonclúidí iomlána, beachta agus deifnídeacha maidir le Measúnú Oiriúnachta.

Agus an measúnú á tabhairt chun críche aige, bhreithnigh an Bord, go háirithe, na tionchair dhíreacha agus indíreacha dóchúla ag eascairt as an bhforbairt bóthair atá beartaithe, ina n-aonair nó i gcomhcheangal le pleananna nó tionscadail eile, na bearta maolaithe a chuimsítear mar chuid den togra reatha, agus na bearta maolaithe breise a mhol na Cigirí agus na Cuspóirí Caomhnaithe do na Láithreáin Eorpacha. Agus an Measúnú Oiriúnachta á tabhairt chun críche aige, ghlac an Bord leis an Measúnú Oiriúnachta a rinneadh i dtuarascáil na gCigirí ar éifeachtaí féideartha na forbartha bóthair beartaithe ar na Láithreáin Eorpacha thuasluaite, ag féachaint do Chuspóirí Caomhnaithe na suíomhanna. Mar chonclúid fhoriomlán, bhí an Bord sásta nach ndéanfaidh an fhorbairt bóthair atá beartaithe drochthionchar a imirt ar shláine na Láithreán Eorpach i bhfianaise Chuspóirí Caomhnaithe na láithreán agus níl aon amhras eolaíoch réasúnach ann maidir le heaspa éifeachtaí den sórt sin.

## **Measúnú Tionchair Timpeallachta:**

Chríochnaigh an Bord Measúnú Tionchair Timpeallachta ar an bhforbairt bóthair atá beartaithe agus aird á tabhairt ar:

- (a) cineál, scála, suíomh agus méid na forbartha bóthair atá beartaithe,

- (b) an Tuarascáil ar Mheasúnú Tionchair Timpeallachta agus na cáipéisí gaolmhara curtha isteach mar thaca leis an iarratas phleanála, lena n-áirítear an freagra breise faisnéise,
- (c) na haighneachtaí a fuarthas le linn an iarratais phleanála agus ag an éisteacht ó bhéal,
- (d) an Tuarascáil ar Mheasúnacht Tionchair Éiceolaíoch dar dáta Feabhra 2021, a d'ullmhaigh Thomson Environmental Consultants thar ceann an Bhoird agus an Tuarascáil Hidrigeolaíochta dar dáta Bealtaine 2021, a d'ullmhaigh James Dodds thar ceann an Bhoird, agus
- (e) tuarascáil na gCigirí.

Mheas an Bord go ndéanann an Tuarascáil ar Mheasúnú Tionchair Timpeallachta, le tacaíocht ó na doiciméid a chuir an t-iarratasóir isteach, breithniú leordhóthanach ar roghanna eile seachas an fhorbairt bóthair atá beartaithe agus go n-aithnítear agus go ndéantar cur síos leordhóthanach ar éifeachtaí díreacha, indíreacha, tánaisteacha agus carnacha na forbartha bóthair beartaithe ar an gcomhshaol. D'aontaigh an Bord leis an scrúdú, a leagtar amach i dtuarascáil na gCigirí, ar an bhfaisnéis atá sa Tuarascáil ar Mheasúnú Tionchair Timpeallachta agus ar na doiciméid ghaolmhara a chuir an t-iarratasóir isteach agus na haighneachtaí a rinneadh le linn an iarratais phleanála.

#### **Conclúidí Stuama ar na hÉifeachtaí Suntasacha:**

Mheas an Bord gur chuir an Tuarascáil ar Mheasúnacht Tionchair Timpeallachta, le tacaíocht ó na doiciméid a chuir an t-iarratasóir isteach le linn an iarratais phleanála, faisnéis ar fáil atá réasúnta agus leordhóthanach chun ligean don Bhord teacht ar chonclúid réasúnaithe ar éifeachtaí suntasacha an fhorbairt bóthair atá beartaithe ar an gcomhshaol, ag cur san áireamh eolas reatha agus modhanna measúnaithe. Bhí an Bord sásta go bhfuil an fhaisnéis atá sa Tuarascáil ar Mheasúnacht Tionchair Timpeallachta cothrom le dáta agus go gcomhlíonann sí forálacha Threoir

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2011/92/AE (Treoir EIA) ón AE agus Threoir leasaitheach 2014/52/AE. Mheas an Bord gurb iad príomhéifeachtaí díreacha agus indíreacha na forbartha bóthair atá beartaithe ar an gcomhshaol iad siúd a eascraíonn as na tionchair atá liostaithe thíos, agus féadfar cuid acu a sheachaint, a mhaolú nó díriú orthu ar bhealach eile trí choinníoll.

### **Daonra agus Sláinte an Duine:**

**Cailliúint áiteanna cónaithe:** Tá sé beartaithe 54 áit chónaithe a fháil, nó a fháil agus a scartáil, chun slí a dhéanamh don tionscadal seo. Beidh tionchar diúltach buan suntasach as cuimse aige seo ar úinéirí tí. Ní dhéanfar an tionchar seo a sheachaint, a mhaolú nó ní dhíreofar air ar bhealach eile trí choinníoll.

**Scoilteadh Pobail (lena n-áirítear na ceantair Ghaeltachta):** Mar thoradh ar an gcaillteanas beartaithe de 54 áitreabh mar gheall ar bhraislí tithe a chaillfear i gceantair mar Na Foráí Maola/Troscaigh, An Caisleán Gearr, An Daingean, beidh tionchar scoilte ar na pobail atá fágtha a mbeidh tionchar diúltach fadtéarmach suntasach aige nach mbeifear in ann a sheachaint, a mhaolú nó díriú ar bhealach eile trí choinníoll.

Beidh tionchair dhearfacha fadtéarmacha ann do roinnt pobail atá scartha faoi láthair mar gheall ar líon an tráchta toisc go laghdóidh an trácht i sráidbhailte, mar shampla i mBearna agus sa Chaisleán Gearr, trína dtabharfar rochtain níos éasca do choisithe agus do rothaithe agus áiseanna níos fearr do na daoine is leochailí.

Sa chás go ndéanfar mionbhóithre a dhúnadh (m.sh. Bóthar Ann Gibbons), malairt slí nó slí nua a chur ar fáil, beidh tionchar diúltach meántéarmach go fadtéarmach suntasach aige ag brath ar dhlús na forbartha agus fad na slí nua. Ní dhéanfar é seo a sheachaint, a mhaolú nó ní dhíreofar air ar bhealach eile trí choinníoll.

Le linn na tógála, beidh fadhbanna diúltacha agus gearrthéarmacha beaga maidir le scoilteadh mar thoradh ar thrácht tógála a mhaolófar trí bhearta a leagtar amach sa Phlean Bainistíochta ar an Timpeallacht Tógála (CEMP).

**Áiseanna Ginearálta:** Beidh tionchair dhiúltacha ghearrthéarmacha idir bheag go measartha, ann le linn na tógála ar thaitneamhachtaí ginearálta in áiteanna mar Rosán Glas, Gort na Bro agus séipéal agus scoil Pháirc na Sceach mar thoradh ar thrácht, torann agus deannach tógála feadh bealaí tarlaithe. Maolófar iad seo trí bhearta a leagtar amach i Sceideal na dTiomantas Comhshaoil chomh maith leis an CEMP. Le linn na hoibríochta beidh tionchar beag diúltach ar thaitneamhachtaí.

Le linn na tógála, beidh tionchair dhiúltacha shuntasacha ar an daonra a úsáideann **Campas Spóirt NUIG** mar thoradh ar chailliúint páirceanna imeartha, mionathruithe ar an bpailliún spóirt chomh maith le torann agus tionchair amhairc. Maolófar iad seo trí úsáid a bhaint as gnáthchleachtais tógála mar a shonraítear i Sceideal na dTiomantas Comhshaoil agus sa CEMP. Le linn na hoibríochta, beidh tionchar measartha fadtéarmach ar thaitneamhachtaí ginearálta an champais spóirt a mhaolófar trí cheart slí agus rochtain ar na tailte faoin tarbhealach a sholáthar chomh maith le bearta maolaithe torainn.

Le linn na tógála, beidh rochtain theoranta ar **bhruach na habhann** sa Daingean agus beidh tionchair torainn agus amhairc ar an dá thaobh d'Abhainn na Gaillimhe. Maolófar iad seo trí úsáid a bhaint as gnáthchleachtais tógála mar a shonraítear i Sceideal na dTiomantas Comhshaoil agus sa CEMP. Ní chuirfear srian iomlán ar rochtain ar bhruach na habhann ag am ar bith. Beidh na tionchair le linn na tógála measartha diúltach agus gearrthéarmach. Le linn na hoibríochta, áireofar sna bearta maolaithe na bacainní fásra agus torainn atá ann a choinneáil. Beidh tionchair fhadtéarmacha measartha go diúltach go suntasach mar gheall ar chailliúint taitneamhachta go ginearálta.

Is féidir tionchair thógála agus oibríochta ar **Ráschúrsa na Gaillimhe** a sheachaint trí bhearta lena n-áirítear stáblaí sealadacha a sholáthar agus deireadh a chur le hoibreacha le linn séasúir na féile.

**Socheacnamaíoch:** Le linn na tógála, beidh roinnt tionchair ghearrthéarmacha diúltacha ann do ghnólachtaí mar thoradh ar thorann agus deannach a mhaolófar trí bhearta a leagtar amach sa CEMP. Ní dhéanfar scartáil roinnt réadmhaoine



tionsclaíocha agus tráchtála a sheachaint, a mhaolú nó ní dhíreofar orthu ar bhealach eile trí choinníoll. Le linn na hoibríochta, beidh tionchair dhearfacha shuntasacha ann maidir le hamanna turais, iontaofacht turais agus taitneamhachtaí.

**Saintréithe Turas:** Le linn na tógála beidh roinnt tionchair ghearrthéarmacha measartha diúltacha ar thurais mar thoradh ar bhóithre a dhúnadh nó malairt slí, a mhaolófar tríd an bPlean Bainistíochta Tráchta. Le linn na hoibríochta beidh tionchair dhearfacha bhuana shuntasacha ag an mbóthar i dtéarmaí amanna turais feabhsaithe, iontaofacht turais agus taitneamhachtaí turais. Beidh nascacht fheabhsaithe ar fud na cathrach agus lasmuigh de agus scaoilfear acmhainn bóthair ag éirí as sin le haghaidh córacha eile iompair trí lár na cathrach agus na bruachbhailte istigh.

**Sláinte:** Le linn na tógála, maolófar tionchair fhéideartha ar shláinte a eascróidh as astaíochtaí aeir, torainn agus uisce trí úsáid a bhaint as cleachtais tógála atá leagtha amach sa CEMP agus tiomantais mar atá leagtha amach i Sceideal na dTiomantas Comhshaoil. Le linn na hoibríochta, seachnófar tionchair ag féachaint do chomhlíonadh an tionscadail le caighdeáin aeir agus torainn mar atá leagtha amach i dTreoirínte um Bonneagar Iompair Éireann.

#### **Bithéagsúlacht:**

Éifeacht iarmharach shuntasach ar ghnáthóga mar thoradh ar **ghnáthóg tosaíochta larscríbhinn I a chailliúint** (lasmuigh d'aon Láithreán Eorpach) a chuimsíonn Pábháil Aolchloiche [\* 8240], Bratphortach gníomhach [\* 7130], agus Earrach Clochraithe [\* 7220] nach féidir a sheachaint, a mhaolú ná díriú air ar bhealach eile trí choinníoll.

Éifeacht iarmharach shuntasach ar ghnáthóga mar thoradh ar **ghnáthóg tosaíochta larscríbhinn I a chailliúint** (lasmuigh d'aon Láithreán Eorpach), lena n-áirítear Fraoch Fliuch larscríbhinn I [4010], agus gnáthóga eile a bhfuil luach idirnáisiúnta go háitiúil acu, lena n-áirítear laistigh de cheantair atá ainmnithe mar Limistéir

Bhithéagsúlachta Áitiúla, nach féidir a sheachaint, a mhaolú go hiomlán, ná díriú air ar bhealach eile trí choinníoll.

Éifeacht iarmharach shuntasach mar thoradh ar chailliúint, nó damáiste do, ceithre speiceas plandaí agus speiceas inveirteabrach amháin atá ar áireamh i **leabhair sonraí dearga na hÉireann**, nach féidir a sheachaint, a mhaolú ná a láimhseáil ar bhealach eile trí choinníoll.

Éifeacht iarmharach shuntasach ar an **gcrú-ialtóg bheag, ar an iora rua agus ar an gcat crainn** nach féidir a sheachaint, a mhaolú go hiomlán, ná díriú air ar bhealach eile trí choinníoll.

#### **Talamh, Ithir, Uisce, Aer agus Aeráid:**

**Talamh agus Ithreacha:** Beidh tionchar diúltach suntasach ar an ngeolaíocht mar thoradh ar limistéir bheaga pábhála aolchloiche (gnáthóg larscríbhinn I) a chailliúint lasmuigh de Limistéar Loch Coirib faoi Chaomhnú Speisialta (Cód Láithreáin: 000297) nó aon Láithreán Eorpach eile. Ní dhéanfar an tionchar seo a sheachaint, a mhaolú ná ní dhíreofar air ar bhealach eile trí choinníoll. Baineann an caillteanas seo go príomha le cnuchairí a thógáil do tharbhealach a rachaidh thar limistéar níos mó de phábháil aolchloiche.

Beidh tionchair ag baint le cailliúint ithreach feadh an bhealaigh agus úsáid acmhainní nádúrtha, lena n-áirítear tathagú, chun an fhorbairt bóthair atá beartaithe a thógáil. Maolófar é seo trí ábhar tochailte sa phróiseas tógála a athúsáid agus trí limistéir fosaithe ábhair a chruthú le haghaidh ábhar iomarcach/mí-oiriúnach agus cruthú gnáthóige. Seachnófar, bainisteofar agus/maolófar tionchair eile chéim na tógála, lena n-áirítear éilliú ithreach, tionchair phléasctha, oibreacha tolláin, cobhsaíocht fána agus tionchair ar chréif, trí na bearta atá mar chuid den scéim atá beartaithe agus na bearta maolaithe beartaithe (lena n-áirítear an CEMP agus Sceideal na dTiomantas Comhshaoil).

*CMG*

**Hidrigolaíocht:** Beidh tionchair ar roinnt toibreacha atá ann cheana a chaillfear mar thoradh ar an bhforbairt bóthair atá beartaithe. Maolófar é seo trí thoibreacha athsholáthair, foinsí uisce malartacha nó cúiteamh a sholáthar, de réir mar is cuí. Maolófar na tionchair ar cháilíocht screamhuisce trí chur i bhfeidhm an CEMP, lena n-áirítear an Prótacal Carst agus an Plean um Rialú Dríodair, Creimeadh agus Truailithe gaolmhar le linn chéim na tógála, agus sa chéim oibríochta trí dhearadh an chórais draenála, lena n-áirítear linnte tanúcháin agus cóireála uisce, bogaigh agus scaoileadh rialaithe. Beidh tionchair ar leibhéil screamhuisce mar gheall ar dhí-uisciú agus athlónadh, ach maolófar iad trí rith chun srutha a choinneáil laistigh den abhantrach uisce céanna nó i gcorp screamhuisce agus i gceantair, mar Thollán Leacaigh, trí uainiú na n-oibreacha tógála chun an gá le dí-uisciú a sheachaint. Maolófar tionchair struchtúracha ar áitribh i gcomharsanacht limistéar ina n-ísleofar leibhéil screamhuisce agus déanfar monatóireacht orthu le suirbhéanna ar riocht na réadmhaoine. Seachnófar tionchair ar ghnáthóga atá spleách ar screamhuisce trí ailíniú agus dearadh na forbartha bóthair atá beartaithe nó maolófar iad trí bhearta mar rialú sreafa agus bearta rialaithe truailithe. Ní ísleofar screamhuisce laistigh de choirp screamhuisce a thacaíonn le gnáthóga atá spleách ar screamhuisce laistigh de Láithreán Eorpach.

**Hidreolaíocht:** Maolófar tionchair ar cháilíocht uisce le linn chéim na tógála trí chur i bhfeidhm an CEMP, lena n-áirítear an Plean Freagartha Teagmhas agus an Plean Rialaithe Creimeadh agus Truailithe Dríodair, chomh maith le trí thoiliú agus comhairliúchán riachtanach a fháil le comhlachtaí forordaithe. Seachnófar agus maolófar tionchair ar an soláthar uisce do Ghléasra Cóireála Uisce Thír Oileáin trí chur i bhfeidhm an CEMP, trí chomhairliúchán agus trí idirchaidreamh leanúnach le hUisce Éireann agus trí oibreacha a dhéanamh de réir modhanna agus treoir thógála dea-chleachtais.

Le linn na céime oibríochta, maolófar tionchair ar cháilíocht uisce a eascróidh as rith chun srutha bóthair nó doirteadh de thaisme trí dhearadh an chórais draenála don fhorbairt bóthair atá beartaithe a fhreagraíonn do na geolaíochtaí éagsúla sa cheantar agus, go háirithe, úsáid linnte tanúcháin, linnte lonnaíochta, leapacha giolcach, abhantraigh insíothlaithe agus meicníochtaí rialaithe sreafa. Maolófar

tionchair riosca tuile gar do Bhóthar Thuama an N83 ag Claí an Dá Mhíle trí stóráil cúitimh tuile, trí dhraenáil stoirme a sholáthar ar an N83 ag an láthair seo agus stáisiún caidéalaithe le scaoileadh chuig an séarach stoirme atá ann.

**Torann agus Creathadh:** Tiocfaidh tionchair torainn agus tonnchreatha chun cinn le linn chéim na tógála, lena n-áirítear ó oibríochtaí pléasctha a bhféadfadh tionchar a bheith acu ar ghabhdóirí cónaithe agus gabhdóirí íogaire eile. Déanfar na tionchair fhéideartha seo a sheachaint, a bhainistiú agus a mhaolú trí na bearta atá mar chuid den scéim bóthair atá beartaithe, na bearta maolaithe agus monatóireachta atá beartaithe, trí dhálaí oiriúnacha agus fad réasúnta gearrthéarmach chéim na tógála agus nádúr líneach na forbartha bóthair atá beartaithe.

Le linn na céime oibríochta, comhlíonfaidh tromlach na ngabhdóirí atá íogair ó thaobh torainn an sprioc dhearaidh atá leagtha amach i dTreoirínte um Bonneagar Iompair Éireann a luaite a ionchorpraítear bearta maolaithe torainn, amhail bacainní torainn agus dromchla an bhóthair le torann íseal. Beidh tionchair dhearfacha ann freisin ar líon mór gabhdóirí ar an ngréasán bóithre atá ann cheana mar gheall ar laghdú ar mhéid an tráchta ar na bóithre atá ann cheana. Beidh tionchar torainn iarmharach ag líon teoranta réadmhaoine atá níos mó ná Sprioc Dhearaidh Bhoneagar Iompair Éireann. Ag tabhairt dá haire forálacha Threoirínte Bonneagar Iompair na hÉireann maidir le cás den sórt sin, agus an gá le soláthar agus scála na mbacainní torainn a chothromú le nithe eile, amhail tionchar amhairc, ní bheadh aon tionchair torainn nó creatha díreach, indíreach nó carnach do-ghlactha ag an bhforbairt bóthair atá beartaithe.

**Cáilíocht Aeir agus Aeráid:** Seachnófar, bainisteofar agus maolófar tionchair fhéideartha ar cháilíocht an aeir trí na bearta atá mar chuid den scéim atá beartaithe, na bearta maolaithe beartaithe atá leagtha amach sa CEMP agus na tiomantais atá leagtha amach i Sceideal na dTiomantas Comhshaoil agus trí dhálaí oiriúnacha. Is dóigh go mbeidh tionchar diúltach suntasach ar astaíochtaí carbóin agus ar aeráid nach ndéanfar a mhaolú go hiomlán mar thoradh ar an bhforbairt bóthair atá beartaithe, ina haonar ná go carnach le tionscadail aitheanta eile.

## **Sócmhainní Ábhair:**

**Trácht agus Iompar:** Déanfaidh an CEMP tionchair fhéideartha a bhaineann le trácht tógála a sheachaint nó a mhaolú, lena n-áirítear an Plean Bainistíochta Trácht Tógála.

Le linn na céime oibríochta, beidh tionchair dhearfacha ag an bhforbairt bóthair atá beartaithe ar phlódú trácht, amanna turais ar phríomhbhealaí sa líonra iomlán agus ar an gcóimheas idir sreabhadh agus toilleadh ag aomhail lárnacha. Éascóidh sé freisin cur i bhfeidhm beart éagsúil atá laistigh de Straitéis Iompair na Gaillimhe chun taisteal gníomhach agus soláthar iompair phoiblí sa chathair a mhéadú agus beidh tionchar dearfach aige ar sciar an mhodha iompair inbhuanaithe nuair a dhéanfar é a mheas in éineacht le bearta eile i Straitéis Iompair na Gaillimhe a dtacóidh sé leo. Cuideoidh an fhorbairt bóthair atá beartaithe leis an réamhaisnéis shuntasach fáis daonra agus fostaíochta don chathair a chumasú trí naisc bhreise a chur leis an líonra bóithre, lena n-áirítear trasnú abhann nua agus naisc idir bealaí gathacha éagsúla a fhreastalaíonn ar an gcathair, trína gcuirfear feabhas ar inrochtaineacht agus trína soláthrófar bunús d'fhás dlúth na cathrach.

**Tírdhreach agus Amhairc:** Mar thoradh ar chéim thógála na forbartha bóthair atá beartaithe beidh raon tionchair tírdhreacha agus amhairc ar tírdhreacha agus gabhdóirí áirithe, lena n-áirítear tionchair shuntasacha agus tromchúiseacha. Beidh éifeacht theoranta ag na bearta maolaithe a mholtar le linn na céime seo mar gheall ar scála agus nádúr na forbartha bóthair atá beartaithe, agus leanfaidh tionchair dhiúltacha tírdhreacha agus amhairc le linn na céime tógála.

Le linn na céime oibríochta tosaigh, leanfaidh tionchair tírdhreacha agus amhairc ar aghaidh, ach de ghnáth laghdóidh tábhacht agus déine na dtionchar seo le himeacht ama de réir mar a thiocfaidh na tograí maolaithe tírdhreacha beartaithe chun bheith bunaithe agus éirí níos éifeachtaí ag scagadh na forbartha bóthair atá beartaithe agus / nó á ionchorprú sa tírdhreach. Leanfaidh tionchair dhiúltacha suntasacha agus tromchúiseacha amhairc de bheith ag teacht chun cinn i gcás go leor réadmhaoine cónaithe atá suite gar do theorainn na forbartha bóthair beartaithe nó

atá tadhlach léi agus, go háirithe, i gcomharsanacht na mórstruchtúr innealtóireachta ag an gcéim iar-bhunaithe. Leanfaidh iarmhairtí iarmharacha suntasacha ar charachtar an tírdhreacha de bheith ag teacht chun cinn i roinnt áiteanna. Ní mhaolóidh na bearta maolaithe beartaithe agus, go háirithe, na tograí fairsinge agus cuimsitheacha um plandú tírdhreacha na tionchair shuntasacha nó tromchúiseacha seo go hiomlán; maolóidh siad na tionchair go pointe áirithe, áfach, agus méadóidh sé seo le himeacht ama de réir mar a aibíonn an plandú.

Beidh tionchair amhairc iarmharacha shuntasacha ann freisin i ngleann Abhainn na Gaillimhe ag Caisleán Mhionlaigh agus i gCampas Spóirt NUIG, go príomha mar gheall ar an gcur isteach amhairc a bhaineann le Droichead Abhainn na Gaillimhe atá beartaithe agus an tarbhealach gaolmhar.

**Oidhreacht Seandálaíochta, Ailtireachta agus Cultúrtha:** Beidh tionchair dhíreacha agus indíreacha dhiúltacha suntasacha ar roinnt suíomhanna seandálaíochta agus oidhreachta tógtha a mhaolófar trí thaifid mhionsonraithe grianghrafadóireachta agus scríofa a dhéanamh sula dtógfar iad agus trí thrinse tástála agus monatóireachta a úsáid. Maolófar nó seachnófar tionchair fhéideartha ar ghnéithe seandálaíochta anaithnide trí mhonatóireacht a dhéanamh ar oibreacha tógála ag seandálaí agus tochair, nuair is cuí. Beidh tionchar tromchúiseach freisin ar Struchtúr Cosanta (teachín ceann tuí; BH12), a mholtar a scartáil, agus nach ndéanfar a mhaolú go hiomlán trí thaifead a ullmhú.

**Sócmhainní Talmhaíochta:** Beidh raon tionchar diúltach ag fáil na talún a theastaíonn chun an fhorbairt bóthair atá beartaithe a thógáil, lena n-áirítear tionchair shuntasacha agus tromchúiseacha ar úinéirí talún. Beidh tionchair dhiúltacha suntasacha nó tromchúiseacha ar roinnt fiontar feirme agus fiontar eachaí mar gheall ar shaincheisteanna amhail scoilteadh, tionchair ar inmharthanacht feirme, cur isteach agus tionchair ar infhaighteacht seirbhísí. Ní dhéanfar cailliúint talún a sheachaint, a mhaolú nó ní dhíreofar air ar bhealach eile trí choinníoll. Maolaítear na héifeachtaí mar gheall ar scoilteadh talún go pointe trí sholáthar socruithe agus seirbhísí rochtana malartacha a bheartú; mar sin féin, i gcás na bhfiontar talmhaíochta a mbeidh drochthionchar suntasach nó tromchúiseach orthu, is dóigh



go mbeidh athruithe móra ag teastáil ar a gcuid oibríochtaí, bainistíochta agus scála, agus níl aon mhaolú ar an tionchar seo laistigh den phróiseas Measúnaithe Tionchair Timpeallachta.

### **Sócmhainní Neamhthalmhaíochta:**

**Cailliúint áiteanna cónaithe:** Tá sé beartaithe 54 áit chónaithe a fháil, nó a fháil agus a scartáil, chun slí a dhéanamh don tionscadal seo. Beidh tionchar diúltach buan suntasach as cuimse aige seo ar úinéirí tí. Ní dhéanfar an tionchar seo a sheachaint, a mhaolú nó ní dhíreofar air ar bhealach eile trí choinníoll.

**Foirgnimh thráchtála agus thionsclaíochta:** Níl aon mhaolú ann maidir le cailliúint foirgneamh tráchtála agus thionsclaíochta sa phróiseas Measúnaithe Tionchair Timpeallachta. Beidh tionchar measartha go suntasach mar thoradh air seo. Ní dhéanfar an tionchar seo a sheachaint, a mhaolú nó ní dhíreofar air ar bhealach eile trí choinníoll. Beidh tionchair tógála ar roinnt gnólachtaí a mhaolófar trí úsáid a bhaint as gnáthchleachtais tógála mar atá mionsonraithe i Sceideal na dTiomantas Comhshaoil agus sa CEMP.

**Foirgnimh Phoiblí agus Pobail:** Le linn na tógála, is féidir astaíochtaí torainn agus aeir a mhaolú trí ghnáthchleachtais tógála a úsáid mar a shonraítear i Sceideal na dTiomantas Comhshaoil agus sa CEMP agus mar choinníoll. Le linn na hoibríochta, beidh tionchair dhearfacha ar Ráschúrsa na Gaillimhe trí rochtain bhuan ó Nascbhóthar Parkmore.

**Fóntais:** Mar thoradh ar an bhforbairt bóthair atá beartaithe athlonnófar roinnt fóntas. Is féidir an tionchar seo a mhaolú trí ghnáthchleachtais tógála a úsáid mar a shonraítear i Sceideal na dTiomantas Comhshaoil agus sa CEMP agus mar choinníoll.

D'ainneoin na dtionchar iarmharach diúltach suntasach maidir le hábhair chomhshaoil éagsúla, mar atá leagtha amach thuas, meastar nach bhféadfaí diúltú ar bhonn na dtionchar comhshaoil seo ag féachaint do na buntáistí foriomlána a

bhaineann leis an bhforbairt bóthair atá beartaithe, lena n-áirítear a tábhacht straitéiseach aitheanta ag leibhéal Eorpach, náisiúnta, réigiúnach agus áitiúil, a ról maidir le plódú a mhaolú agus ar an gcaoi sin tacú le bearta iompair inbhuanaithe Straitéis Iompair na Gaillimhe, agus a chumasú do Ghaillimh fás ar bhealach níos dlúithe, mar a shainaithnítear sa Chreat Pleanála Náisiúnta.

Maidir leis an drochthionchar suntasach ar astaíochtaí carbóin agus ar an aeráid, tugtar faoi deara go dtagann sé seo chun cinn mar gheall ar íogaireacht na timpeallachta glactha. Ag tabhairt faoi deara ról na forbartha bóthair atá beartaithe maidir le cur i bhfeidhm bhearta taistil ghníomhaigh agus iompair phoiblí a éascú, mar atá leagtha amach i Straitéis Iompair na Gaillimhe, agus a ról i dtacú le forbairt dhlúth agus níos inbhuanaithe na cathrach, ní mheastar go mbainfeadh an fhorbairt bóthair atá beartaithe an bonn d'oibleagáidí aeráide na hÉireann nó teacht salach orthu ar an ábhar go mbeadh cur chuige leathan earnála agus geilleagair ag teastáil chun gníomhaíocht aeráide a chur i gcrích. Gheall Éire go mbeidh sí neodrach/nialasacha ó thaobh na haeráide faoi 2050 agus is féidir astaíochtaí carbóin a bhaineann le tionscadail bhonneagair riachtanacha, amhail an fhorbairt bóthair atá beartaithe, arb ionann é agus thart ar 0.1% d'oibleagáidí 2030 na hÉireann, a mhaolú trí lagduithe ar réimsí eile de réir mar a thagann meicníochtaí, ar nós na cánach carbóin agus buiséid charbóin chun bheith ann agus déanfar iad a mhaolú níos mó sa chéim oibríochta de réir mar a ghlactar feithiclí leictreacha.

### **Pleanáil Cheart agus Forbairt Inbhuanaithe:**

Meastar, faoi réir chomhlíonadh na gcoinníollacha atá leagtha amach thíos, go mbeidh an fhorbairt bóthair atá beartaithe de réir na mbeartas pleanála Eorpach, Náisiúnta, Réigiúnach agus áitiúil, go bhfuil riachtanas, údar agus cuspóir na forbartha bóthair beartaithe léirithe go leordhóthanach, go bhfuil an fhorbairt bóthair atá beartaithe inghlactha maidir leis na héifeachtaí dóchúla a bheidh aici ar an gcomhshaol agus go mbeadh an fhorbairt bóthair atá beartaithe, dá bhrí sin, i gcomhréir le pleanáil cheart agus forbairt inbhuanaithe an cheantair.

## COINNÍOLLACHA

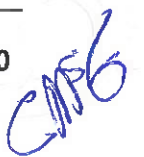
1. Déanfar an fhorbairt bóthair agus cuirfear i gcrích í de réir na bpleananna agus na sonraí a taisceadh leis an iarratas, arna leasú leis na pleananna agus na sonraí breise a cuireadh faoi bhráid an Bhoird Phleanála an 30ú lá de Lúnasa, 2019 agus mar a dúradh agus a soiléiríodh i Sceideal na nGealltanais Comhshaoil a chuir an tÚdarás um Bóithre faoi bhráid na héisteachta ó bhéal an 4ú lá de Shamhain, 2020, ach amháin mar a cheanglófar a mhalairt d'fhonn na coinníollacha seo a leanas a chomhlíonadh.

**An chúis:** Ar mhaithe le soiléire.

2. Cuirfear na bearta maolaithe agus na gealltanais atá leagtha amach sa Tuarascáil ar Mheasúnú Tionchair Timpeallachta, an freagra ar an iarraidh ar fhaisnéis bhreise a fuair an Bord Pleanála an 30ú lá de Lúnasa, 2019 agus mar a deirtear agus a soiléiríodh tuilleadh i Sceideal na dTiomantas Comhshaoil a chuir an tÚdarás um Bóithre faoi bhráid na héisteachta ó bhéal ar an 4ú lá de Shamhain, 2020 i bhfeidhm mar chuid den fhorbairt bóthair atá beartaithe.

**An chúis:** Ar mhaithe le soiléire agus le pleanáil cheart agus forbairt inbhuanaithe an cheantair agus le héifeachtaí comhshaoil na forbartha bóthair atá beartaithe a mhaolú.

3. Déanfar na bearta maolaithe agus na tiomantais atá leagtha amach sa Ráiteas Tionchair Natura, an freagra ar an iarraidh a fuair an Bord Pleanála ar bhreis faisnéise an 30ú lá de Lúnasa, 2019 agus mar a deirtear agus a soiléiríodh tuilleadh i Sceideal na dTiomantas Comhshaoil a chuir an tÚdarás um Bóithre faoi bhráid na héisteachta ó bhéal an 4ú lá de Shamhain, 2020, agus na bearta maolaithe breise a leagtar amach in Alt 12.6.3 de thuarascáil na gCigirí, agus atá i gceangal le Sceideal a hAon den Ordú seo, a chur chun feidhme ina n-iomláine. Cuirfear sonraí gach beart maolaithe a bhaineann le Measúnú Oiriúnachta ar an gcomhad agus coinneofar iad mar chuid den taifead poiblí.



**An chúis:** Ar mhaithe le soiléire agus le pleanáil cheart agus forbairt inbhuanaithe

an cheantair agus cosaint na Láithreán Eorpach a chinntiú.

4. Leasófar an fhorbairt bóthair atá beartaithe chun an dearadh athbhreithnithe ag Nascbhóthar Parkmore a ionchorprú de réir na sonraí a chuir an tÚdarás um Bóithre faoi bhráid na héisteachta ó bhéal an 18ú lá de mhí Feabhra, 2020 maidir le *Bileog 14 as 15 maidir le hAcomhal Thoir na Cathrach den Phlean Forbartha Beartaithe Bóthair, Líníocht Uimhir 5.1.14 Eagrán 12* dar dáta an 17 Feabhra 2020.

**An chúis:** Ar mhaithe le sábháilteacht bóithre agus taitneamhacht an cheantair.

5. Fágfar ar lár na stáblaí buana atá le soláthar ag Ráschúrsa na Gaillimhe.

**An chúis:** Cuimsíonn an láithreán ar a moltar na stáblaí buana a shuí, i bpáirt amháin, tailte atá faoi úinéireacht tríú páirtí atá faoi réir éadála sealadaí amháin.

6. Déanfar Sceideal na dTiomantas Comhshaoil a nuashonrú chun na nithe seo a leanas a ionchorprú:

(a) An maolú breise mar atá leagtha amach i dTábla 11.7.2 de Thuarascáil na gCigirí (cé is moite de na bearta a diúltaíodh go soiléir dóibh ann) agus atá i gceangal le Sceideal a Dó den Ordú seo,

(b) na bearta maolaithe breise a bhaineann le Measúnú Oiriúnachta atá leagtha amach i Roinn 12.6.3 de Thuarascáil na gCigirí agus i gceangal le Sceideal a hAon den Ordú seo,

(c) leasófar mír 17.19 chun a lua go ndéanfar suirbhéanna ar riocht maoiné a thairiscint do gach foirgneamh laistigh de 50 méadar ó theorainn na forbartha bóthair atá beartaithe nó crios tionchair an dí-uiscthe (cibé acu is

mó) agus iad siúd atá laistigh de 150 méadar ó oibreacha pléasctha beartaithe feadh na forbartha bóthair atá beartaithe,

- (d) suiteálfar suíomh monatóireachta deannaigh breise ag nó in aice le Teach Altranais an Chaisleáin Ghearr ar feadh thréimhse na tógála agus áireofar é sa réimeas monatóireachta deannaigh,
- (e) cuirfear bealach rochtana do choisithe ar fáil ó Bhóthar Rochtana AR 13/06 go dtí an pointe trasnaithe do choisithe atá beartaithe ar Bhóthar Thuama an N83,
- (f) leasófar mír 12.7 chun an abairt deiridh a fhágáil ar lár agus le soiléiriú go dtabharfar faoi phlandáil luath, áit is féidir,
- (g) beidh gach fálú slándála timpeall na linnte tanúcháin beartaithe 2.4 méadar ar airde de chineál fálaithe palaidín, agus
- (h) tairgfídh Comhairle Contae na Gaillimhe íoc as cóiríocht mhalartach den chineál céanna d'áititheoirí Plota uimhir 123, nó é a sholáthar ar feadh ré na n-oibreacha cré i Roinn Tógála S1.

Cuirfear sonraí gach beart maolaithe a bhaineann le Measúnú Oiriúnachta ar an gcomhad agus coinneofar iad mar chuid den taifead poiblí.

**An chúis:** Ar mhaithe le soiléire agus le pleanáil cheart agus forbairt inbhuanaithe an cheantair agus chun cosaint na Láithreán Eorpach a chinntiú, ar mhaithe le damáiste éiceolaíoch a bhaineann leis an bhforbairt bóthair atá beartaithe a mhaolú agus ar mhaithe le céim na tógála, tionchair chomhshaoil. sábháilteacht coisithe, taitneamhacht chónaithe agus amhairc a rialú.

## SCEIDEAL A hAON

### ***Cailleadh gnáthóige go díreach laistigh de na Láithreáin Eorpacha***

***Maolú breise:*** an limistéar atá fálaíthe ón tógáil chun Abhainn na Gaillimhe agus a fásra imill a áireamh, mar d'fhéadfadh gur gnáthóg larscríbhinn I é seo freisin, agus an fásra imill á chothabháil.

***Díghrádú gnáthóige laistigh de Láithreáin Eorpacha mar thoradh ar thruailliú ceimiceach, torann, deannach, solas, scáthú agus leathadh speiceas ionrach, lena n-áirítear ó thrácht tógála agus oibrithe láithreáin atá ag taisteal chuig / ón láithreán tógála:***

***Maolú breise:*** Ba cheart don bhainistíocht an limistéar maolaithe 6210 R1 a athbhunú, ag baint úsáide as an mbanc síl atá ann, seachas barrithir a bhaint nó tuirbhí a thraslonnú, chun an riosca a mhaolú go ndéanfaí Abhainn na Gaillimhe a thruailliú le hábhar soladach ar fuaidreamh ón áit seo;

***Maolú breise:*** Na saoráidí cóireála ar an gcaighdeán is airde a shonraítear i dTreoirínte Bonneagair Iompair na hÉireann a shuiteáil, atá oiriúnach le scaoileadh go díreach isteach i sruthchúrsa Limistéar faoi Chaomhnú Speisialta, le haghaidh rith chun srutha bóthair le linn oibriú an bhóthair, le cothabháil rialta ar ghaistí siolta, lena n-áirítear dreidireacht agus baint siolta gafa lena dhiúscairt i láithreán séalaithe líonta talún;

***Maolú breise:*** A chinntiú nach gceadaítear láib a thógáil suas ar bhóithre tarraingthe agus ar bhóithre poiblí áit a bhféadfaí é a scuabadh isteach i Limistéar Loch Coirib faoi Chaomhnú Speisialta (Cód Láithreáin: 000297), lena n-áirítear Abhainn na Gaillimhe;

***Maolú breise:*** Rialú deannaigh le linn imeachtaí pléasctha agus monatóireacht deannaigh laistigh de Limistéar Loch Coirib faoi Chaomhnú Speisialta (Cód Láithreáin: 000297) le linn na tógála, go háirithe tar éis imeachtaí pléasctha, agus le hathbhreithnithe ar mhodhanna oibre / minicíocht pléasctha, más gá;

***Maolú breise:*** Laghdú ar an soilsíú ar an mbealach isteach thiar chuig tollán Leacaigh go dtí an t-íosmhéid dlíthiúil chun na leibhéil solais atá ann a choinneáil laistigh de Limistéar Loch Coirib faoi Chaomhnú Speisialta (Cód Láithreáin: 000297);



Maolú breise: Caithear raon feidhme an Phlean Bainistíochta um Speicis Ionracha Neamhdhúchasacha a leathnú chun speicis atá ina mbagairt fhéideartha ar phábháil aolchloiche agus gnáthóga larscribhinn I eile a áireamh, lena n-áirítear cotóinéastar (gach speiceas), (gach speiceas), buddleia, slá iomaire agus gabhrán fiáin;

Maolú breise: Níor chóir go gcuimseodh an meascán síolta / plandaithe speicis táscaire diúltacha do phábháil aolchloiche nó d'fhéarach cailcreach laistigh de 250 méadar ó Limistéar Loch Coirib faoi Chaomhnú Speisialta (Cód an Láithreáin: 000297), lena n-áirítear féar seagal ilbhliantúil, seamair bhán, seiceamar, feá agus buaircínigh, chomh maith le rialú ar speicis táscaire diúltacha eile laistigh de 100 méadar ón Limistéar faoi Chaomhnú Speisialta, mar atá liostaithe ag Wilson agus Fernandez (2013), mar shampla feochadán reatha agus buachalán, fad a bhíonn an fásra á bhunú féin ar an eastát bog (ar feadh dhá bhliain tar éis síolú);

Maolú breise: Monatóireacht agus bainistíocht ar speicis ionracha neamhdhúchasacha feadh chonair an bhealaigh cóngarach do Limistéar Loch Coirib faoi Chaomhnú Speisialta (Cód Láithreáin: 000297) idir Slabhra 9+100 agus Slabhra 11+400 le linn oibriú an bhóthair, lena n-áirítear na speicis bhreise atá liostaithe thuas;

Maolú breise: Trácht tógála ag taisteal chuig/as Gaillimh chun bóithre a tógadh le déanaí a úsáid go príomha le dearadh draenála nua-aimseartha (rialú truailithe) nó ag seachaint an R458, N67 agus N84 sa chás go ngabhann siad seo thar Láithreáin Eorpacha;

**Básmhaireacht, suaitheadh, díláithriú agus cailiteanas gnáthóige do speicis flóra agus fána atá mar chuid de dhaonraí cáilitheacha de Láithreán Eorpacha, agus laghdúithe nó díothacht áitiúil mar thoradh air.**

Maolú breise: Lochán a chur leis laistigh den limistéar feabhsúcháin gnáthóige scréachóg reilige/crú-ialtóg bheag gar do Chaisleán Menlo a bheidh oiriúnach le haghaidh cearc cheannann pórúcháin.

Maolú breise: A chinntiú go bhfuil pasáiste sábháilte ann do dhobharchúnna feadh gach sruthchúrsa a dheighleann an bóthar beartaithe le linn na tógála, lena n-áirítear seilfeanna do mhamaigh laistigh den lintéar nó dhá lintéar thirime 600 milliméadar comhthreomhar leis an sruthchúrsa, ceann gach taobh.

**Caillteanas nó meath ar an bhflóra agus ar na bhfána tacaíochta (nach bhfuil mar chuid den leas cáilitheach) laistigh de ghnáthóga a chailítear nó a dhíghrádaíonn le héifeachtaí iarmhartacha ar na gnáthóga de leas cáilitheacha agus ar fhána agus flóra na Láithreán Eorpach.**

Maolú breise: Ba cheart daonra Rhynchospora fusca a shainaithint, a mhapáil agus a chosaint le linn na céime tógála.

## **SCEIDEAL A DÓ**

Áireofar an speiceas neamhdhúchasach Fuchsia Fuchsia sp., héileatróp geimhridh sprús Sitceach, Picea sitchensis, an learóg Eorpach, Larix decidua, an péine contórtach Pinus contorta agus an péine Albanach Pinus Sylvestris sa phlean bainistíochta speiceas ionrach, mar aon leis an raithneach speiceas dúchasach Pteridium aquilinum agus an luachair bhog Juncus effusus chun a leathadh ón áit a bhfuil siad faoi láthair a theorannú.

Níor cheart go n-áireofaí speicis neamhdhúchasacha sa scéim plandaithe agus cuir cóngarach do Limistéar Oidhreachta Náisiúnta Phortaigh Mhaigh Chuilinn.

### ***Gnáthógá Talún***

Is speiceas neamhdhúchasach ionrach é an péine Albanach ar fhraochmhá agus, dá bhrí sin, ní úsáidfear an speiceas seo mar phlandú scáthláin sa chuid thiar lastall d'Abhainn na Gaillimhe.

Cuir isteach tuilleadh sonraí maidir le síolú féaraigh a bheidh oiriúnach do na cineálacha ithreach ag seachaint speicis atá ina dtáscairí diúltacha ar ghnáthóga larscríbhinn I i gcás nach bhfuil siad flúirseach go háitiúil cheana féin, ar mhaithe le fraochmhá tirim/féarach aigéadach san iarthar agus féarach cailcreach san oirthear ó athghiniúint nádúrtha seachas meascáin síl cibé áit nach bhfuil creimeadh ithreach ina riosca mór.

Portaigh Mhaigh Chuilinn agus an tuarascáil ar Mheasúnú Oiriúnachta do speicis bhreise atá le háireamh sa phlean bainistíochta speiceas ionrach.

Tiomantas níos soiléire do bhainistíocht gnáthóg tailte portaigh agus gnáthóga tras-aistrithe/cruthaithe eile laistigh den eastát bog, go hidéalach go buan ar feadh shaolré an tionscadail.

### **Flóra**

Leathadh méid na sé speiceas plandaí leabhar dearg sonraí a shainaithint agus a mhapáil, chomh maith le bearta chun an cailiteanas a íoslághdú agus na limistéir choinnithe a chosaint trí fhálú, comharthaí agus a chinntiú go bhfuil an lucht saothair ar an eolas (cainteanna bosca uirlisí, srl), lena n-áirítear plandaí *Plasteurhynchium striatulum* ag limistéar maolaithe Mhionlaigh.

Má tá na plandaí *Plagiomnium cuspidatum* agus *Plasteurhynchium striatulum* a bhfuil tionchar díreach orthu ag fás ar fhoshraitheanna soghluaiste (carrageacha nó lomáin), ansin ba chóir iad seo a athshuí chuig fásra coinnithe, leis na dálaí comhshaoil ceannann céanna agus atá san áit a bhfuil siad faoi láthair, le monatóireacht leantach chun rath nó teip a dhearbhuí.

Aitheantas agus stádas dúchasach féar coirce móinéir *Helictotrichion pratense* agus an caorthann eanaigh *Valeriana dioica* a sheiceáil agus bearta cosanta a chur i bhfeidhm, más cuí.

### **Inveirteabraigh**

An chuid coinnithe den riasc ag an gCaisleán Gearr a chosaint le linn na tógála agus bearta a bheith curtha i bhfeidhm chun an réimeas hidreolaíoch atá ann a choinneáil mar cheann atá oiriúnach don seilide rinseach réisc.

Na habhantraigh insíothlaithe ag an gCaisleán Gearr a phlandú le fásra oiriúnach don seilide rinseach réisc le hidreolaíocht a athrófar chun a bheith oiriúnach agus feidhm na n-abhantrach á choinneáil.

Cnoic seangán a mbíonn tionchar ag an mbóthar orthu a aistriú chuig láithreán oiriúnach gabhdóra laistigh den eastát bog.

Gnáthóg oiriúnach a sholáthar do bheacha neadaithe (paistí féarach garbh) laistigh den eastát bog.

### ***Ialtóga***

Dhá bhosca ialtóg le suiteáil ar chrainn chomh gar agus is féidir do gach crann a leagadh agus a bhféadfadh fara ialtóg a bheith ann, ach amach ó charrbhealach an bhóthair atá beartaithe agus roimh dheireadh mhí Iúil i mbliain an leagain. Beidh boscaí na n-ialtóg ina meascán de chineálacha folmha (do chineálacha Liesler) agus glaisce (d'ialtóga feascracha) i gcomhréir leis an bhfara féideartha a cailleadh.

Gealltanais shoiléire maidir le faraí nua na n-ialtóg a chosaint, lena n-áirítear boscaí ialtóg, agus athsholáthar agus deisiúcháin déanta de réir mar is gá ar feadh tréimhse deich mbliana tar éis na forbartha.

Monatóireacht go ceann deich mbliana tar éis na tógála.

### ***Mamaigh taobh amuigh d'ialtóga***

Pasáiste sábháilte a sholáthar tríd an láithreán tógála le linn uaireanta an dorchadais taobh le gach sruthchúrsa a thrasnaíonn an bóthar beartaithe, lena n-áirítear le linn suiteáil na lintéar.

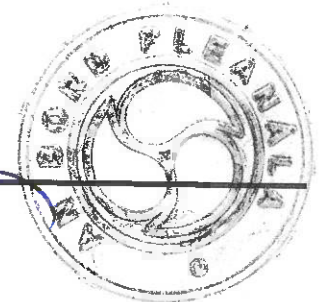
Leaca le suiteáil i ngach lintéar hidrálach eile le leithead níos mó ná dhá mhéadar chun soláthar a dhéanamh do leathnú raoin amach anseo nó d' úsáid ócáideach ag dobharchú mar atá liostaithe ar leathanaigh 975 go 976, Tábla 11.30 den Tuarascáil ar Mheasúnacht Tionchair Timpeallachta, a chiallódh ocht struchtúr bhreise, agus chun pasáiste sábháilte a sholáthar don bhroc.

Teastaíonn monatóireacht bhreise ar éifeachtacht na ngealltanans comhshaoil”, mar shampla, de réir Threoirlínte Bhonneagar Iompair Éireann maidir le dobharchúnna ina moltar monatóireacht ráithiúil ar feadh bliana ar a laghad chun riocht agus éifeachtúlacht na leaca atá suiteáilte i lintéir a sheiceáil; i bhfianaise scála an tionscadail; ba cheart go leanfadh an mhonatóireacht ar feadh trí bliana ar a laghad agus ba cheart cothabháil na leaca a ionchorprú sa chlár ginearálta cothabhála bóthair.

Na locháin a cailleadh de bharr an bhóthair atá beartaithe a athsholáthar in áit eile san eastát bog, lena n-áirítear ag an limistéar maolaithe scréachóg reilige/crú-ialtóg bheag ag Caisleán Mhionlaigh.

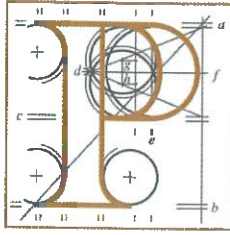
Struchtúir a d'fhéadfadh a bheith ina gcréif chun amfaibiaigh a threorú i dtreo na dtollán agus na lintéar san áit ina mbíonn siad seo cóngarach do locháin.

**Chris McGarry**



**Ball den Bhord Pleanála atá  
údaraithe go cuí chun séala  
an Bhoird a fhíordheimhniú.**

Arna dhátú an *5<sup>th</sup>* lá seo de *December* 2021



An  
Bord  
Pleanála

**Board Order**  
**ABP-302848-18**

**Roads Acts, 1993 to 2015**

**Planning and Development Acts, 2000 to 2020**

**Planning Authority: Galway County Council**

**Application** by Galway County Council for approval under section 51 of the Roads Act 1993, as amended, in accordance with plans and particulars, including an Environmental Impact Assessment Report and a Natura Impact Statement, lodged with An Bord Pleanála on the 23<sup>rd</sup> day of October, 2018, as amended by the further information received by An Bord Pleanála on the 30<sup>th</sup> day of August, 2019.

**Proposed Road Development:** Proposed road development consisting of:

- A dual carriageway, consisting of two lanes and a hard shoulder in each direction divided by a segregating barrier.
- A single carriageway, consisting of one lane and a hard shoulder in each direction.
- New link roads.
- The realignment/improvement of regional, county and local roads crossed by the proposed road development.
- Localised works to the existing electricity transmission and distribution networks (specifically comprising of the diversion of the 110kV and 38kV services).

Together with all ancillary and consequential works associated therewith, all located in the electoral divisions of Barna, Barna (in the Civil Parish of Ragoon), Ragoon,

*CMG*



and passing through the townlands of Newvillage, Forramoyle West, Forramoyle East, Trusky West, Trusky East, Cloghscolita, Ballard East, Ballard West, Aille, Cappagh, Ballynahown East, Keeraun, Ballyburke, Mincloon, Ragoon and Letteragh, County Galway.

## **Decision**

**Approve the above proposed road development based on the reasons and considerations under and subject to the conditions set out below.**

## **Matters Considered**

In making its decision, the Board had regard to those matters to which, by virtue of the Planning and Development Acts and Regulations made thereunder, it was required to have regard. Such matters included any submissions and observations received by it in accordance with statutory provisions.

## **REASONS AND CONSIDERATIONS**

In coming to its decision, the Board had regard to the following:

- (a) the European, national and regional transport policies including Trans-European Networks (TEN-T),
- (b) the relevant provisions of EU Directive 2011/92/EU (EIA Directive) and the amending Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment, Directive 92/43/EEC (Habitats Directive) and Directive 79/409/EEC as amended by 2009/147/EC (Birds Directives) which set the requirements for Conservation of Natural Habitats and of Wild Fauna and Flora throughout the European Union,



- (c) the national, regional and local strategic road policies and objectives, inclusive of those set out in Project Ireland 2040 - encompassing the National Planning Framework and the National Development Plan, the Climate Action Plan 2019, Smarter Travel – A Sustainable Transport Future, the Regional Spatial and Economic Strategy for the Northern and Western Region 2020, the Galway County Development Plan 2015-2021, the Galway City Development Plan 2017-2021 (both of which have been subject to Appropriate Assessment) and the Ardaun Local Area Plan,
- (d) the Galway Transport Strategy 2016, an Integrated Transport Management Programme for Galway City and Environs,
- (e) the design, layout and alignment of the proposed road development,
- (f) the range of proposed mitigation measures set out in the submitted Environmental Impact Assessment Report, Natura Impact Statement, and Schedule of Environmental Commitments (and the additional mitigation measures for biodiversity and Appropriate Assessment recommended by the Inspectors),
- (g) the submissions made in relation to the application,
- (h) the Ecological Impact Assessment Report dated February 2021, prepared on behalf of the Board by Thomson Environmental Consultants, the Appropriate Assessment Report dated February 2021, prepared on behalf of the Board by Thomson Environmental Consultants, the Hydrogeology Report dated May 2021, prepared on behalf of the Board by James Dodds, and
- (i) the report and recommendation of the Inspectors.



### **Appropriate Assessment Stage 1:**

The Board noted that the proposed development is not directly connected with or necessary for the management of a European Site.

The Board agreed with the screening assessment and conclusion carried out in the Inspectors' report that the following sites are the European Sites for which there is a likelihood of significant effects, or the proposed development could give rise to significant effects, or effects were considered uncertain: the Lough Corrib Special Area of Conservation (Site Code: 000297); the Galway Bay Complex Special Area of Conservation (Site Code: 000268); the Lough Corrib Special Protection Area (Site Code: 004042); the Inner Galway Bay Special Protection Area (Site Code: 004031); the Cregganna Marsh Special Protection Area (Site Code: 004142); the Connemara Bog Complex Special Area of Conservation (Site Code: 002034); the Connemara Bog Complex Special Protection Area (Site Code: 004181); the Lough Fingall Complex Special Area of Conservation (Site Code: 000606); the Ross Lake and Woods Special Area of Conservation (Site Code: 001312); the Black Head-Poulsallagh Complex Special Area of Conservation (Site Code: 000020); the Rahasane Turlough Special Area of Conservation (Site Code: 000322); the Rahasane Turlough Special Protection Area (Site Code: 004089); the Kiltiernan Turlough Special Area of Conservation (Site Code: 001285); the Castletaylor Complex Special Area of Conservation (Site Code: 000242); the Gortnandarragh Limestone Pavement Special Area of Conservation (Site Code: 001271); the Ardahan Grassland Special Area of Conservation (Site Code: 002244); the Moneen Mountain Special Area of Conservation (Site Code: 000054); the East Burren Complex Special Area of Conservation (Site Code: 001926); the Maumturk Mountains Special Area of Conservation (Site Code: 002008); and the Twelve Bens/Garraun Complex Special Area of Conservation (Site Code: 002031).



## **Appropriate Assessment Stage 2:**

The Board considered the Natura Impact Statement and associated documentation submitted with the application for approval, the mitigation measures contained therein, the submissions and observations on file, including the further information response and submissions made to the oral hearing, and carried out an Appropriate Assessment of the implications of the proposed road development for European Sites in view of the Conservation Objectives for the sites. The Board considered that the information before it was adequate to allow the carrying out of an Appropriate Assessment and to allow it to reach complete, precise and definitive conclusions for Appropriate Assessment.

In completing the assessment, the Board considered, in particular, the likely direct and indirect impacts arising from the proposed road development, both individually or in combination with other plans or projects, the mitigation measures which are included as part of the current proposal, and the additional mitigation measures recommended by the Inspectors and the Conservation Objectives for the European Sites. In completing the Appropriate Assessment, the Board accepted and adopted the Appropriate Assessment carried out in the Inspectors' report of the potential effects of the proposed road development on the aforementioned European Sites, having regard to the sites' Conservation Objectives. In overall conclusion, the Board was satisfied that the proposed road development would not adversely affect the integrity of the European Sites in view of the sites' Conservation Objectives and there is no reasonable scientific doubt as to the absence of such effects.

## **Environmental Impact Assessment:**

The Board completed an Environmental Impact Assessment of the proposed road development taking account of:

- (a) the nature, scale, location and extent of the proposed road development,

- (b) the Environmental Impact Assessment Report and associated documentation submitted in support of the planning application, including the further information response,
- (c) the submissions received during the course of the planning application and at the oral hearing,
- (d) the Ecological Impact Assessment Report dated February 2021, prepared on behalf of the Board by Thomson Environmental Consultants and the Hydrogeology Report dated May 2021, prepared on behalf of the Board by James Dodds, and
- (e) the Inspectors' report.

The Board considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, adequately considers alternatives to the proposed road development and identifies and describes adequately the direct, indirect, secondary and cumulative effects of the proposed road development on the environment. The Board agreed with the examination, set out in the Inspectors' report, of the information contained in the Environmental Impact Assessment Report and associated documentation submitted by the applicant and submissions made in the course of the planning application.

#### **Reasoned Conclusions on the Significant Effects:**

The Board considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant during the course of the planning application, provided information which is reasonable and sufficient to allow the Board to reach a reasoned conclusion on the significant effects of the proposed road development on the environment, taking into account current knowledge and methods of assessment. The Board was satisfied that the information contained in the Environmental Impact Assessment Report is up to date and complies with the provisions of EU Directive 2011/92/EU (EIA Directive) and the amending Directive 2014/52/EU. The Board considered that the main significant direct and indirect

effects of the proposed road development on the environment are those arising from the impacts listed below, some of which may be avoided, mitigated or otherwise addressed by means of condition.

### **Population and Human Health:**

**Loss of dwellings:** There are 54 dwellings proposed for acquisition, or acquisition and demolition, to make way for this project. This will result in a significant to profound permanent negative impact on homeowners. This impact will not be avoided, mitigated, or otherwise addressed by means of condition.

**Severance of Communities (including the Gaeltacht areas):** The proposed loss of 54 dwellings with the loss of clusters of dwellings in areas such as Na Forai Maola/Troscaigh, Castlegar, and Dangan, will result in a severance impact on remaining communities which will be a significant long-term negative impact that will not be avoided, mitigated or otherwise addressed by means of condition.

There will be long-term positive impacts for some communities that are currently severed due to traffic volumes because traffic will reduce in villages, such as Bearna and Castlegar, thereby resulting in easier access for pedestrians and cyclists and improved amenities for more vulnerable persons.

Where minor roads are closed (e.g. Ann Gibbons Road), diverted or re-routed severing communities, there will be a significant medium to long-term negative impact depending on the density of development and extent of re-route. This will not be avoided, mitigated or otherwise addressed by means of condition.

During construction, there will be slight negative and short-term severance issues caused by construction traffic which will be mitigated by measures outlined in the Construction Environmental Management Plan (CEMP).

**General Amenities:** There will be slight to moderate short-term negative impacts during construction on general amenities in areas such as Rosan Glas, Gort na Bro



and Bushypark Church and school as a result of construction traffic, noise and dust along haul routes. These will be mitigated by measures set out in the Schedule of Environmental Commitments as well as the CEMP. During operation there will be a slight negative impact on amenities.

During construction, there will be significant negative impacts on the population using the **NUIG Sports Campus** as a result of loss of pitches, modification to the sports pavilion as well as noise and visual impacts. These will be mitigated using standard construction practices as detailed in the Schedule of Environmental Commitments and the CEMP. During operation, there will continue to be a long-term moderate impact on the general amenities of the sports campus that will be mitigated by the provision of the right of way and access to the lands under the viaduct as well as noise mitigation measures.

During construction, there will be restricted access to the **riverside** in Dangan and there will be noise and visual impacts on both sides of the River Corrib. These will be mitigated using standard construction practices as detailed in the Schedule of Environmental Commitments and the CEMP. At no time will access to the riverside be completely restricted. Impacts during construction will be moderate negative and short-term. During operation, mitigation measures will include the retention of existing vegetation and noise barriers. Impacts will be long-term moderate to significant negative due to the general loss of amenity.

Construction and operation impacts on **Galway Racecourse** can be avoided by measures including the provision of temporary stables and the cessation of works during festival seasons.

**Socio-Economic:** During construction, there will be some negative short-term impacts for businesses as a result of noise and dust which will be mitigated by measures outlined in the CEMP. Demolition of some industrial and commercial properties will not be avoided, mitigated, or otherwise addressed by means of condition. During operation, there will be significant positive impacts with respect to journey times, journey reliability and amenities.

**Journey Characteristics:** During construction there will be some short-term temporary moderate negative impacts on journeys as a result of road closures or diversions which will be mitigated by the Traffic Management Plan. During operation the road will have significant permanent positive impacts in terms of improved journey times, journey reliability and journey amenities. There will be improved connectivity across and beyond the city and with an associated release of road capacity for other modes of transport through the existing city centre and inner suburbs.

**Health:** During construction, potential impacts on health arising from air, noise and water emissions will be mitigated using construction practices set out in the CEMP and commitments as set out in the Schedule of Environmental Commitments. During operation, impacts will be avoided having regard to the project's compliance with air and noise standards as set out in Transport Infrastructure Ireland's Guidelines.

**Biodiversity:**

Significant residual effect on habitats as a result of the **loss of priority Annex I habitat** (outside of any European Site) comprising Limestone Pavement [\*8240], active Blanket Bog [\*7130], and a Petrifying Spring [\*7220] which cannot be avoided, mitigated, or otherwise addressed by means of condition.

Significant residual effect on habitats as a result of the **loss of Annex I habitat** (outside of any European Site), including Annex I Wet Heath [4010], and other habitats of international to local value, including within areas designated as Local Biodiversity Areas, which cannot be avoided, fully mitigated, or otherwise addressed by means of condition.

Significant residual effect as a result of the loss of, or damage to, four plant species and one invertebrate species included in the **Irish red data books**, which cannot be avoided, mitigated, or otherwise addressed by means of condition.



Significant residual effect on the **lesser horseshoe bat, red squirrel and pine marten** which cannot be avoided, fully mitigated, or otherwise addressed by means of condition.

#### **Land, Soil, Water, Air and Climate:**

**Land and Soils:** There will be a significant negative impact on geology as a result of the loss of small areas of limestone pavement (Annex I habitat) outside of the Lough Corrib Special Area of Conservation (Site Code: 000297) or any other European Site. This impact will not be avoided, mitigated or otherwise addressed by means of condition. This loss is primarily associated with the construction of footings for a viaduct which will span over a larger area of limestone pavement.

There will be impacts associated with the loss of soil along the route and the use of natural resources, including aggregates, to construct the proposed road development. This will be mitigated by the re-use of excavated materials in the construction process and in the formation of material deposition areas for excess/unsuitable material and habitat creation. Other construction phase impacts, including soil contamination, blasting impacts, tunnelling works, slope stability and earthworks impacts, will be avoided, managed and/or mitigated by the measures which form part of the proposed scheme and the proposed mitigation measures (including the CEMP and the Schedule of Environmental Commitments).

**Hydrogeology:** There will be impacts on a number of existing wells which will be lost as a result of the proposed road development. This will be mitigated by the provision of replacement wells, alternative water sources or compensation, as appropriate. Impacts on groundwater quality will be mitigated through the implementation of the CEMP, including the associated Karst Protocol and Sediment, Erosion & Pollution Control Plan during the construction phase, and in the operational phase through the design of the drainage system, which includes water attenuation and treatment ponds, wetlands and controlled discharge. Impacts on groundwater levels due to dewatering and recharge will arise but will be mitigated

through the retention of run-off within the same water catchment area or groundwater body and in areas, such as the Lackagh Tunnel, through the timing of construction works to avoid the need for dewatering. Structural impacts on properties in the vicinity of areas where groundwater levels will be lowered will be mitigated and monitored with property condition surveys. Impacts on groundwater dependent habitats will be avoided through the alignment and design of the proposed road development or mitigated through measures such as flow control and pollution control measures. There will be no groundwater lowering within groundwater bodies that support groundwater dependent habitats within a European Site.

**Hydrology:** Water quality impacts during the construction phase will be mitigated by the implementation of the CEMP, including the Incident Response Plan and Sediment Erosion and Pollution Control Plan, as well as through obtaining necessary consents and consultation with prescribed bodies. Impacts on the water supply to the Terryland Water Treatment Plant will be avoided and mitigated through implementation of the CEMP, consultation and ongoing liaison with Irish Water and the carrying out of works in accordance with best practice construction methods and guidance.

During the operational phase, water quality impacts arising from road run-off or accidental spillages will be mitigated through the design of the drainage system for the proposed road development which is responsive to the differing geologies in the area and, in particular, the use of attenuation ponds, settlement ponds, reed beds, infiltration basins and flow control mechanisms. Flood risk impacts near the N83 Tuam Road at Twomileditch will be mitigated by flood compensation storage, the provision of storm drainage on the N83 at this location and a pumping station to discharge to the existing storm sewer.

**Noise and Vibration:** Noise and vibration impacts will arise during the construction phase, including from blasting operations with the potential to impact upon residential and other sensitive receptors. These potential impacts will be avoided, managed and mitigated by the measures which form part of the proposed road

scheme, the proposed mitigation and monitoring measures, through suitable conditions and the relatively short-term duration of the construction phase and the linear nature of the proposed road development.

During the operational phase, the majority of noise sensitive receptors will be in compliance with the design goal set out in Transport Infrastructure Ireland's Guidelines once noise mitigation measures are incorporated, such as noise barriers and the low noise road surface. There will also be positive impacts on a large number of receptors on the existing road network due to reductions in traffic volumes on existing roads. A limited number of properties will experience a residual noise impact marginally in excess of Transport Infrastructure Ireland's Design Goal. Noting the provisions of Transport Infrastructure Ireland's Guidelines for such a scenario, and the need to balance the provision and scale of noise barriers against other considerations, such as visual impact, the proposed road development would not have any unacceptable direct, indirect or cumulative noise and vibration impacts.

**Air Quality and Climate:** Potential air quality impacts will be avoided, managed and mitigated by the measures which form part of the proposed scheme, the proposed mitigation measures set out in the CEMP and the commitments set out in the Schedule of Environmental Commitments and through suitable conditions. The proposed road development, individually and cumulatively with other identified projects, is likely to result in a significant negative impact on carbon emissions and climate that will not be fully mitigated.

**Material Assets:**

**Traffic and Transportation:** Potential impacts associated with construction traffic will be avoided or mitigated by the CEMP, including the Construction Traffic Management Plan.

During the operational phase, the proposed road development will have positive impacts on traffic congestion, journey times on key routes in the overall network and the ratio of flow to capacity at key junctions. It will also facilitate the implementation

of various measures contained within the Galway Transport Strategy to increase active travel and public transport provision in the city and will have a positive impact on sustainable transport mode share when considered together with the other Galway Transport Strategy measures that it will support. The proposed road development will assist in enabling the significant population and employment growth forecast for the city by adding additional links to the road network, including a new river crossing and linkages between various radial routes serving the city, thereby improving accessibility and providing a basis for the compact growth of the city.

**Landscape and Visual:** The construction phase of the proposed road development will result in a range of landscape and visual impacts on certain landscapes and receptors, including significant and profound impacts. The mitigation measures proposed during this phase will have limited effect due to the scale and nature of the proposed road development, and negative landscape and visual impacts will continue during the construction phase.

During the initial operation stage, landscape and visual impacts will continue, but the significance and severity of these impacts will generally abate over time as the proposed landscape mitigation proposals become established and increasingly effective at screening the proposed road development and/or incorporating it into the landscape. However, significant and profound negative residual visual impacts will continue to arise for numerous residential properties located close to or adjoining the boundary of the proposed road development and, particularly, in the vicinity of major engineering structures at post-establishment stage. Significant residual impacts on landscape character will also continue to arise at a number of locations. The proposed mitigation measures and, particularly, the extensive and comprehensive landscaping planting proposals will not fully mitigate these significant or profound impacts; however, they will ameliorate the impacts to a certain extent and this will increase over time as planting matures.

Significant residual visual impacts will also occur in the River Corrib valley at Menlo Castle and the NUI Galway Sporting Campus, primarily due to the visual intrusion associated with the proposed River Corrib Bridge and associated viaduct.



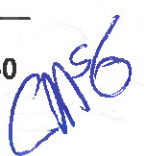
**Archaeological, Architectural and Cultural Heritage:** There will be significant negative direct and indirect impacts on a number of archaeological and built heritage sites which will be mitigated by the undertaking of detailed photographic and written records prior to construction and the use of test trenching and monitoring. Potential impacts on unknown archaeological features will be mitigated or avoided through monitoring of construction works by an archaeologist and excavation, where appropriate. There will also be a profound impact on a Protected Structure (thatched cottage; BH12), which is proposed to be demolished, and which will not be fully mitigated by the preparation of a record.

**Agricultural Assets:** The acquisition of the land required to construct the proposed road development will have a range of negative impacts, including significant and profound impacts on landowners. There will be significant or profound negative impacts on a number of farm enterprises and equine enterprises due to issues such as severance, impacts on farm viability, disruption and impacts on the availability of services. The loss of land will not be avoided, mitigated or otherwise addressed by means of condition. Impacts due to land severance are mitigated to a degree through the proposed provision of alternative access arrangements and services; however, the agricultural enterprises that are significantly or profoundly adversely affected are likely to require major changes to their operations, management and scale and there is no mitigation for this impact within the Environmental Impact Assessment process.

**Non-Agricultural Assets:**

**Loss of dwellings:** There are 54 dwellings proposed for acquisition, or acquisition and demolition, to make way for this project. This will result in a significant to profound permanent negative impact on homeowners. This impact will not be avoided, mitigated, or otherwise addressed by means of condition.

**Commercial and Industrial buildings:** There is no mitigation for the loss of commercial and industrial buildings within the Environmental Impact Assessment process. This will result in a moderate to significant impact. This impact will not be



avoided, mitigated, or otherwise addressed by means of condition. There will be construction impacts on some businesses which will be mitigated using standard construction practices as detailed in the Schedule of Environmental Commitments and the CEMP.

**Public and Community buildings:** During construction, noise and air emissions can be mitigated using standard construction practices as detailed in the Schedule of Environmental Commitments and the CEMP and by way of condition. During operation, there will be positive impacts on Galway Racecourse by way of a permanent access from Parkmore Link Road.

**Utilities:** The proposed road development will result in some relocation of utilities. This impact can be mitigated using standard construction practices as detailed in the Schedule of Environmental Commitments and the CEMP and by way of condition.

Notwithstanding the significant negative residual impacts in respect of various environmental matters, as set out above, it is considered that these environmental impacts would not justify a refusal having regard to the overall benefits of the proposed road development, including its identified strategic importance at European, National, Regional and local level, its role in alleviating congestion and thereby underpinning the sustainable transport measures of the Galway Transport Strategy, and facilitating Galway to grow in a more compact manner, as identified in the National Planning Framework.

With regard to the significant adverse impact on carbon emissions and climate, it is noted that this arises due to the sensitivity of the receiving environment. Noting the role of the proposed road development in facilitating the implementation of active travel and public transport measures, as set out in the Galway Transport Strategy, and its role in supporting the compact and more sustainable development of the city, it is not considered that the proposed road development would undermine or be contrary to Ireland's climate obligations given that climate action requires a broad sectoral and economy-wide approach. Ireland has committed to becoming climate neutral/zero emission by 2050 and carbon emissions associated with necessary

infrastructural projects, such as the proposed road development, which equates to approximately 0.1% of Ireland's 2030 obligations, can be mitigated through reductions in other areas as mechanisms, such as carbon tax and carbon budgets, are developed and will be increasingly mitigated in the operational phase as electric vehicles are adopted.

### **Proper Planning and Sustainable Development:**

It is considered that, subject to compliance with the conditions set out below, the proposed road development would be in accordance with European, National, Regional and local planning policies, that the need, justification and purpose of the proposed road development has been adequately demonstrated, that the proposed road development is acceptable in respect of its likely effects on the environment and that the proposed road development would, therefore, be in accordance with the proper planning and sustainable development of the area.

## **CONDITIONS**

1. The proposed road development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars submitted to An Bord Pleanála on the 30<sup>th</sup> day of August, 2019 and as further stated and clarified in the Schedule of Environmental Commitments submitted by the Road Authority to the oral hearing on the 4<sup>th</sup> day of November, 2020, except as may otherwise be required in order to comply with the following conditions.

**Reason:** In the interest of clarity.

2. The mitigation measures and commitments set out in the Environmental Impact Assessment Report, the response to the further information request received by An Bord Pleanála on the 30<sup>th</sup> day of August, 2019 and as further stated and clarified in the Schedule of Environmental Commitments submitted by the Road

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Authority to the oral hearing on the 4<sup>th</sup> day of November, 2020 shall be implemented as part of the proposed road development.

**Reason:** In the interest of clarity and the proper planning and sustainable development of the area and to mitigate the environmental effects of the proposed road development.

3. The mitigation measures and commitments set out in the Natura Impact Statement, the response to the request received for further information by An Bord Pleanála on the 30<sup>th</sup> day of August, 2019 and as further stated and clarified in the Schedule of Environmental Commitments submitted by the Road Authority to the oral hearing on the 4<sup>th</sup> day of November, 2020, and the additional mitigation measures set out at Section 12.6.3 of the Inspectors' report, and appended at Schedule One of this Order, shall be implemented in full. The details of all mitigation measures related to Appropriate Assessment shall be placed on the file and retained as part of the public record.

**Reason:** In the interest of clarity and the proper planning and sustainable development of the area and to ensure the protection of the European Sites.

4. The proposed road development shall be amended to incorporate the revised design at the Parkmore Link Road in accordance with the details submitted by the Road Authority to the oral hearing on the 18<sup>th</sup> day of February, 2020 on drawing *Proposed Road Development Plan City East Junction Sheet 14 of 15, Drawing Number 5.1.14 Issue 12* dated the 17<sup>th</sup> February 2020.

**Reason:** In the interest of road safety and the amenity of the area.

5. The proposed permanent stables to be provided at Galway Racecourse shall be omitted.

**Reason:** The site upon which the permanent stables are proposed includes, in part, lands in third-party ownership which are subject to temporary acquisition only.

6. The Schedule of Environmental Commitments shall be updated to incorporate:
  - (a) The additional mitigation as set out in Table 11.7.2 of the Inspectors' Report (with the exception of the measures clearly rejected therein) and appended at Schedule Two of this Order,
  - (b) the additional mitigation measures related to Appropriate Assessment set out in Section 12.6.3 of the Inspectors' Report and appended at Schedule One of this Order,
  - (c) item 17.19 shall be amended to state that property condition surveys will be offered for all buildings within 50 metres of the proposed road development boundary or the zone of influence of dewatering (whichever is greater) and those within 150 metres of proposed blasting works along the proposed road development,
  - (d) an additional dust monitoring location shall be installed at or adjacent to Castlegar Nursing Home for the duration of the construction phase and shall be included in the dust monitoring regime,
  - (e) a pedestrian access route shall be provided from Access Road AR 13/06 to the proposed pedestrian crossing point on the N83 Tuam Road,
  - (f) item 12.7 shall be amended to omit the final sentence and clarify that early planting be undertaken, where possible,

- (g) all security fencing around the proposed attenuation ponds shall be 2.4 metres high paladin-type fencing, and
- (h) Galway County Council will offer to provide or pay for similar alternative accommodation for the occupants of Plot number 123 for the duration of earthworks in Construction Section S1.

The updated Schedule of Environmental Commitments shall be implemented in full and shall be placed on the file and retained as part of the public record.

**Reason:** In the interest of clarity and the proper planning and sustainable development of the area and to ensure the protection of the European Sites, in the interest of mitigating ecological damage associated with the proposed road development and in the interests of control of the construction phase, environmental impacts, pedestrian safety, residential and visual amenity.



## SCHEDULE ONE

### ***Habitat loss directly within the European Sites:***

***Additional mitigation:*** the area fenced off from construction to include the River Corrib and its fringing vegetation, as this may also be Annex I habitat, with the fringing vegetation maintained.

### ***Habitat degradation within European Sites as a result of chemical pollution, noise, dust, light, shading and spread of invasive species, including from construction traffic and site workers travelling to/from the construction site:***

***Additional mitigation:*** The mitigation area 6210 R1 should be restored by management, using the existing seed bank, rather than topsoil stripping or translocation of turves, to reduce the risk of suspended solid pollution of the River Corrib from this location;

***Additional mitigation:*** Install the highest standard of treatment facilities specified in Transport Infrastructure Ireland's Guidelines, suitable for discharge directly into a Special Area of Conservation watercourse, for road run-off during the operation of the road, with regular maintenance of silt traps, including dredging and removal of trapped silt for disposal in sealed landfill;

***Additional mitigation:*** Ensuring mud is not allowed to build up on haul roads and public roads where it could wash into the Lough Corrib Special Area of Conservation (Site Code: 000297), including the River Corrib;

***Additional mitigation:*** Dust control during blasting events and dust monitoring within the Lough Corrib Special Area of Conservation (Site Code: 000297) during construction, especially following blasting events, and with revisions to working methods/frequency of blasting, if required;

***Additional mitigation:*** Reduction of lighting on the western approach to the Lackagh tunnel to the absolute legal minimum to maintain existing light levels within the Lough Corrib Special Area of Conservation (Site Code: 000297);

***Additional mitigation:*** The scope of the Non-native Invasive Species Management Plan must be broadened to include species which are a potential threat to limestone



pavement and other Annex I habitats, including, cotoneaster (all species), buddleia, red valerian and wild clematis;

*Additional mitigation:* The seed/planting mix not to include negative indicator species for limestone pavement or calcareous grassland within 250 metres of the Lough Corrib Special Area of Conservation (Site Code: 000297), including perennial rye grass, white clover, sycamore, beech and conifers, plus control of other negative indicator species within 100 metres of the Special Area of Conservation, as listed by Wilson and Fernandez (2013), such as creeping thistle and ragwort, while the vegetation is establishing on the soft estate (for two years post-seeding);

*Additional mitigation:* Monitoring and management of non-native invasive species along the route corridor in proximity to Lough Corrib Special Area of Conservation (Site Code: 000297) between Chainage 9+100 and Chainage 11+400 during the operation of the road, including the additional species listed above;

*Additional mitigation:* Construction traffic travelling to/from Galway to primarily use recently constructed roads with a modern drainage design (pollution control) or avoiding the R458, N67 and N84 where these pass European Sites;

**Mortality, disturbance, displacement and habitat loss for species of flora and fauna which form part of the qualifying interest populations of European Sites, resulting in declines or local extinction.**

*Additional mitigation:* Add a pond within the barn owl/lesser horseshoe bat habitat enhancement area in proximity to Menlo Castle which will be suitable for breeding coot.

*Additional mitigation:* Ensure that safe passage exists for otters along all watercourses bisected by the proposed road during construction, to include mammal ledges within the culvert or two dry 600-millimetre culverts parallel to the watercourse, one each side.

**Loss or decline of supporting populations of flora and fauna (not part of the qualifying interest) within habitats lost or degrading with knock-on effects on the qualifying interest habitats and populations of European Sites.**

*Additional mitigation:* The population of *Rhynchospora fusca* should be identified, mapped and protected during the construction phase.

## SCHEDULE TWO

The non-native species Fuchsia Fuchsia sp., winter heliotrope Petasites fragrans, Sitka spruce Picea sitchensis, European larch Larix decidua, Lodgepole pine Pinus contorta and Scots pine Pinus Sylvestris shall be included in the invasive species management plan, as shall the native species bracken Pteridium aquilinum and soft rush Juncus effusus to limit their spread from where they currently occur.

The planting and sowing scheme should not include non-native tree species in proximity to Moycullen Bogs NHA.

### ***Terrestrial Habitats***

Scots pine is an invasive non-native species in heathland and, therefore, this species shall not be used for screening planting in the western section beyond the River Corrib.

Submit further details on the grassland seeding which shall be suitable for the soil types avoiding species that are negative indicators of Annex I habitats where these are not already abundant locally, aiming for dry heath/acid grassland in the west and calcareous grassland in the east from natural regeneration rather than seed mixes wherever soil erosion is not a major risk.

Moycullen Bogs and the Appropriate Assessment report for additional species to be included in the invasive species management plan.

A clearer commitment to the management of peatland habitats and other translocated/created habitats within the soft estate, ideally in perpetuity for the lifetime of the project.



## ***Flora***

Identify and map the extent of the six red data book plant species, plus measures to both minimise the loss and safeguard the retained areas by use of fencing, signs and ensuring workforce are aware (toolbox talks, etc), including the plants of *Plasteurhynchium striatulum* at the Menlough mitigation area.

If the *Plagiomnium cuspidatum* and *Plasteurhynchium striatulum* plants directly impacted are growing on moveable substrates (rocks or logs), then these should be repositioned to retained vegetation, with precisely the same environmental conditions as where currently found, with follow-up monitoring to confirm success or failure.

Check the identification and native status of meadow oat-grass *Helictotrichion pratense* and marsh valerian *Valeriana dioica* and implement protection measures, if appropriate.

## ***Invertebrates***

The retained part of the marsh at Castlegar to be protected during construction and measures put in place to maintain the existing hydrological regime as suitable for marsh whorl snail.

The infiltration basins at Castlegar to be planted with suitable vegetation for marsh whorl snail with hydrology adjusted to suit whilst maintaining the function of the basins.

Translocation of ant hills impacted by the road to a suitable receptor site within the soft estate.

Provision of suitable habitat for nesting bees (patches of coarse grassland) within the soft estate.

## **Bats**

Two bat boxes to be installed on trees as close to each felled tree with potential for a bat roost, as close as possible but away from the carriageway of the proposed road and before the end of July in the year of felling, bat boxes to be a mixture of hollow (for Liesler's) and crevice types (for pipistrelles) in accordance with the potential roost that is lost.

Clear commitments to safeguarding the new bat roosts including bat boxes, with replacements and repairs carried out as necessary for a period of ten years post-development.

Monitoring for ten years post construction.

## **Mammals other than bats**

The provision of safe passage through the construction site during the hours of darkness alongside all watercourses crossed by the proposed road, including during the installation of culverts.

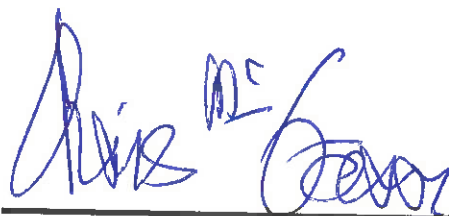
Ledges to be installed in all other hydraulic culverts with a width greater than two metres to account for future range expansion or occasional use by otter as listed in Environmental Impact Assessment Report pages 975 to 976, Table 11.20 which would be an additional eight structures, and to provide safe passage for badger.

Monitoring "of the effectiveness of environmental commitments" requires further definition, for example, in accordance with Transport Infrastructure Ireland's Guidelines for otter which state quarterly monitoring for at least one year to check on the condition and effectiveness of the ledges installed in culverts; given the scale of the project; the monitoring should continue for at least three years and the maintenance of the ledges should be incorporated into the general road maintenance programme.

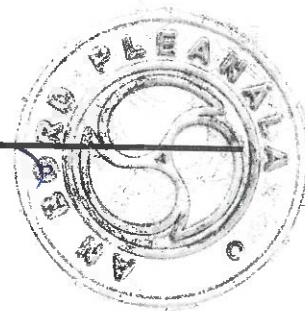


Replace the ponds lost to the proposed road elsewhere in the soft estate, including at the barn owl/lesser horseshoe bat mitigation area at Menlo Castle.

Structures which could be earth banks to guide amphibians towards the tunnels and culverts where these occur in proximity to ponds.



**Chris McGarry**



**Member of An Bord Pleanála  
duly authorised to authenticate  
the seal of the Board.**

Dated this 6<sup>th</sup> day of December 2021