

An  
Coimisiún  
Pleanála

**Ordú ón gCoimisiún**

**Commission Order**

**ABP-318220-23**

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**Acht na mBóithre, 1993, arna leasú**

**Roads Act, 1993, as amended**

**An tAcht um Pleanáil agus Forbairt, 2000, arna leasú**

**Planning and Development Act, 2000, as amended**

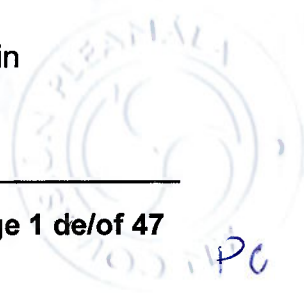
**Údarás Pleanála: Comhairle Contae na Gaillimhe**

**Planning Authority: Galway County Council**

**Iarratas** ó Chomhairle Contae na Gaillimhe ar cheadú faoi alt 51 d'Acht na mBóithre, 1993, arna leasú, i gcomhréir le pleananna agus sonraí, lena n-áirítear Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus Ráiteas Tionchair Natura, a taisceadh leis an gCoimisiún Pleanála an 23<sup>ú</sup> lá de mhí Dheireadh Fómhair 2018, mar a leasaíodh leis an bhfaisnéis bhreise a fuair an Coimisiún Pleanála an 14<sup>ú</sup> lá de mhí Aibreáin 2025.

**Forbairt Bheartaithe:** Forbairt bhóthair bheartaithe a chuimsíonn:

- (a) Carrbhealach dúbailte, ar a bhfuil dhá lána agus cruu-ghrua sa dá threo, agus bacainn deighilte eatarthu.
- (b) Carrbhealach aonair, ar a bhfuil lána amháin agus cruu-ghrua sa dá threo.
- (c) Bóithre ceangail nua.
- (d) Athailíniú/feabhsú ar bhóithre réigiúnacha, contae agus áitiúla a dtrasnaíonn an fhorbairt bhóthair bheartaithe iad.
- (e) Oibreacha áitiúla ar na líonraí láithreacha tarchurtha agus dáileacháin leictreachais (go háirithe na seirbhísí 110 kV agus 38 kV a atreorú).



Mar aon leis na hoibreacha coimhdeacha agus iarmhartacha uile a bhaineann leo sin.

Laistigh de na bailte fearainn seo a leanas: (i) An Baile Nua/Newvillage, (ii) Na Foraí Maola Thiar/Forramoyle West, (iii) Na Foraí Maola Thoir/Forramoyle East, (iv) Troscaigh Thiar/Trusky West, (v) Troscaigh Thoir/Trusky East, (vi) An Chloch Scoilte/Cloghscolita, (vii) An Baile Ard Thoir/Ballard East, (viii) An Baile Ard Thiar/Ballard West, (ix) An Aill/Aille, (x) An Cheapach/Cappagh, (xi) Baile na hAbhann Thoir/Ballynahown East, (xii) An Caorán/Keeraun, (xiii) Baile na mBúrcach/Ballyburke, (xiv) Mionchluain/Mincloon, (xv) Rathún/Rahoon, (xvi) Leitreach/Letteragh, (xvii) Barr na Crannaí/Barnacranny, (xviii) An Bealach/Ballagh, (xix) Páirc na Sceach/Bushypark, (xx) An Daingean Uachtair/Dangan Upper, (xxi) An Daingean Íochtair/Dangan Lower, (xxii) Mionlach/Menlough, (xxiii) Cúil Each [i dtoghroinn Mhionlaigh]/Coolagh [in the electoral division of Menlough], (xxiv) Baile an Dúlaigh/Ballindooly, (xxv) An Caisleán Gearr/Castlegar, (xxvi) Ceapach na Boirne/Cappanabornia, (xxvii) An Pháirc Mhór/Parkmore, (xxviii) Baile an Bhriotaigh/Ballybrit, (xxix) An Poll Caoin/Pollkeen, (xxx) An Bhrocach/Brockagh, (xxxi) Dabhach Uisce/Doughiska, (xxxii) An Bréanlochán/Breanloughaun, (xxxiii) Cúil Each [i dtoghroinn an Bhaile Bháin]/Coolagh [in the electoral division of Ballybaan], (xxxiv) An Garrán Thuaidh/Garraun North, (xxxv) An Baile Bán Beag/Ballybaan Beg.

## CINNEADH

**An fhorbairt bhóthair bheartaithe a CHEADÚ bunaithe ar na cúiseanna agus na cúinsí faoi bhun agus faoi réir na gcoinníollacha atá leagtha amach thíos.**

## CÚISEANNA AGUS CÚINSÍ

Agus é ag comhlíonadh a fheidhmeanna i ndáil leis an gcinneadh uaidh a dhéanamh, bhí aird ag an gCoimisiún ar na nithe seo a leanas:

- (a) **Reachtaíocht Eorpach**, lena n-áirítear reachtaíocht a bhfuil ábharthacht ar leith ag baint léi;
- Treoir 2014/52/AE lena leasaítear Treoir 2011/92/AE (an Treoir maidir le Measúnacht Tionchair Timpeallachta) maidir le measúnacht a dhéanamh ar éifeachtaí tionscadal poiblí agus príobháideach áirithe ar an gcomhshaol,
  - Treoir 92/43/CEE (an Treoir um Ghnáthóga) agus Treoir 79/409/CEE, arna leasú le Treoir 2009/147/CE (an Treoir um Éin), inar leagadh síos na ceanglais le haghaidh gnáthóga nádúrtha agus fauna agus flora fiáin a chaomhnú ar fud an Aontais Eorpaigh,
  - Treoir 2000/60/CE (an Chreat-treoir Uisce) agus an ceanglas atá ann a fheidhmeanna a chomhlíonadh ar mhodh atá ag teacht leis na forálacha den Treoir agus a chomhlíonann ceanglais na Treorach nó a chuireann an comhlíonadh sin chun cinn, agus
  - Rialachán Uimhir 1315/2013 (Gréasán Tras-Eorpach Iompair (TEN-T)) agus an beartas gaolmhar bonneagair iompair de chuid an Aontais Eorpaigh dar teideal Bonneagar – TEN-T – Cónascadh na hEorpa.
- (b) **Beartas náisiúnta pleanála agus beartas náisiúnta gaolmhar**, lena n-áirítear:
- alt 15(1) den Acht um Ghníomhú Aeráide agus um Fhorbairt Ísealcharbóin, 2015, arna leasú le halt 17 den Acht um Ghníomhú Aeráide agus um Fhorbairt Ísealcharbóin (Leasú), 2021, agus an ceanglas atá ann a fheidhmeanna a chomhlíonadh, a mhéid is féidir, ar mhodh atá ag teacht leis an bPlean Gníomhaithe ar son na hAeráide 2024 agus leis an bPlean Gníomhaithe ar son na hAeráide 2025, agus leis an straitéis fhadtéarmach náisiúnta um ghníomhú ar son na haeráide, leis an gcreat náisiúnta oiriúnaithe agus leis na pleananna ceadaithe oiriúnaithe eanála atá leagtha amach sna pleananna sin, agus ar mhodh atá ceaptha chun an cuspóir a chur chun cinn arb éard é astaíochtaí

gás ceaptha teasa a mhaolú agus oiriúnú d'éifeachtaí an athraithe aeráide sa Stát,

- An Plean Forbartha Náisiúnta 2021-2030, agus an tAthbhreithniú ar an bPlean Forbartha Náisiúnta 2025,
- An Creat Náisiúnta Pleanála: An Chéad Athbhreithniú, Aibreán 2025,
- An Beartas Náisiúnta maidir le Soghluaisteacht Inbhuanaithe, An Roinn Iompair, 2022,
- 4<sup>ú</sup> Plean Gníomhaíochta Náisiúnta na hÉireann um Bithéagsúlacht 2023-2030,
- An Plean Gníomhaíochta Uisce 2024: An Plean Bainistíochta Abhantraí d'Éirinn, An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta, agus
- Treoirlínte d'Údaráis Phleanála maidir le Cosaint na hOidhreachta Ailtireachta, An Roinn Ealaíon, Oidhreachta agus Gaeltachta, 2011.

(c) **Beartas ar an leibhéal réigiúnach**, lena n-áirítear:

- Straitéis Spáis agus Eacnamaíochta Réigiúnach Thionól Réigiúnach an Tuaiscirt agus an Iarthair 2020-2032.

(d) **Beartas áitiúil pleanála**, lena n-áirítear:

- Straitéis Iompair na Gaillimhe, 2016, agus an scéim bóithre atá ar cheann de na príomhghníomhartha atá sa straitéis sin,
- Plean Forbartha Cathrach na Gaillimhe 2023-2029, agus Soghluaisteacht agus Iompar Inbhuanaithe: 4.8 Cuspóir Sonrach uimhir 24,
- Plean Gníomhaíochta Bithéagsúlachta Chathair na Gaillimhe 2025–2030,
- Plean Oidhreachta Chathair na Gaillimhe 2025-2030,
- Comhairle Cathrach na Gaillimhe: Plean Údaráis Áitiúil um Ghníomhú ar son na hAeráide 2024-2029,
- Plean Forbartha Contae na Gaillimhe 2022-2028 agus an Cuspóir Beartais do Bhóithre Náisiúnta: NR2 Príomhfhorbairtí Bonneagair Bóithre,
- Plean Oidhreachta agus Bithéagsúlachta Chontae na Gaillimhe 2024-2030,
- Comhairle Contae na Gaillimhe: Plean Údaráis Áitiúil um Ghníomhú ar son na hAeráide 2024-2029,

- Comhairle Contae na Gaillimhe: Plean Gníomhaíochta in aghaidh Torainn 2024-2028,
- Comhairle Cathrach na Gaillimhe: Plean Gníomhaíochta in aghaidh Torainn 2024-2028,
- cineál, scála, fairsinge agus dearadh na forbartha beartaithe, mar atá leagtha amach san iarratas pleanála, agus saintréithe agus patrún na forbartha i gCathair na Gaillimhe agus sa gharchomharsanacht agus sa chomharsanacht,
- iomláine na ndoiciméad a chuir Comhairle Contae na Gaillimhe isteach thar a ceann féin agus thar ceann Chomhairle Cathrach na Gaillimhe (an t-iarratasóir) chun tacú leis an bhforbairt bheartaithe, lena n-áirítear an Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus an Ráiteas Tionchair Natura, an raon beart maolaithe agus faireacháin atá beartaithe agus, go háirithe, an freagra a thug an t-iarratasóir ar na haighneachtaí a rinneadh,
- na hiarmhairtí is dóigh a bheidh ann don chomhshaol agus do phleanáil chuí agus forbairt inchothaithe an limistéir ina mbeartaítear an fhorbairt bheartaithe a dhéanamh, agus na héifeachtaí suntasacha is dóigh a bheidh ag an bhforbairt bheartaithe ar Láithreáin Eorpacha, agus
- an scrúdú, an anailís agus an mheastóireacht a rinneadh i ndáil le pleanáil agus forbairt inchothaithe, leis an bPlean Gníomhaithe ar son na hAeráide, leis an measúnacht tionchair timpeallachta, leis an measúnacht chuí, leis an Measúnacht faoin gCreat-treoir Uisce, agus leis an Ordú Ceannaigh Éigeantaigh sna nithe seo a leanas:
  - i. an tuarascáil fhorlíontach ón gCigire agus an moladh ón gCigire,
  - ii. an tuarascáil tosaigh ón gCigire sa bhliain 2021, agus,
  - iii. an tuairisciú forlíontach agus tosaigh ó shain-Éiceolaithe agus ó shain-Hidrigeolaithe.

## **Measúnacht Chúí: Céim 1:**

Chomhaontaigh an Coimisiún leis an measúnacht scagtha agus leis an gconclúid a rinneadh sa tuarascáil ón gCigire á rá gurb iad Limistéar Caomhantais Speisialta Loch Coirib (Cód Láithreáin: 000297), Limistéar Cosanta Speisialta Loch Coirib (Cód Láithreáin: 004042), Limistéar Caomhantais Speisialta Choimpléasc Chuan na Gaillimhe (Cód Láithreáin: 000268), Limistéar Cosanta Speisialta Chuan na Gaillimhe Istigh (Cód Láithreáin: 004031), Limistéar Caomhantais Speisialta Inis Mór (Cód Láithreáin: 000213), Limistéar Caomhantais Speisialta Chuan agus Oileáin Chill Chiaráin (Cód Láithreáin: 002111), Limistéar Caomhantais Speisialta Fhéarach Ard Raithin (Cód Láithreáin: 002244), Limistéar Caomhantais Speisialta Choimpléasc Chaisleán an Táilliúraigh (Cód Láithreáin: 000242), Limistéar Caomhantais Speisialta Thurlach Chill Tiarnáin (Cód Láithreáin: 001285), Limistéar Caomhantais Speisialta Choimpléasc Loch Fionngheal (Cód Láithreáin: 000606), Limistéar Caomhantais Speisialta Thurlach Ráth Asáin (Cód Láithreáin: 000322), Limistéar Cosanta Speisialta Thurlach Ráth Asáin (Cód Láithreáin: 004089), Limistéar Cosanta Speisialta Riasc Chreig Eanaigh (Cód Láithreáin: 004142), Limistéar Caomhantais Speisialta Shléibhte Mhám Toirc (Cód Láithreáin: 002008), Limistéar Caomhantais Speisialta Bheanna Beola/Choimpléasc Mhaolchnoic (Cód Láithreáin: 002031), Limistéar Caomhantais Speisialta Choimpléasc Phortach Chonamara (Cód Láithreáin: 002034), Limistéar Cosanta Speisialta Choimpléasc Phortach Chonamara (Cód Láithreáin: 004181), Limistéar Caomhantais Speisialta Loch agus Choillte an Rois (Cód Láithreáin: 001312), Limistéar Caomhantais Speisialta Choimpléasc Bhoirne Thoir (Cód Láithreáin: 001926), Limistéar Caomhantais Speisialta Shliabh Mhóinín (Cód Láithreáin: 000054), Limistéar Caomhantais Speisialta Choimpléasc Cheann Boirne-Pholl Salach (Cód Láithreáin: 000020) agus Limistéar Caomhantais Speisialta Phábháil Aolchloiche Ghort na nDarach (Cód Láithreáin: 001271) na Láithreáin Eorpacha ar dócha go mbeidh éifeachtaí suntasacha orthu, agus ghlac an Coimisiún an mheasúnacht scagtha agus an chonclúid sin.

## **Measúnacht Chuí Chéim 2:**

Rinne an Coimisiún breithniú ar an Ráiteas Tionchair Natura agus ar gach aighneacht iomchuí eile, agus rinne sé measúnacht chuí ar impleachtaí na forbartha beartaithe do na Láithreáin Eorpacha réamhluaite i bhfianaise chuspóirí caomhantais na Láithreán. Mheas an Coimisiún gur leor an fhaisnéis a bhí os a chomhair chun measúnacht chuí a dhéanamh:

Agus an mheasúnacht á cur i gcrích aige, rinne an Coimisiún breithniú ar leith ar na nithe seo a leanas:

- (i) na tionchair dhíreacha agus indíreacha ar dóigh dóibh teacht as an bhforbairt bheartaithe, aisti féin nó in éineacht le pleananna nó tionscadail eile, go háirithe na tionchair ar na Láithreáin Eorpacha réamhluaite,
- (ii) na bearta maolaithe atá ar áireamh san fhorbairt bheartaithe reatha,
- (iii) na cuspóirí caomhantais do na Láithreáin Eorpacha lena mbaineann,
- (iv) tuairimí na gcomhlachtaí forordaithe ina leith seo, agus
- (v) na measúnuithe sainchomhairleoirí ó na hÉiceolaithe agus ó na Hidrigeolaithe.

Agus an mheasúnacht chuí á cur i gcrích aige, ghlac an Coimisiún leis an measúnacht chuí a rinneadh sa tuarascáil ón gCigire, atá mar fhorlíonadh ar an tuarascáil ón gCigire sa bhliain 2021, maidir leis na héifeachtaí a d'fhéadfadh a bheith ag an bhforbairt bheartaithe ar shláine na Láithreán Eorpach réamhluaite, agus ghlac sé an mheasúnacht sin, agus aird á tabhairt ar chuspóirí caomhantais na Láithreán.

Sa chonclúid fhoriomlán uaidh, ba dheimhin leis an gCoimisiún nach ndéanadh an fhorbairt bheartaithe, aisti féin nó in éineacht le pleananna nó tionscadail eile, dochar do shláine na Láithreán Eorpach, i bhfianaise chuspóirí caomhantais na Láithreán.

## **Measúnacht Tionchair Timpeallachta**

Chuir an Coimisiún measúnacht tionchair timpeallachta i gcrích ar an bhforbairt bheartaithe, agus aird á tabhairt aige ar na nithe seo a leanas:

- (a) cineál, scála agus méid na forbartha beartaithe,
- (b) an Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus na doiciméid ghaolmhara a cuireadh isteach chun tacú leis an iarratas,
- (c) na haighneachtaí a rinneadh le linn an iarratais, agus
- (d) an tuarascáil ón gCigire sa bhliain 2021, an tuarascáil fhorlíontach ón gCigire sa bhliain 2026, agus na saintuarascálacha éagsúla a ullmhaíodh chun cabhrú leis an gCoimisiún agus chun eolas a thabhairt dó.

### **Conclúid Réasúnaithe maidir le Measúnacht Tionchair Timpeallachta**

Maidir leis an leagan nuashonraithe den Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus na doiciméid tacaíochta a chuir an t-iarratasóir isteach, mheas an Coimisiún go mbreithnítear go himleor iontu roghanna eile ar an bhforbairt bheartaithe agus go sainaithnítear go himleor iontu na héifeachtaí díreacha, indéreacha, tánaisteacha agus carnacha a bheadh ag an bhforbairt bheartaithe ar an gcomhshaol agus go dtugtar tuairisc imleor ar na héifeachtaí sin iontu agus go gcomhlíontar iontu na forálacha de Threoir 2014/52/AE ón Aontas Eorpach lena leasaítear Treoir 2011/92/AE.

Chomhaontaigh an Coimisiún leis an scrúdú, mar atá leagtha amach sa tuarascáil ón gCigire, ar an bhfaisnéis atá sa leagan nuashonraithe den Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus sna doiciméid ghaolmhara a chuir an t-iarratasóir isteach agus sna haighneachtaí a rinneadh le linn an iarratais.

Mheas an Coimisiún, agus chomhaontaigh sé leis na conclúidí réasúnaithe ón gCigire, gurb iad seo a leanas na príomhéifeachtaí suntasacha díreacha agus indéreacha a bheadh ag an bhforbairt bheartaithe ar an gcomhshaol:

### **Sláinte an Phobail agus Sláinte an Duine**

- Cailliúint teaghaisí: Tá sé beartaithe 54 theaghais a scartáil nó a fháil chun an fhorbairt bheartaithe a éascú. Beidh tionchar diúltach buan ollmhór aige sin ar úinéirí tí. Ní dhéanfar an tionchar sin a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll.

- Scoitheadh pobal mar gheall ar an scéim fhisiciúil bóithre: Mar thoradh ar 54 theaghais a chailliúint agus ar ghráigeanna teaghaisí a chailliúint i limistéir amhail na Foraí Maola/Troscaigh, an Caisleán Gearr, agus an Daingean, beidh tionchar scoite ann ar na pobail a bheidh fágtha. Is tionchar diúltach fadtéarmach suntasach a bheidh sa tionchar sin, rud nach ndéanfar é a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll.
- Scoitheadh pobal mar gheall ar athruithe i bpatrúin tráchta: Beidh tionchair dhearfacha fhadtéarmacha ann do roinnt pobal atá scoite faoi láthair mar gheall ar mhéideanna tráchta toisc go dtiocfaidh laghdú ar an trácht i sráidbhailte amhail Bearna agus an Caisleán Gearr, rud a thabharfaidh rochtain níos éasca do choisithe agus do rothaithe agus a chuirfidh feabhas ar thaitneamhachtaí do dhaoine soghonta.
- Scoitheadh pobal mar gheall ar dhúntaí bóithre: I gcás go ndéanfar mionbhóithre a dhúnadh, a atreorú nó a athródú agus go scoithfear pobail dá dheasca sin, beidh tionchar diúltach suntasach ann a bheidh de chineál meántéarmach nó fadtéarmach, ag brath ar dhlús na forbartha agus ar mhéid an athródaithe. Ní dhéanfar an tionchar sin a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll.
- Scoitheadh pobal mar gheall ar thrácht tógála: Le linn na céime tógála, cruthóidh trácht tógála fadhbanna diúltacha gearrthéarmacha beaga scoite, ar fadhbanna iad a mhaolófar trí na bearta atá leagtha amach sa Phlean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil.
- Taitneamhachtaí ginearálta: Beidh tionchair dhiúltacha ghearrthéarmacha a bheidh sa raon idir tionchair bheaga agus tionchair mheasartha ann le linn na céime tógála ar shaoráidí ginearálta i limistéir amhail Rosán Glas, Gort na Bró agus eaglais agus scoil Pháirc na Sceach mar thoradh ar thrácht tógála, ar thorann agus ar dheannach feadh bealaí iompair. Maolófar iad sin trí na bearta atá leagtha amach sa Phlean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil. Beidh tionchar diúltach beag ann ar thaitneamhachtaí le linn na céime oibríochtúla.

- Taitneamhachtaí Ollscoil na Gaillimhe: Le linn na céime tógála, beidh tionchair dhiúltacha shuntasacha ann ar an bpobal a úsáideann Campas Spóirt Ollscoil na Gaillimhe mar thoradh ar chailliúint páirceanna imeartha, ar an modhnú ar an bpailliún spóirt, ar oibreacha tógála i ngaireacht siúlbealaí, agus ar thionchair thorainn agus amhairc. Maolófar iad sin trí leas a bhaint as na cleachtais chaighdeánacha tógála atá mionsonraithe sa Phlean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil. Le linn na céime oibríochtúla, leanfaidh tionchar fadtéarmach measartha de bheith ann ar thaitneamhachtaí ginearálta an champais spóirt. Maolófar an tionchar sin trí cheart slí a sholáthar, trí rochtain a thabhairt ar na tailte atá suite faoi bhun an tarbhealaigh agus trí bhearta maolaithe torainn a dhéanamh.
- Taitneamhachtaí feadh Abhainn na Gaillimhe: Le linn na céime tógála, beidh rochtain theoranta ann ar an mbruach abhann ar an Daingean, agus beidh tionchair thorainn agus amhairc ann ar an dá thaobh d'Abhainn na Gaillimhe. Maolófar iad sin trí leas a bhaint as na cleachtais chaighdeánacha tógála atá mionsonraithe sa Phlean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil. Ní bheidh aon srian iomlán ann ar rochtain ar an mbruach abhann tráth ar bith. Is tionchair dhiúltacha ghearrthéarmacha mheasartha a bheidh sna tionchair a bheidh ann le linn na céime tógála. Áireofar leis na bearta maolaithe le linn na céime oibríochtúla an fásra láithreach agus na bacainní láithreacha torainn a choinneáil. Beidh na tionchair sa raon idir tionchair dhiúltacha fhadtéarmacha mheasartha agus tionchair dhiúltacha fhadtéarmacha shuntasacha, mar gheall ar an gcailliúint ghinearálta taitneamhachta.
- Taitneamhachtaí Ráschúrsa na Gaillimhe: Is féidir tionchair thógála ar Ráschúrsa na Gaillimhe a sheachaint trí bhearta amhail stáblaí sealadacha a sholáthar (a fuair cead pleanála ar leithligh cheana féin) agus scor d'oibreacha le linn séasúir féilte rásaíochta. Bainfidh Ráschúrsa na Gaillimhe tairbhe as na bearta maolaithe le linn na céime oibríochtúla.
- Socheacnamaíoch: Le linn na céime tógála, beidh roinnt tionchar diúltach gearrthéarmach ann ar ghnólachtaí mar thoradh ar thorann agus ar dheannach, ar tionchair iad a mhaolófar trí na bearta atá leagtha amach sa Phlean

Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil. I gcás go mbeidh tionchar ann ar infheictheacht do ghnólachtaí, beidh comharthaí breise i measc na mbearta maolaithe a dhéanfar. Ní dhéanfar scartáil maoinne áirithe tionsclaíocha agus tráchtála a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll. Le linn na céime oibríochtúla, beidh tionchair dhearfacha shuntasacha ann i leith agaí turais, iontaofacht turais agus taitneamhachtaí turais.

- **Saintréithe Turais:** Le linn na céime tógála, beidh roinnt tionchar diúltach gearrthéarmach sealadach measartha ann ar thurais mar thoradh ar dhúntaí bóithre nó ar atreoruithe. Maolófar na tionchair sin tríd an bPlean Bainistíochta Tráchtála. Le linn na céime oibríochtúla, beidh tionchair dhearfacha bhuana shuntasacha ag an mbóthar maidir le feabhas a chur ar agaí turais, ar iontaofacht agaí turais agus ar thaitneamhachtaí turais. Beidh nascacht fheabhsaithe ann ar fud na cathrach agus níos faide i gcéin, rud a shaorfaidh lár na cathrach agus na bruachbhailte istigh ó phlódú.
- **Sláinte:** Le linn na céime tógála, maolófar tionchair fhéideartha ar an tsláinte a eascróidh as astaíochtaí aeir, torainn agus uisce trí leas a bhaint as na cleachtais tógála atá leagtha amach sa Plean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil. Le linn na céime oibríochtúla, seachnófar tionchair trí aird a thabhairt ar an dóigh a gcomhlíonann an fhorbairt bheartaithe na caighdeáin aeir agus torainn atá leagtha amach sna treoirlínte ó Bhoneagar Iompair Éireann.

### **Bithéagsúlacht**

- Maidir leis an éifeacht iarmharach shuntasach a bheidh ann ar ghnáthóga mar thoradh ar ghnáthóg tosaíochta atá in Iarscríbhinn I (atá suite lasmuigh d'aon Láithreán Eorpach) ina bhfuil pábháil aolchloiche (\*8240), bratphortach gníomhach (\*7130) agus tobar clochraithe (\*7220) a chailliúint, ní féidir í a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll.
- Maidir leis an éifeacht iarmharach shuntasach a bheidh ann ar ghnáthóga mar thoradh ar ghnáthóg atá in Iarscríbhinn I (atá suite lasmuigh d'aon Láithreán Eorpach) a chailliúint, lena n-áirítear gnáthóga fraochmhá fliche atá in

larscribhinn I (\*4010), gnáthóga fraochmhá tirime agus gnáthóga eile a bhfuil luach idirnáisiúnta go luach áitiúil leo, lena n-áirítear gnáthóga atá suite laistigh de limistéir atá ainmnithe mar limistéir bhithéagsúlachta áitiúla agus mar limistéir bhithéagsúlachta cathrach, ní féidir, nó ní dhéanfar, í a sheachaint, a mhaolú go hiomlán ná a réiteach ar shlí eile trí choinníoll.

- Maidir leis an éifeacht iarmharach shuntasach a bheidh ann mar thoradh ar phobail speiceas plandaí agus speiceas inveirteabrach amháin atá ar áireamh i leabhair dhearga sonraí na hÉireann a chailliúint, nó mar thoradh ar dhamáiste do na pobail nó don speiceas sin, ní dhéanfar í a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll.
- Maidir leis an éifeacht iarmharach shuntasach a bheidh ann ar an scréachóg reilige, ar an bhfabhcún gorm, ar an gcrú-ialtóg bheag, ar an iora rua agus ar an gcat crainn, ní dhéanfar í a sheachaint, a mhaolú go hiomlán ná a réiteach ar shlí eile trí choinníoll. Laghdófar an éifeacht sin, áfach, mar thoradh ar an mbeart beartaithe cúitimh.

### **Ithreacha agus Geolaíocht**

- Caillfear limistéir bheaga phábhála aolchloiche (gnáthóg atá in larscribhinn I) lasmuigh de Limistéar Caomhantais Speisialta Loch Coirib (Cód Láithreáin: 000297), rud a n-imreofar tionchar suntasach air. Ní dhéanfar an tionchar sin a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll. Baineann an chailliúint sin go príomha leis na forchúrsaí boinn a thógáil do tharbhealach a shínfídh thar limistéar mór phábhála aolchloiche.
- Beidh tionchair ann maidir le cailliúint ithreach feadh an bhealaigh agus maidir le húsáid acmhainní nádúrtha, lena n-áirítear cumascáin, chun an fhorbairt bheartaithe a thógáil. Maolófar na tionchair sin trí ábhair thochailte a athúsáid sa phróiseas tógála agus trí limistéir shil-leagain ábhar a chruthú le haghaidh ábhar breise/neamhoiriúnach agus le haghaidh cruthú gnáthóige. Maidir le tionchair eile le linn na céime tógála, lena n-áirítear éilliú ithreach, tionchair phléasctha, oibreacha tollánaithe, cobhsaíocht fána agus tionchair oibreacha créfoirt, déanfar iad a sheachaint, a bhainistiú agus/nó a mhaolú trí na bearta atá mar chuid den fhorbairt bheartaithe agus trí na bearta beartaithe maolaithe

atá ar áireamh sa Phlean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil.

### **Hidrigeolaíocht**

- Beidh tionchair ann ar roinnt toibreacha láithreacha, a gcaillfead iad mar thoradh ar an bhforbairt bheartaithe. Maolófar iad sin trí thoibreacha athsholáthair, foinsí malartacha uisce nó cúiteamh a sholáthar, de réir mar is cuí.
- Maolófar tionchair ar cháilíocht screamhuisce tríd an bPlean Bainistíochta Comhshaoil Tógála agus an Sceideal Gealltanais Comhshaoil, lena n-áirítear an Prótacal Carst agus an Plean um Chreimeadh Dríodair agus Rialú Truailithe a ghabhann leo, a chur chun feidhme le linn na céime tógála. Sa chéim oibríochtúil, maolófar iad trí dhearadh an chórais draenála, lena n-áirítear locháin tánúcháin agus chóireála uisce, bogaigh, agus scaoileadh rialaithe. Cé go dtiocfaidh tionchair ar leibhéil screamhuisce chun cinn mar gheall ar dhí-uisciú agus ar athlónadh, maolófar iad sin trí rith chun srutha a choinneáil laistigh den dobharcheantar nó den dobharlach screamhuisce céanna agus i limistéir amhail Tollán Leacaigh, trí oibreacha tógála a uainiú ar bhealach a fhágfaidh nach mbeidh aon ghá ann le dí-uisciú. Maolófar tionchair struchtúracha ar mhaoine atá suite i gcomharsanacht limistéar ina n-ísleofar leibhéil screamhuisce, agus déanfar faireachán ar na tionchair sin trí shuirbhéanna ar riocht maoine.
- Seachnófar tionchair ar ghnáthóga atá spleách ar screamhuisce trí ailíniú agus dearadh na forbartha bóthair beartaithe, nó maolófar iad trí bhearta amhail bearta sreabhrialaithe agus bearta rialaithe truailithe. Ní bheidh aon íslíú screamhuisce ann laistigh de dhobharlaigh screamhuisce a thacaíonn le gnáthóga atá spleách ar screamhuisce laistigh de Láithreán Eorpach.

### **Hidreolaíocht**

- Maolófar tionchair ar cháilíocht uisce le linn na céime tógála tríd an bPlean Bainistíochta Comhshaoil Tógála agus an Sceideal Gealltanais Comhshaoil, lena n-áirítear an Plean Freagartha Teagmhas agus an Plean um Chreimeadh

Dríodair agus Rialú Truailithe, a chur chun feidhme, trí na toilithe riachtanacha a fháil agus trí dhul i gcomhairle le comhlachtaí forordaithe.

- Déanfar tionchair ar an soláthar uisce d'Ionad Cóireála Uisce Thír Oileáin a sheachaint agus a mhaolú tríd an bPlean Bainistíochta Comhshaoil Tógála a chur chun feidhme, trí dhul i gcomhairle agus idirchaidreamh leanúnach a dhéanamh le hUisce Éireann agus trí oibreacha a chur i gcrích i gcomhréir leis na modhanna agus an treoir tógála dea-chleachtais.
- Maidir le tionchair ar cháilíocht uisce a eascróidh as rith chun srutha ón mbóthar nó as doirteadh de thaisme le linn na céime oibríochtúla, maolófar iad trí dhearadh an chórais draenála don fhorbairt bheartaithe, atá freagrúil do na geolaíochtaí difriúla sa limistéar, agus, go háirithe, trí úsáid a bhaint as locháin tánúcháin, as locháin síothlaithe, as leapacha giolcach, as imchuacha insíothlúcháin, as sásraí sreabhrialaithe, etc. Maolófar tionchair riosca tuilte in aice le Bóthar Thuama/an N83 ag Claí an Dá Mhíle trí stóráil cúitimh tuilte, trí dhraenáil stoirme a sholáthar ar an N83 ag an suíomh sin, agus trí stáisiún caidéalúcháin a sholáthar lena scaoilfear isteach sa séarach stoirme láithreach.

### **Torann agus Tonnchrith**

- Tiocfaidh tionchair thorainn agus thonnchreatha chun cinn le linn na céime tógála, lena n-áirítear de dheasca oibríochtaí pléasctha a bhféadfadh tionchar a bheith acu ar ghabhdóirí cónaithe agus ar ghabhdóirí íogaire eile. Meastar, áfach, go ndéanfaí na tionchair fhéideartha sin a sheachaint, a bhainistiú agus a mhaolú trí na bearta atá mar chuid den fhorbairt bheartaithe, trí na bearta beartaithe maolaithe agus faireacháin agus trí choinníollacha oiriúnacha, agus aird á tabhairt ar fhad réasúnta gearrthéarmach na céime tógála agus ar chineál líneach na forbartha beartaithe.
- Le linn na céime oibríochtúla, beidh formhór na ngabhdóirí atá íogair i leith torainn i gcomhréir leis an sprioc deartha atá leagtha amach sna Treoirínte ó Bhoneagar Iompair Éireann, a luaithe a chuirfear bearta maolaithe torainn san áireamh, amhail bacainní torainn agus dromchla bóthair ísealtorainn. Beidh tionchair dhearfacha ann freisin ar líon mór gabhdóirí atá suite ar an ngréasán láithreach bóithre, mar gheall ar lagduithe ar mhéideanna tráchta ar bhóithre

láithreacha. Bainfear do líon teoranta maoinne, áfach, tionchar iarmharach torainn a bheidh beagáinín níos mó ná Sprioc Deartha Bhonneagar Iompair Éireann. Agus na forálacha de na Treoirínte ó Bhonneagar Iompair Éireann do chás den sórt sin á dtabhairt faoi deara, mar aon leis an ngá atá le soláthar agus scála bacainní torainn a chothromú le tosca eile, amhail an tionchar amhairc, is deimhin leis an gCoimisiún nach mbeadh aon tionchair dho-ghlactha dhíreacha, indíreacha ná charnacha ag an bhforbairt bheartaithe ar thorann ná ar thonnchrith.

### **Aercháiliocht**

- Dhéanfaí tionchair fhéideartha ar aercháiliocht a sheachaint, a bhainistiú agus a mhaolú trí na bearta atá mar chuid den fhorbairt bheartaithe agus trí na bearta beartaithe maolaithe amhail an Plean Bainistíochta Comhshaoil Tógála agus an Sceideal Gealltanais Comhshaoil.

### **Aeráid**

- Is dócha go mbeidh drochthionchair bhuana mheasartha ann ar an aeráid mar thoradh ar an bhforbairt bheartaithe, ina haonar agus in éineacht le tionscadail shainaitheanta eile. Dá bhrí sin, tiocfaidh as an bhforbairt bheartaithe méadú ar astaíochtaí gás ceaptha teasa, agus ní chomhlíonfaidh sí an sprioc aeráidneodrachta atá ag Éirinn.
- Beidh bearta maolaithe ar fáil le linn na céime tógála, amhail slaig thalamhghráinnithe foirnéise soinneáin agus soláthar glas, chun giniúint carbóin chorpraithe a laghdú, rud as a n-eascróidh tionchar measartha le linn na céime tógála.
- Ní bheidh aon bhearta maolaithe ar fáil le linn na céime oibríochtúla chun giniúint astaíochtaí carbóin a laghdú. Chun críocha na measúnachta tionchair timpeallachta seo, níl an fhorbairt bheartaithe ag brath ar aon mhórbhearta maolaithe rialtais atá leagtha amach sa Phlean Gníomhaithe ar son na hAeráide 2025, toisc nach bhfuil roinnt mhaith de na bearta sin faoi smacht an iarratasóra.

## **Trácht agus Iompar**

- Déanfar tionchair fhéideartha a bhaineann le trácht tógála a sheachaint nó a mhaolú tríd an bPlean Bainistíochta Comhshaoil Tógála, lena n-áirítear an Plean Bainistíochta Trácht Tógála.
- Le linn na céime oibríochtúla, beidh tionchair dhearfacha ag an bhforbairt bheartaithe ar phlódú trácht, ar agaí turais ar phríomhbhealaí, ar staitisticí gréasáin agus ar an gcóimheas idir sreabhadh agus acmhainn ag príomhacmhail. Fágfaidh an forbairt bheartaithe freisin go mbeifear in ann bearta éagsúla atá i Straitéis Iompair na Gaillimhe a chur chun feidhme chun an soláthar taistil ghníomhaigh agus iompair phoiblí sa chathair a mhéadú, agus beidh tionchar dearfach aici ar sciar modha an iompair inbhuanaithe nuair a bhreithneofar é i dteannta na mbearta eile atá i Straitéis Iompair na Gaillimhe a dtacóidh sí leo.
- Cabhróidh an forbairt bheartaithe leis an bhfás tuartha suntasach daonra agus fostaíochta don chathair a chumasú trí naisc bhreise a chur leis an ngréasán bóithre, lena n-áirítear trasrian nua abhann agus naisc idir bealaí gathacha éagsúla a fhreastalaíonn ar an gcathair, rud a chuirfidh feabhas ar inrochtaineacht agus a sholáthróidh bonn do dhlúthfhás na cathrach.

## **Tionchair Thírdhreacha agus Amhairc**

- Le linn chéim tógála na forbartha beartaithe, beidh raon tionchar tírdhreacha agus amhairc ann ar thírdhreacha agus gabhdóirí áirithe, lena n-áirítear tionchair shuntasacha agus ollmhóra. Beidh éifeacht theoranta ag na bearta maolaithe atá beartaithe don chéim sin mar gheall ar scála agus cineál na forbartha beartaithe, agus leanfaidh tionchair dhiúltacha thírdhreacha agus amhairc ar aghaidh le linn na céime tógála.
- Cé go leanfaidh tionchair thírdhreacha agus amhairc ar aghaidh le linn na céime oibríochtúla tosaigh, tiocfaidh laghdú ar a shuntasáí agus a dhéine atá na tionchair sin le himeacht ama de réir mar a thagann na tograí beartaithe maolaithe tírdhreacha chun bheith bunaithe agus chun bheith níos éifeachtaí i gcónaí maidir leis an bhforbairt bheartaithe a scáthú agus/nó maidir le hí a leabú isteach sa tírdhreach. Mar sin féin, leanfaidh tionchair dhiúltacha

iarmharacha shuntasacha agus ollmhóra amhairc le teacht chun cinn do roinnt mhaith maoine cónaithe atá suite i ngar do theorainn na forbartha beartaithe nó tadhlach léi, go háirithe i gcomharsanacht mórstruchtúr innealtóireachta le linn na céime iarbhunaithe.

- Leanfaidh tionchair iarmharacha shuntasacha ar shainghné tírdhreacha le teacht chun cinn ag roinnt suíomhanna freisin. Ní éireoidh leis na bearta beartaithe maolaithe, go háirithe na tograí fairsinge cuimsitheacha le haghaidh plandú tírdhreachaithe, na tionchair shuntasacha nó ollmhóra sin a mhaolú go hiomlán. Maolóidh siad na tionchair go pointe áirithe, áfach, agus méadóidh an maolú sin le himeacht ama de réir mar a aibíonn an plandú.
- Beidh tionchair iarmharacha shuntasacha amhairc ann freisin ar ghleann Abhainn na Gaillimhe ag Caisleán Mhionlaigh agus ag Campas Spóirt Ollscoil na Gaillimhe, go príomha mar gheall ar an gcur isteach amhairc a bheidh ag baint le droichead beartaithe Abhainn na Gaillimhe agus leis an tarbhealach gaolmhar.

### **Oidhreacht Chultúrtha**

- Beidh tionchair dhiúltacha shuntasacha dhíreacha agus indíreacha ann ar roinnt láithreán oidhreachta seandálaíochta agus tógtha. Maolófar na tionchair sin trí thaifid mhionsonraithe ghrianghrafadóireachta agus scríofa a ghlacadh roimh an tógáil agus trí úsáid a bhaint as trinseáil tástála agus as faireachán.
- Beidh tionchar buan an-suntasach ann freisin ar theachín ceann tuí (déanamhas cosanta, Oidhreacht Thógtha uimhir 12), a bhfuil sé beartaithe é a scartáil. Ní mhaolófar an tionchar sin go hiomlán trí thaifead a ullmhú. Déanfar tionchair fhéideartha ar ghnéithe seandálaíochta nach bhfuil ar eolas a mhaolú nó a sheachaint trí sheandálaí a bheith ag déanamh faireachán ar oibreacha tógála agus trí thochailt, i gcás gur cuí. Beidh tionchar an-suntasach ann ar bhallán (Taifead ar Shéadchomharthaí agus Áiteanna - Oidhreacht Seandálaíochta uimhir 2), ar dhéanamhas (Taifead beartaithe ar Shéadchomharthaí agus Áiteanna - Oidhreacht Seandálaíochta uimhir 42), ar thuama (Oidhreacht Chultúrtha uimhir 49), agus ar bhollán (Oidhreacht Chultúrtha uimhir 51).

## **Sócmhainní Ábhartha Talmhaíochta**

- Beidh raon tionchar diúltach ann mar thoradh ar an bhfáil talún a bheidh ag teastáil chun an fhorbairt bheartaithe a thógáil, lena n-áirítear tionchair shuntasacha agus ollmhóra ar úinéirí talún. Beidh tionchair dhiúltacha shuntasacha nó tionchair dhiúltacha ollmhóra ann ar roinnt fiontar feirme agus fiontar eachaí, mar gheall ar shaincheisteanna amhail scoilteadh, tionchair ar inmharthanacht feirmeacha, cur isteach, agus tionchair ar an bhfáil ar sheirbhísí.
- Ní dhéanfar an chailliúint talún a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll. Níl aon mhaolú ann don tionchar sin laistigh den phróiseas measúnachta tionchair timpeallachta. Maolaítear tionchair de dheasca scoilteadh talún go pointe éigin tríd an soláthar beartaithe socruithe agus seirbhísí malartacha rochtana. Mar sin féin, i gcás na bhfiontar talmhaíochta a ndéanfar drochdhífear suntasach nó drochdhífear ollmhór dóibh, is dócha go mbeidh orthu athruithe móra a dhéanamh ar a n-oibríochtaí, ar a mbainistiú agus ar a scála, agus níl aon mhaolú ann don tionchar sin laistigh den phróiseas measúnachta tionchair timpeallachta.

## **Sócmhainní Ábhartha nach Sócmhainní Talmhaíochta iad**

- Cailliúint teaghaisí: Tá sé beartaithe 54 theaghais a fháil nó a scartáil chun an bealach a fhágáil don tionscadal seo. Beidh tionchar diúltach buan ollmhór aige sin ar úinéirí tí. Ní dhéanfar an tionchar sin a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll.
- Foirgnimh thráchtála agus thionsclaíocha: Níl aon mhaolú ann don chailliúint foirgneamh tráchtála agus thionsclaíoch laistigh den phróiseas measúnachta tionchair timpeallachta. Beidh tionchar a bheidh sa raon idir tionchar measartha agus tionchar suntasach ann mar thoradh air sin. Ní dhéanfar an tionchar sin a sheachaint, a mhaolú ná a réiteach ar shlí eile trí choinníoll. Beidh tionchair thógála ann ar roinnt gnólachtaí. Maolófar iad sin trí leas a bhaint as na cleachtais chaighdeánacha tógála atá mionsonraithe sa Phlean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil.

- Foirgnimh phoiblí agus phobail: Le linn na céime tógála, beifear in ann astaíochtaí torainn agus aeir a mhaolú trí leas a bhaint as na cleachtais chaighdeánacha tógála atá mionsonraithe sa Plean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil. Le linn na céime oibríochtúla, beidh tionchair dhearfacha ann ar Ráschúrsa na Gaillimhe trí rochtain bhuan a sholáthar ó Bhóthar Ceangail na Páirce Móire.
- Fóntais: Athlonnófar roinnt fóntas mar thoradh ar an bhforbairt bheartaithe. Maolófar an tionchar sin trí leas a bhaint as na cleachtais chaighdeánacha tógála atá mionsonraithe sa Plean Bainistíochta Comhshaoil Tógála agus sa Sceideal Gealltanais Comhshaoil.

### **Bainistíocht Acmhainní, Mórthionóiscí agus Tubaistí**

- Ginfear dramhaíl agus ábhair farasbairr le linn na céime tógála agus na céime oibríochtúla. Is féidir na tionchair sin a mhaolú trí bhearta atá ina mbearta caighdeánacha dea-chleachtais is inchurtha chun feidhme i dtionscadal den chineál seo, amhail an Plean Bainistíochta Acmhainní agus Dramhaíola Tógála agus Scartála.
- Tá san fhorbairt bheartaithe beart bunúsach deartha atá ceaptha chun an baol mórthionóiscí agus tubaistí a laghdú, go háirithe mórthionóiscí tráchta ar bhóithre. Tá sraith pleananna agus nósanna imeachta ann freisin atá ceaptha chun rioscaí a bhainistiú agus a íoslaghdú, lena n-áirítear an Plean Bainistíochta Comhshaoil Tógála, an Plean Bainistíochta Acmhainní agus Dramhaíola Tógála agus Scartála, an Plean Bainistíochta Tráchta Tógála, an Plean Bainistíochta Speiceas Ionrach Neamhdhúchasach, an Plean Rialaithe Dríodair, Creimthe agus Truailithe, an Plean Freagartha Teagmhas Comhshaoil, agus an Plean um Shrianadh Lotnaidí. Tar éis an mhaolaithe, tá ísealriosca sannta d'eachtraí amhail titimí talún, cur isteach ar fhóntais, mórthionóiscí tráchta, imeachtaí bithshlándála, agus tionóiscí tionsclaíocha. Níltear ag súil le haon tionchair iarmharacha shuntasacha tar éis na bearta maolaithe a chur chun feidhme.

Beag beann ar an gconclúid ar thángthas uirthi maidir leis na bearta bheartaithe a bheith neamhábailte na tionchair dhiúltacha iarmharacha shuntasacha a mhaolú go

hiomlán i leith nithe comhshaoil éagsúla mar atá leagtha amach thuas, meastar nach dtabharfadh na tionchair chomhshaoil sin údar le diúltú, agus aird á tabhairt ar na tairbhí foriomlána a bhaineann leis an bhforbairt bheartaithe, lena n-áirítear an tábhacht straitéiseach shainaitheanta a bhaineann léi ar an leibhéal Eorpach, náisiúnta, réigiúnach agus áitiúil, an ról atá aici maidir le plódú a mhaolú agus maidir le buntacú leis na bearta iompair inbhuanaithe atá i Straitéis Iompair na Gaillimhe, agus an ról atá aici maidir le cabhrú le Gaillimh fás ar bhealach níos dlúithe, mar atá sainaitheanta sa Chreat Náisiúnta Pleanála.

Maidir leis an drochthionchar suntasach ar astaíochtaí carbóin agus ar an aeráid, tugtar faoi deara go n-eascróidh sé sin as a fógaire atá an comhshaoil glactha. Mar gheall ar an ról atá ag an bhforbairt bheartaithe maidir le cur chun feidhme na mbeart taistil ghníomhaigh agus iompair phoiblí atá leagtha amach i Straitéis Iompair na Gaillimhe a éascú agus ar an ról atá aici maidir le tacú le dlúthfhorbairt níos inbhuanaithe na cathrach, ní mheastar go mbainfeadh an fhorbairt bheartaithe an bonn de na hoibleagáidí aeráide atá ar Éirinn, ná go mbeadh sí contrártha do na hoibleagáidí sin, ós rud é gur gá cur chuige leathan earnála agus uile-gheilleagair a ghlacadh i leith gníomhú ar son na haeráide. Ghabh Éire uirthi féin teacht chun bheith aeráidneodrach faoin mbliain 2050, agus is féidir astaíochtaí carbóin a bhaineann le tionscadail riachtanacha bhonneagair amhail an fhorbairt bheartaithe a mhaolú trí laghdúithe i réimsí eile de réir mar a fhorbraítear sásraí amhail na bearta bainistíochta éilimh atá leagtha amach sa Phlean Gníomhaithe ar son na hAeráide 2025, cáin charbóin agus buiséid charbóin, agus maolófar iad níos mó agus níos mó sa chéim oibríochtúil de réir mar a ghlactar feithiclí leictreacha.

Chuir an Coimisiún measúnacht tionchair timpeallachta i gcrích i ndáil leis an bhforbairt bheartaithe, agus tháinig sé ar an gconclúid gurbh inghlactha a bheadh éifeachtaí na forbartha beartaithe ar an gcomhshaoil, aisti féin agus in éineacht le forbairtí eile sa chomharsanacht, faoi réir na bearta maolaithe atá leagtha amach sa Tuarascáil ar Mheasúnacht Tionchair Timpeallachta a chur chun feidhme agus faoi réir na coinníollacha atá leagtha amach thíos a chomhlíonadh. Agus an méid sin á dhéanamh aige, ghlac an Coimisiún an tuarascáil agus na conclúidí ón gCigire.

## **Pleanáil Chuí agus Forbairt Inchothaithe:**

Meastar, faoi réir na gcoinníollacha thíos, go mbeadh an fhorbairt bheartaithe ag teacht le pleanáil Eorpach, náisiúnta, réigiúnach agus áitiúil agus go bhfuil sí inghlactha a mhéid a bhaineann leis na héifeachtaí ar dóigh di a bheith aici ar an gcomhshaol agus leis na hiarmhairtí ar dóigh di a bheith aici do phleanáil chuí agus forbairt inchothaithe an limistéir.

Thug an Coimisiún faoi deara gur gá déanamhas cosanta a scartáil mar thoradh ar an aillíniú bóthair beartaithe, is é sin teachín ceann tuí (Oidhreacht Thógtha uimhir 12, mar atá liostaithe sa Tuarascáil ar Mheasúnacht Tionchair Timpeallachta). Cé gur iarratas é seo faoi Acht na mBóithre, 1993, arna leasú, is amhlaidh, faoi na forálacha d'alt 57(10)(b) den Acht um Pleanáil agus Forbairt, 2000, arna leasú, nach ndeonóidh an Coimisiún cead chun déanamhas cosanta nó déanamhas cosanta beartaithe a scartáil, ach amháin in imthosca eisceachtúla. Is deimhin leis an gCoimisiún gur ann d'imthosca eisceachtúla sa chás seo, ar an mbonn go bhfuil soláthar Chuarbhóthar N6 Chomhairle Cathrach na Gaillimhe leabaithe i mbeartas Eorpach, náisiúnta, réigiúnach agus áitiúil agus gur tharla sé, trí na leaganacha éagsúla deartha agus trí mheastóireacht chuimsitheach ar roghanna eile, gur iniúch an t-iarratasóir na roghanna réasúnacha uile atá ar fáil agus nach bhfuil aon roghanna réasúnacha níos fearr ann seachas an teachín ceann tuí atá i gceist a scartáil.

Is deimhin leis an gCoimisiún freisin go n-imreoidh an fhorbairt bheartaithe ról lárnach maidir le cur chun feidhme na mbeart taistil ghníomhaigh agus iompair phoiblí atá leagtha amach i Straitéis Iompair na Gaillimhe a éascú agus maidir le tacú le dlúthfhorbairt níos inbhuanaithe na cathrach, mar atá leagtha amach sa leagan glactha is déanaí den Chreat Náisiúnta Pleanála, trí thréthracht feithiclí a bhogadh ar shiúl ó lár na cathrach agus trí spás bóthair a shaoradh do chineálacha níos inbhuanaithe taistil ghníomhaigh agus iompair. Mar thoradh ar an bhforbairt bheartaithe, soláthrófar tuilleadh beart iompair phoiblí agus taistil ghníomhaigh, amhail an rotháocht agus an siúl, rud a mbeidh tionchair dhearfacha bhuna shuntasacha aige trí fheabhas a chur ar agaí turais agus ar iontaofacht agus trí líonra níos cuimsithí iompair phoiblí a sholáthar ar fud na cathrach agus níos faide i gcéin.

Ina theannta sin, ní mheastar go mbainfeadh an fhorbairt bheartaithe an bonn de na hoibleagáidí aeráide atá ar Éirinn, ná go mbeadh sí contrártha do na hoibleagáidí sin, ós rud é gur gá cur chuige leathan earnála agus uile-gheilleagair a ghlacadh i leith gníomhú ar son na haeráide. Ghabh Éire uirthi féin teacht chun bheith aeráidneodrach faoin mbliain 2050, agus is féidir astaíochtaí carbóin a bhaineann le tionscadail riachtanacha bhonneagair amhail an fhorbairt bheartaithe a mhaolú trí laghdúithe i réimsí eile de réir mar a fhorbraítear sásraí amhail na bearta bainistíochta éilimh atá leagtha amach sa Phlean Gníomhaithe ar son na hAeráide 2025, lena n-áirítear cáin charbóin agus buiséid charbóin, ar nithe iad a bhíonn á bhforbairt agus lena maolófar astaíochtaí gás ceaptha teasa níos mó agus níos mó sa chéim oibríochtúil de réir mar a ghlactar feithiclí leictreacha.

Mar thoradh ar an bhforbairt bheartaithe, i gcomhar leis na feabhsuithe bonneagair iompair phoiblí agus taistil ghníomhaigh agus le bearta bainistíochta éilimh, tugann an Coimisiún faoi deara go bhfuiltear ag coinne leis sa samhaltú tráchta a rinneadh don fhorbairt bheartaithe go mbeidh laghdú 16% ann sa bhliain 2030 ar an líon iomlán ciliméadar feithicle a thaistealaítear sa chathair, i gcomparáid leis an gcás 'gnó mar is gnách', agus go mbeidh laghdú 43% ann sa bhliain 2030 ar astaíochtaí carbóin ón iompar laistigh de limistéar tionchair Chuarbhóthar beartaithe Chomhairle Cathrach na Gaillimhe, i gcomparáid le leibhéal na bliana 2018. Bainfear an laghdú substaintiúil sin ar astaíochtaí ó fheithiclí amach i gcomhthráth le méadú réamh-mheasta 30% ar dhaonra limistéar ceannchathartha Chathair na Gaillimhe idir na blianta 2016 agus 2030. Rannchuideoidh an laghdú tuartha ar an líon ciliméadar feithicle a thaistealaítear agus ar astaíochtaí carbóin le comhlíonadh na bpríomhspríocanna don earnáil iompair ar an leibhéal náisiúnta, mar atá leagtha amach sa Phlean Gníomhaithe ar son na hAeráide 2024 agus sa Phlean Gníomhaithe ar son na hAeráide 2025, atá cothrom le laghdú 20% agus le laghdú 50% faoi seach. Dá bhrí sin, is deimhin leis an gCoimisiún gurb amhlaidh, trí na bearta iompair inbhuanaithe atá leagtha amach i Staidéar Iompair na Gaillimhe a chur san áireamh, mar aon leis na bearta bainistíochta éilimh atá leagtha amach sa Phlean Gníomhaithe ar son na hAeráide 2024 agus sa Phlean Gníomhaithe ar son na hAeráide 2025, nach mbainfeadh an fhorbairt bheartaithe an bonn de na hoibleagáidí athrú aeráide atá ar Éirinn a chomhlíonadh agus, go deimhin, go

gcabhródh sí le hÉirinn na hoibleagáidí sin a chomhlíonadh. Dá bhrí sin, tá an togra i gcomhréir go hiomlán le pleanáil chuí agus forbairt inchothaithe an limistéir.

### **Measúnacht faoin gCreat-treoir Uisce**

Tar éis breithniú a dhéanamh ar chineál, scála agus suíomh na forbartha beartaithe agus ar an measúnacht a rinne an Cigire, is deimhin leis an gCoimisiún nach ann d'aon riosca inchreidte d'aon dobharlach uisce dromchla agus/nó d'aon dobharlach screamhuisce, cibé acu ón taobh cáilíochtúil de nó ón taobh cainníochtúil de.

Tháinig sé ar an gconclúid sin mar gheall ar chineál agus suíomh na n-oibreacha beartaithe a bheidh faoi réir bearta fairsinge maolaithe le linn na céime tógála agus na céime oibríochtúla, mar atá leagtha amach i gCaibidil 23 den leagan nuashonraithe den Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus i gCaibidil 10, hidreolaíocht, agus i gCaibidil 11, hidrigeolaíocht, faoi seach. Is deimhin leis an gCoimisiún freisin gur tharla sé, le linn don iarratasóir breithniú mionsonraithe a dhéanamh ar roghanna eile réasúnacha, lenar áiríodh cleachtaí fairsinge roghnúcháin bealaí inar cuireadh tionchair uisce san áireamh mar chritéar, gur tugadh aird chuí ar thionchair ar dhobharlaigh uisce dromchla agus ar dhobharlaigh screamhuisce agus gur seachnaíodh na tionchair sin, tríd is tríd.

I gcás nach bhféadfaí tionchair a sheachaint, cuireadh bearta mionsonraithe rialaithe uisce dromchla agus modhanna tógála dea-chleachtais ar áireamh sa dearadh ar mhaithe le dobharlaigh a chosaint. Tá sé beartaithe ag an iarratasóir freisin faireachán a dhéanamh ar cháilíocht uisce le linn na céime tógála agus ina diaidh, agus beidh sé in ann gníomh iomchuí a dhéanamh, de réir mar is gá.

Dá bhrí sin, tagann an Coimisiún ar an gconclúid, bunaithe ar fhaisnéis oibiachtúil, nach dtiocfaidh as an bhforbairt bheartaithe aon bhaol meatha ar aon dobharlach (aibhneacha, sruthanna, lochanna, agus dobharlaigh screamhuisce, thrasdultacha agus chósta), cibé acu ón taobh cáilíochtúil nó ón taobh cainníochtúil de, go díreach nó go hindíreach nó ar bhonn sealadach nó buan, agus nach gcuirfidh sí as d'aon dobharlach na cuspóirí atá aige faoin gCreat-treoir Uisce a bhaint amach. Dá bhrí sin, tagann an Coimisiún ar an gconclúid go mbeidh bearta cuí i bhfeidhm chun meath stádas na ndobharlach uile atá suite i gcomharsanacht an aillínithe bóthair

bheartaithe a chosc agus, dá bhrí sin, gur féidir é sin a eisiáimh ó aon mheasúnacht bhreise.

## COINNÍOLLACHA

1. Déanfar an fhorbairt bheartaithe agus críochnófar í i gcomhréir leis na pleananna agus na sonraí a taisceadh in éineacht leis an iarratas an 23<sup>ú</sup> lá de mhí Dheireadh Fómhair 2018, mar a leasaíodh leis an bhfaisnéis bhreise a fuair an Coimisiún Pleanála an 14<sup>ú</sup> lá de mhí Aibreáin 2025, seachas de réir mar is gá ar shlí eile chun na coinníollacha seo a leanas a chomhlíonadh.

**Cúis:** Ar mhaithe le soiléire.

2. Cuirfear chun feidhme na bearta maolaithe atá sa leagan nuashonraithe den Ráiteas Tionchair Natura a cuireadh isteach an 14<sup>ú</sup> lá de mhí Aibreáin 2025.

**Cúis:** Chun sláine Láithreán Eorpach a chosaint

3. Cuirfear chun feidhme na bearta maolaithe atá sa leagan nuashonraithe den Tuarascáil ar Mheasúnacht Tionchair Timpeallachta a cuireadh isteach an 14<sup>ú</sup> lá de mhí Aibreáin 2025.

**Cúis:** Chun an comhshaol a chosaint.

4. Nuashonrófar an Sceideal nuashonraithe Gealltanais Comhshaoil chun na gealltanais bhreise seo a leanas a chur san áireamh:

- (i) Tairgfidh Comhairle Contae na Gaillimhe cóiríocht mhalartach chomhchosúil a sholáthar, nó íoc aisti, do chónaitheoirí Cheapach 123 ar feadh thréimhse na n-oibreacha créfoirt i gCuid Tógála S1.
- (ii) Maidir leis na speicis neamhdhúchasacha uile atá sa tríú Sceideal agus atá faoi réir srianta faoi Rialacháin 49 agus 50, Cuid 1: Plandaí, mar atá liostaithe in Ionstraim Reachtúil Uimhir 477/2011 – Rialacháin na gComhphobal Eorpach (Éin agus Gnáthóga Nádúrtha), 2011, déanfar iad a chóireáil sula dtosófar na hoibreacha tógála.
- (iii) Ní ceadmhach stoc-charnadh a dhéanamh laistigh d'aon limistéar gnáthóige atá in Iarscríbhinn I.

**Cúis:** Ar mhaithe le soiléire, chun tionchair chomhshaoil a rialú le linn na céime tógála, ar mhaithe le taitneamhacht cónaithe agus amhairc, agus chun sláine Láithreán Eorpach a chosaint.

5. Sula dtosófar an fhorbairt, comhaontóidh an t-údarás pleanála, nó aon ghníomhaire a bheidh ag gníomhú thar a cheann, i gcomhairle leis na gníomhaireachtaí reachtúla iomchuí (lena n-áirítear an tSeirbhís Páirceanna Náisiúnta agus Fiadhúlra), mionsonraí faoi fhaireachán uisce dromchla agus screamhuisce le linn na céime tógála, lena n-áirítear paraiméadair cháilíochta uisce, eatraimh shamplála agus suíomhanna samplála, agus plean mionsonraithe freagartha. I gcás gur féidir, déanfar paraiméadair cháilíochta uisce a thomhas agus a thaifeadadh go leictreonach gach uair an chloig, agus faireachán míosúil agus ráithiúil á úsáid chun an faireachán leictreonach a fhíorú agus a chalabrú. Coinneofar an tuarascáil faireacháin agus an plean freagartha ar an gcomhad mar chuid den taifead poiblí.

**Cúis:** Chun sláine Láithreán Eorpach a chosaint agus chun tionchair chomhshaoil a rialú le linn na céime tógála.

**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 Natura Impact Statement, lodged with An Coimisiún Pleanála on the 23<sup>rd</sup> day of October 2018, as amended by the further information received by An Coimisiún Pleanála on the 14<sup>th</sup> day of April 2025.

**Proposed Development:** A proposed road development consisting of:

- (a) A dual carriageway, consisting of two lanes and a hard shoulder in each direction divided by a segregating barrier.
- (b) A single carriageway, consisting of one lane and a hard shoulder in each direction.
- (c) New link roads.
- (d) The realignment/improvement of regional, county and local roads crossed by the proposed road development.
- (e) 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 within the townlands of (i) An Baile Nua/Newvillage, (ii) Na Foraí Maola Thiar/Forramoyle West, (iii) Na Foraí Macia Thoir/Forramoyle East, (iv) Troscaigh Thiar/Trusky West, (v) Troscaigh Thoir/Trusky East, (vi) An Chloch Scoilte/Cloghscolita, (vii) An Baile Ard Thiar/Ballard East, (viii) An Baile Ard Thoir/Ballard West, (ix) An Aill/Aille, (x) An Cheapach/Cappagh, (xi) Baile Na hAbhann Thoir/Ballynahown East, (xii) An Caorán/Keeraun, (xiii) Baile na mBúrcach/Ballyburke, (xiv) Mionchluain/Mincloon, (xv) Rathún/ Ragoon, (xvi) Leitreach/Letteragh, (xvii) Barr na Crannaí/Barnacranny, (xix) An Bealach/Ballagh, (xx) Páirc na Sceach/Bushypark, (xxi) An Daingean Uachtair/Dangan Upper, (xxii) An Daingean Íochtair/Dangan Lower, (xxiii) Mionlach/Menlough, (xxiv) Cúil Each [sa toghroinn Mionlach]/Coolagh [in the electoral division of Menlough], (xxv) Baile an Dúlaigh/Ballindooly, (xxvi) An Caisleán Gearr/Castlegar, (xxvii) Ceapach na Boirne/Cappanabornia, (xxviii) An Pháirc Mhór/Parkmore, (xxix) Baile an Bhriotaigh/Ballybrit, (xxx) An Poll Caoin/Pollkeen, (xxxi) An Bhrocach/ Brockagh, (xxxii) Dabhach Uisce/Doughiska, (xxxiii) An Bréanlochán/Breanloughaun, (xxxiv)

Cúil Each [sa toghroinn An Baile Bán] /Coolagh [in the electoral division of Ballybaan], (xxxv) An Garrán Thuaidh/Garraun North, (xxxvi) An Baile Bán Beag/Ballybaan Beg.

## DECISION

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

## REASONS AND CONSIDERATIONS

In performing its functions in relation to the making of its decision, the Commission had regard to the following in coming to its decision:

- (a) **European legislation**, including of particular relevance;
- Directive 2014/52/EU amending Directive 2011/92/EU (Environmental Impact Assessment Directive) 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 Directive) which set the requirements for conservation of natural habitats and of wild fauna and flora throughout the European Union,
  - Directive 2000/60/EC (Water Framework Directive) and the requirement to exercise its functions in a manner which is consistent with the provisions of the Directive, and which achieves or promotes compliance with the requirements of the Directive, and

- Regulation Number 1315/2013 (Trans-European Transport Network (TEN-T)) and related European Union transport infrastructure policy Infrastructure TEN-T – Connecting Europe.

(b) **National planning and related policy**, including:

- Section 15(1) of the Climate Action and Low Carbon Development Act 2015, as amended by Section 17 of the Climate Action and Low Carbon Development (Amendment) Act 2021, and the requirement to, in so far as practicable, perform its functions in a manner consistent with Climate Action Plan 2024 and Climate Action Plan 2025 and the national long term climate action strategy, national adaptation framework and approved sectoral adaptation plans set out in those plans and in furtherance of the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State,
- National Development Plan 2021-2030, and National Development Plan Review 2025,
- National Planning Framework First Revision, April 2025,
- National Sustainable Mobility Policy, Department of Transport, 2022,
- Ireland's 4<sup>th</sup> National Biodiversity Action Plan 2023-2030,
- Water Action Plan 2024, A River Basin Management Plan for Ireland, Department of Housing, Local Government and Heritage, and
- Architectural Heritage Protection Guidelines for Planning Authorities, Department of Arts, Heritage and the Gaeltacht, 2011.

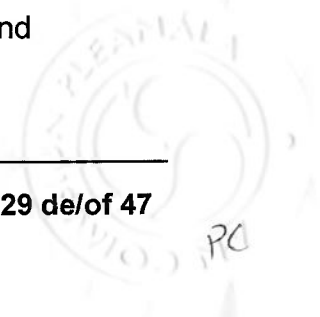
(c) **Regional level policy**, including:

- Northern and Western Regional Assembly Regional Spatial and Economic Strategy 2020-2032.

(d) **Local planning policy** including:

- Galway Transport Strategy, 2016, and the road scheme constituting a key action of the transportation strategy therein,
- Galway City Development Plan 2023-2029 and Sustainable Mobility and Transportation 4.8 Specific Objective number 24,
- Galway City Biodiversity Action Plan 2025–2030,

- Galway City Heritage Plan 2025-2030,
- Galway City Council Local Authority Climate Action Plan 2024-2029,
- Galway County Development Plan 2022-2028 and Policy Objective for National Roads NR2 Key Road Infrastructure Developments,
- Galway County Heritage and Biodiversity Plan 2024-2030,
- Galway County Council Local Authority Climate Action Plan 2024-2029,
- Galway County Council Noise Action Plan 2024-2028,
- Galway City Council Noise Action Plan 2024-2028,
- the nature, scale, extent and design of the proposed development as set out in the planning application and the characteristics and pattern of development of the Galway City and immediate area and in the vicinity,
- the entirety of the documentation submitted by Galway County Council on behalf of itself and Galway City Council (applicant) in support of the proposed development, including the Environmental Impact Assessment Report and the Natura Impact Statement, the range of mitigation and monitoring measures proposed and in particular to the response by the applicant to submissions made,
- the likely consequences for the environment and the proper planning and sustainable development of the area in which it is proposed to carry out the proposed development and the likely significant effects of the proposed development on European Sites, and
- the examination, analysis and evaluation undertaken in relation to planning and sustainable development, Climate Action Plan, environmental impact assessment, appropriate assessment, Water Framework Directive Assessment and the Compulsory Purchase Order in the:
  - i. supplementary Inspector's report and recommendation of the Inspector,
  - ii. the initial Inspector's report of 2021, and,
  - iii. the supplementary and initial reporting of specialist Ecologists and Hydrogeologist.



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

The Commission agreed with and adopted the screening assessment and conclusion carried out in the Inspector's report that Lough Corrib Special Area of Conservation (Site Code: 000297), Lough Corrib Special Protection Area (Site Code: 004042), Galway Bay Complex Special Area of Conservation (Site Code: 000268), Inner Galway Bay Special Protection Area (Site Code: 004031), Inishmore Island Special Area of Conservation (Site Code: 000213), Kilkieran Bay and Islands Special Area of Conservation (Site Code: 002111), Ardrahan Grassland Special Area of Conservation (Site Code: 002244), Castletaylor Complex Special Area of Conservation (Site Code: 000242), Kiltiernan Turlough Special Area of Conservation (Site Code: 001285), Lough Fingall Complex Special Area of Conservation (Site Code: 000606), Rahasane Turlough Special Area of Conservation (Site Code: 000322), Rahasane Turlough Special Protection Area (Site Code: 004089), Cregganna Marsh Special Protection Area (Site Code: 004142), Maumturk Mountains Special Area of Conservation (Site Code: 002008), The Twelve Bens/Garraun Complex Special Area of Conservation (Site Code: 002031), Connemara Bog Complex Special Area of Conservation (Site Code: 002034), Connemara Bog Complex Special Protection Area (Site Code: 004181), Ross Lake and Woods Special Area of Conservation (Site Code: 001312), East Burren Complex Special Area of Conservation (Site Code: 001926), Moneen Mountain Special Area of Conservation (Site Code: 000054), Black Head-Poulsallagh Complex Special Area of Conservation (Site Code: 000020) or Gortnandarragh Limestone Pavement Special Area of Conservation (Site Code: 001271), are the European Sites for which there is a likelihood of significant effects.

### **Appropriate Assessment Stage 2:**

The Commission considered the Natura Impact Statement and all other relevant submissions and carried out an appropriate assessment of the implications of the proposed development for the aforementioned European Sites in view of the Sites' conservation objectives. The Commission considered that the information before it was adequate to allow the carrying out of an appropriate assessment:

In completing the assessment, the Commission considered, in particular:

- (i) the likely direct and indirect impacts arising from the proposed development both individually or in combination with other plans or projects, specifically upon the aforementioned European Sites,
- (ii) the mitigation measures which are included as part of the current proposed development,
- (iii) the conservation objectives for these European Sites,
- (iv) the views of prescribed bodies in this regard, and
- (v) the Ecologist and Hydrogeologist consultants' assessments.

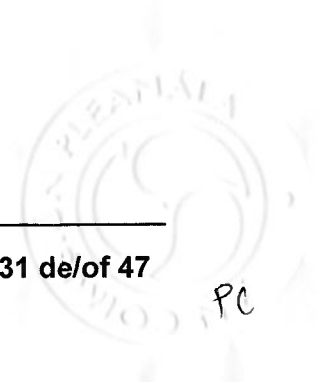
In completing the appropriate assessment, the Commission accepted and adopted the appropriate assessment carried out in the Inspector's report which is supplementary to the Inspector's report of 2021 in respect of the potential effects of the proposed development on the integrity of the aforementioned European Sites, having regard to the Sites' conservation objectives.

In overall conclusion, the Commission was satisfied that the proposed development, by itself or in combination with other plans or projects, would not adversely affect the integrity of the European Sites, in view of the Sites' conservation objectives.

### **Environmental Impact Assessment**

The Commission completed an environmental impact assessment of the proposed development, taking into account:

- (a) the nature, scale and extent of the proposed development,
- (b) the Environmental Impact Assessment Report and associated documentation submitted in support of the application,
- (c) the submissions made during the course of the application, and,
- (d) the Inspector's report of 2021, the supplementary Inspector's report of 2026 along with the various specialist reports prepared to assist and inform the Commission.



## **Reasoned Conclusion for Environmental Impact Assessment**

The Commission considered that the updated Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, adequately considers alternatives to the proposed development and identifies and describes adequately the direct, indirect, secondary and cumulative effects of the proposed development on the environment and complies with the provisions of European Union Directive 2014/52/EU amending Directive 2011/92/EU.

The Commission agreed with the examination, set out in the Inspector's report, of the information contained in the updated Environmental Impact Assessment Report and associated documentation submitted by the applicant and submissions made during the course of the application.

The Commission considered, and agreed with the Inspector's reasoned conclusions, that the main significant direct and indirect effects of the proposed development on the environment are as follows:

### **Population and Human Health**

- **Loss of dwellings:** There are 54 dwellings proposed for demolition or acquisition to facilitate the proposed development. 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 due the physical road scheme:** As a result of the loss of 54 dwellings with loss of clusters of dwellings in areas such as Na Forai Maola/Troscaigh, Castlegar, and Dangan, there will be 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.
- **Severance of communities due to changes in traffic patterns:** 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.

- Severance of communities due to road closures: Where minor roads are closed, diverted or re-routed severing communities, there will be a significant medium to long-term negative impact depending on density of development and extent of re-route. This will not be avoided, mitigated or otherwise addressed by means of condition.
- Severance of communities due to construction traffic: 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 and the Schedule of Environmental Commitments.
- 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 Construction Environmental Management Plan and the Schedule of Environmental Commitments. During operation there will be a slight negative impact on amenities.
- Amenities of University of Galway: During construction there will be significant negative impacts on the population using the University of Galway Sports Campus as a result of loss of pitches, modification to the sports pavilion, construction works in proximity to walkways as well as noise and visual impacts. These will be mitigated using standard construction practices as detailed in the Construction Environmental Management Plan and the Schedule of Environmental Commitments. 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.
- Amenities along River Corrib: 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 Construction Environmental Management Plan and the Schedule of Environmental Commitments. 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 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.

- Amenities of Galway Racecourse: Construction impacts on Galway Racecourse can be avoided by measures including the provision of temporary stables (which have received planning permission separately) and the cessation of works during racing festival seasons. During the operation phase, a positive benefit will result for Galway Racecourse due to the mitigation measures.
- 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 Construction Environmental Management Plan and the Schedule of Environmental Commitments. Where visibility to businesses is impacted, mitigation measures include additional signage. 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 time reliability and journey amenities. There will be improved connectivity across and beyond the city, releasing and freeing the existing city centre and inner suburbs from congestion.
- Health: During construction potential impacts on health arising from air, noise and water emissions will be mitigated using construction practices set out in the Construction Environmental Management Plan and the Schedule of Environmental Commitments. During operation impacts will be avoided having regard to the proposed development's compliance with air and noise standards set out in Transport Infrastructure Ireland 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) 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), dry heath habitats and other habitats of international to local value, including within areas designated as local and city biodiversity areas, which cannot or will not be avoided, fully mitigated, or otherwise addressed by means of condition.
- Significant residual effect as a result of the loss of, or damage to, populations of plant species and one invertebrate species included in the Irish red data books, which will not be avoided, mitigated, or otherwise addressed by means of condition.
- Significant residual effect on barn owl, peregrine falcon, lesser horseshoe bat, red squirrel and pine marten which will not be avoided, fully mitigated, or otherwise addressed by means of condition. However proposed compensatory measure will lessen the effect.

## **Soils and Geology**

- There will be the loss of small areas of limestone pavement (Annex I habitat) outside of the Lough Corrib Special Area of Conservation (Site Code: 000297) that will be significantly impacted upon. 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 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 development, the proposed mitigation measures included in the Construction Environmental Management Plan 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 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 Construction Environmental Management Plan and the Schedule of Environmental Commitments, including the associated Karst Protocol and Sediment, Erosion and 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 Construction Environmental Management Plan and the Schedule of Environmental Commitments, 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 Construction Environmental Management Plan, consultation and ongoing liaison with Uisce Éireann 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 runoff or accidental spillages will be mitigated through the design of the drainage system for the proposed 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, flow control mechanisms etc. Flood risk impacts near the N83 Tuam Road at Twomileditch will be mitigated by flood compensation storage, 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 which has the potential to impact upon residential and other sensitive receptors. However, it is considered that these potential impacts would be avoided, managed and mitigated by the measures which form part of the proposed development, the proposed mitigation and monitoring measures, through suitable conditions and noting the relatively short-term duration of the construction phase and the linear nature of the proposed development.
- During the operational phase, the majority of noise sensitive receptors will be in compliance with the design goal set out in the Transport Infrastructure Ireland 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, however, experience a residual noise impact marginally in excess of the Transport Infrastructure Ireland Design Goal. Noting the provisions of the Transport Infrastructure Ireland Guidelines for such a scenario and also noting the need

to balance the provision and scale of noise barriers against other consideration, such as visual impact, the Commission is satisfied that the proposed development would not have any unacceptable direct, indirect or cumulative noise and vibration impacts.

### **Air Quality**

- Potential air quality impacts would be avoided, managed and mitigated by the measures which form part of the proposed development, the proposed mitigation measures such as the Construction Environmental Management Plan and the Schedule of Environmental Commitments.

### **Climate**

- The proposed development, individually and cumulatively with other identified projects, is likely to result in a permeant, moderate and adverse impacts on climate. Therefore, the proposed development results in an increase in greenhouse gas emissions and does not meet Ireland's target of net zero.
- There are mitigation measures available during the construction phase, such as ground granulated blast furnace slag and green procurement, to reduce the generation of embodied carbon, which results in a moderate construction phase impact.
- There are no mitigation measures available during operation phase to reduce generation of carbon emissions. For the purposes of this environmental impact assessment, the proposed development does not rely on wider governmental mitigation measures as set out in the Climate Action Plan 2025 as many of these measures are not in the control of the applicant.

### **Traffic and Transportation**

- Potential impacts associated with construction traffic will be avoided or mitigated by the Construction Environmental Management Plan, including the Construction Traffic Management Plan.
- During the operational phase, the proposed development will have positive impacts on traffic congestion, journey times on key routes, network statistics 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 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 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 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 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 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 University of Galway Sporting Campus, primarily due to the visual intrusion associated with the proposed River Corrib bridge and associated viaduct.

### **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.
- There will also be a very significant and permanent impact on a thatched cottage (protected structure, Build Heritage number 12) which it is proposed to demolish, and which will not be fully mitigated by the preparation of a record. 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 be a very significant impact on a bullaun stone (Record of Monuments and Places - Archaeological Heritage number 2) and structure (proposed Record of Monuments and Places - Archaeological Heritage number 42), tomb (Cultural Heritage number 49), and boulder (Cultural Heritage number 51).

### **Material Assets Agriculture**

- The acquisition of the land required to construct the proposed 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. There is no mitigation for this impact within the environmental impact assessment process. 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.

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

- Loss of dwellings: There are 54 dwellings proposed for acquisition or 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 Construction Environmental Management Plan and the Schedule of Environmental Commitments.
- Public and community buildings: During construction noise and air emissions can be mitigated using standard construction practices as detailed in the Construction Environmental Management Plan and the Schedule of Environmental Commitments. During operation there will be positive impacts on Galway Racecourse by way of a permanent access from Parkmore Link Road.
- Utilities: The proposed development will result in some relocation of utilities. This impact will be mitigated using standard construction practices as detailed in the Construction Environmental Management Plan and the Schedule of Environmental Commitments.

### **Resource Management, Major Accidents and Disasters**

- Waste and surplus materials will be generated throughout the construction and operation phases. The impacts can be mitigated through measures which would be standard, good practice and readily implementable in a project of this nature such as the Construction and Demolition Resource and Waste Management Plan.

- The proposed development has inherent design measure to reduce risks of major accidents and disaster particularly major road traffic accidents. There is also suite of plans and procedures to manage and minimise risks including the Construction Environmental Management Plan, Construction and Demolition Resource and Waste Management Plan, Construction Traffic Management Plan, Non-Native Invasive Species Management Plan, Sediment, Erosion, Pollution Control Plan, Environmental Incident Response Plan and Pest Control Plan. Post mitigation, there is low risk assigned to events like ground collapses, utility disruption, major traffic accidents, bio-security events, and industrial accidents. Following the implementation mitigation measures no significant residual impacts are expected.

Notwithstanding the conclusion reached in respect of the inability of the proposed measures to fully mitigate 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 development including its identified strategic importance at European, national, regional and local level, its role in alleviating congestion and underpinning the sustainable transport measures of the Galway Transport Strategy and its role in 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 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 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 development can be mitigated through reductions in other areas as mechanisms such as demand management measures set out in the Climate Action Plan 2025, carbon tax and carbon budgets are developed and will be increasingly mitigated in the operational phase as electric vehicles are adopted.

The Commission completed an environmental impact assessment in relation to the proposed development and concluded that, subject to the implementation of the mitigation measures set out in the Environmental Impact Assessment Report, and subject to compliance with the conditions set out below, the effects on the environment of the proposed development, by itself and in combination with other development in the vicinity, would be acceptable. In doing so, the Commission adopted the report and conclusions of the Inspector.

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

It is considered that the proposed development, subject to conditions below, would accord with European, national, regional and local planning and that it is acceptable in respect of its likely effects on the environment and its likely consequences for the proper planning and sustainable development of the area.

The Commission noted that the proposed road alignment necessitates the demolition of a protected structure, a thatched cottage (Build Heritage number 12 as listed in the Environmental Impact Assessment Report). While this is an application under the Roads Act, 1993, as amended, under the provisions of Section 57 (10)(b) of the Planning and Development Act 2000, as amended, the Commission shall not grant permission for the demolition of a protected structure or proposed protected structure, save in exceptional circumstances. The Commission is satisfied that exceptional circumstances exist in this instance on the basis that the provision of the N6 Galway City Council Ring Road is embedded in European, national and regional and local policy and that the through various design iterations and a comprehensive evaluation of alternatives, the applicant has explored all reasonable available options and that no reasonable and preferable options exist other than the demolition of the thatched cottage in question.

The Commission is also satisfied that the proposed development will play a key role 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 as set out in the most recently adopted National Planning Framework, by removing through vehicular traffic away from the city centre

and freeing up road space for more sustainable forms of active travel and transport. The proposed development will result in the provision of greater public transport and active travel measures such as cycling and walking which will have significant permanent and positive impacts by way of improved journey times, greater reliability and a more comprehensive public transport network across and beyond the city.

Furthermore, it is not considered that the proposed 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 development can be mitigated through reductions in other areas as mechanisms such as demand management measures set out in the Climate Action Plan 2025, including carbon tax and carbon budgets which are being developed and will increasingly mitigate greenhouse gas emissions in the operational phase as electric vehicles are adopted.

The Commission notes the traffic modelling undertaken for the proposed development in conjunction with the public transport and active travel infrastructure improvements together with demand management measures anticipates a 16% reduction in total vehicle kilometres travelled in the city in 2030 compared to a 'business as usual' scenario; and a 43% reduction in carbon emissions from transport within the area of influence of the proposed Galway City Council Ring Road in 2030 when compared with 2018 levels. This substantial reduction in vehicle emissions will be achieved against a backdrop of an anticipated 30% increase in population for Galway City metropolitan area between 2016 and 2030. The forecasted reduction in vehicle kilometres travelled and carbon emissions will contribute to the key targets for the transport sector nationally as set out in Climate Action Plan 2024 and Climate Action Plan 2025 which are a 20% and 50% reduction respectively. The Commission is therefore satisfied that, with the incorporation of sustainable transport measures as set out in the Galway Transportation Study together with the demand management measures set out in the Climate Action Plans of 2024 and 2025, that the proposed development would not undermine and will in fact assist Ireland in meeting its climate change obligations. The proposal is therefore fully in accordance with the proper planning and sustainable development of the area.

## **Water Framework Directive Assessment**

Having considered the nature, scale and location of the proposed development, together with the assessment undertaken by the Inspector, the Commission is satisfied that there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively.

The reason for this conclusion is due to the nature and location of the proposed works which will be subject to extensive mitigation measures during the construction and operational phases as tabulated in Chapter 23 of the updated Environmental Impact Assessment Report and individually in Chapters 10 and 11, hydrology and hydrogeology, respectively. The Commission is further satisfied in the detailed consideration of reasonable alternatives undertaken by the applicant including extensive route selection exercises which considered water impacts as a criteria had due regard to and generally avoided impacts on surface and groundwater bodies impact.

Where impacts could not be avoided, detailed surface water control measures and best practice construction methods are included in the design to protect water bodies. The applicant also intends to monitor the water quality during the construction phase and post construction and can take relevant action as required.

The Commission therefore concludes that on the basis of objective information, the proposed development will not result in a risk of deterioration on any water body (rivers, streams, lakes, groundwaters, transitional and coastal water bodies) either qualitatively or quantitatively, directly or indirectly or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its Water Framework Directive objectives. The Commission therefore conclude that appropriate measures will be in place to prevent the deterioration of the status of all waterbodies in the vicinity of the proposed road alignment and consequently can be excluded from further assessment.

## CONDITIONS

1. The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application on the 23<sup>rd</sup> day of October 2018, as amended by the further information received by An Coimisiún Pleanála on the 14<sup>th</sup> day of April 2025, except as may otherwise be required in order to comply with the following conditions.

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

2. The mitigation measures contained in the updated Natura Impact Statement submitted on the 14<sup>th</sup> day of April 2025, shall be implemented.

**Reason:** To protect the integrity of European Sites.

3. The mitigation measures contained in the submitted updated Environmental Impact Assessment Report submitted on the 14<sup>th</sup> day of April 2025, shall be implemented.

**Reason:** To protect the environment.

4. The updated Schedule of Environmental Commitments shall be updated to incorporate the following additional commitments:
  - (i) Galway County Council will offer to provide or pay for similar alternative accommodation for the occupants of Plot 123 for the duration of earthworks in Construction Section S1.
  - (ii) All third Schedule non-native species subject to restrictions under Regulations 49 and 50 Part 1: Plants listed in Statutory Instrument Number 477/2011 European Communities (Birds and Natural Habitats) Regulations 2011 shall be treated prior to the commencement of construction works.

(iii) No stockpiling is permitted within any Annex I habitat area.

**Reason:** In the interests of clarity, control of construction phase environmental impacts, residential and visual amenity and to protect the integrity of European Sites.

5. Prior to the commencement of development, the planning authority, or any agent acting on its behalf, shall agree in consultation with the relevant statutory agencies (including the National Parks and Wildlife Service), the details of surface and groundwater monitoring during construction including water quality parameters, sampling intervals and locations and detailed response plan. Where practical, water quality parameters shall be measured and recorded electronically on an hourly basis, with the monthly and quarterly monitoring being used to verify and calibrate the electronic monitoring. The monitoring report and response plan shall be retained on the file as part of the public record.

**Reason:** To protect the integrity of European Sites and control of construction phase environmental impacts.



**Paul Caprani**  
**Coimisinéir Pleanála den Choimisiún Pleanála**  
**atá údaraithe go cúí chun séala an Choimisiúin a**  
**fhíordheimhniú.**  
**Planning Commissioner of An Coimisiún**  
**Pleanála duly authorised to authenticate the seal**  
**of the Commission.**

Arna dhátú an 7<sup>th</sup> lá seo de April 2026  
Dated this 7<sup>th</sup> day of April 2026