

## **Appendix A.8.2**

### **NPF Traffic Forecast – Noise Sensitivity Analysis**

## A.8.2

---

# 1 Introduction

---

In response to a Request for Further Information (RFI) from An Bord Pleanála, traffic forecasts have been prepared to take account of the National Planning Framework (NPF) and any enhanced population growth in the Galway above that assessed within the EIAR.

In addition, a traffic modelling exercise has been undertaken of the N6 GCRR for the NPF Growth Forecast and comparisons made to the 2039 “TII Central Case” Do-Something scenario which is presented in the EIAR. This appendix includes a sensitivity test for potential noise impacts associated with these traffic forecasts and compares the modelled noise results against those included in Chapter 17, Noise and Vibration of the EIAR.

In order to assess the potential noise impacts associated with the NPF traffic forecasts, the noise models developed for the EIAR were updated to include the NTA/GCC NPF Scenario traffic forecasts.

The noise models were calculated for the following:

1. NTA/GCC NPF – Do-Minimum 2039
2. NTA/GCC NPF – Do-Something N6 GCRR 2039
3. NTA/GCC NPF – Do-Something N6 GCRR +GTS 2039

The Do Something models are calculated with the noise mitigation measures which are included within the EIAR as described in Section 17.6.3 and Table 17.14 of Chapter 17 Noise and Vibration of the EIAR.

## 2 Noise Model Results

---

The sensitivity test results for NTA/GCC NPF N6 GCRR Do-Something Scenario are included in **Table 1** and those associated with the NTA/GCC NPF N6 GCRR + GTS Do-Something Scenario are included in **Table 2**.

Both tables include the calculated noise levels for the Do Minimum Scenario and the relevant Do Something Scenario for the Design Year 2039. The model results are compared against the residual noise levels calculated for the EIAR (i.e. using the TII Central Case Growth Forecast) for the same year.

Specific commentary for each assessment location is also included in the tables.

### 2.1 Results Discussion

For both sets of NTA/GCC NPF traffic forecasts, similar traffic noise levels are calculated. In general, the sensitivity analysis is summarised as follows:

- The calculated difference in traffic noise level between those assessed within the EIAR and the NTA/GCC NPF Scenarios is determined to be negligible and would not be perceptible to the human ear for all assessment locations.
- At properties along the existing local road network, the calculated change in noise level is between 0 to 1.4dB  $L_{den}$  compared to the EIAR calculated traffic noise levels. For the

majority of these properties, the calculated impact assessment remains the same as the EIAR and calculated levels are below the traffic noise design goal of 60dB  $L_{den}$  or remain similar to or are below the Do Minimum scenario. The residual noise impact is determined to be similar to the EIAR.

- Due to rounding to whole numbers for  $L_{den}$  assessments, the operational noise level is increased above the design goal by 1 to 2dB  $L_{den}$  at a small number of assessment locations along the Ballymoneen Road, Ragoon Road, Letteragh Road South, and N84 Headford Road due to traffic flow increases along these links. All of these locations are outside the boundary of the proposed road development and at all locations, the calculated change in noise level is negligible (0.3 to 2dB) when compared to those assessed in the EIAR. The residual noise impact is determined to be similar to the EIAR. (See **Table 1** and **2** for specific assessment locations).
- At the majority of assessment locations along the N6 GCRR, the calculated difference in traffic noise levels compared to the EIAR is between 0.2 and 0.6dB. The calculated noise level at the majority of assessment locations remain below the traffic noise design goal of 60dB  $L_{den}$  or remain below the Do Minimum noise level with current mitigation proposals. A difference in noise level of this magnitude is negligible.
- Due to rounding, the operational noise level is increased above the design goal by 1dB  $L_{den}$  or is increased by 1dB above the EIAR residual noise level at a small number of assessment locations along the N6 GCRR. The calculated change in noise level is negligible (0.6dB) when compared to those assessed in the EIAR. At the assessment locations where this occurs, significant noise mitigation measures are already in place along the alignment of N6 GCRR (noise barriers ranging from 2.5 to 4m in height). Whilst the provision of further increased noise barrier heights at these locations would be required to achieve an imperceptible change in noise level, this is not considered practicable at locations where extensive barrier heights are already in place due to other engineering and environmental considerations (e.g. visual intrusion).
- The following summarises the approach adopted within the EIAR for residual traffic noise levels:

*There are a small number of instances where a residual noise level of 1 to 2dB above the design goal remains. Whilst these exceedances are strictly above the design goal, reducing traffic noise levels to, at, or below 60dB  $L_{den}$  at these properties will require substantial additional barrier lengths and heights over and above those in place in order to achieve an insignificant change to the overall noise level at a property.*

*The 2004 TII noise guidance document notes the following with respect to achievement of the noise design goal:*

*“The Authority accepts that it may not always be sustainable to provide adequate mitigation in order to achieve the design goal. Therefore, a structured approach should be taken in order to ameliorate as far as practicable.”*

*The 2014 noise guidance document notes that:*

*“in some cases the attainment of the design goal may not be possible by sustainable means”.*

*This guidance document also notes that caution should be exercised specifying substantial screening where small benefits (<3dB) are only achieved, given a change of 3dB(A) is the smallest change that would give a reliable difference in public response. Specifically, the TII 2014 document goes on to note that:*

*“It may be unsustainable to increase barrier dimensions significantly where the result would be a reduction of 1dB or less, as such a reduction would be close to imperceptible in a laboratory situation, and would not result in a difference in public response in the real world environment.”*

*In this instance, the extent of screening deemed feasible to achieve the target design goal at the relevant properties has been assessed, taking into account a level of proportionality with respect to changes in noise levels*

- The same approach has been adopted for the small number of properties where the operational noise level is increased marginally above the design goal or above the EIAR residual noise level as a result of traffic flows associated with the NTA/GCC NPF Scenarios.
- Taking into account the calculated traffic noise levels across the proposed road development and the negligible difference between the EIAR traffic noise levels and those associated with NTA/GCC NPF Scenarios, the extent and scale of noise barriers included within the EIAR are considered to provide a suitable level of noise mitigation for the noise sensitive locations along the proposed road development.

**Table 1: Comparison of Traffic Noise Levels between EIAR Traffic Noise levels against NTA/GCC NPF + GCRR Traffic – 2039 – With Mitigation**

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
1	R336 West of Bearna West Roundabout	62	63	62	63	0.2	Same impact as EIAR	Negligible difference in noise level
2	R336 West of Bearna West Roundabout	59	59	59	60	0.3	Meets design goal	Negligible difference in noise level
3	Na Foráí Maola Thoir	39	45	40	45	0.2	Below design goal	Negligible difference in noise level
4	Na Foráí Maola Thoir	39	48	39	48	0.1	Below design goal	Negligible difference in noise level
5	R336 West of Bearna West Roundabout	62	62	63	63	0.3	Same impact as EIAR	Negligible difference in noise level
6	R336 West of Bearna West Roundabout	63	61	63	61	0.3	Same impact as EIAR	Negligible difference in noise level
7	R336 West of Bearna West Roundabout	58	57	58	57	0.3	Below design goal	Negligible difference in noise level
8	R336 East of Bearna West Roundabout	59	57	59	57	-0.1	Below design goal	Negligible difference in noise level
9	Na Foráí Maola Thoir	43	55	44	55	0.0	Below design goal	Negligible difference in noise level
10	Na Foráí Maola Thoir	39	55	40	55	0.2	Below design goal	Negligible difference in noise level
11	Na Foráí Maola Thoir	45	53	45	54	0.2	Below design goal	Negligible difference in noise level
12	R336 East of Bearna West Roundabout	67	67	67	68	0.3	Same impact as EIAR	Negligible difference in noise level
13	Na Foráí Maola Thoir	36	60	36	60	0.2	Below design goal	Negligible difference in noise level
14	Na Foráí Maola Thoir	45	51	45	52	0.2	Below design goal	Negligible difference in noise level
15	Na Foráí Maola Thoir	40	51	41	51	0.2	Below design goal	Negligible difference in noise level
16	Na Foráí Maola Thiar	36	53	36	52	-0.3	Below design goal	Negligible difference in noise level
17	Na Foráí Maola Thoir	53	54	53	54	0.2	Below design goal	Negligible difference in noise level
18	Na Foráí Maola Thoir	37	51	38	52	0.2	Below design goal	Negligible difference in noise level
19	Na Foráí Maola Thoir (to be demolished)	38	61	38	61	0.1	Same impact as EIAR	Negligible difference in noise level
20	Na Foráí Maola Thoir	46	51	47	51	0.1	Below design goal	Negligible difference in noise level
21	Na Foráí Maola Thoir	44	49	45	50	0.2	Below design goal	Negligible difference in noise level
22	Na Foráí Maola Thoir	36	54	36	53	-0.5	Below design goal	Negligible difference in noise level
23	Na Foráí Maola Thiar	37	55	37	55	0.1	Below design goal	Negligible difference in noise level
24	Na Foráí Maola Thiar	39	51	40	51	0.2	Below design goal	Negligible difference in noise level
25	Foráí Maola Road	47	47	47	47	0.0	Below design goal	Negligible difference in noise level
26	Foráí Maola Road	44	53	44	53	0.2	Below design goal	Negligible difference in noise level
27	Na Foráí Maola Thiar (to be acquired)	44	59	44	59	0.2	Below design goal	Negligible difference in noise level
28	Foráí Maola Road	43	49	43	49	0.1	Below design goal	Negligible difference in noise level
29	Foráí Maola Road	41	55	41	55	0.1	Below design goal	Negligible difference in noise level
30	R336 East of Bearna West Roundabout	65	65	65	66	0.3	Same impact as EIAR	Negligible difference in noise level
31	Na Foráí Maola Thoir	34	52	34	53	0.2	Below design goal	Negligible difference in noise level
32a	Na Foráí Maola Thoir	48	55	48	55	0.2	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
32b	Na Foráí Maola Thoir	35	58	35	58	0.2	Below design goal	Negligible difference in noise level
33	Na Foráí Maola Thoir	46	57	46	57	0.2	Below design goal	Negligible difference in noise level
34	Na Foráí Maola Thoir	42	53	42	53	0.0	Below design goal	Negligible difference in noise level
35	Troscaigh Road	48	54	48	54	0.1	Below design goal	Negligible difference in noise level
36	Troscaigh Road (to be acquired)	48	57	48	58	0.2	Below design goal	Negligible difference in noise level
37	Troscaigh Road	45	58	45	58	0.2	Below design goal	Negligible difference in noise level
38	Troscaigh Road	38	55	38	55	0.2	Below design goal	Negligible difference in noise level
39	Troscaigh Road	43	54	43	54	0.2	Below design goal	Negligible difference in noise level
40	Troscaigh Road	38	56	38	56	0.2	Below design goal	Negligible difference in noise level
41	Troscaigh Road	47	51	47	51	0.1	Below design goal	Negligible difference in noise level
42	Troscaigh Thiar	31	50	31	50	0.2	Below design goal	Negligible difference in noise level
43	Troscaigh - Ann Gibbons Road	33	49	34	50	0.2	Below design goal	Negligible difference in noise level
44	Troscaigh - Ann Gibbons Road	31	53	32	53	-0.2	Below design goal	Negligible difference in noise level
45	Troscaigh - Ann Gibbons Road	32	46	32	46	0.1	Below design goal	Negligible difference in noise level
46	Troscaigh - Ann Gibbons Road	34	59	34	59	0.2	Below design goal	Negligible difference in noise level
47	Troscaigh Thoir	41	50	41	51	0.1	Below design goal	Negligible difference in noise level
48	Troscaigh Thoir - L1321 North	48	57	48	57	-0.2	Below design goal	Negligible difference in noise level
49	Troscaigh Thoir - L1321 North	50	58	50	57	-0.3	Below design goal	Negligible difference in noise level
50	Troscaigh Thoir - L1321 North	47	55	47	55	-0.2	Below design goal	Negligible difference in noise level
51	Troscaigh Thoir - L1321 South	51	58	51	57	-0.4	Below design goal	Negligible difference in noise level
52	An Chloch Scoilte	35	50	36	50	0.0	Below design goal	Negligible difference in noise level
53	An Chloch Scoilte	37	54	37	55	0.3	Below design goal	Negligible difference in noise level
54a	An Chloch Scoilte	37	46	37	46	0.2	Below design goal	Negligible difference in noise level
54b	An Chloch Scoilte	33	50	33	50	0.0	Below design goal	Negligible difference in noise level
55	An Chloch Scoilte	42	51	42	51	0.2	Below design goal	Negligible difference in noise level
56	An Chloch Scoilte (to be acquired)	47	56	47	56	0.2	Below design goal	Negligible difference in noise level
57	An Chloch Scoilte - Aille Road L5384	45	49	45	49	0.1	Below design goal	Negligible difference in noise level
58	An Chloch Scoilte - Aille Road L5384	45	51	45	51	0.1	Below design goal	Negligible difference in noise level
59	An Chloch Scoilte - Aille Road L5384 (to be acquired)	39	50	40	51	0.3	Below design goal	Negligible difference in noise level
60	Ballard East	45	54	45	54	0.3	Below design goal	Negligible difference in noise level
61	An Chloch Scoilte - Aille Road L5384	40	54	41	54	0.3	Below design goal	Negligible difference in noise level
62	Cappagh Road North	47	51	46	52	0.2	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something	Difference, (dB) L <sub>den</sub>		
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
63a	Cappagh Road North	49	61	49	61	0.3	Same impact as EIAR	Negligible difference in noise level
63b	Cappagh Road North	49	59	49	59	0.4	Below design goal	Negligible difference in noise level
64a	Cappagh Road North	47	55	47	55	0.2	Below design goal	Negligible difference in noise level
64b	Cappagh Road North	36	51	37	52	0.4	Below design goal	Negligible difference in noise level
65a	Cappagh Road North	48	57	47	57	0.3	Below design goal	Negligible difference in noise level
65b	Cappagh Road North	39	58	39	59	0.5	Below design goal	Negligible difference in noise level
66a	Cappagh Road South	45	59	44	59	0.3	Below design goal	Negligible difference in noise level
66b	Cappagh Road South	48	60	48	60	0.2	Meets design goal	Negligible difference in noise level
67a	Cappagh Road South	45	59	45	60	0.3	Meets design goal	Negligible difference in noise level
67b	Cappagh Road South	49	60	49	61	0.2	Same impact as EIAR	Negligible difference in noise level
68	Ballyburke	39	51	39	50	-1.4	Below design goal	Negligible difference in noise level
69	Ballyburke	39	54	39	53	-1.1	Below design goal	Negligible difference in noise level
70	Ballyburke	39	56	39	55	-0.2	Below design goal	Negligible difference in noise level
71	Ballyburke	40	57	40	57	0.5	Below design goal	Negligible difference in noise level
72	Ballymoneen Road South	36	55	36	56	0.5	Below design goal	Negligible difference in noise level
73	Ballymoneen Road South	40	54	39	54	0.4	Below design goal	Negligible difference in noise level
74a	Ballymoneen Road South	51	59	50	60	0.4	Meets design goal	Negligible difference in noise level
74b	Ballymoneen Road South	35	59	35	60	0.4	Meets design goal	Negligible difference in noise level
75a	Ballymoneen Road South	52	60	51	60	0.2	Meets design goal	Negligible difference in noise level
75b	Ballymoneen Road South	36	52	36	52	0.4	Below design goal	Negligible difference in noise level
76	Ballymoneen Road North	51	60	51	61	0.8	Increased traffic along Ballymoneen Road North. Outside of the proposed development boundary	Negligible difference in noise level
77	Ballymoneen Road South	53	61	52	60	-0.3	Below design goal	Negligible difference in noise level
78	Ballymoneen Road South	52	61	51	61	-0.3	Same impact as EIAR	Negligible difference in noise level
79	Ballymoneen Road North	53	62	52	63	1.2	Increased traffic along Ballymoneen Road North. Outside of the proposed development boundary	Negligible difference in noise level
80a	Ballymoneen Road North	53	62	52	62	0.9	Same impact as EIAR	Negligible difference in noise level
80b	Ballymoneen Road North	47	60	47	61	0.5	Similar impact to EIAR. Mitigation in place to N6 GCRR & Ballymoneen Road	Negligible difference in noise level
81	Ballymoneen Road South	42	56	41	57	0.6	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
82	Ballymoneen	55	52	55	52	0.0	Below design goal	Negligible difference in noise level
83	Ballymoneen Road	54	62	53	63	1.1	Increased traffic along Ballymoneen Road North. Outside of the proposed development boundary	Negligible difference in noise level
84	Ballymoneen	55	53	55	53	0.2	Below design goal	Negligible difference in noise level
85	Árd na Gaoithe - Ballymoneen	38	56	38	57	0.6	Below design goal	Negligible difference in noise level
86	Árd na Gaoithe - Ballymoneen	39	57	39	58	0.6	Below design goal	Negligible difference in noise level
87	Árd na Gaoithe - Ballymoneen	36	49	36	49	0.5	Below design goal	Negligible difference in noise level
88	Árd na Gaoithe - Ballymoneen	40	56	40	57	0.6	Below design goal	Negligible difference in noise level
89a	Rahoon Road	51	50	51	51	0.3	Below design goal	Negligible difference in noise level
89b	Rahoon Road	50	57	50	57	0.4	Below design goal	Negligible difference in noise level
90	Rahoon Road	41	57	41	58	0.3	Below design goal	Negligible difference in noise level
91a	Rahoon Road	51	56	51	56	0.5	Below design goal	Negligible difference in noise level
91b	Rahoon Road	48	56	48	56	0.6	Below design goal	Negligible difference in noise level
92	Árd na Gaoithe - Ballymoneen	40	55	40	56	0.6	Below design goal	Negligible difference in noise level
93	Clybaun Road South	42	55	42	56	0.6	Below design goal	Negligible difference in noise level
94	Clybaun Road South	44	57	44	58	0.6	Below design goal	Negligible difference in noise level
95	Clybaun Road North	42	57	42	57	0.6	Below design goal	Negligible difference in noise level
96	Clybaun Road North	45	57	45	58	0.6	Below design goal	Negligible difference in noise level
97	Clybaun Road North	37	53	38	53	0.6	Below design goal	Negligible difference in noise level
98	Clybaun Road North	38	54	38	55	0.6	Below design goal	Negligible difference in noise level
99	Rahoon Road	46	54	46	55	0.7	Below design goal	Negligible difference in noise level
100	Rahoon Road	56	59	56	60	0.8	Below design goal	Negligible difference in noise level
101	Rahoon Road	47	54	47	54	0.7	Below design goal	Negligible difference in noise level
102	Rahoon Road	52	54	52	55	0.8	Below design goal	Negligible difference in noise level
103	Between Rahoon & Letteragh Road	39	54	40	54	0.6	Below design goal	Negligible difference in noise level
104	Between Rahoon & Letteragh Road	42	49	42	50	0.7	Below design goal	Negligible difference in noise level
105	Rahoon Road	59	60	59	61	0.9	Increased traffic along Rahoon Road North. Outside of the proposed development boundary	Negligible difference in noise level
106	Between Rahoon & Letteragh Road	37	59	39	60	0.6	Meets design goal	Negligible difference in noise level
107	Letteragh Road North	46	59	51	59	0.5	Below design goal	Negligible difference in noise level
108	Letteragh Road North	44	58	49	59	0.6	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
109	Letteragh Road South	44	58	49	58	0.5	Below design goal	Negligible difference in noise level
110	Letteragh Road South	44	60	48	60	0.5	Meets design goal	Negligible difference in noise level
111	N59 Moycullen Road (Parknagapple)	63	63	63	64	0.4	Increase in base flows for DM & DS scenarios along N59 Moycullen Road. Property outside of the proposed development boundary. Similar impact as EIAR	Negligible difference in noise level
112	N59 Link Road / Bushypark	47	52	47	53	0.6	Below design goal	Negligible difference in noise level
113	Letteragh Road South	47	59	51	59	0.2	Below design goal	Negligible difference in noise level
114	Bun A Chonic	40	57	41	57	0.1	Below design goal	Negligible difference in noise level
115	Rosán Glas - Letteragh	46	56	47	56	0.2	Below design goal	Negligible difference in noise level
116	Knocknabrona (to be acquired)	37	60	39	61	0.6	Similar impact to EIAR. Property to be acquired	Negligible difference in noise level
117	Rosán Glas - Letteragh	58	58	58	59	0.8	Below design goal	Negligible difference in noise level
118	Knocknabrona (to be acquired)	37	58	37	59	0.7	Below design goal	Negligible difference in noise level
119	Bushypark / N59 Moycullen Road	55	57	55	57	0.6	Below design goal	Negligible difference in noise level
120a	Letteragh Road South	48	59	55	59	0.3	Below design goal	Negligible difference in noise level
120b	Letteragh Road South	46	59	51	59	0.2	Below design goal	Negligible difference in noise level
121	Bushypark / N59 Moycullen Road	64	65	65	65	0.5	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
122	Bushypark / N59 Moycullen Road	59	59	59	60	0.4	Meets design goal	Negligible difference in noise level
123	Bushypark / N59 Moycullen Road	66	66	66	66	0.4	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
124	Knocknabrona (Chloch Scoilte)	37	56	39	56	0.5	Below design goal	Negligible difference in noise level
125	Knocknabrona (Chloch Scoilte)	38	56	40	56	0.4	Below design goal	Negligible difference in noise level
126	N59 Link Road / Radharc an Locha	49	51	49	52	0.6	Below design goal	Negligible difference in noise level
127	St. James' Church, N59 Moycullen Road	60	60	61	61	0.6	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
128	Letteragh Road South	49	64	56	65	0.3	Increased traffic along Letteragh Road North. Outside of the proposed development boundary. Property unoccupied	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
129	Letteragh Road South	48	60	53	61	0.3	Increased traffic along Letteragh Road North. Outside of the proposed development boundary. Property unoccupied	Negligible difference in noise level
130	Letteragh Road South	45	60	52	61	0.3	Increased traffic along Letteragh Road North. Outside of the proposed development boundary. Property unoccupied	Negligible difference in noise level
131	N59 Moycullen Road	62	61	63	62	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
132	The Heath / Knocknabrona	38	51	38	52	0.6	Below design goal	Negligible difference in noise level
133	Knocknabrona	37	50	38	50	0.6	Below design goal	Negligible difference in noise level
134	Barnacranny	41	55	41	55	0.5	Below design goal	Negligible difference in noise level
135	The Heath	40	55	41	56	0.6	Below design goal	Negligible difference in noise level
136	Barnacranny	51	59	51	59	0.6	Below design goal	Negligible difference in noise level
137	Circular Road	37	49	38	50	0.6	Below design goal	Negligible difference in noise level
138	The Heath	44	60	44	61	0.6	Similar impact to EIAR. Increased to 1dB above design goal. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
139	N59 Moycullen Road / Árd na Locha	62	61	62	62	0.7	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
140	Barnacranny	50	61	50	62	0.6	Similar impact to EIAR. Increased to 2dB above design goal. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
141	N59 Moycullen Road / Chestnut Lane	63	62	63	63	0.7	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
142	N59 Moycullen Road / Árd na Locha	51	58	51	59	0.6	Below design goal	Negligible difference in noise level
143	The Heath / Upper Dangan	44	55	45	56	0.6	Below design goal	Negligible difference in noise level
144a	Árd an Locha (to be acquired)	55	59	55	59	0.6	Below design goal	Negligible difference in noise level
144b	Árd an Locha (to be acquired)	58	59	58	59	0.6	Below design goal	Negligible difference in noise level
145	The Heath	47	58	47	58	0.6	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
146a	Árd an Locha	46	57	46	58	0.6	Below design goal	Negligible difference in noise level
146b	Árd an Locha	51	59	51	60	0.6	Meets design goal	Negligible difference in noise level
147a	Árd an Locha	60	60	60	61	0.6	Similar impact to EIAR. Negligible difference between DM & DS scenarios. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
147b	Árd an Locha / N59 Moycullen Road	67	67	68	68	0.7	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
148a	N59 Moycullen Road / Aughnacurra	62	61	63	62	0.7	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
148b	N59 Moycullen Road / Aughnacurra	66	65	66	65	0.7	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
149	Circular Road Upper Dangan	48	57	48	57	0.6	Below design goal	Negligible difference in noise level
150	St. James' National School, Upper Dangan	48	56	48	57	0.5	Below design goal	Negligible difference in noise level
151a	Upper Dangan / N59 Moycullen Road	60	62	61	63	0.6	Similar impact to EIAR. Negligible (2dB) difference between DM & DS scenarios. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
151b	Upper Dangan / N59 Moycullen Road	58	60	58	61	0.6	Similar impact to EIAR pushed to 1dB above design goal. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
152	Aughnacurra	49	54	50	55	0.6	Below design goal	Negligible difference in noise level
153	Aughnacurra (to be acquired)	57	60	57	61	0.6	Similar impact to EIAR. Increased to 1dB above design goal. Significant mitigation in place to N6 GCRR. Property to be acquired.	Negligible difference in noise level
154	Aughnacurra	52	58	52	58	0.6	Below design goal	Negligible difference in noise level
155	Upper Dangan / N59 Moycullen Road	62	63	62	64	0.6	Similar impact to EIAR, negligible increase above DM. Significant mitigation in place to GCRR.	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
156	Aughnacurra	45	57	46	57	0.6	Below design goal	Negligible difference in noise level
157	N59 Moycullen Road	64	63	65	64	0.7	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
158	NUIG Sporting Facilities	50	60	50	60	0.5	Meets design goal	Negligible difference in noise level
159	N59 Moycullen Road	69	67	69	68	0.7	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
160	NUIG Sporting Facilities	46	58	47	58	0.6	Below design goal	Negligible difference in noise level
161	N59 Moycullen Road	69	68	70	69	0.7	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
162	N59 Moycullen Road / NUIG Sporting Facilities	60	60	60	61	0.7	Similar impact to EIAR. Negligible (1dB) difference between DM & DS scenarios. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
163	Dangan House	44	56	44	56	0.6	Below design goal	Negligible difference in noise level
164	N59 Moycullen Road	65	63	65	64	0.7	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
165	Menlo Castle	45	56	46	57	0.6	Below design goal	Negligible difference in noise level
166	The Orchard, Menlo Park, Menlough	40	54	40	55	0.6	Below design goal	Negligible difference in noise level
167	Menlough / Bóthar Nua	43	57	43	58	0.6	Below design goal	Negligible difference in noise level
168	Coolough Road	42	59	42	60	0.6	Meets design goal	Negligible difference in noise level
169	Menlough / Seanbóthar	45	58	45	58	0.6	Below design goal	Negligible difference in noise level
170	Menlough / Seanbóthar	55	61	55	61	0.5	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
171	Coolough Road	45	55	45	55	0.5	Below design goal	Negligible difference in noise level
172	N84 Headford Road / Ballinfoyle	65	66	65	66	-0.3	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
173	Ballindooley Bóithrín / N84 Headford Road Junction	57	61	57	61	0.4	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
174a	N84 Headford Road Junction South	68	69	68	69	-0.1	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
174b	N84 Headford Road Junction South	59	60	59	60	0.2	Meets design goal	Negligible difference in noise level
175a	N84 Headford Road Junction South (to be demolished)	69	70	69	70	-0.1	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
175b	N84 Headford Road Junction South (to be demolished)	66	68	66	68	0.0	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
176	N84 Headford Road Junction South	56	59	56	59	0.3	Below design goal	Negligible difference in noise level
177a	N84 Headford Road Junction	62	61	62	62	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
177b	N84 Headford Road Junction	64	63	64	64	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
178	Ballindooley Bóithrín / N84 Headford Road Junction	52	58	52	58	0.5	Below design goal	Negligible difference in noise level
179	Ballindooley / N84 Headford Road	66	66	66	67	0.3	Similar impact to EIAR. Negligible impact between DM & DS scenarios. Property along N84 Headford Road outside the proposed development boundary	Negligible difference in noise level
180	Ballindooley / N84 Headford Road	66	67	66	67	0.3	Same impact to EIAR. Negligible impact between DM & DS scenarios. Property along N84 Headford Road outside the proposed development boundary	Negligible difference in noise level
181	N84 Headford Road Junction	69	69	69	69	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
182	N84 Headford Road Junction	71	70	71	71	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
183	N84 Headford Road Junction	62	62	62	62	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
184	N84 Headford Road Junction (to be demolished)	62	63	62	63	0.3	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
185	Ballindooley / N84 Headford Road	66	66	66	66	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
186	Ballindooley / N84 Headford Road	68	68	68	69	0.3	Same impact to EIAR. Negligible impact between DM & DS scenarios. Property along N84 Headford outside the proposed development boundary	Negligible difference in noise level
187	Bóthar an Chóiste	52	57	52	58	0.6	Below design goal	Negligible difference in noise level
188	Bóthar an Chóiste	49	60	49	61	0.6	1dB above design goal. Mitigation in place to N6 GCRR	Negligible difference in noise level
189	Bóthar an Chóiste	48	57	48	58	0.6	Below design goal	Negligible difference in noise level
190	Bóthar an Chóiste	49	59	49	59	0.5	Below design goal	Negligible difference in noise level
191	Castlegar	47	58	47	58	0.5	Below design goal	Negligible difference in noise level
192	Castlegar	48	59	48	59	0.5	Below design goal	Negligible difference in noise level
193	Castlegar	48	56	48	57	0.6	Below design goal	Negligible difference in noise level
194	School Road North	50	60	50	61	0.5	Similar impact to EIAR increased to 1dB above design goal. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
195a	School Road (to be acquired)	62	57	62	57	0.2	Below design goal	Negligible difference in noise level
195b	School Road (to be acquired)	59	62	59	63	0.6	Similar impact to EIAR. Significant mitigation in place to N6 GCRR. Property to be acquired	Negligible difference in noise level
196	School Road North	50	59	50	59	0.6	Below design goal	Negligible difference in noise level
197	Castlegar School	58	58	58	59	0.5	Below design goal	Negligible difference in noise level
198a	Castlegar / School Road South (to be acquired)	54	61	54	61	0.6	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR. Property to be acquired	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
198b	Castlegar / School Road South (to be acquired)	62	59	62	59	0.2	Below design goal	Negligible difference in noise level
199	Castlegar School	50	56	51	57	0.6	Below design goal	Negligible difference in noise level
200	Castlegar / School Road South (to be demolished)	57	62	57	63	0.6	Property to be demolished	Negligible difference in noise level
201	Castlegar / School Road South (to be demolished)	50	56	50	56	0.6	Below design goal	Negligible difference in noise level
202	Castlegar / School Road South	46	53	47	54	0.6	Below design goal	Negligible difference in noise level
203	Castlegar	49	57	49	58	0.6	Below design goal	Negligible difference in noise level
204	Castlegar / N83 Tuam Road	52	58	52	58	0.5	Below design goal	Negligible difference in noise level
205	N83 Tuam Road South	70	69	70	69	0.3	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
206	Castlegar / N83 Tuam Road	59	61	59	61	0.5	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
207a	Castlegar/ N83 Tuam Road South	69	67	69	67	0.4	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
207b	Castlegar / N83 Tuam Road South	62	60	62	61	0.4	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
208	Castlegar / N83 Tuam Road	56	61	56	61	0.6	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
209	City North Park Link Road	58	59	58	59	0.5	Below design goal	Negligible difference in noise level
210	N6 Bóthar na dTreabh	73	71	74	72	1.2	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
211	Monivea Road R339 west	55	53	56	54	1.0	Below design goal	Negligible difference in noise level
212a	N83 Tuam Road North (rear)	53	60	54	61	0.6	Similar impact to EIAR, pushed to 1dB above design goal. Similar noise level to front façade. Significant mitigation to N6 GCRR.	Negligible difference in noise level
212b	N83 Tuam Road North (front)	55	61	55	61	0.7	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
213a	N83 Tuam Road North / Ceapach na Boirne	70	68	70	68	0.4	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
213b	N83 Tuam Road North / Ceapach na Boirne	63	63	63	63	0.5	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
214	N83 Tuam Road North / Ceapach na Boirne	70	68	70	69	0.3	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
215	N83 Tuam Road North / Ceapach na Boirne	67	67	67	67	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
216	N83 Tuam Road North	68	68	68	69	0.3	Similar impact to EIAR. Negligible impact between DM & DS scenarios. Property along N83 Tuam Road outside the proposed development boundary	Negligible difference in noise level
217	The Meadows / N6 Bóthar na dTreabh	69	66	70	68	1.2	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
218	Galway Racecourse	49	55	49	55	0.7	Below design goal	Negligible difference in noise level
219	N83 Tuam Road South	70	72	70	72	0.2	Similar impact to EIAR. Negligible impact between DM & DS scenarios. Property along N83 Tuam Road outside the proposed development boundary	Negligible difference in noise level
220	N83 Tuam Road North	66	66	66	66	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
221	Galway Racecourse	53	53	53	54	0.9	Below design goal	Negligible difference in noise level
222	The Meadows / N6 Bóthar na dTreabh	68	66	69	67	1.2	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
223	N83 Tuam Road North	66	66	67	67	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
224	Racecourse Avenue, Ballybrit	53	57	54	57	0.8	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
225	The Paddocks, N6 Bóthar na dTreabh	71	69	71	70	1.2	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
226	Galway Racecourse	54	54	55	55	1.0	Below design goal	Negligible difference in noise level
227	Galway Racecourse	52	54	52	55	0.9	Below design goal	Negligible difference in noise level
228	Racecourse Business Park (to be demolished)	51	63	52	64	0.8	Property to be demolished	Negligible difference in noise level
229	Racecourse Avenue, Ballybrit (to be demolished)	54	60	55	60	0.8	Meets design goal	Negligible difference in noise level
230	Racecourse Avenue, Ballybrit	52	54	53	55	0.9	Below design goal	Negligible difference in noise level
231	Racecourse Avenue, Ballybrit	53	53	54	54	1.1	Below design goal	Negligible difference in noise level
232	Racecourse Avenue, Ballybrit	54	55	55	56	1.1	Below design goal	Negligible difference in noise level
233	Ballybrit Crescent	58	58	59	59	1.1	Below design goal	Negligible difference in noise level
234a	Ballybrit Crescent	63	62	64	63	1.4	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
234b	Ballybrit Crescent	54	56	54	57	0.9	Below design goal	Negligible difference in noise level
235	Ballybrit Crescent	55	59	55	59	0.8	Below design goal	Negligible difference in noise level
236	Ballybrit Crescent	53	56	54	57	0.9	Below design goal	Negligible difference in noise level
237	An Sean Bhaile	70	69	70	70	1.0	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
238	Monivea Road R339, Ballybrit Crescent Junction	66	65	68	67	2.0	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
239	Monivea Road R339, Ballybrit Crescent Junction	66	66	69	69	2.6	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
240	An Sean Bhaile	71	66	71	66	0.9	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
241	Merlin Woods School	60	54	60	55	0.8	Below design goal	Negligible difference in noise level
242	Monivea Road R339 East	56	58	57	60	1.1	Meets design goal	Negligible difference in noise level
243	Coolagh Village	55	56	56	57	0.9	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Case Growth Traffic -2039		NTA/GCC NPF + N6 GCRR Traffic - 2039		EIAR DS v NTA/GCC NPF + N6 GCRR (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Minimum	Do Something	Do Minimum	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
244	Garran Iseal	69	70	71	71	0.7	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
245	Coolagh Village	56	59	56	59	0.7	Below design goal	Negligible difference in noise level
246	Coolagh Village	57	60	57	60	0.6	Meets design goal	Negligible difference in noise level
247	Galway Clinic R446 Doughiska	63	66	64	67	0.7	Similar impact to EIAR. Property along R446 outside scheme boundary	Negligible difference in noise level
248	Coolagh Village	54	55	54	55	0.5	Below design goal	Negligible difference in noise level
249	Coolagh Village	55	55	55	55	0.4	Below design goal	Negligible difference in noise level
250	Coolagh Village	53	52	53	53	0.5	Below design goal	Negligible difference in noise level
251a	Menlough / Seanbóthar	42	58	42	59	0.5	Below design goal	Negligible difference in noise level
251b	Menlough / Seanbóthar	47	59	47	59	0.5	Below design goal	Negligible difference in noise level
252	Cappagh Road South	49	59	49	60	0.2	Meets design goal	Negligible difference in noise level
253	Cappagh Road South	51	58	51	58	0.3	Below design goal	Negligible difference in noise level
254	Cappagh Road South	51	57	51	57	0.2	Below design goal	Negligible difference in noise level
255a	Letteragh Road South	49	60	56	60	0.3	Below design goal	Negligible difference in noise level
255b	Letteragh Road South	46	55	51	56	0.3	Below design goal	Negligible difference in noise level
256	Cappagh Road South	37	56	37	56	0.4	Below design goal	Negligible difference in noise level
257	Cappagh Road South	45	59	45	60	0.3	Meets design goal	Negligible difference in noise level
258	Parkmore Link Road	51	54	51	55	1.2	Below design goal	Negligible difference in noise level
259	Troscaigh Thoir	43	59	43	59	0.2	Below design goal	Negligible difference in noise level
260	Maoilín	34	57	35	58	0.6	Below design goal	Negligible difference in noise level
261	Maoilín	36	56	36	57	0.7	Below design goal	Negligible difference in noise level
262	Maoilín	36	57	36	57	0.4	Below design goal	Negligible difference in noise level
263	Maoilín	36	59	36	60	0.6	Meets design goal	Negligible difference in noise level
264	Maoilín	34	58	35	58	0.2	Below design goal	Negligible difference in noise level
265	Maoilín	36	56	37	56	0.2	Below design goal	Negligible difference in noise level
266	Maoilín	36	58	36	58	0.1	Below design goal	Negligible difference in noise level
267	Maoilín	35	58	35	58	0.3	Below design goal	Negligible difference in noise level
268	Maoilín	35	58	36	58	0.2	Below design goal	Negligible difference in noise level
269	Maoilín	35	59	35	59	0.0	Below design goal	Negligible difference in noise level
270	Coolagh	59	59	59	59	0.4	Below design goal	Negligible difference in noise level

**Table 2: Comparison of Traffic Noise Levels between EIAR Traffic Noise levels against NTA/GCC NPF + N6 GCRR +GTS Traffic – 2039 – With Mitigation**

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
1	R336 West of Bearn West Roundabout	62	63	62	63	0.2	Same impact as EIAR	Negligible difference in noise level
2	R336 West of Bearn West Roundabout	59	59	59	60	0.2	Meets design goal	Negligible difference in noise level
3	Na Foráí Maola Thoir	39	45	40	45	0.1	Below design goal	Negligible difference in noise level
4	Na Foráí Maola Thoir	39	48	39	48	0.0	Below design goal	Negligible difference in noise level
5	R336 West of Bearn West Roundabout	62	62	63	63	0.2	Same impact as EIAR	Negligible difference in noise level
6	R336 West of Bearn West Roundabout	63	61	63	61	0.2	Same impact as EIAR	Negligible difference in noise level
7	R336 West of Bearn West Roundabout	58	57	58	57	0.2	Below design goal	Negligible difference in noise level
8	R336 East of Bearn West Roundabout	59	57	59	56	-0.2	Below design goal	Negligible difference in noise level
9	Na Foráí Maola Thoir	43	55	44	54	-0.1	Below design goal	Negligible difference in noise level
10	Na Foráí Maola Thoir	39	55	40	55	0.1	Below design goal	Negligible difference in noise level
11	Na Foráí Maola Thoir	45	53	45	53	0.1	Below design goal	Negligible difference in noise level
12	R336 East of Bearn West Roundabout	67	67	67	68	0.2	Same impact as EIAR	Negligible difference in noise level
13	Na Foráí Maola Thoir	36	60	36	60	0.1	Below design goal	Negligible difference in noise level
14	Na Foráí Maola Thoir	45	51	45	52	0.1	Below design goal	Negligible difference in noise level
15	Na Foráí Maola Thoir	40	51	41	51	0.1	Below design goal	Negligible difference in noise level
16	Na Foráí Maola Thiar	36	53	36	52	-0.3	Below design goal	Negligible difference in noise level
17	Na Foráí Maola Thoir	53	54	53	54	0.1	Below design goal	Negligible difference in noise level
18	Na Foráí Maola Thoir	37	51	38	51	0.1	Below design goal	Negligible difference in noise level
19	Na Foráí Maola Thoir (to be demolished)	38	61	38	61	0.0	Same impact as EIAR	Negligible difference in noise level
20	Na Foráí Maola Thoir	46	51	47	51	0.0	Below design goal	Negligible difference in noise level
21	Na Foráí Maola Thoir	44	49	45	49	0.1	Below design goal	Negligible difference in noise level
22	Na Foráí Maola Thoir	36	54	36	53	-0.6	Below design goal	Negligible difference in noise level
23	Na Foráí Maola Thiar	37	55	37	55	0.1	Below design goal	Negligible difference in noise level
24	Na Foráí Maola Thiar	39	51	40	51	0.1	Below design goal	Negligible difference in noise level
25	Foráí Maola Road	47	47	47	47	0.0	Below design goal	Negligible difference in noise level
26	Foráí Maola Road	44	53	44	53	0.1	Below design goal	Negligible difference in noise level
27	Na Foráí Maola Thiar (to be acquired)	44	59	44	59	0.2	Below design goal	Negligible difference in noise level
28	Foráí Maola Road	43	49	43	49	0.1	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
29	Foraí Maola Road	41	55	41	55	0.1	Below design goal	Negligible difference in noise level
30	R336 East of Bearn West Roundabout	65	65	65	66	0.3	Same impact as EIAR	Negligible difference in noise level
31	Na Foraí Maola Thoir	34	52	34	52	0.1	Below design goal	Negligible difference in noise level
32 a	Na Foraí Maola Thoir	48	55	48	55	0.1	Below design goal	Negligible difference in noise level
32b	Na Foraí Maola Thoir	35	58	35	58	0.1	Below design goal	Negligible difference in noise level
33	Na Foraí Maola Thoir	46	57	46	57	0.2	Below design goal	Negligible difference in noise level
34	Na Foraí Maola Thoir	42	53	42	53	0.0	Below design goal	Negligible difference in noise level
35	Troscaigh Road	48	54	48	54	0.0	Below design goal	Negligible difference in noise level
36	Troscaigh Road (to be acquired)	48	57	48	57	0.1	Below design goal	Negligible difference in noise level
37	Troscaigh Road	45	58	45	58	0.1	Below design goal	Negligible difference in noise level
38	Troscaigh Road	38	55	38	55	0.1	Below design goal	Negligible difference in noise level
39	Troscaigh Road	43	54	43	54	0.1	Below design goal	Negligible difference in noise level
40	Troscaigh Road	38	56	38	56	0.0	Below design goal	Negligible difference in noise level
41	Troscaigh Road	47	51	47	51	0.1	Below design goal	Negligible difference in noise level
42	Troscaigh Thiar	31	50	31	50	0.0	Below design goal	Negligible difference in noise level
43	Troscaigh - Ann Gibbons Road	33	49	34	49	0.1	Below design goal	Negligible difference in noise level
44	Troscaigh - Ann Gibbons Road	31	53	32	53	-0.3	Below design goal	Negligible difference in noise level
45	Troscaigh - Ann Gibbons Road	32	46	32	46	0.0	Below design goal	Negligible difference in noise level
46	Troscaigh - Ann Gibbons Road	34	59	34	59	0.0	Below design goal	Negligible difference in noise level
47	Troscaigh Thoir	41	50	41	50	0.0	Below design goal	Negligible difference in noise level
48	Troscaigh Thoir - L1321 North	48	57	48	57	-0.2	Below design goal	Negligible difference in noise level
49	Troscaigh Thoir - L1321 North	50	58	50	57	-0.3	Below design goal	Negligible difference in noise level
50	Troscaigh Thoir - L1321 North	47	55	47	55	-0.3	Below design goal	Negligible difference in noise level
51	Troscaigh Thoir - L1321 South	51	58	51	57	-0.4	Below design goal	Negligible difference in noise level
52	An Chloch Scoilte	35	50	36	50	0.0	Below design goal	Negligible difference in noise level
53	An Chloch Scoilte	37	54	37	55	0.1	Below design goal	Negligible difference in noise level
54a	An Chloch Scoilte	37	46	37	46	0.1	Below design goal	Negligible difference in noise level
54b	An Chloch Scoilte	33	50	33	50	-0.1	Below design goal	Negligible difference in noise level
55	An Chloch Scoilte	42	51	42	51	0.1	Below design goal	Negligible difference in noise level
56	An Chloch Scoilte (to be acquired)	47	56	47	56	0.1	Below design goal	Negligible difference in noise level
57	An Chloch Scoilte - Aille Road L5384	45	49	45	49	0.1	Below design goal	Negligible difference in noise level
58	An Chloch Scoilte - Aille Road L5384	45	51	45	50	-0.1	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
59	An Chloch Scoilte - Aille Road L5384 (to be acquired)	39	50	40	50	0.1	Below design goal	Negligible difference in noise level
60	Ballard East	45	54	45	54	0.2	Below design goal	Negligible difference in noise level
61	An Chloch Scoilte - Aille Road L5384	40	54	41	54	0.1	Below design goal	Negligible difference in noise level
62	Cappagh Road North	47	51	46	52	0.3	Below design goal	Negligible difference in noise level
63a	Cappagh Road North	49	61	49	61	0.4	Same impact as EIAR	Negligible difference in noise level
63b	Cappagh Road North	49	59	49	59	0.7	Below design goal	Negligible difference in noise level
64a	Cappagh Road North	47	55	47	55	0.2	Below design goal	Negligible difference in noise level
64b	Cappagh Road North	36	51	37	52	0.7	Below design goal	Negligible difference in noise level
65a	Cappagh Road North	48	57	47	57	0.5	Below design goal	Negligible difference in noise level
65b	Cappagh Road North	39	58	39	59	0.8	Below design goal	Negligible difference in noise level
66a	Cappagh Road South	45	59	44	59	0.5	Below design goal	Negligible difference in noise level
66b	Cappagh Road South	48	60	48	60	0.5	Meets design goal	Negligible difference in noise level
67a	Cappagh Road South	45	59	45	60	0.5	Meets design goal	Negligible difference in noise level
67b	Cappagh Road South	49	60	49	61	0.6	Similar impact to EIAR. Property along Cappagh Road South, outside proposed development boundary	Negligible difference in noise level
68	Ballyburke	39	51	39	50	-1.4	Below design goal	Negligible difference in noise level
69	Ballyburke	39	54	39	53	-1.0	Below design goal	Negligible difference in noise level
70	Ballyburke	39	56	39	56	0.0	Below design goal	Negligible difference in noise level
71	Ballyburke	40	57	40	58	0.7	Below design goal	Negligible difference in noise level
72	Ballymoneen Road South	36	55	36	56	0.8	Below design goal	Negligible difference in noise level
73	Ballymoneen Road South	40	54	39	54	0.5	Below design goal	Negligible difference in noise level
74a	Ballymoneen Road South	51	59	50	60	0.4	Meets design goal	Negligible difference in noise level
74b	Ballymoneen Road South	35	59	35	60	0.8	Meets design goal	Negligible difference in noise level
75a	Ballymoneen Road South	52	60	51	60	0.0	Meets design goal	Negligible difference in noise level
75b	Ballymoneen Road South	36	52	36	52	0.6	Below design goal	Negligible difference in noise level
76	Ballymoneen Road North	51	60	51	62	1.2	Increased traffic along Ballymoneen Road North. Outside of proposed development boundary	Negligible difference in noise level
77	Ballymoneen Road South	53	61	52	59	-1.3	Below design goal	Negligible difference in noise level
78	Ballymoneen Road South	52	61	51	59	-1.4	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
79	Ballymoneen Road North	53	62	52	64	1.9	Increased traffic along Ballymoneen Road North. Outside of proposed development boundary	Negligible difference in noise level
80a	Ballymoneen Road North	53	62	52	63	1.4	Same impact as EIAR	Negligible difference in noise level
80b	Ballymoneen Road North	47	60	47	61	0.6	Similar impact to EIAR. Mitigation in place to N6 GCRR & Ballymoneen Road	Negligible difference in noise level
81	Ballymoneen Road South	42	56	41	57	0.6	Below design goal	Negligible difference in noise level
82	Ballymoneen	55	52	55	51	-0.1	Below design goal	Negligible difference in noise level
83	Ballymoneen Road	54	62	53	64	1.8	Increased traffic along Ballymoneen Road North. Outside of proposed development boundary	Negligible difference in noise level
84	Ballymoneen	55	53	55	53	0.0	Below design goal	Negligible difference in noise level
85	Árd na Gaoithe - Ballymoneen	38	56	38	57	0.6	Below design goal	Negligible difference in noise level
86	Árd na Gaoithe - Ballymoneen	39	57	39	58	0.6	Below design goal	Negligible difference in noise level
87	Árd na Gaoithe - Ballymoneen	36	49	36	49	0.6	Below design goal	Negligible difference in noise level
88	Árd na Gaoithe - Ballymoneen	40	56	40	57	0.6	Below design goal	Negligible difference in noise level
89a	Rahoon Road	51	50	51	51	0.2	Below design goal	Negligible difference in noise level
89b	Rahoon Road	50	57	50	57	0.4	Below design goal	Negligible difference in noise level
90	Rahoon Road	41	57	41	58	0.3	Below design goal	Negligible difference in noise level
91a	Rahoon Road	51	56	51	56	0.4	Below design goal	Negligible difference in noise level
91b	Rahoon Road	48	56	48	56	0.6	Below design goal	Negligible difference in noise level
92	Árd na Gaoithe - Ballymoneen	40	55	40	56	0.6	Below design goal	Negligible difference in noise level
93	Clybaun Road South	42	55	42	56	0.6	Below design goal	Negligible difference in noise level
94	Clybaun Road South	44	57	44	58	0.6	Below design goal	Negligible difference in noise level
95	Clybaun Road North	42	57	42	57	0.6	Below design goal	Negligible difference in noise level
96	Clybaun Road North	45	57	45	58	0.6	Below design goal	Negligible difference in noise level
97	Clybaun Road North	37	53	38	53	0.6	Below design goal	Negligible difference in noise level
98	Clybaun Road North	38	54	38	55	0.6	Below design goal	Negligible difference in noise level
99	Rahoon Road	46	54	46	55	0.9	Below design goal	Negligible difference in noise level
100	Rahoon Road	56	59	56	60	1.6	Below design goal	Negligible difference in noise level
101	Rahoon Road	47	54	47	55	1.0	Below design goal	Negligible difference in noise level
102	Rahoon Road	52	54	52	55	1.6	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
103	Between Ragoon & Letteragh Road	39	54	40	54	0.6	Below design goal	Negligible difference in noise level
104	Between Ragoon & Letteragh Road	42	49	42	50	0.9	Below design goal	Negligible difference in noise level
105	Ragoon Road	59	60	59	62	2.1	Increased traffic along Ragoon Road North. Outside of proposed development boundary	Negligible difference in noise level
106	Between Ragoon & Letteragh Road	37	59	39	60	0.6	Meets design goal	Negligible difference in noise level
107	Letteragh Road North	46	59	51	59	0.4	Below design goal	Negligible difference in noise level
108	Letteragh Road North	44	58	49	59	0.5	Below design goal	Negligible difference in noise level
109	Letteragh Road South	44	58	49	58	0.8	Below design goal	Negligible difference in noise level
110	Letteragh Road South	44	60	48	60	0.7	Meets design goal	Negligible difference in noise level
111	N59 Moycullen Road (Parknagapple)	63	63	63	64	0.3	Increase in base flows for DM & DS scenarios along N59 Moycullen Road. Property outside of proposed development boundary. Similar impact as EIAR	Negligible difference in noise level
112	N59 Link Road / Bushypark	47	52	47	53	0.6	Below design goal	Negligible difference in noise level
113	Letteragh Road South	47	59	51	60	1.0	Below design goal	Negligible difference in noise level
114	Bun A Chonic	40	57	41	56	-0.2	Below design goal	Negligible difference in noise level
115	Rosán Glas - Letteragh	46	56	47	56	0.1	Below design goal	Negligible difference in noise level
116	Knocknabrona (to be acquired)	37	60	39	61	0.5	Similar impact to EIAR. Property to be acquired	Negligible difference in noise level
117	Rosán Glas - Letteragh	58	58	58	60	1.8	Below design goal	Negligible difference in noise level
118	Knocknabrona (to be acquired)	37	58	37	59	0.6	Below design goal	Negligible difference in noise level
119	Bushypark / N59 Moycullen Road	55	57	55	57	0.6	Below design goal	Negligible difference in noise level
120a	Letteragh Road South	48	59	55	60	1.0	Below design goal	Negligible difference in noise level
120b	Letteragh Road South	46	59	51	59	0.6	Below design goal	Negligible difference in noise level
121	Bushypark / N59 Moycullen Road	64	65	65	65	0.4	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
122	Bushypark /N59 Moycullen Road	59	59	59	60	0.3	Meets design goal	Negligible difference in noise level
123	Bushypark / N59 Moycullen Road	66	66	66	66	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
124	Knocknabrona (Chloch Scoilte)	37	56	39	56	0.5	Below design goal	Negligible difference in noise level
125	Knocknabrona (Chloch Scoilte)	38	56	40	56	0.5	Below design goal	Negligible difference in noise level
126	N59 Link Road / Radharc an Locha	49	51	49	52	0.6	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
127	St. James' Church, N59 Moycullen Road	60	60	61	61	0.5	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
128	Letteragh Road South	49	64	56	65	1.2	Increased traffic along Letteragh Road North. Outside of proposed development boundary. Property unoccupied	Negligible difference in noise level
129	Letteragh Road South	48	60	53	62	1.1	Increased traffic along Letteragh Road North. Outside of proposed development boundary. Property unoccupied	Negligible difference in noise level
130	Letteragh Road South	45	60	52	61	1.2	Increased traffic along Letteragh Road North. Outside of proposed development boundary. Property unoccupied	Negligible difference in noise level
131	N59 Moycullen Road	62	61	63	62	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
132	The Heath Knocknabrona	38	51	38	52	0.5	Below design goal	Negligible difference in noise level
133	Knocknabrona	37	50	38	50	0.6	Below design goal	Negligible difference in noise level
134	Barnacranny	41	55	41	55	0.5	Below design goal	Negligible difference in noise level
135	The Heath	40	55	41	56	0.5	Below design goal	Negligible difference in noise level
136	Barnacranny	51	59	51	59	0.5	Below design goal	Negligible difference in noise level
137	Circular Road	37	49	38	50	0.6	Below design goal	Negligible difference in noise level
138	The Heath	44	60	44	61	0.6	Similar impact to EIAR. Increased to 1dB above design goal. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
139	N59 Moycullen Road / Ard na Locha	62	61	62	62	0.6	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
140	Barnacranny	50	61	50	62	0.6	Similar impact to EIAR. Increased to 2dB above design goal. Significant mitigation in place to N6 GCRR	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
141	N59 Moycullen Road / Chestnut Lane	63	62	63	63	0.7	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
142	N59 Moycullen Road / Ard na Locha	51	58	51	59	0.6	Below design goal	Negligible difference in noise level
143	The Heath / Upper Dangan	44	55	45	56	0.6	Below design goal	Negligible difference in noise level
144a	Árd an Locha (to be acquired)	55	59	55	59	0.6	Below design goal	Negligible difference in noise level
144b	Árd an Locha (to be acquired)	58	59	58	59	0.5	Below design goal	Negligible difference in noise level
145	The Heath	47	58	47	58	0.6	Below design goal	Negligible difference in noise level
146a	Árd an Locha	46	57	46	58	0.6	Below design goal	Negligible difference in noise level
146b	Árd an Locha	51	59	51	60	0.6	Meets design goal	Negligible difference in noise level
147a	Árd an Locha	60	60	60	61	0.6	Similar impact to EIAR. Negligible difference between DM & DS scenarios. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
147b	Árd an Locha / N59 Moycullen Road	67	67	68	68	0.7	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
148a	N59 Moycullen Road / Aughnacurra	62	61	63	62	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
148b	N59 Moycullen Road / Aughnacurra	66	65	66	65	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
149	Circular Road Upper Dangan	48	57	48	57	0.5	Below design goal	Negligible difference in noise level
150	St. James' National School, Upper Dangan	48	56	48	57	0.5	Below design goal	Negligible difference in noise level
151a	Upper Dangan / N59 Moycullen Road	60	62	61	63	0.5	Similar impact to EIAR. Negligible (2dB) difference between DM & DS scenarios. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
151b	Upper Dangan / N59 Moycullen Road	58	60	58	61	0.6	Similar impact to EIAR pushed to 1dB above design goal. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
152	Aughnacurra	49	54	50	55	0.6	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
153	Aughnacurra (to be acquired)	57	60	57	61	0.6	Similar impact to EIAR. Increased to 1dB above design goal. Significant mitigation in place to N6 GCRR. Property to be acquired.	Negligible difference in noise level
154	Aughnacurra	52	58	52	58	0.6	Below design goal	Negligible difference in noise level
155	Upper Dangan / N59 Moycullen Road	62	63	62	64	0.6	Similar impact to EIAR, negligible increase above DM. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
156	Aughnacurra	45	57	46	57	0.5	Below design goal	Negligible difference in noise level
157	N59 Moycullen Road	64	63	65	64	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
158	NUIG Sporting Facilities	50	60	50	60	0.5	Meets design goal	Negligible difference in noise level
159	N59 Moycullen Road	69	67	69	68	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
160	NUIG Sporting Facilities	46	58	47	58	0.5	Below design goal	Negligible difference in noise level
161	N59 Moycullen Road	69	68	70	69	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
162	N59 Moycullen Road / NUIG Sporting Facilities	60	60	60	61	0.6	Similar impact to EIAR. Negligible (1dB) difference between DM & DS scenarios. Significant mitigation in place to N6 GCRR	Negligible difference in noise level
163	Dangan House	44	56	44	56	0.6	Below design goal	Negligible difference in noise level
164	N59 Moycullen Road / Clifton Close	65	63	65	64	0.6	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
165	Menlo Castle	45	56	46	57	0.5	Below design goal	Negligible difference in noise level
166	The Orchard, Menlo Park, Menlough	40	54	40	55	0.5	Below design goal	Negligible difference in noise level
167	Menlough / Bóthar Nua	43	57	43	58	0.6	Below design goal	Negligible difference in noise level
168	Coolough Road	42	59	42	60	0.6	Meets design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
169	Menlough / Seanbóthar	45	58	45	58	0.5	Below design goal	Negligible difference in noise level
170	Menlough / Seanbóthar	55	61	55	61	0.5	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
171	Coolough Road	45	55	45	55	0.5	Below design goal	Negligible difference in noise level
172	N84 Headford Road / Ballinfoyle	65	66	65	66	-0.1	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
173	Ballindooley Bóithrín / N84 Headford Road Junction	57	61	57	61	0.3	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
174a	N84 Headford Road Junction South	68	69	68	69	0.0	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
174b	N84 Headford Road Junction South	59	60	59	60	0.2	Meets design goal	Negligible difference in noise level
175a	N84 Headford Road Junction South (to be demolished)	69	70	69	70	0.1	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
175b	N84 Headford Road Junction South (to be demolished)	66	68	66	68	0.1	Same residual impact as EIAR. Mitigation in place to N6 GCRR	Negligible difference in noise level
176	N84 Headford Road Junction South	56	59	56	59	0.3	Below design goal	Negligible difference in noise level
177a	N84 Headford Road Junction	62	61	62	62	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
177b	N84 Headford Road Junction	64	63	64	64	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
178	Ballindooley Bóithrín / N84 Headford Road Junction	52	58	52	58	0.4	Below design goal	Negligible difference in noise level
179	Ballindooley / N84 Headford Road	66	66	66	67	0.3	Similar impact to EIAR. Negligible impact between DM & DS scenarios. Property along N84 Headford Road outside proposed development boundary	Negligible difference in noise level
180	Ballindooley / N84 Headford Road	66	67	66	67	0.3	Same impact to EIAR. Negligible impact between DM & DS scenarios. Property along N84 Headford Road outside	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
							proposed development boundary	
181	N84 Headford Road Junction	69	69	69	69	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
182	N84 Headford Road Junction	71	70	71	71	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
183	N84 Headford Road Junction	62	62	62	62	0.3	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
184	N84 Headford Road Junction (to be demolished)	62	63	62	63	0.3	Same impact to EIAR. Negligible impact between DM & DS scenarios. Property along N84 Headford Road outside proposed development boundary	Negligible difference in noise level
185	Ballindooley / N84 Headford Road	66	66	66	66	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
186	Ballindooley / N84 Headford Road	68	68	68	69	0.3	Similar impact to EIAR. Negligible impact between DM & DS scenarios. Property along N84 Headford Road outside proposed development boundary	Negligible difference in noise level
187	Bóthar an Chóiste	52	57	52	58	0.5	Below design goal	Negligible difference in noise level
188	Bóthar an Chóiste	49	60	49	60	0.5	within design goal	Negligible difference in noise level
189	Bóthar an Chóiste	48	57	48	58	0.5	Below design goal	Negligible difference in noise level
190	Bóthar an Chóiste	49	59	49	59	0.4	Below design goal	Negligible difference in noise level
191	Castlegar	47	58	47	58	0.4	Below design goal	Negligible difference in noise level
192	Castlegar	48	59	48	59	0.4	Below design goal	Negligible difference in noise level
193	Castlegar	48	56	48	57	0.4	Below design goal	Negligible difference in noise level
194	School Road North	50	60	50	61	0.4	Similar impact to EIAR increased to 1dB above design goal. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
195a	School Road (to be acquired)	62	57	62	57	0.1	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
195b	School Road (to be acquired)	59	62	59	63	0.5	Similar impact to EIAR. Significant mitigation in place to N6 GCRR. Property to be acquired	Negligible difference in noise level
196	School Road North	50	59	50	59	0.5	Below design goal	Negligible difference in noise level
197	Castlegar School	58	58	58	59	0.4	Below design goal	Negligible difference in noise level
198a	Castlegar / School Road South (to be acquired)	54	61	54	61	0.4	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR. Property to be acquired	Negligible difference in noise level
198b	Castlegar / School Road South (to be acquired)	62	59	62	59	0.1	Below design goal	Negligible difference in noise level
199	Castlegar School	50	56	51	57	0.5	Below design goal	Negligible difference in noise level
200	Castlegar / School Road South (to be demolished)	57	62	57	62	0.5	Property to be demolished	Negligible difference in noise level
201	Castlegar / School Road South (to be demolished)	50	56	50	56	0.5	Below design goal	Negligible difference in noise level
202	Castlegar / School Road South	46	53	47	54	0.5	Below design goal	Negligible difference in noise level
203	Castlegar	49	57	49	58	0.5	Below design goal	Negligible difference in noise level
204	Castlegar / N83 Tuam Road	52	58	52	58	0.4	Below design goal	Negligible difference in noise level
205	N83 Tuam Road South	70	69	70	69	0.1	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
206	Castlegar / N83 Tuam Road	59	61	59	61	0.4	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
207a	Castlegar / N83 Tuam Road South	69	67	69	67	0.1	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
207b	Castlegar / N83 Tuam Road South	62	60	62	60	0.3	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
208	Castlegar / N83 Tuam Road	56	61	56	61	0.5	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
209	City North Park Link Road	58	59	58	59	0.4	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
210	N6 Bóthar na dTreabh	73	71	74	72	0.9	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
211	Monivea Road R339 west	55	53	56	54	0.8	Below design goal	Negligible difference in noise level
212a	N83 Tuam Road North (rear)	53	60	54	60	0.5	within design goal	Negligible difference in noise level
212b	N83 Tuam Road North (front)	55	61	55	61	0.6	Same residual impact as EIAR. Significant mitigation in place to N6 GCRR.	Negligible difference in noise level
213a	N83 Tuam Road North / Ceapach na Boirne	70	68	70	68	0.3	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
213b	N83 Tuam Road North / Ceapach na Boirne	63	63	63	63	0.4	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
214	N83 Tuam Road North / Ceapach na Boirne	70	68	70	69	0.2	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
215	N83 Tuam Road North / Ceapach na Boirne	67	67	67	67	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
216	N83 Tuam Road North	68	68	68	68	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
217	The Meadows / N6 Bóthar na dTreabh	69	66	70	67	0.9	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
218	Galway Racecourse	49	55	49	55	0.7	Below design goal	Negligible difference in noise level
219	N83 Tuam Road South	70	72	70	72	0.0	Similar impact to EIAR. Negligible impact between DM & DS scenarios. Property along N83 Headford Road outside proposed development boundary	Negligible difference in noise level
220	N83 Tuam Road North	66	66	66	66	0.2	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
221	Galway Racecourse	53	53	53	54	0.8	Below design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
222	The Meadows / N6 Bóthar na dTreabh	68	66	69	67	0.9	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
223	N83 Tuam Road North	66	66	67	66	0.2	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
224	Racecourse Ave, Ballybrit	53	57	54	57	0.7	Below design goal	Negligible difference in noise level
225	The Paddocks, N6 Bóthar na dTreabh	71	69	71	70	1.0	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
226	Galway Racecourse	54	54	55	55	0.8	Below design goal	Negligible difference in noise level
227	Galway Racecourse	52	54	52	55	0.8	Below design goal	Negligible difference in noise level
228	Racecourse Business Park (to be demolished)	51	63	52	64	0.7	Property to be demolished	Negligible difference in noise level
229	Racecourse Avenue, Ballybrit (to be demolished)	54	60	55	60	0.7	Meets design goal	Negligible difference in noise level
230	Racecourse Avenue, Ballybrit	52	54	53	55	0.8	Below design goal	Negligible difference in noise level
231	Racecourse Avenue, Ballybrit	53	53	54	54	1.0	Below design goal	Negligible difference in noise level
232	Racecourse Avenue, Ballybrit	54	55	55	56	1.0	Below design goal	Negligible difference in noise level
233	Ballybrit Crescent	58	58	59	59	1.0	Below design goal	Negligible difference in noise level
234a	Ballybrit Crescent	63	62	64	63	1.2	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
234b	Ballybrit Crescent	54	56	54	57	0.8	Below design goal	Negligible difference in noise level
235	Ballybrit Crescent	55	59	55	59	0.8	Below design goal	Negligible difference in noise level
236	Ballybrit Crescent	53	56	54	57	0.8	Below design goal	Negligible difference in noise level
237	An Sean Bhaile	70	69	70	70	0.8	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
238	Monivea Road R339, Ballybrit Crescent Junction	66	65	68	66	1.8	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
239	Monivea Road R339, Ballybrit Crescent Junction	66	66	69	68	2.3	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
240	An Sean Bhaile	71	66	71	66	0.7	Similar impact to EIAR. Reduction in noise level between DM & DS scenarios	Negligible difference in noise level
241	Merlin Woods School	60	54	60	55	0.8	Below design goal	Negligible difference in noise level
242	Monivea Road R339 East	56	58	57	59	1.0	Below design goal	Negligible difference in noise level
243	Coolagh Village	55	56	56	57	0.8	Below design goal	Negligible difference in noise level
244	Garran Iseal	69	70	71	71	0.8	Similar impact to EIAR. Neutral impact between DM & DS scenarios	Negligible difference in noise level
245	Coolagh Village	56	59	56	59	0.6	Below design goal	Negligible difference in noise level
246	Coolagh Village	57	60	57	60	0.5	Meets design goal	Negligible difference in noise level
247	Galway Clinic R446 Doughiska	63	66	64	67	0.8	Similar impact to EIAR. Property along R446 outside proposed development boundary	Negligible difference in noise level
248	Coolagh Village	54	55	54	55	0.4	Below design goal	Negligible difference in noise level
249	Coolagh Village	55	55	55	55	0.3	Below design goal	Negligible difference in noise level
250	Coolagh Village	53	52	53	53	0.5	Below design goal	Negligible difference in noise level
251a	Menlough / Seanbóthar	42	58	42	59	0.5	Below design goal	Negligible difference in noise level
251b	Menlough / Seanbóthar	47	59	47	59	0.5	Below design goal	Negligible difference in noise level
252	Cappagh Road South	49	59	49	60	0.5	Meets design goal	Negligible difference in noise level
253	Cappagh Road South	51	58	51	58	0.3	Below design goal	Negligible difference in noise level
254	Cappagh Road South	51	57	51	57	0.1	Below design goal	Negligible difference in noise level
255a	Letteragh Road South	49	60	56	61	1.2	Increased traffic along Letteragh Road South. Outside of proposed development boundary	Negligible difference in noise level
255b	Letteragh Road South	46	55	51	56	1.0	Below design goal	Negligible difference in noise level
256	Cappagh Road South	37	56	37	56	0.6	Below design goal	Negligible difference in noise level
257	Cappagh Road South	45	59	45	60	0.5	Meets design goal	Negligible difference in noise level
258	Parkmore Link Road	51	54	51	55	1.2	Below design goal	Negligible difference in noise level
259	Troscaigh Thoir	43	59	43	59	0.1	Below design goal	Negligible difference in noise level
260	Maoilín	34	57	35	58	0.9	Below design goal	Negligible difference in noise level
261	Maoilín	36	56	36	57	1.0	Below design goal	Negligible difference in noise level
262	Maoilín	36	57	36	58	0.7	Below design goal	Negligible difference in noise level
263	Maoilín	36	59	36	60	0.9	Meets design goal	Negligible difference in noise level

Receiver Location	Description	EIAR - TII Central Growth Traffic -2039		NTA/GCC NPF + N6 GCRR + GTS Traffic - 2039		EIAR DS v NTA/GCC NPF +N6 GCRR +GTS (DS)	Comment / Discussion	Overall magnitude of difference in noise level compared to EIAR
		Predicted Residual Noise Level with Mitigation		Predicted Residual Noise Level with Mitigation				
		Do Min	Do Something	Do Min	Do Something			
		(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>	(dB) L <sub>den</sub>			
264	Maoilín	34	58	35	59	0.5	Below design goal	Negligible difference in noise level
265	Maoilín	36	56	37	57	0.5	Below design goal	Negligible difference in noise level
266	Maoilín	36	58	36	58	0.4	Below design goal	Negligible difference in noise level
267	Maoilín	35	58	35	59	0.6	Below design goal	Negligible difference in noise level
268	Maoilín	35	58	36	59	0.5	Below design goal	Negligible difference in noise level
269	Maoilín	35	59	35	59	0.3	Below design goal	Negligible difference in noise level
270	Coolagh	59	59	59	59	0.3	Below design goal	Negligible difference in noise level