

15. Material Assets Non-Agriculture

15.1 Introduction

As set out in Chapter 1 of this updated EIAR, this is an update to Chapter 15 of the EIAR submitted to An Bord Pleanála in October 2018 as part of the application for approval of the proposed N6 GCRR pursuant to Section 51 of the Roads Act 1993 (as amended). It forms part of the response to the request by ABP for further information in December 2023 where they (in addition to a number of other requests) requested GCC to “*Update the Environmental Impact Assessment Report*”. This chapter provides an appraisal of the Project under the heading of material assets non-agriculture. Where there have been any changes to the assessment and/or any updates since the 2018 EIAR these have been set out in this updated chapter.

This chapter initially sets out the methodology followed (Section 15.2), describes the receiving environment (Section 15.3) and summarises the main characteristics of the Project which are of relevance for material assets non-agriculture (Section 15.4). The evaluation of impacts of the Project on material assets non-agriculture are described (Section 15.5), measures are proposed to mitigate these impacts (Section 15.6) and residual impacts are described (Section 15.7). The chapter concludes with a summary (Section 15.8) and reference section (Section 15.9).

This chapter has utilised the information gathered during the constraints and route selection studies for the proposed N6 GCRR, which forms a major part of the Project, the studies to inform the 2018 EIAR, for the 2019 Response to Request for Further Information and for the oral hearing in 2020 plus data gathered during site visits undertaken in 2023/2024 to inform the material assets non-agriculture impact appraisal. Sections 4.13, 6.5.8 and 7.6.8 of the Route Selection Report considered the material assets non-agriculture constraints within the scheme study area and compared the potential of material assets non-agriculture impacts of the proposed route options respectively. These assessments and sections of the Route Selection Report contributed to the design of the Project which this chapter assess.

Material Assets are defined in the EPA Advice notes on the preparation of EIS (EPA 2003) as “*resources that are valued and that are intrinsic to specific places, they may be either human or natural origin and the value may arise for either economic or cultural reasons*” which is a useful reference as it provided a good overview of all matters relating to material assets for the 2018 EIAR. Material assets of natural origin include renewable and non-renewable resources and assimilative capacities of such resources. Material assets of human origin include cultural heritage, cities/towns/settlements, transportation infrastructure, utilities/services infrastructure, land use, ownership and access, agronomy, property and tourism/recreational infrastructure. The current EPA Guidelines on information to be contained in Environmental Impact Assessment Reports (2022), state that “*Material assets can now be taken to mean built services and infrastructure*” and this updated chapter considers the built services and infrastructure as per current guidelines.

Aspects of the material assets are appraised in a number of other chapters of this updated EIAR as follows:

Natural resources are examined in Chapter 9, Soils and Geology, Chapter 10, Hydrogeology and Chapter 11, Hydrology. Cultural Heritage is examined in Chapter 13, Cultural Heritage whilst cities, towns, communities and settlements are examined in Chapters 19, Population and Human Health and Chapter 2, Planning and Policy Context. Tourism is also examined in Chapter 19, Population and Human Health. Agricultural assets (agronomy) are examined in Chapter 14, Material Assets – Agriculture. The appraisal of the Project’s construction and proposed road closures are presented in Chapter 7, Construction Activities, and waste management and associated works are assessed in Chapter 20, Waste and Resource Management. The Project and the associated traffic are presented in Chapter 5, Project Description, Chapter 6, Traffic Assessment and Route Cross-Section, Chapter 7, Construction Activities, and Chapter 20, Waste and Resource Management.

This chapter addresses the following aspects of material assets:

- Land use and ownership (non-agricultural properties including residential, commercial and industrial properties)

- Utilities and Services (such as power, water supply, gas, sewerage, telecommunications)
- Land use zonings and planning permissions

The key changes to the chapter since the 2018 EIAR involve updating:

- the description of the receiving environment and impact assessments to take account of changes, change of ownership, new developments, etc.
- take account of any updates to previously granted planning permissions
- to take account of points raised from the Brief of Evidence presented to An Bord Pleanála (ABP) at the oral hearing in 2020 and from the ABP Inspector's Report dated June 2021

15.2 Methodology

15.2.1 Introduction

This assessment has been updated and is based on a desk study and on information gathered during consultations with landowners, utility and service providers and members of the public. The desk study included an inspection of land registry records updated to 2025, examination of aerial photography and inspection of planning records to February 2025. A number of site walkovers and site visits with landowners and utility providers were also conducted to inform the findings of this assessment, see Table 15.1 for further details.

15.2.2 Guidelines

This chapter is prepared in accordance with the following guidance documents:

- EPA - Guidelines on the Information to be contained in Environmental Impact Assessment Reports (2022)
- Environmental Protection Agency (EPA) - Advice Notes on Current Practice in the Preparation of Environmental Impact Statements (2003)
- National Roads Authority (NRA) - Environmental Impact Assessment of National Road Schemes – A Practical Guide (2008)

15.2.3 Data Sources and Consultations

The sources of the information gathered for this assessment are listed in Table 15.1 below.

Table 15.1 Sources of Data

Information	Data Sources
Landowner and land use details	<p>Over 950 meetings with landowners have taken place since May 2014</p> <p>A project office was set up in Ballybrit, Galway and facilitated ease of access for landowners and it became the central data collection point. This project office remains in place to 2025 as the central data collection point.</p> <p>Public consultations in July 2014, January / February 2015 and May 2015</p> <p>Public display November / December 2016</p> <p>Design Update letters October 2016 and May 2017</p> <p>Update letters in September 2019, February 2022, May 2023 to affected property owners</p> <p>Land registry to identify ownership of land and location of boundaries as of 2025</p> <p>Galway City Development Plan 2023 – 2029</p> <p>Galway County Development Plan 2022 – 2028</p> <p>Gaeltacht Local Area Plan 2008 – 2018 (Amended 25 March 2013) which is incorporated into Chapter 13 of the current Galway County Development Plan 2022-2028</p> <p>Ardaun LAP 2018 – 2024</p> <p>National University of Ireland, Galway, Strategic Plan 2015 – 2020</p>
Location of properties	<p>Windshield surveys</p> <p>Site visits to landowner properties</p> <p>Aerial photography</p> <p>Ordnance Survey (OS) Mapping</p>
Planning applications	<p>Galway County Council planning files up to January 2025</p> <p>Galway City Council planning files up to January 2025</p> <p>An Bord Pleanála applications up to January 2025</p>
Service Providers	<p>Galway County Council – Water Services Department for Drainage and Roads and Transportation Department for Traffic</p> <p>Galway City Council – Water Services Department for Drainage and Roads and Transportation Department for Traffic</p> <p>Irish Water – Watermain, Foul Sewer</p> <p>Industrial Development Authority Ireland (IDA)</p> <p>Éir</p> <p>Electricity Supply Board (ESB) (ESB Networks)</p> <p>Electricity Supply Board International (ESBI)</p> <p>Eirgrid</p> <p>Gas Networks Ireland – Transmission and Distribution</p> <p>E-Net</p> <p>SSE Airtricity</p> <p>Virgin Media</p> <p>BT Ireland</p> <p>Three Networks Ireland</p> <p>Vodafone</p>

15.2.4 Study Area and Baseline Data Collection

The extents of the study area defined for the material assets non-agriculture assessment is the lands within the Assessment Boundary, and extends from An Baile Nua west of Bearna Village to Coolagh, Briarhill in

the east. There are 313 non-agricultural properties including residential dwellings, industrial and commercial properties, University of Galway (UoG) Sporting Campus, Galway Racecourse and zoned lands that are directly affected by the Project. A total area of approximately 334 hectares is included within the Assessment Boundary. The total area within the footprint of the development boundary was 280ha in the 2018 application for approval of the proposed N6 GCRR. This increase of 54ha within the Assessment Boundary is due to the additional lands included at Galway Racecourse for the construction of the temporary stables. Of this total area, an area of approximately 180ha is required for the proposed N6 GCRR construction works. This 180ha encompasses the area of pavement and earthworks only. The additional 100ha within the fenceline of the proposed N6 GCRR encompasses the maintenance strip along the full length of the proposed N6 GCRR, lands acquired for mitigation purposes and severed plots.

The location of these land holdings is shown in Figures 14.1.1 to 14.1.15. Figures 5.5.001 to 5.5.030 in Volume 3 of this updated EIAR are also referenced throughout this chapter as they show landowner boundaries overlain with the Project. All of the utilities within the Assessment Boundary are also included in this assessment. The baseline data was collected from the sources outlined in Table 15.1.

15.2.5 Impact Assessment Methodology

Ten types of property were examined in the material assets non-agriculture assessment:

- Residential property
- Commercial property
- Industrial property
- Community property
- Amenity/Recreational areas – large, wooded areas, sporting facilities, parks
- UoG Sporting Campus
- Public Facilities – Churches, Community Centre etc.
- Lands zoned for residential, commercial or industrial development
- Other non-agricultural property
- Planning permissions for any of the above which have been granted

The potential impact on the infrastructure of public and private utilities/service providers and water supply is also assessed.

The potential impact of the Project on non-agricultural properties and other material assets, listed above, was determined based on the following:

- Acquisition¹ or demolition² of buildings/facilities (including developments with live granted planning permission)
- Size of holding
- Size of land to be acquired
- Proximity of the landtake to the residence/business
- Loss of access
- Continued viability of the property/material asset

¹ Acquisition of a material asset results in the local authority being the property owner; it may be resold at a future time for reuse.

² Demolition of a material asset results in that property being razed to the ground and it is not available for reuse in its current form.

The level of impact of the Project on non-agricultural properties is assessed according to the significance criteria detailed below in Table 15.2. These criteria were based on Table 3.4 of the EPA 2022 guidance document listed above in Section 15.2.2. Each property is assessed on a case-by-case basis.

Table 15.2 Criteria for Assessing the Significance of Impact on Material Assets

Significance Level / Degree of Impact	Definition
Profound	An impact which obliterates sensitive characteristics. Occurs where a non-agricultural property or other material asset of national or regional importance is acquired and/or demolished
Very Significant	An impact which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment. Occurs where part, or all, of a non-agricultural property or other material asset is acquired, which may result in demolition of the property or removal of more than one asset in the area, e.g. a cluster of properties in one area are proposed to be demolished or impact to a substantial community asset, or where acquisition results in loss of employment and total loss of the business
Significant	An impact which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment. Occurs where part, or all, of a non-agricultural property or other material asset is acquired, which may result in demolition of the property or removal of the asset, e.g. a single dwelling in one area is proposed to be demolished or removal of a business, or where acquisition results in partial loss of the business or total loss of the business without loss of employment
Moderate	An impact that alters the character of the environment in a manner which is consistent with existing and emerging baseline trends. Occurs where part, or all, of a non-agricultural property or other material asset is acquired, resulting in a major change to the environment of the property or material asset, e.g. the full acquisition of a property or a large portion of landtake from the property or the diversion of high voltage ESB network (110kV or 38kV) or gasman, or where acquisition results in partial loss of the business or potential business
Slight	An impact which causes noticeable changes in the character of the environment without affecting its sensitivities. Occurs where part of a non-agricultural property or other material asset is acquired, resulting in little change to the environment, e.g. a small portion of landtake from a property
Not significant	An impact which causes noticeable changes in the character of the environment but without noticeable consequences, e.g. the removal of a boundary wall or entrance to a property or the diversion of low and medium voltage ESB network, telecommunications or water supply and foul sewer services
Imperceptible	An impact capable of measurement but without noticeable consequences. Occurs where part of a non-agricultural property or other material asset is acquired, resulting in minimal changes to the environment of the property or material asset. This includes impacts on properties which are currently occupied by a public right-of-way. These lands are in the ownership of the adjacent property, however are occupied by existing roads.

15.3 Receiving Environment

The land within the Assessment Boundary is a mixture of agricultural land (see Chapter 14, Material Assets - Agriculture) and non-agricultural lands which consist of residential clusters, villages, industrial and commercial properties as shown on Figures 14.1.01 to 14.1.15 and described in the following sections. These figures show a plan of each landowner's known holding from which lands will be acquired. The extents of the lands that are proposed to be acquired for the purposes of the proposed N6 GCRR will be set out in the

Protected Road Scheme³ and Motorway Scheme Deposit Maps. Refer to Chapter 19, Population and Human Health for the additional assessment of impacts on residential clusters, villages, industrial and commercial properties from a population and human health perspective.

15.3.1 Material Assets Non-Agriculture excluding Services

15.3.1.1 R336 to Ballymoneen Road – Ch. 0+000 to Ch. 5+600

The Project commences on the R336 in An Baile Nua approximately 2km west of Bearna Village and then proceeds north and east to the north of Bearna Village and onwards towards Letteragh passing through the townlands of Na Forai Maola Thiar, Na Forai Maola Thoir, Troscaigh Thiar, Troscaigh Thoir, Ballard West, Ballard East, and An Chloch Scoilte, An Cheapach and Ballymoneen.

This area is predominantly agricultural with sporadic one-off rural housing and one commercial property within the area. The building pattern of existing homes is ribbon development along the rural roads. There was planning for a dwelling in Na Forai Maola Thiar, which has not been activated. There is a crèche located on the Cappagh Road to the north of the Assessment Boundary (see also Chapter 19, Population and Human Health).

The density of housing increases east of Cappagh Road as the Project proceeds east towards Ballymoneen Road. There is a large residential development to the southeast of the proposed N6 GCRR on Ballymoneen Road in Ballyburke with additional residential development under construction within this townland.

15.3.1.2 Ballymoneen Road to River Corrib – Ch. 5+600 to Ch. 9+300

Proceeding east through the townlands of Ballyburke, Ragoon, Mincloon and Letteragh toward Letteragh Road the lands to the north of the proposed N6 GCRR are agricultural compared to the residential lands to the south. The lands between Ch. 5+850 and Ch. 6+060 are zoned as residential. There are also a number of residential zoned lands along the Ragoon Road and Letteragh Road. The housing to the south of the proposed N6 GCRR along Ballymoneen Road is currently under construction. Gateway Retail Park and Galway West Business Park are located at the southern end of Ragoon Road.

As the proposed N6 GCRR proceeds east through the townlands of Barnacranny, Bushypark and Dangan towards the River Corrib it enters a more urban and residential area. St. James' National School, Bushypark is located immediately to the south of the proposed N6 GCRR but is not assessed under this topic as it is outside the Assessment Boundary and there is no direct impact on it. Glenlo Abbey Hotel and Golf Course, Kelehans Pub and Bushypark Church are located to the north of the proposed N6 GCRR and again it is not assessed under this topic as it is outside the Assessment Boundary and there is no direct impact on it.

There is housing located on both sides of the N59 Moycullen Road where the proposed N6 GCRR traverses it at Dangan.

The UoG Sporting Campus is also located at Dangan and is traversed by the proposed N6 GCRR with the IDA Galway Business Park immediately south of these facilities and outside of the Assessment Boundary. The sporting campus consists of a number of playing pitches including hockey and GAA and a sports pavilion. The sporting campus facility is also a public amenity as it is used by many other sports clubs within Galway.

The banks of the River Corrib and the River Corrib itself are an important recreational area serving the population of Galway.

³ A protected road, means a public road or proposed public road specified to be a protected road in a protected road scheme approved by An Bord Pleanála. A protected road scheme approved by An Bord Pleanála may provide for the prohibition, closure, stopping up, removal, alteration, diversion or restriction of any specified or all means of direct access to the protected road from specified land or from specified land used for a specified purpose or to such land from the protected road.

15.3.1.3 River Corrib to N84 Headford Road – Ch. 9+300 to Ch. 12+150

Menlo Castle is situated on the eastern bank of the River Corrib in the townland of Menlough (see also Chapter 13, Cultural Heritage). The proposed N6 GCRR proceeds east from here on an embankment towards a viaduct in Coolough, Menlough before entering a tunnel immediately west of Lackagh Quarry (an inactive quarry in the townland of Coolough) and emerging in Lackagh Quarry (see also Chapter 9, Soils and Geology). The lands east of the River Corrib in Menlough are rural with sporadic one-off housing.

To the east of Lackagh Quarry the proposed N6 GCRR traverses the N84 Headford Road and passes through the townlands of Ballinfoyle and Ballindooley. A number of individual dwellings in a small community are located either side of the N84 Headford Road. To the south of the proposed N6 GCRR there is a scrapyard and plant hire business on the western side of N84 Headford Road and a company which source and bottle water and is a distribution centre on the eastern side of the N84 Headford Road.

15.3.1.4 N84 Headford Road to N83 Tuam Road – Ch. 12+150 to Ch. 14+000

From the N84 Headford Road the proposed N6 GCRR proceeds east crossing the townland of Castlegar before crossing the N83 Tuam Road⁴. The community of Castlegar is comprised of rural individual dwellings, along with a primary school and a nursing home. Castlegar National School is located north of the proposed N6 GCRR and the nursing home to the south. There is a mix of commercial, residential and zoned lands located on the N83 Tuam Road. The City North Business Park is located along the eastern side of N83 Tuam Road, which includes a car dealership and An Post parcel depot. On the western side of the N83 Tuam Road there is a builder's supplier's warehouse.

15.3.1.5 N83 Tuam Road to existing N6, Coolagh – Ch. 14+000 to Ch. 17+450

East of the N83 Tuam Road the proposed N6 GCRR traverses the townlands of Parkmore, Ballybrit, Briarhill and Coolagh. The proposed N6 GCRR enters a tunnel as it traverses the Galway Racecourse in Ballybrit. Race meetings take place at this location four times a year with the main race meeting, the Galway Races, occurring annually in the last week of July. This is a major event for the city of Galway. There are a number of commercial and industrial areas including the Parkmore, Ballybrit and City East Business Parks. There are also individual dwellings in this area.

The proposed Parkmore Link Road will connect Parkmore and the Ballybrit and City East Business Parks as well as providing a direct link to the N83 Tuam Road Junction, thus serving Hewlett Packard, Boston Scientific, Cerenovus and Supermac's and Papa John's Head Office, all of whom are located in the southern business parks. Boston Scientific acquired lands to the east of the existing IDA road since the publication of the 2018 EIAR, the former APC site, a total area of 12.6 hectares. The alignment of the link road has been designed to take account of Boston Scientific's plans to expand the existing facility and utilise the acquired APC site with the alignment of the Parkmore Link Road to the eastern Boston Scientific boundary as presented in the opening of the 2020 oral hearing and as shown on Figures 5.5.029 to 5.5.030 in Volume 3 of this updated EIAR. This expansion involves the redevelopment of the existing buildings and the full integration of the existing buildings with the new facilities within the APC site. The first phase of the expansion plans includes the construction of a building immediately adjacent to and interlinked with the existing northern building. This will allow product and people to move throughout the expanded site without the need to move from a controlled sterile environment.

The proposed N6 GCRR ties into the existing N6 at Coolagh west of Coolagh Village. This is a rural community of ribbon development housing. The land is mainly used for agricultural purposes. The area outside of Coolagh village both north and south of the existing N6 has been zoned within the Galway City Development Plan 2023 - 2029 and included within the Ardaun Local Area Plan 2018 - 2024.

⁴ Formally known as the N17 Tuam Road

15.3.2 Material Assets Non-Agriculture – services

15.3.2.1 Electric Supply

A number of existing 110 kilovolt (kV) electricity transmission circuits (which are owned by ESB Networks and operated by EirGrid) traverse the corridor of the proposed N6 GCRR and are widespread throughout the study area. The details of the pylons required to support a change in direction of the 110kV lines are shown in Appendix A.15.3. These comprise both overhead power lines as well as an underground cable circuit. In addition, a significant number of existing low voltage (38kV) electricity distribution overhead circuits (which are owned and operated by ESB Networks) are located within or adjacent to the corridor of the proposed N6 GCRR. A number of these existing electricity circuits cross the corridor of the proposed N6 GCRR, and consequently require a local diversion and/or modification to facilitate the proposed N6 GCRR. There is an existing ESB distribution substation located in Ballybrit.

The corridor of the proposed N6 GCRR traverses the existing 110kV lines at four areas (townlands) and existing 38kV lines at 12 areas as listed below in Table 15.3 and shown on Figures 15.1.01 to 15.1.15.

Each of the proposed consequential local diversions associated with electrical services have been identified and planned in detailed engagement with ESB Networks and EirGrid in the preparation of this updated EIAR. Further consultations took place in 2024 and these consultations will continue prior to and during the construction phase of the Project. A working group has been formed with ESB Networks, EirGrid, ESBI (the technical and environmental consultations to ESB Networks) and the design team so that all issues, concerns, plans etc. are identified and discussed in a coordinated manner.

Table 15.3 Locations where the proposed N6 GCRR traverses existing 110kV and 38kV lines

Approx. Chainage	Townland	Description
Ch. 3+900	An Chloch Scoilte	ESB Networks 110kV Overhead Service
Ch. 6+200 (Gort Na Bró Roundabout)	Knocknacarra	ESB Networks 110kV Underground Service
Ch. 13+530	Castlegar	ESB Networks 110kV Overhead Service
Ch. 14+000 (City Business Park)	Ballybrit	ESB Networks 110kV Overhead Service
Ch. 14+375	Ballybrit	ESB Networks 110kV Overhead Service
Ch. 14+400	Ballybrit	ESB Networks 110kV Overhead Service
Ch. 16+250	Coolagh	ESB Networks 110kV Overhead Service
Ch. 16+400	Coolagh	ESB Networks 110kV Overhead Service
Ch. 8+500	Dangan	ESB Networks 110kV Underground Service
Ch. 9+120	Dangan	ESB Networks 110kV Underground Service
Ch. 10+120	Menlo	ESB Networks 110kV Underground Service
Ch. 0+900	Na Foráí Maola	ESB Networks 38kV Overhead Service
Ch. 1+000	Na Foráí Maola	ESB Networks 38kV Overhead Service
Ch. 3+825	An Chloch Scoilte	ESB Networks 38kV Overhead Service
Ch. 5+750	Ballyburke	ESB Networks 38kV Overhead Service
Ch. 6+385	Rahoon	ESB Networks 38kV Underground Service
Ch. 6+550	Rahoon	ESB Networks 38kV Overhead Service
Ch. 6+650	Rahoon	ESB Networks 38kV Underground Service

Approx. Chainage	Townland	Description
Ch. 6+950 (Bothar Diarmuida Junction)	Rahoon	ESB Networks 38kV Overhead Service
Ch. 7+850 (Ballagh)	Bushypark	ESB Networks 38kV Overhead Service
Ch. 8+270	Barnacranny	ESB Networks 38kV Overhead Service
Ch. 8+270	Dangan	ESB Networks 38kV Underground Service
Ch. 8+450	Dangan	ESB Networks 38kV Underground Service
Ch. 8+550	Dangan	ESB Networks 38kV Overhead Service
Ch. 9+050	Dangan / Menlo	ESB Networks 38kV Overhead Service
Ch. 10+550	Coolough	ESB Networks 38kV Overhead Service
Ch. 13+830	Parkmore	ESB Networks 38kV Overhead Service
Ch. 14+400	Ballybrit	ESB Networks 38kV Overhead Service
Ch. 14+470	Ballybrit	ESB Networks 38kV Overhead Service
Ch. 14+500	Ballybrit	ESB Networks 38kV Underground Service
Ch. 15+860	Coolagh	ESB Networks 38kV Underground Service
Ch. 16+350 – 16+800	Coolagh	ESB Networks 38kV Overhead Service

15.3.2.2 Telecommunications

Telecommunication services are provided throughout the Assessment Boundary by the following providers:

- Eir
- BT Ireland
- Virgin Media
- Three
- E-Net
- Vodafone

Eir operate a customer service network routed both overhead along local roads and underground along the verges of the existing road network which are traversed by the proposed N6 GCRR and are widespread throughout the study area.

BT Ireland operate a network line along the existing N6, Bóthar na dTreabh and internal within the industrial estates and business parks on the east side of the city.

Virgin Media have a fibre optic cable along the existing Letteragh Road, within business parks and beneath the local roads in large residential housing estates.

Three Networks Ireland have a telecommunications mast located at Ch. 14+500 in Ballybrit which provides a mobile service to Galway City and County.

E-Net provide a fibre optic broadband network cable within Galway City and this is crossed multiple times by the Project on the eastern side of the city.

There is a telecommunications mast at Ch. 4+550 which provides a mobile service to Galway City and County. This is currently located to the south of the proposed N6 GCRR but within the Assessment

Boundary. An application for retention by Vodafone of this mast at this location, Galway City Council Ref. 18/173, was granted by An Bord Pleanála on 18 July 2019 until 18 July 2021. Subsequently the ownership of the mast has transferred to Vantage Towers Limited who submitted a further application for retention of this mast on 2 February 2024, Galway City Council Ref. 24/60031. This application was refused by Galway City Council but was appealed to An Bord Pleanála, ABP Ref. ABP-319579-24, and refused by ABP on 22 January 2025. No further detail is available at this time on whether the applicant will continue to pursue this location, therefore, the assessment of the impact is retained in this updated EIAR.

In the interim Vantage Towers Limited also applied to relocate this mast to the north of the proposed N6 GCRR, Ref. 24/60137 which has been assessed as part of this updated EIAR. Further Information was submitted on this application on 14 October 2024, which was granted permission on 6 November 2024. This decision is now subject to appeal.

15.3.2.3 Gas Supply

Gas Networks Ireland (GNI) manages the national natural gas transmission and distribution network in Ireland. The supply is via a small number of high-pressure transmission mains. These transmission lines then branch off as distribution lines which serve the residential areas and follow housing estate patterns.

The proposed N6 GCRR impacts the gas transmission and distribution lines at the following locations which are also shown in Figures 15.2.01 to 15.2.05:

- Ch. 6+200 (Western Distributor Road) – distribution network
- Ch. 6+550 (Rahoon Road Junction) – distribution network
- Ch. 6+900 (Bóthar Diarmuida Junction) – distribution network
- Ch. 13+150 (School Road, Castlegar) – this transmission network is the main gas supply for Galway City
- Ch. 15+500 (Parkmore Link Road) – distribution network
- Ch. 16+650 (Doughiska) – distribution network

15.3.2.4 Public Water Supply and Foul Water Supply

Galway City and County Councils in conjunction with Irish Water have potable water infrastructure serving the settlement areas within the study area. Properties located in the urban area around Galway City are generally connected to the public watermains. There are also dwellings within the Assessment Boundary that have private wells. There are no private group water schemes within the Assessment Boundary. The Project traverses a number of watermains in both the rural and urban areas.

The local authorities and Irish Water also have surface water and foul water sewers in areas within the study area. The Project traverses a number of foul and surface water sewers in the urban areas, and one private sewer located in Ballybrit. The majority of properties in the rural areas within the study area utilise septic tanks.

There are two reservoirs within the study area, in the vicinity of the Project but outside of the Assessment Boundary, one located in Letteragh and the second in Coolagh, Briarhill.

15.4 Characteristics of the Project

Galway City and its environs have critical transport issues that require urgent resolution as detailed in Chapter 3, Need for the proposed N6 GCRR. There are however significant constraints for developing new transport infrastructure for Galway given (i) the physical form of the city, (ii) the limited space available, (iii) the built environment and residential areas on both sides of the River Corrib, and (iv) the presence of designated sites.

The Galway Transport Strategy, with the proposed N6 GCRR as a key component, is the optimum transport solution to resolve the transport issues in Galway. Although the route of the proposed N6 GCRR has been designed to skirt the city and lands zoned for development, given the built environment, the linear development of the city with housing along every road radiating out of the city and the unavoidable

proximity to residential areas, the proposed N6 GCRR will unfortunately and unavoidably result in a number of property demolitions.

This must, however, be viewed and balanced in the context of the overall benefit, described in Chapter 3, Need for the Project, that it will deliver for the future of Galway and its environs and connectivity to the Western Region.

Numerous alternatives have been considered as detailed in Chapter 4, Alternatives Considered, however the conclusion of the consideration of the alternatives is that the Galway Transport Strategy with the proposed N6 GCRR as the key component represents the optimum transport solution for Galway City and environs. The proposed N6 GCRR has avoided the greatest number of known and immovable constraints and is the option that overall has a lesser environmental impact taking all other potential environmental impacts into account. Chapter 4 also contains an assessment of alternatives considered for the stables.

Further, once chosen, the design of the emerging preferred route was refined in as much as possible to eliminate and reduce impacts on the human environment. As discussed in Chapter 4, Alternatives Considered, significant design measures such as steeper earthwork slopes, steepened green embankments and retaining walls are employed in the scheme design to minimise the impact on the human environment. Additional mitigation measures such as noise barriers, landscaping, planting, earth bunding are also utilised to minimise the overall impact on the receiving environment as discussed in Chapter 12, Landscape and Visual and Chapter 18, Noise and Vibration.

The proposed N6 GCRR is consistent with proper planning and sustainable development and this view is supported/validated by the inclusion of policy support for both GTS and constituent measures, including the proposed N6 GCRR, in the relevant Galway Development Plans.

A detailed description of the Project, including the localised works to the existing electricity transmission and distribution networks, and construction activities are provided in Chapter 5, Project Description and Chapter 7, Construction Activities. This section outlines the characteristics and activities of the Project of relevance to material assets non-agriculture.

15.4.1 Construction Phase

The construction of the Project occurs over four of five phases, an overview of each phase within the Project and their associated construction activities are discussed in the following sections, with respect to their impact on material assets non-agriculture. The works involved in Phases 1, 3 and 4 are not being considered as part of this application for approval under Section 51 of the Roads Act 1993 (as amended), however they do form part of the Project and are being considered as such for EIA and AA purposes. A more detailed description of the Project Phases can be found in Chapter 5, Project Description and Chapter 7, Construction Activities.

All construction activities will be carried out within the Assessment Boundary. The construction of the proposed N6 GCRR will also require localised works to the existing electricity transmission and distribution networks (specifically comprising the diversion of the 110kV and 38kV as shown on Figures 15.1.01 to 15.1.15), gas mains, water supply and foul water services. Road closures and temporary traffic diversions are assessed in Chapter 7, Construction Activities.

At the beginning of the construction phase the land to be acquired will be fenced and access across it restricted. In certain situations, temporary crossing points will be facilitated until accommodation roads are constructed. Properties will be acquired and demolished or secured for the duration of the works. Construction of the Project will require activities such as excavation, tunnel work, piling, rock breaking and movement of materials within the fenced off works area (ref. Chapter 7, Construction Activities). This will generate noise, dust and movement of machinery which will potentially impact on adjoining lands in addition to visual impacts and these indirect impacts on material assets non-agriculture are assessed in Chapter 12, Landscape and Visual, Chapter 16, Air Quality, Chapter 17, Climate, Chapter 18, Noise and Vibration and Chapter 19, Population and Human Health.

15.4.1.1 Phase 1

Phase 1 involves the construction of temporary stables, stable yard, ESB sub-station, pavilion, machinery shed, maintenance shed, and pre-parade ring and associated infrastructure within the infield of Galway

Racecourse. The separate application for planning permission for temporary stables submitted by Galway Race Committee Trust to Galway City Council (Reference 24/60279) was granted permission on 2 December 2024.

15.4.1.2 Phase 2

Works undertaken as part of Phase 2 will include the construction of the proposed N6 GCRR in two stages which will take place concurrently:

- Stage A - N6 Coolagh Junction to N59 Letteragh Junction
- Stage B - N59 Letteragh Junction to R336 west of Bearna

Phase 2 of the Project will require the acquisition of approximately 183 hectares of non-agricultural land and the demolition and acquisition of residential, commercial and industrial properties as described in Section 15.5.

15.4.1.3 Phase 3

The works involved in Phase 3 include the construction of new permanent stables and stableyard upon completion and handover of the proposed N6 GCRR. The works involved in Phase 3 include the construction of new permanent stables at the Brooks Builders Providers lands (which are the subject matter of a binding contract for sale with Galway County Council). The separate application for planning permission for permanent stables submitted by Galway Race Committee Trust to Galway City Council (Reference 24/60279) was granted permission on 2 December 2024.

15.4.1.4 Phase 4

Phase 4 will see the demolition of the temporary stables constructed as part of Phase 1. The site of the temporary stables will then be repurposed as car parking. The ESB sub-station, pavilion, machinery shed, maintenance shed, and pre-parade ring will be retained. The separate application for planning permission for removal of the temporary stables submitted by Galway Race Committee Trust to Galway City Council (Reference 24/60279) was granted permission on 2 December 2024.

There are no known indirect effects from the Project on material assets non-agriculture as all potential impacts regardless of the scale, for example a right of way, are considered to be direct.

15.4.2 Operational Phase

Once the Project is operational, all remaining properties will have access; all utilities and services will operate and function to a level of service equivalent to the current situation. The proposed N6 GCRR itself will become an additional material asset non-agriculture.

15.5 Evaluation of Effects

15.5.1 Do-Nothing Effects

In the event of the Project not being constructed, the existing N6, Bóthar na dTreabh and the Quincentenary Bridge will remain the major route for traffic crossing the River Corrib and travelling from the east to west County Galway. The potential impacts, in terms of on material assets non-agriculture would essentially remain the same as the current situation. The proposed property acquisition and impacts on services will not be required.

15.5.2 Potential Construction Effects

The proposed N6 GCRR has been designed to avoid as many properties as possible but given the built environment and the linear development of the city with housing along every road radiating out of the city its construction will unfortunately and unavoidably result in a number of property acquisitions or demolitions. The total land acquisition associated with the proposed N6 GCRR is as presented at the conclusion of the

oral hearing in 2020 on the Deposit Maps⁵, albeit that some plots have changed from permanent to temporary since 2020 arising from the ABP Board's Direction.

As presented in the 2018 application, in total there are 313 non-agriculture properties directly impacted by the proposed N6 GCRR, i.e. full acquisition or part acquisition of the property. The direct impacts on non-agricultural properties are detailed in the following sections:

- Section 15.5.2.1 – Full acquisition or demolition of: residential, commercial or industrial properties; landholdings zoned for residential or commercial development; and lands with full planning permission which are to be fully acquired
- Section 15.5.2.2 – Partial acquisition of lands from a residential property or landholding zoned for residential development
- Section 15.5.2.3 – Partial acquisition of lands from a commercial or industrial enterprise or landholding zoned for commercial or industrial development
- Section 15.5.2.4 – Partial acquisition of lands from other holdings not included above for example education facilities and Galway Racecourse
- Section 15.5.2.5 – Planning permissions to be revoked or modified as a result of the Project
- Section 15.5.2.6 – Potential impacts to utilities and services

In some cases, the proposed N6 GCRR will require the acquisition of land over which there is a public right of way which entails the acquisition of road bed at the front of certain properties. The road bed comprises that portion of land outside a property's boundary wall to the centre of the public road which is in private ownership but in public use. These lands are occupied by existing roads but remain in the ownership of the adjacent property. These lands are outside the curtilage of the property therefore the impact is imperceptible as defined in Table 15.2. The proposed N6 GCRR will also remove a number of existing private rights of way.

Where there is an impact on existing services during the construction phase an alternative supply will be made available. It will be necessary to maintain supply to existing services, as far as possible, during construction. Achieving this may entail temporary diversions of services and/or staging of the works. There may also be short periods where outages of the services are required to facilitate the construction. These outages will be kept to a minimum and people using these services will be given due notification in advance of any outage.

15.5.2.1 Residential, Commercial or Industrial Properties to be Fully Acquired or Demolished

From the outset of the design of the proposed N6 GCRR every effort was made to avoid property demolitions where possible. However, as presented in 2018 and at the close of the oral hearing in 2020, there are still unfortunately and unavoidably a number of property demolitions that are necessary for the construction of the proposed N6 GCRR and to secure the many benefits that the proposed N6 GCRR offers as follows:

- 44 residential properties
- 2 industrial properties (one property includes four buildings)
- 2 commercial properties

In addition to the demolition of 44 residential properties, an additional 10 residential properties and one commercial property require full acquisition. The landholding referenced as being acquired with full residential planning permission in 2018, PRS reference 124, is removed from this assessment as the planning

⁵ <https://www.n6galwaycityringroad.ie/sites/default/files/media/11%20PRS%20Deposit%20Maps%2004112020.pdf> for the Protected Road Scheme and <https://www.n6galwaycityringroad.ie/sites/default/files/media/12%20MS%20Deposit%20Maps%2004112020.pdf> for the Motorway Scheme

has not been activated and is lapsed (refer to Table 5.6 of Chapter 5, Project Description of this updated EIR).

The demolition of commercial property reference 713 is necessary to construct the Galway Racecourse Tunnel as the construction envelope for the tunnel is 20m either side of the tunnel, within which blasting, excavation, removal of material, placement of tunnel segments and backfilling occurs. Therefore, the construction envelope required to excavate and construct the tunnel very significantly impacts the Brooks building and results in the necessary demolition of over 50% of the building, which includes the trade store, the sales office, the offices and the canteen. Plate 15.1 shows tunnel construction envelope shaded in yellow with the overlap of the outline of the commercial property outlined in red.

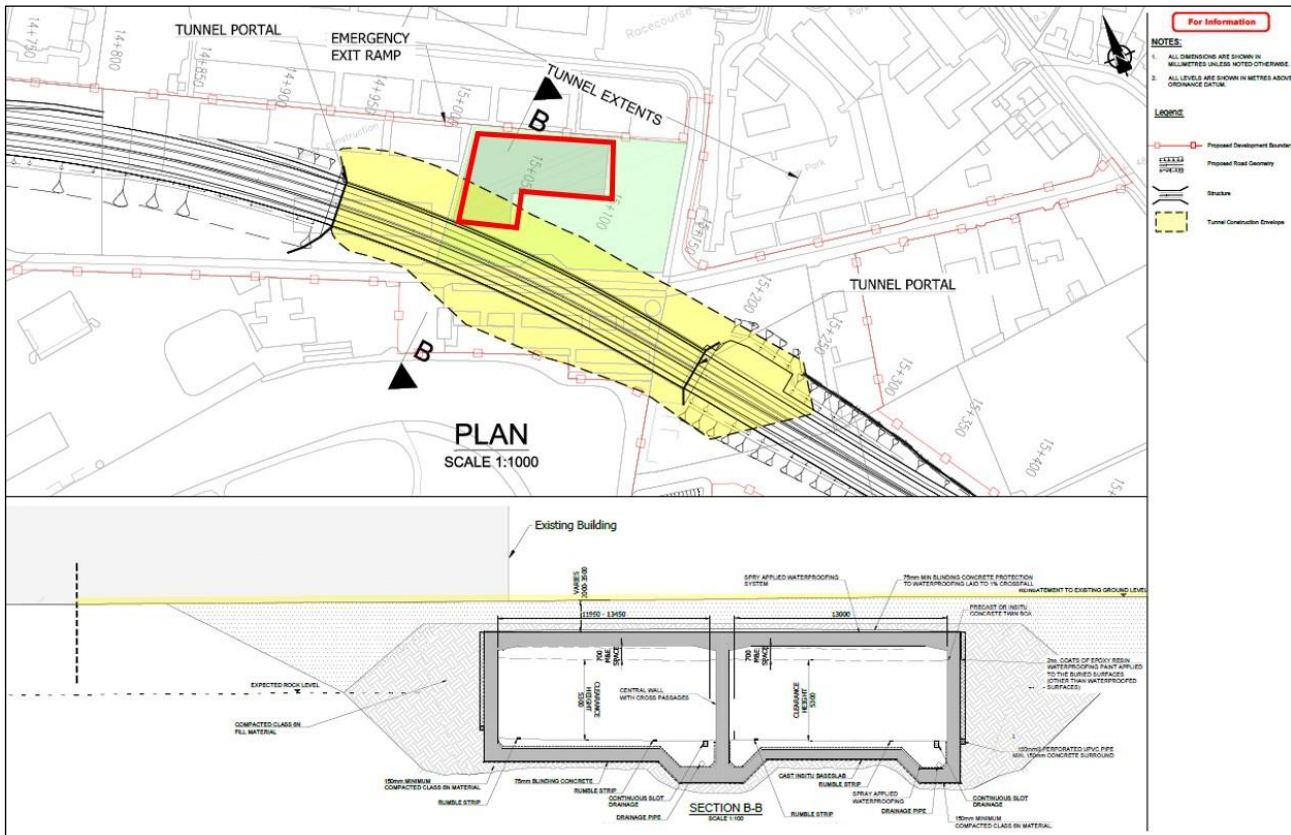


Plate 15.1 Impact of Galway Tunnel on Plot 713

From an engineering perspective, it would represent a significant safety risk to leave the remainder of this building (comprising the warehouse and stores) as an open sided warehouse for the duration of the construction works for 3 years. It would require very significant works to secure it from the elements and protect it during the subsequent 3 years construction period, and therefore, the entirety of the warehouse must be demolished. The demolition of the building would clearly make the site unviable as a builder's suppliers during the length of the construction period (likely to be 3 years). Therefore, the construction of the tunnel necessitated the demolition of the Brooks building on plot 713. The Inspector's Report concurred with the opinion that the building had to be demolished:

However, following lengthy arguments at the hearing, I am persuaded that the buildings occupied by Brooks will need to be demolished for purposes of building the tunnel and that this is the reason for the demolition.

Galway County Council has entered into binding agreements with the owners and lessees of the builders' providers property pursuant to a contract for sale for the acquisition of these lands. However, for completeness, plot 731 has been included in the Motorway Order in accordance with the ABP Board Order ABP -302885-18 (reference Chapter 5, Section 5.2) in order to facilitate the construction of the tunnel which necessitates the demolition of the Brooks building on this plot. Therefore, this portion of plot 713 has changed to a temporary acquisition. However, this does not change the impact on the commercial entity and the impact remains Very Significant.

Since 2018, the status of the industrial property reference 708 in the Parkmore West Business Park, located on Racecourse Avenue to the north of Galway Racecourse, (also referred to as Racecourse Technology Park in submissions on the 2018 application) has changed. It obtained temporary permission to upgrade and occupy one of the unfinished buildings for a period of three years (Ref. 20/194). A subsequent planning application was made to Galway City Council to extend the temporary planning permission in 2024 but was deemed invalid (Ref. 24/31). Another application for retention was approved by Galway City Council to retain the modifications to two other buildings (Ref. 21/155). A further planning application to Galway City Council, Ref. 21/246, was refused and refused on appeal to ABP, ref. ABP-312452-22, due to the conflict with the plans for the delivery of the proposed N6 GCRR. These buildings are in use currently in 2024 albeit that three of them have permission for temporary use. The nature of the impact on property reference 708 remains unchanged since 2018 with full demolition of all four buildings. However, the level of impact has increased from Significant to Very Significant given the additional impact of the loss of employment now associated with the demolition of these buildings.

As noted above, there are 44 residential properties plus 2 industrial properties (noting that the status of property reference 708 has changed to become an occupied premises), plus 2 commercial premises to be demolished, one residential site to be acquired and a further 10 residential properties plus one commercial property to be acquired. All 60 of these properties are listed below in Table 15.4 and shown in Figures 14.1.01 to 14.1.15 and Figures 15.3.01 to 15.3.15. Whilst this is a large number of property impacts with the associated impacts on families living in the residential properties or working in the affected employment centres, the overall context of the impacts is assessed against the potential benefits that can be accrued from the proposed N6 GCRR, including the very significant and very much needed benefits to Galway City and its environs and connectivity to the Western Region and the European TEN-T network. A detailed analysis of the impact of the Project on the community is presented in Chapter 19, Population and Human Health.

Changes in ownership are reflected in the updated evaluation of effects in the following tables, whereby a strikethrough is used where the 2018 EIAR details are no longer valid. Similarly, some lands were transferred from permanent to temporary acquisition during the oral hearing in 2020 and again this information is reflected in the updated tables below, using a strikethrough where the 2018 EIAR details are no longer valid. In some cases, the level of impact increases/decreases arising from these changes and again this is reflected in these updated tables using a strikethrough.

Table 15.4 Residential, Commercial or Industrial Properties to be Fully Acquired or Demolished

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
118	Na Forái Maola Thiar	House and garden	0.226	Demolition of house and garden	0.226	Significant
121	Na Forái Maola Thiar	House and garden	1.081	Demolition of house and garden	1.081	Significant
122	Na Forái Maola Thiar	House and garden	0.385	Demolition of house and garden	0.385	Significant
123	Na Forái Maola Thiar	House and garden	0.223	Acquisition of house and garden	0.223	Moderate
124***	Na Forái Maola Thiar	Full residential planning permission site acquisition	0.470	Acquisition of whole site	0.470	Moderate

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
133	Na Forai Maola Thoir	House and garden	0.307	Demolition of house and garden	0.307	Significant
157	Na Forai Maola Thoir	House and garden	0.383	Acquisition of house and garden	0.383	Moderate
154 *	Troscaigh Thiar	House and garden	2.383	Demolition of house, buildings and garden	1.804	Significant
203	Cloghscoltia	House and garden	0.403	Acquisition of house and garden	0.403	Moderate
206	Ballard East	House and garden	0.206	Acquisition of house and garden	0.206	Moderate
230 * (**)	Keeraun	House and garden and surrounding lands	10.486	Demolition of house and garden and partial landtake	2.093	Significant
253	Rahoon	House and garden	0.142	Demolition of house and garden	0.142	Significant
457 *	Barnacranny (Note, two houses on Plot 457)	House and garden	5.539	Demolition of house and garden	4.057	Significant
457 *	Barnacranny (Note, two houses on Plot 457)	House and garden	5.539	Acquisition of house and garden	4.057	Moderate
497	Ballagh	House and garden	0.436	Demolition of house and garden	0.436	Significant
498 *	Ballagh	House and garden	2.681	Acquisition of house and garden	1.183	Moderate
518	Dangan Upper	House and garden	0.304	Acquisition of house and garden	0.304	Moderate
520	Dangan Upper	House and garden	0.274	Demolition of house and garden	0.274	Very Significant
519	Dangan Upper	House and garden	0.259	Demolition of house and garden	0.259	Very Significant

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
530	Dangan Lower	House and garden	0.281	Demolition of house and garden	0.281	Very Significant
537	Dangan Lower	House and garden	0.353	Demolition of house and garden	0.353	Very Significant
538	Dangan Lower	House and garden	0.329	Demolition of house and garden	0.329	Very Significant
539	Dangan Lower	House and garden	0.308	Demolition of house and garden	0.308	Very Significant
540	Dangan Lower	House and garden	0.372	Demolition of house and garden	0.372	Very Significant
532	Dangan Lower	House and garden	0.251	Acquisition of house and garden	0.251	Moderate
567	Menlough	House and garden	0.425	Demolition of house and garden	0.425	Significant
568	Menlough	House and garden	0.424	Demolition of house and garden	0.424	Significant
583*	Coolough	Quarry	20.913	Temporary & Permanent Acquisition of quarry site	20.760 Perm.=17.74 Temp.=3.011	Significant
610	Ballindooley	House and garden	0.085	Demolition of house and garden	0.085	Very Significant
614	Ballindooley	House and garden	0.119	Demolition of house and garden	0.119	Very Significant
613	Ballindooley	House and garden	0.192	Demolition of house and garden	0.192	Very Significant
657	Ballindooley	House and garden	0.158	Demolition of house and garden	0.158	Very Significant
615	Ballindooley	House and garden	0.131	Demolition of house and garden	0.131	Very Significant

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
621	Ballindooley	House and garden	0.312	Demolition of house and garden	0.312	Very Significant
612	Ballindooley	House and garden	0.075	Demolition of house and garden	0.075	Very Significant
601 * (**)	Ballindooley (Plot split and two separate owners)	House and garden	1.049	Demolition of house and garden	1.049	Very Significant
601			0.600		0.600	
601			0.450		0.450	
609	Ballindooley	House and garden	0.079	Demolition of house and garden	0.079	Very Significant
616	Ballindooley	House and garden	0.174	Demolition of house and garden	0.174	Very Significant
617	Ballindooley	House and garden	0.048	Demolition of house and garden	0.048	Very Significant
619	Castlegar	House and garden	0.099	Demolition of house and garden	0.099	Very Significant
611	Ballindooley	House and garden	0.226	Demolition of house and garden	0.226	Very Significant
618	Castlegar	House and garden	0.075	Demolition of house and garden	0.075	Very Significant
636/637	Castlegar	House and garden	0.195	Acquisition of house and garden	0.195	Moderate
633	Castlegar	House and garden	0.351	Demolition of house and garden	0.351	Very Significant
632 *	Castlegar	House and garden	2.224	Demolition of house and garden	2.224	Very significant
652	Castlegar	House and garden	0.170	Demolition of house and garden	0.170	Very Significant
643	Castlegar	House and garden	0.124	Demolition of house and garden	0.124	Very Significant

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
644	Castlegar	House and garden	0.120	Demolition of house and garden	0.120	Very Significant
642	Castlegar	House and garden	0.193	Demolition of house and garden	0.193	Very Significant
631 **	Castlegar	House and garden and light residential zoned lands	6.810	Acquisition of house and garden	0.763	Moderate
658 *	Castlegar	House and garden	16.914	Demolition of house and garden	1.669	Significant
673	Cappanabornia	Builders Providers (commercial lands) including warehouse and yard	1.316	Demolition of warehouses & partial landtake	0.768	Very Significant
671 * (**)	Castlegar	House and garden and residential zoned lands	2.833	Demolition of house and garden and full landtake	2.833	Significant
672	Castlegar	House and garden	0.151	Demolition of house and garden	0.151	Significant
713 **	Ballybrit	Builders Suppliers / Industrial Zoned Lands	1.106	Demolition	1.106 Perm. = 0.204 Temp. = 0.902	Very Significant
708	Ballybrit	Industrial - unfinished build	1.141	Demolition of 4 buildings	1.141	Very Significant
711	Ballybrit	Industrial - unfinished build	0.259	Demolition	0.259	Significant
701* (**)	Ballybrit	House and garden and industrial zoned lands	5.972	Demolition of house and garden and partial landtake	4.246	Significant
725	Doughiska / Coolagh	House and garden	0.213	Demolition of house and garden	0.213	Significant
724 **	Doughiska / Coolagh	Two houses and garden and zoned lands	4.074	Demolition of 2 houses and garden and partial landtake	2.717	Significant

Note:

* this property is also dealt with in Chapter 14, Material Assets Agriculture as the property to be demolished is part of an agricultural property and areas quotes include agricultural lands

** this property also includes zoned lands (and are also included in Table 15.6 and Table 15.7 below and areas quoted include those lands.)

*** at the time of writing sites have lapsed planning permission

15.5.2.2 Partial Land Acquisition of Residential Properties

The construction of the proposed N6 GCRR will require the partial acquisition of lands such as gardens and paved areas, part of which may also include road bed in front of houses, from residential properties or land holdings zoned for residential development as follows:

- 78 residential properties

There are also a number of “road bed only acquisitions” where road bed owned by a private residential property or residential development over which there is a public right of way only is required to be acquired. These include the following:

- 58 residential properties

All of these 136 properties are listed below in Table 15.5 and shown on Figures 14.1 to 14.15. This table has been updated since the 2018 EIAR for changes during the oral hearing and since the oral hearing with an increase from 134 to 136 due to the sale and split in ownership of property reference 146. The total land acquisition, which includes temporary and permanent landtake, remains as presented at the close of the oral hearing in 2020. Compensation, as appropriate, for these land acquisitions is to be agreed at a later stage after appropriate liaison with the property owners affected or where agreement cannot be reached by the property arbitration process.

There will also be road bed purchased adjacent to agricultural properties which is assessed in Chapter 14, Material Assets Agriculture, however this has not been quantified in this chapter.

Table 15.5 Partial Land Acquisition of Residential Properties

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
103 *	An Baile Nua	House and garden	4.127	Part of Garden and Road Bed	0.151 Perm. =0.117 Temp.=0.034	Slight
101 *	An Baile Nua	House and garden	3.081	Road Bed	0.138	Imperceptible
104	Na Foráí Maola Thiar	House and garden	0.292	Part of garden and Road Bed	0.051	Slight
146 *	Na Foráí Maola Thoir (Plot split and three separate owners)	House, Barn and garden	5.74	Part of garden and Road Bed	4.070	Slight Moderate
146°			1.17		0.012	Slight
146°°			1.60		0.040	Slight
138	Na Foráí Maola Thiar	House and garden	0.379	Road Bed	0.040	Imperceptible
142	Na Foráí Maola Thiar	House and garden	0.426	Part of garden	0.005	Slight
119	Na Foráí Maola Thiar	House and garden	0.462	Part of garden	0.016	Slight
129	Na Foráí Maola Thoir	House and garden	0.488	Part of garden and Road Bed	0.018	Slight
132	Na Foráí Maola Thoir	Garden	0.029	Road bed	0.009	Imperceptible
127	Na Foráí Maola Thiar	House and garden	0.160	Part of garden and Road Bed	0.008	Slight
135	Na Foráí Maola Thoir	House and garden	0.214	Road Bed	0.021	Imperceptible

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
130	Na Forái Maola Thoir	House and garden	0.264	Part of garden and Road Bed	0.076	Slight
131	Na Forái Maola Thoir	House and garden	0.186	Part of garden and Road Bed	0.036	Moderate
136	Na Forái Maola Thoir	House and garden	0.216	Road Bed	0.019	Imperceptible
125	Na Forái Maola Thiar	House and garden	0.410	Part of garden	0.072	Slight
149	Troscaigh Thiar	Site House and garden	0.200	Road Bed	0.0075	Imperceptible
237	Na Forái Maola Thiar	House and garden	0.426	Part of garden and Road Bed	0.071	Slight
137	Na Forái Maola Thiar	House and garden	0.229	Road Bed	0.014	Imperceptible
134	Na Forái Maola Thoir	House and garden	0.942	Part of garden and Road Bed	0.429	Moderate
145*	Na Forái Maola Thoir	House and garden	2.625	Road Bed	0.736	Imperceptible
139	Na Forái Maola Thiar	House and garden	0.370	Road Bed	0.014	Imperceptible
303	Na Forái Maola Thiar	House and garden	0.226	Road Bed	0.013	Imperceptible
302	Na Forái Maola Thiar	House and garden	0.226	Road Bed	0.015	Imperceptible
152	Troscaigh Thiar	House and garden	0.225	Part of garden and Road Bed	0.024	Slight
162	Troscaigh Thiar	House and garden	0.374	Road Bed	0.019	Imperceptible
155	Troscaigh Thiar	House and garden	0.136	Part of garden and Road Bed	0.024	Moderate
151	Troscaigh Thiar	House and garden	0.227	Part of garden and Road Bed	0.021	Slight
148	Troscaigh Thiar	House and garden	0.222	Road Bed	0.012	Imperceptible
150	Troscaigh Thiar	House and garden	0.197	Part of garden and Road Bed	0.023	Slight
158	Na Forái Maola Thoir	House and garden	0.220	Part of garden and Road Bed	0.029	Slight
159	Na Forái Maola Thoir	House and garden	0.212	Part of garden and Road Bed	0.033	Slight
163	Troscaigh Thiar	House and garden	0.229	Part of garden and Road Bed	0.047	Moderate
161	Troscaigh Thiar	House and garden	0.263	Part of garden and Road Bed	0.012	Slight

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
147*	Troscaigh Thiar	House and garden	4.091	Part of garden and Road Bed	0.082 Perm.=0.081 Temp.=0.001	Slight
180	Troscaigh Thiar	House and garden	0.269	Road Bed	0.006	Imperceptible
178	Troscaigh Thoir	House and garden	0.187	Road Bed	0.007	Imperceptible
185	Troscaigh Thoir	House and garden	0.364	Road Bed	0.017	Imperceptible
188	Troscaigh Thiar	House and garden	0.438	Road Bed	0.002	Imperceptible
189	Troscaigh Thiar	House and garden	0.235	Road Bed	0.005	Imperceptible
184	Troscaigh Thoir	House and garden	0.397	Road Bed	0.019	Imperceptible
181	Troscaigh Thoir	House and garden	0.453	Road Bed	0.012	Imperceptible
183	Troscaigh Thoir	House and garden	0.242	Road Bed	0.012	Imperceptible
179	Troscaigh Thoir	House and garden	0.238	Road Bed	0.015	Imperceptible
174 *	Troscaigh Thiar	House, garden and outbuildings	6.285	Road Bed	0.140	Imperceptible
195	Troscaigh Thoir	House and garden	1.963	Part of garden and Road Bed	1.023 Perm.=1.011 Temp.=0.012	Moderate
141	Na Foráí Maola Thoir	House and garden	0.195	Part of garden and Road Bed	0.009	Slight
190	Troscaigh Thiar	House and garden	0.157	Road Bed	0.0005	Imperceptible
177 *	Troscaigh Thoir	House and garden	5.812	Road Bed	0.115	Imperceptible
201	Cloghscoltia	House and garden	0.324	Road Bed	0.002	Imperceptible
202	Cloghscoltia	House and garden	0.299	Part of garden and Road Bed	0.050	Slight
207	Ballard West	House and garden	0.425 1.270	Part of garden and Road Bed	0.049 0.550	Slight Moderate
204*	Cloghscoltia	House and garden	0.400	Part of garden and Road Bed	0.038	Slight
222	Cappagh	House and garden	0.263	Part of garden and Road Bed	0.038	Slight
221	Cappagh	House and garden	0.206	Part of garden and Road Bed	0.021	Slight
218	Cappagh	House and garden	0.204	Part of garden and Road Bed	0.022	Slight
219	Cappagh	House and garden	0.261	Part of garden and Road Bed	0.020	Slight

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
220	Cappagh	House and garden	0.200	Road Bed	0.013	Slight
215	Cappagh	House and garden	0.282	Part of garden and Road Bed	0.044	Moderate
216*	Cappagh	House and garden	3.787	Part of garden and Road Bed	0.208	Slight
213 *	Cappagh	House, Barn and Garden	8.801	Part of garden and entrance and Road Bed	2.032	Moderate
304*	Cappagh	House and garden	0.637	Road Bed	0.042	Imperceptible
306	Cappagh	House and garden	0.302	Road Bed	0.007	Imperceptible
305	Cappagh	House and garden	0.526	Road Bed	0.017	Imperceptible
232	Keeraun	House and garden	4.269	Part of garden and Road Bed	0.201	Moderate
229 * (**)	Ballyburke	House and garden, residential zoned lands	9.199	Part of garden and Road Bed	1.447	Moderate
234	Keeraun	House and garden	0.434	Part of garden and Road Bed	0.032 Perm.=0.031 Temp.=0.001	Slight
235*	Keeraun	House and garden	0.809	Road Bed	0.057	Imperceptible
244	Mincloon	House and garden	0.244	Road Bed	0.018 0.034	Imperceptible
272_462 **	Letteragh	House and garden	9.367	Part of garden and Road Bed	2.807	Slight
252*	Rahoon	House, stables and garden	0.300	Part of garden and Road Bed	0.040	Moderate
298	Rahoon	House, barn and garden	0.687	Part of garden	0.059	Slight
255	Rahoon	House and garden	0.224	Part of garden and entrance and Road Bed	0.035	Slight
296	Rahoon	House and garden	0.171	Part of garden and Road Bed	0.035	Moderate
486 *	Letteragh	House and garden	1.510	Part of garden and Road Bed	0.194 Perm.=0.112 Temp.=0.082	Moderate
259_463 *	Rahoon)	House and garden	8.567	Part of garden and Road Bed	0.647	Moderate
490	Bushypark/ Ballagh	House and garden	0.737	Road Bed	0.027	Imperceptible

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
491	Bushypark	House and garden	0.779	Road Bed	0.012	Imperceptible
492	Bushypark / Ballagh	House and garden	0.270	Part of Garden and Road Bed	0.003	Slight
493	Bushypark / Ballagh	House and garden	0.487	Part of garden and Road Bed	0.086	Slight
494	Ballagh	House and garden	0.362	Part of garden and Road Bed	0.067	Slight
496 *	Bushypark / Ballagh	House and garden	2.170	Part of garden and Road Bed	0.690	Slight
515	Dangan Upper	House and garden	0.303	Part of garden	0.042	Moderate
527	Dangan Upper / Dangan Lower	House and garden	0.382	Road Bed	0.065	Imperceptible
524	Dangan Upper	House and garden	0.550	Part of garden and Road Bed	0.157	Moderate
512	Dangan Upper / Barnacranny	House and garden	0.336	Part of garden	0.006	Slight
533	Dangan Lower	House and garden	0.620	Part of garden and Road Bed	0.129	Moderate
534	Dangan Lower	House and garden	0.322	Part of garden and Access Road Bed	0.017	Slight
536	Dangan Lower	House and garden	1.807	Road Bed	0.011	Imperceptible
535	Dangan Lower	House and garden	0.592	Part of garden and Road Bed	0.075	Slight
529	Dangan Lower / Dangan Upper	Residential Estate	0.250	Road Bed and Access Road Bed	0.015	Imperceptible
523	Dangan Upper	House and garden	0.215	Part of garden and Road Bed	0.028	Slight
569	Mionlach (Menlough)	House and garden	0.322	Part of garden and Road Bed	0.026	Slight
576 *	Menlough / Coolagh	House and garden	0.515	Part of garden and Road Bed	0.266	Slight
577	Menlough	House and garden	0.370	Part of garden	0.009	Slight
550	Coolagh	House and garden	0.538	Road Bed	0.003	Imperceptible
575	Coolagh	House and garden	0.212	Road Bed	0.009	Imperceptible
558	Menlough	House and garden	0.387	Road Bed	0.007	Imperceptible
589	Coolagh	House and garden	0.365	Road Bed	0.009	Imperceptible

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
594	Coolagh	House and garden	0.238	Road Bed	0.025	Imperceptible
604	Ballindooley	House and garden	0.518	Part of garden and Road Bed	0.045	Slight
620, 664 **	Castlegar	House and garden	6.622	Part of garden and Road Bed	0.205 0.178	Slight
607	Ballindooley	House and garden	0.180	Road Bed	0.024	Imperceptible
608	Ballindooley	House and garden	0.230	Part of garden and Road Bed	0.031	Slight
603 *	Ballindooley	House and garden	0.571	Road Bed	0.251	Moderate
622	Ballindooley	House and garden	2.046	Part of Garden and Road Bed	0.004	Slight
639	Castlegar	House and garden	0.254	Part of Garden Road Bed	0.014	Slight
638	Castlegar	House and garden	0.221	Part of garden and Road Bed	0.030	Slight
641	Castlegar	House and garden	0.162	Road Bed	0.018	Imperceptible
634	Castlegar	House and garden	0.309	Part of garden	0.006	Slight
653	Castlegar	House and garden	0.386	Part of garden (Demolition of shed)	0.061	Moderate
654	Castlegar	House and garden	0.203	Part of garden and Access Road	0.031	Slight
640	Castlegar	House and garden	0.439	Road Bed	0.005	Imperceptible
645	Castlegar	House and garden	0.113	Road Bed	0.017	Imperceptible
646	Castlegar	House and garden	0.120	Road Bed	0.021	Imperceptible
682	Cappanabornia	House and garden	0.703	Part of garden and Access Road	0.032	Slight
674	Cappanabornia	House and garden	0.283	Part of garden and Road Bed	0.092	Moderate
628**	An Caisleán Gearr (Castlegar)	House, garden and Zoned Lands	0.350	Part of garden and Partial landtake	0.024	Slight
629**	Castlegar	House, garden and Zoned Lands	0.419	Part of garden and Partial landtake	0.051	Slight
667	Parkmore	House and garden	0.248	Part of garden and Road Bed	0.075	Slight

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
680	Cappanabornia	House and garden	0.102	Road Bed	0.015	Imperceptible
679	Cappanabornia	House and garden	0.103	Road Bed	0.017	Imperceptible
678	Cappanabornia	House and garden	0.102	Road Bed	0.016	Imperceptible
677	Cappanabornia	House and garden	0.106	Road Bed	0.014	Imperceptible
676	Cappanabornia	House and garden	0.104	Road Bed	0.013	Imperceptible
675	Cappanabornia	House and garden	0.112	Road Bed	0.012	Imperceptible
683	Cappanabornia	House and garden	0.168	Part of Garden and Road Bed	0.009	Slight
687	Polkeen	House and garden	0.814	Road Bed	0.019	Imperceptible
686	Polkeen	House and garden	0.165	Road Bed	0.012	Imperceptible
666	Parkmore / Castlegar	House and garden	0.363	Part of garden and Road Bed	0.115	Slight
663	Castlegar / Parkmore	House and garden	0.227	Part of garden and Road Bed	0.043	Slight
662	Castlegar	House and Garden	0.104	Road Bed	0.011	Imperceptible
700	Baile An Dúlaigh (Ballindoooley)	House and Garden	0.130	Road Bed	0.012	Imperceptible
723	Breanloughaun	House and garden	0.147	Road Bed	0.011	Imperceptible
714 *	Breanloughaun / Doughiska	House and garden	6.594	Part of garden and Road Bed	0.106	Moderate

Note:

* this property is also dealt with in Chapter 14, Material Assets Agriculture as the property to be demolished is part of an agricultural property and areas quotes include agricultural lands

** this property also includes zoned lands (and are also included in Table 15.6 and Table 15.7 below and areas quotes include those lands.)

15.5.2.3 Partial Land Acquisition of Commercial or Industrial Enterprises

The proposed N6 GCRR will require the partial acquisition of lands such as (i) green open spaces, (ii) paved surfaces for car parking from 15 commercial or industrial enterprises or landholdings zoned for commercial or industrial development as follows:

- Partial landtake from 11 commercial or industrial enterprises, some of which include portions of zoned lands, including car sales facilities, business parks, a company which source and bottle water and is a distribution centre, nursing home and An Post depot
- Partial landtake from 4 landholdings zoned for commercial or industrial development

There are also two “road bed only acquisitions” where road bed owned by a commercial or industrial enterprise over which there is a public right of way only is acquired without any acquisition form the actual property itself. These include the following:

- 2 commercial or industrial enterprises

Since 2018 and as outlined above, the re-alignment of the Parkmore Link Road to the eastern Boston Scientific boundary as presented in the opening of the 2020 oral hearing and as shown on Figures 5.5.029 to 5.5.030 in Volume 3 of this updated EIAR has removed the need for impact on Boston Scientific, property reference 695, and the need for impact on plot reference 697 and reduced the impact on plot reference 696. The Inspector’s Report concluded as follows on this alteration:

As a result of the revision, Boston Scientific withdrew their objection to the proposal. I am of the opinion that this alternative as put forward at the hearing is preferable, as I did not consider a road splitting the campus in two was acceptable from a safety point of view as well as other concerns raised in their original written submission.

The removal of property reference 695 and 697 has reduced the impacts by two number and removed one Moderate impact and one Slight impact.

All of these 17 properties are listed below in Table 15.6 and shown in Figures 14.1.01 to 14.1.15. Compensation, as appropriate, for these land acquisitions is to be agreed at a later stage after appropriate liaison with the property owners affected or where agreement cannot be reached by the property arbitration process.

Table 15.6 Partial Land Acquisition from Commercial or Industrial Enterprises

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
452_479	Rahoon	Zoned Lands	11.222	Partial landtake and road bed	0.888	Slight
476	Rahoon	Retail Park	0.643	Road bed	0.005	Imperceptible
480	Rahoon	Zoned Lands	9.609	Partial landtake and road bed	1.302	Slight
602, 704, 698, 699	Castlegar /Ballindooley	Company which source and bottle water and is a distribution centre	9.028	Partial landtake and road bed	1.842 Perm.=1.704 Temp.=0.125	Significant
656	Castlegar	Nursing Home and Zoned Lands	0.435	Road Bed and Access Road	0.079	Imperceptible
685	Cappanabornia / Polkeen	Quarry	66.1	Road Bed	0.023	Imperceptible
668	Parkmore / Castlegar	Business Park	6.839	Partial landtake and road bed	0.939	Slight
696*	Ballybaan Beg / Parkmore / Ballybrit / Polkeen / Brockagh	Industrial Estate and zoned lands	38.541	Partial landtake and road bed	3.19 1.670	Slight
697	Parkmore	Industrial Estate	5.122	Partial landtake and Road bed	0.088	Slight

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
701*	Parkmore / Ballybrit	House, garden, and zoned lands	5.972	Partial landtake and road bed	4.246	Moderate
707	Ballybrit	Industrial Estate and Zoned lands	2.506	Partial landtake and Road Bed	0.142	Slight
729	Ballybrit	Zoned Lands	1.861	Partial landtake and road bed	0.282	Slight
695	Parkmore / Ballybaan Beg	Industrial plant	12.570	Partial landtake and access road	0.998	Moderate
717	Ballybrit	Car Sales	0.884	Partial landtake	0.045 Temp.=0.007	Slight
721	Doughiska	Car Sales	0.773	Partial landtake (Paved area) and access road	0.080	Moderate
719	Doughiska	Retail Park	3.759	Partial landtake and access road	1.662	Slight
715	Doughiska / Ballybrit	Retail Park	4.407	Partial landtake and Road Bed	0.008	Imperceptible
716	Ballybrit	Zoned Lands	11.198	Partial landtake	1.920	Slight
720	Doughiska	Car Sales	0.200	Partial landtake (paved area)	0.008	Slight

Note:

* this property is also dealt with in Chapter 14, Material Assets Agriculture as the property to be demolished is part of an agricultural property and areas quoted include agricultural lands

15.5.2.4 Land Acquisition of Other Non-Agricultural Properties

As presented in 2018 and at the close of the oral hearing in 2020, the remaining 106 land holdings are made up of (i) the acquisition of isolated road beds from 27 properties, (ii) the acquisition of riverbed from two properties and (iii) and the partial acquisition of lands at the following properties:

- Galway County Council storage depot
- University of Galway (UoG), Galway Sporting Campus facilities
- Castlegar National School
- Church at Bushypark
- Church at Coolagh
- Galway Racecourse
- Disused railway track
- There is also acquisition of 67 parcels of zoned lands which has reduced from 74 in 2018 EIAR due to the removal of plot reference 473, deletion of duplicate entry of plot reference 690 and reclassification of road beds from zoned lands to road on five plot references.

These are listed below in Table 15.7 and shown in Figures 14.1.01 to 14.1.15. Compensation, as appropriate, for these land acquisitions is to be agreed at a later stage after appropriate liaison with the property owners affected or where agreement cannot be reached by the property arbitration process.

UoG Sporting Campus

The UoG Sporting Campus facilities will be severely affected during the course of the construction works, as the central part of the sporting campus will become a construction site with restricted access for a period of approximately 18 months. Plate 15.2 shows the existing layout of the campus for ease of reference. Access to the bank of the River Corrib which is used as a local amenity and the river itself will also be restricted at times during construction.

As noted in Chapter 5 of this report, UoG confirmed at the oral hearing in February 2020 that they did not want the mitigation measures originally proposed in the 2018 EIAR for the loss of the two number grass-based GAA sized playing pitches adjacent to the River Corrib. UoG subsequently obtained planning permission from Galway City Council Ref 19/372 which was appealed to ABP Ref ABP-308412-20 for replacement pitches. ABP upheld the decision of Galway City Council and granted permission for the replacement pitches on 19 February 2021. These pitches, denoted as X and Y on Plate 15.2 are at an alternative location on UoG lands in line with their strategy and for UoG to mitigate the impacts of the proposed N6 GCRR on their sports campus and to ensure its continued operation to its requirements and in accordance with its masterplan and strategy. Pitch X is a new flood-lit grass hurling pitch. Pitch Y is a 3G full-size GAA pitch.

Therefore, the potential construction impacts on the UoG sports campus has changed since the assessment in the 2018 EIAR. The current impacts of the proposed N6 GCRR on UoG for this updated EIAR are defined as follows:

- The existing GAA sports pitch No. 8 adjacent to the River Corrib will be unavailable for use for the duration of the construction as it is acquired temporarily to construct the viaduct in this area. Upon completion of construction, it will be grass seeded as per existing and returned to UoG as a training area.
- There is no impact on the existing GAA sports pitch No. 9 and this will be available for use throughout the construction period.
- The existing grass pitch in front of the pavilion will be unavailable during construction. Upon completion of construction, it will be grass seeded as per existing and returned to UoG as a training area.
- The western section of the sports pavilion will be impacted as the proposed N6 GCRR intercepts the existing sports pavilion resulting in direct impacts to its western end. The building will be modified as follows with full details provided in Appendix A.15.1 but construction will be sequenced such that use of the pavilion will be maintained throughout the construction period:
 - the existing western plant room, 1 no. changing room, 1 no. storage area, 1 no. weights area and associated access hallways on both ground floor and upper levels will be demolished
 - the western plant room and its associated plant will be relocated
 - Construction and reconfiguration of the internal and external walls, roof, windows and door locations
- There is no impact to the rugby pitch No. 3, the soccer pitches No. 1 and No. 2, the running track or the hockey pitch during construction.
- The trails will be available for public use during construction, albeit that access across the construction site will be restricted to controlled crossings. Local clubs utilising these facilities such as Galway City Harriers, Parkrun, local schools will continue to have access. Full details are provided in Appendix A.15.1.

As the impact is almost the same as it was in 2018 but for the exclusion of impacts to Pitch No. 9, the level of impact during construction on UoG remains as Very Significant.

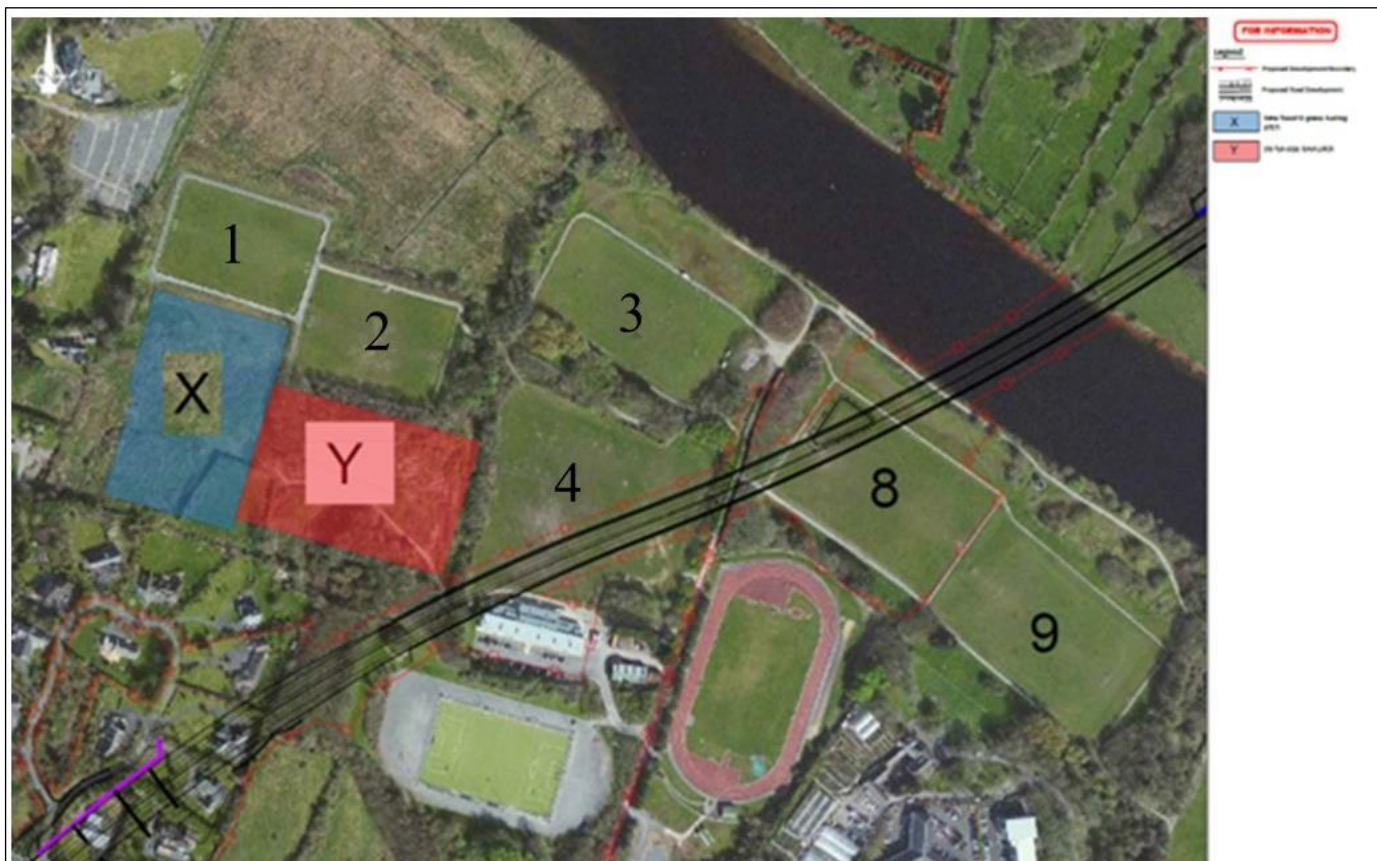


Plate 15.2 Existing UoG Sporting Campus

Galway Racecourse

As set out in Chapter 5 of this updated EIAR, Galway Race Committee Trust received planning permission for replacement temporary and permanent stables, and associated development, to address/mitigate against the loss of stables and to ensure the continued operation of the racecourse (Planning Reference 24/60279). This planning permission will only be implemented if the proposed N6 GCRR is granted approval and is proceeding. The construction of the temporary stables occurs during Phase 1 of the Project prior to construction of the proposed N6 GCRR on lands owned by Galway Racecourse Committee Trust. The construction of the permanent stables occurs post construction of the proposed N6 GCRR on lands temporarily acquired for the construction of the Galway Racecourse Tunnel, and Galway County Council has entered into binding agreements with the owners and lessees of the builders providers property pursuant to a contract for sale for the acquisition of these lands. Therefore, since the decision of ABP in 2021, the position has changed with the permanent stables now being provided on the site of the demolished builders providers with the consent of the tenant and the property owner.

The landtake from Galway Racecourse remains as presented at the conclusion of the oral hearing in 2020, with the detail of the nature of the landtake, i.e. temporary or permanent, reflected in the updated Motorway Scheme schedules. As the land acquisition for construction is the same as it was in 2018, the level of impact during construction remains as Very Significant.

Table 15.7 Land Acquisition of Other Non-Agricultural Properties

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
126	Na Forái Maola Thiar	Galway County Council depot	0.140	Partial landtake and road bed	0.019	Slight
140	Na Forái Maola Thiar	Road	1.037	Road bed	0.025	Imperceptible
182	Troscaigh Thiar	Road	0.022	Partial landtake	0.007	Imperceptible
156*	Na Forái Maola Thoir	Road	0.552	Partial landtake and road bed	0.073	Slight
186	Troscaigh Thiar	Road	0.024	Road Bed	0.002	Imperceptible
187	Troscaigh Thiar	Road	0.017	Road Bed	0.013	Imperceptible
223 *	Cappagh / Keeraun / Ballynahown East / Clybaun / Mincloon	Zoned Lands	15.922	Partial landtake and road bed	3.320	Moderate
228 *	Ballynahown East	Zoned Lands	1.226	Partial landtake	0.123	Slight
230 *	Ballynahown East / Keeraun	Zoned Lands	10.486	Partial landtake	2.186	Moderate
231 *	Ballynahown East	Zoned Lands	6.772	Partial landtake	0.704	Slight
239 *	Keeraun / Mincloon	Zoned Lands	12.462	Partial landtake	2.589	Moderate
242 *	Mincloon	Zoned Lands	2.589	Partial landtake and road bed	0.079	Slight
261 *	Ballynahown East / Keeraun	Zoned Lands	6.480	Partial landtake	1.603	Moderate
299_459	Rahoon	Road	0.012	Road Bed	0.109	Imperceptible
310_458	Letteragh / Rahoon	Road	0.028	Road Bed	0.023	Slight
258_464 *	Rahoon / Letteragh	Zoned Lands	1.9	Partial landtake and road bed	0.204	Slight
483 *	Letteragh	Zoned Lands	0.485	Partial landtake	0.037	Slight
450 *	Letteragh	Zoned Lands	0.581	Partial landtake	0.012	Slight

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
227 *	Ballynahown East / Cappagh	Zoned Lands	1.833	Partial landtake	0.740	Moderate
257_465 *	Letteragh / Ragoon	Zoned Lands	0.325	Partial landtake	0.124	Slight
238 *	Mincloon / Keeraun	Zoned Lands	2.919	Partial landtake	0.950	Moderate
451	Bushypark	Disused Railway Track	0.033	Partial landtake	0.033	Slight
489*	Bushypark	Zoned lands	1.731	Partial landtake	1.181	Slight
469	Ragoon	Zoned Lands	9.255	Partial landtake	0.926	Moderate
470 *	Menlough	Zoned Lands	0.657	Full landtake	0.657	Moderate
471 *	Menlough	Zoned Lands	0.991	Partial landtake	0.461	Slight
472 *	Menlough	Zoned Lands	0.763	Full landtake	0.763	Moderate
473	Ragoon	Zoned Lands	1.871	Partial landtake	0.027	Slight
477	Ragoon	Road	0.292	Road Bed	0.144	Imperceptible
475*	Ragoon	Road	1.645	Road Bed	0.383	Imperceptible
474*	Ragoon	Road	0.756	Road Bed	0.161	Imperceptible
478	Ragoon	Zoned Lands	0.853	Partial landtake and road bed	0.453	Slight
480 *	Ragoon	Zoned Lands	9.609	Partial landtake and road bed	1.302	Imperceptible
484 *	Letteragh / Ragoon	Zoned Lands	8.484	Partial landtake	1.304	Moderate
487	Bushypark / Ballagh	Church	0.801	Road Bed	0.044	Imperceptible
488 *	Bushypark	Zoned Lands	0.396	Partial Landtake	0.141	Slight
500	Menlough	Zoned Lands	6.592	Partial Landtake	0.911	Moderate
501	Barnacranny / Ballagh) / Letteragh	Zoned Lands and road	6.314	Road Bed	3.530 Perm.=1.054 Temp.=2.476	Imperceptible
528_543	Dangan Lower / Ragoon / Dangan Upper	UoG Sporting Campus Zoned Lands -Recreational and Amenity	95.896	Partial landtake including removal of pitches and the partial demolition of the existing Sports Pavilion	6.293 Perm.=2.483 Temp.=1.900	Very Significant

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
516	Dangan Upper	Zoned Lands	0.310	Full landtake	0.310	Moderate
517	Dangan Upper / Dangan Lower	Road	0.529	Road Bed	0.364	Imperceptible
513 *	Dangan Upper / Barnacranny	Zoned Lands	3.631	Partial landtake	1.454	Moderate
521	Dangan Upper	Zoned Lands	0.310	Full landtake	0.310	Moderate
522	Dangan Upper	Zoned Lands	0.232	Partial landtake	0.114	Slight
526	Dangan Lower	Zoned Lands	0.237	Partial landtake	0.061	Slight
531	Dangan Lower	Road	0.674	Road Bed	0.426	Imperceptible
542	Dangan Lower	Road	0.093	Road Bed	0.088	Imperceptible
556	Menlough	Zoned Lands Road	0.375	Road Bed	0.007	Imperceptible
561	Menlough	Zoned Lands Road	0.593	Road Bed	0.413	Imperceptible
511	Dangan Upper	Road	0.898	Road Bed	0.532	Imperceptible
574	Menlough / Ballybrit	Road	0.343	Road Bed	0.211	Imperceptible
590	Menlough	Road	0.01	Road Bed	0.01	Imperceptible
593	Menlough	Road	0.018	Road Bed	0.005	Imperceptible
596	Coolagh	Church	0.054	Road Bed	0.010	Imperceptible
595	Coolagh	Road	0.079	Road Bed	0.047	Imperceptible
584	Coolagh	Road	0.319	Partial landtake	0.002	Imperceptible
586 *	Doughiska / Castlegar / Ballybrit / Ballindooley	Zoned Lands	4.890	Partial landtake and road bed	0.881	Slight
624 *	Castlegar / Ballindooley	Zoned Lands	7.549	Partial landtake	3.121	Slight
650	Castlegar	Primary School	0.563	Partial landtake from School lands and road bed	0.077 Perm.=0.059 Temp.=0.018	Slight

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
661* (Combined with 660 & 669 as one owner)	Castlegar / Parkmore	Zoned lands	0.396	Partial landtake and road bed	0.059	slight
660 * (Combined with 661 & 669 as one owner)	Castlegar / Parkmore	Zoned Lands	1.449	Partial landtake and road bed	0.142	Slight
665	Castlegar / Parkmore	Road	0.318	Road bed	0.007	Imperceptible
669 (Combined with 660 & 661 as one owner)	Castlegar	Zoned Lands Road	0.322	Road bed	0.009	Imperceptible
688*	Parkmore / Polkeen	Zoned Lands	6.632	Partial landtake	4.103	Significant
702	Parkmore / Castlegar	Zoned Lands	0.1422	Partial landtake	0.141	Significant
703	Doughiska	Zoned Lands	0.913	Partial landtake	0.014	Imperceptible
710	Ballybrit	Zoned Lands	0.253	Partial landtake	0.165	Significant
724 * (**)	Coolagh/ Doughiska/	Two houses and garden and Zoned Lands	4.074	Partial landtake	2.717	Significant
732*	Coolagh	Zoned Lands	5.261	Partial landtake	0.106	Slight
733	Ballybrit	Zoned Lands	0.105	Partial landtake	0.001	Imperceptible
750*	Coolagh	Zoned Lands	5.861	Partial landtake	1.994	Moderate
751	Coolagh / Doughiska	Zoned Lands	21.659	Partial landtake	8.178 6.28	Significant
752	Coolagh / Doughiska	Zoned Lands	14.024	Partial landtake	1.089	Slight
754	Doughiska	Zoned Lands	4.952	Partial landtake	1.398 1.300	Moderate
756	Coolagh)	Zoned Lands	0.202	Partial landtake	0.030	Slight
758	Coolagh	Zoned Lands	6.259	Partial landtake and road bed	2.458	Significant
760	Doughiska	Zoned Lands Road	12.407	Road Bed	0.511	Imperceptible

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
761	Doughiska	Zoned Lands	1.635	Partial landtake	0.049	Imperceptible
762	Doughiska	Zoned Lands	5.038	Partial landtake	0.076	Slight
763	Doughiska	Zoned Lands	0.001	Partial landtake	0.001	Imperceptible
670	Parkmore / Castlegar	Road	0.196	Road Bed	0.197	Imperceptible
728	Ballybrit	Road	0.050	Road Bed	0.044	Imperceptible
696 *	Ballybaan Beg / Parkmore / Ballybrit / Polkeen / Brockagh	Zoned Lands	38.541	Partial landtake and road bed	3.190 1.67	Imperceptible
691	Ballybrit / Parkmore	Racecourse	60.159	Partial landtake of paved areas and acquisition of stables	5.104 Perm.=3.836 Temp.=1.272	Very Significant
545	Dangan Lower / Menlough	River Bed	0.252	River Bed	0.252	Imperceptible
557	Coolagh	River Bed	0.266	River Bed	0.266	Imperceptible
706	Doughiska / Breanloughau / Coolagh / Bushypark / Ballagh / Dangan Lower / Dangan Upper / Castlegar / Parkmore / Garraun North	Road	46.491	Partial landtake and road bed	18.843	Imperceptible
765	Rahoon / Menlough / Coolagh	Road	37.885	Road Bed	1.1911	Imperceptible
689 *	Parkmore	Zoned Lands	8.756	Full landtake	8.756	Moderate
668 * (Combined with 690 as one owner)	Parkmore / Castlegar	Zoned Lands	6.839 6.11	Partial landtake and road bed	0.939	Moderate
659 *	Castlegar / Parkmore	Zoned Lands	2.404	Full landtake	2.404	Moderate
690 *	Parkmore	Zoned Lands	7.406 3.98	Partial landtake	5.726 1.570	Moderate

Protected Road Order / Motorway Order Number	Townland	Description	Area of Property (Ha)	Nature of Impact		Level of Impact
				Description of Landtake	Land to be Acquired (ha)	
(Combined with 668 as one owner)						
766 (Split from 690 to new owner)	Parkmore	Zoned Lands	4.156	Partial landtake	4.156	Moderate
692 *	Parkmore	Zoned Lands	0.356	Full landtake	0.356	Moderate
712 *	Ballybrit	Zoned Lands	0.016	Full landtake	0.016	Moderate
709 *	Ballybrit	Zoned Lands	0.461	Full landtake	0.461	Moderate
722 *	Doughiska	Zoned Lands	0.655	Full landtake	0.655	Moderate
757 *	Coolagh	Zoned Lands	4.287	Partial landtake	0.225	Moderate
223 *	Mincloon, Clybaun, Keeraun, Cappagh, Ballynahown East	Zoned Lands	15.922	Partial landtake and road bed	3.320	Slight
481 **	Rahoon	Zoned Lands	3.050	Partial landtake	0.599	Slight
597 **	Coolagh	Zoned Lands	3.500	Partial landtake and road bed	0.025	Imperceptible
586 *	Ballybrit, Doughiska, Castlegar, Ballindooley	Zoned Lands	8.650	Partial landtake and road bed	2.387	Slight
694 **	Parkmore	Zoned Lands	2.799	Partial landtake	0.619	Slight
693**	Parkmore	Zoned Lands	2.853	Partial landtake	0.708	Slight
731 **	Ballybrit	Zoned Lands	0.523	Partial landtake	0.022	Slight
730 **	Ballybrit	Zoned Lands	0.397	Partial landtake	0.033	Slight
718 **	Ballybrit	Zoned Lands	0.685	Partial landtake	0.253	Slight

Note:

* this property is also dealt with in Chapter 14, Material Assets Agriculture as the property is part of an agricultural property and areas quotes include agricultural lands

** property also included in Table 15.4

15.5.2.5 Planning Permissions affected by the proposed N6 GCRR

Since 2018, the situation with the planning permissions has changed due to the elapse of time. The following changes have occurred to those listed in the 2018 EIAR as being affected:

1. PRS Ref. 124 & Planning Reference 14/1003: As this planning permission is deemed to have lapsed, it is no longer necessary to therefore revoke it as it is no longer an extant planning permission.
2. PRS Ref. 149: Construction is complete in this location without conflict to the proposed N6 GCRR. As that work is complete, this planning permission is no longer capable of being revoked and is removed from Schedule 7.

3. PRS Ref. 229 & Planning Reference 14/54: On 20 July 2014, Galway City Council granted 14/54 which was an extension of time on an original planning application 08/32 until 18 July 2019. The application was listed as requiring modification under the Protected Road Schedule 7⁶ as the proposed N6 GCRR went through the northern portion of it. No construction took place under planning reference 14/54. On 1 October 2019, the planning permission 08/32 was deemed to have expired as well as the extension of time duration 14/54 by Galway City Council. As this application is deemed to have lapsed, it can no longer be revoked.
4. Furthermore, an application for housing on the portion of this site which is south of the proposed N6 GCRR went through SHD to ABP, reference ABP 304762. This new application took cognisance of the proposed N6 GCRR boundary and is not impacted by the proposed N6 GCRR. This development is almost complete on site.
5. MS Ref. 528_543 & Planning Reference 14/104: This is for an all-weather pitch in front of the sports pavilion and flood lights around it at UoG. To date, UoG did not convert the grass pitch to a 3G pitch but did install the flood lights. As this planning permission is deemed to have lapsed, it is no longer necessary to therefore revoke it as it is no longer an extant planning permission.
6. MS Ref. 528_543 & Planning Reference 17/159: This application was for flood lighting on the main GAA pitches and was an extension of time request on an earlier application 11/210. It was due to expire on 25 June 2022. However, UoG have installed these flood lights, and the work is complete. As that work is complete, this planning permission is no longer capable of being revoked and is removed from Schedule 7.

Table 15.8 has been updated to reflect the above updates.

Since 2018, planning permission has been granted for a large-scale residential development (LRD) on both sides of the proposed access road to Gateway Retail Park namely the Gateway Retail Park Link Road AR 06/04, Galway City Council Planning Reference 23/3 which was refused but was granted upon appeal by ABP, reference ABP-318687-23. This grant of planning is not in conflict with the proposed N6 GCRR as it also includes the construction of the Gateway Retail Park Link Road AR 06/04 on the same horizontal and vertical alignment. The addition of a bus bay on the south side of the access road, which is included in the LRD permission, has been added to the proposed N6 GCRR and does not require any additional landtake from property reference 452_497. This LRD and the proposed N6 GCRR are independent of each other, but totally complimentary of each other, with the sequence of construction depending on which project proceeds to construction first. Refer to Section 5.4.1.2.13 of Chapter 5 of this updated EIAR for full details. Given that there is no change required or no impact on this existing live planning application, the level of impact on property reference 452_479 remains as Slight and there is no requirement to modify or revoke this planning permission.

⁶ Schedule 7 is one schedule of the land acquisition documentation which outlines the particulars of existing planning permission for the development of lands which will be revoked or modified should the proposed N6 GCRR proceed.

Table 15.8 Planning Permissions affected by the proposed N6 GCRR

PRO / MO No.	Townland	Description	Area of property (Ha)	Nature of Impact		Level of Impact	Revoke or modify
				Description of Landtake	Land to be acquired (Ha)		
124*	Na Forai Maola Thiar	Full residential planning permission	0.470	Acquisition of whole site	0.470	Moderate	Revoke
149	Troscaigh Thiar	Planning permission for roadside boundary wall and existing access point as constructed with all associated works and ancillary services.	0.200	Boundary Wall relocation, Road Bed acquisition	0.0075	Imperceptible	Modify
229	Ballyburke	Planning permission granted for the demolition of two existing houses shed and outbuildings, construction of crèche, 3 no retail units, 3 no office units, bar/restaurant and 299 residential units in varying design and form, in two and three storey blocks, bin storage, ESB substation, surface and basement car parking and all associated external and site development works including 3 vehicular access points and road widening along Ballymoneen Rd. (1454) (Extension of time to 18/07/2019)	9.2	Severance of site	1.45	Moderate	Modify
528_543	Dangan Lower	Permission for new all-weather sports pitch on the site of existing training pitch (including floodlighting) (14104)	95.896	Partial acquisition of property	6.293	Very Significant	Revoke
528_543	Dangan Lower	Permission for flood lighting of existing GAA pitches adjacent to the river. (17150)	95.896	Partial acquisition of property	6.293	Very Significant	Revoke

Note: * Lands also included in Table 15.4 above

Any entry with a strikethrough indicates that the planning permission has expired.

Any entry with a double strikethrough has been completed in accordance with the planning permission.

15.5.2.6 Potential impacts on Material Assets Non-Agricultural - Services

Electricity services, gas services, telecommunication services, water supply and foul water services will each be affected by the Project as outlined below in this section.

Electrical Services

Consultation took place in 2024 to ensure that the electrical service diversions as proposed are the optimum solution given that the utility providers may also have upgraded or modified their networks in the intervening period. Following the conclusion of consultations, there is no change from 2018 to the diversion of the electrical services as impacted by the proposed N6 GCRR. The Project will require the localised diversion and/or modification of the existing 38kV and 110kV networks as follows:

- 110kV network to be diverted at 3 locations
- 38kV network to be diverted at 9 locations

Conflicts⁷ with the existing 110kV network have been discussed ESB Networks, the Transmission System Owner, and EirGrid, the Transmission System Operator. The 110kV network comprises overhead conductors, supported on double-wood polesets along straights, with lattice steel structures (known as “angle towers”) where the circuit alignment changes direction. Where resolution is necessary it is proposed by way of localised diversion, or by a generally modest raising of existing polesets/towers in immediate proximity to the corridor of the Project in order to ensure adequate separation distance between the overhead conductors and ground levels (known as “vertical clearance”). At some locations the existing towers can be retained at their current location and the road element of the Project will pass underneath. Where adequate vertical clearance is available no works will be required. In instances of inadequate vertical clearance the line will need to be raised between towers allowing for sag of the line due to its “loading” - the amount of power it carries – as well as for seasonal weather conditions, especially ice. Each diversion has been assessed from both a construction point of view, but also from an operational point of view to ensure the continued operation of the electrical grids while construction of the Project. The alternative of localised undergrounding of all of the existing 110kV overhead lines as part of the diversion works was considered by this working group; however due to the conflict locations and the necessity to underground the line back to a substation and the proximity to such a substation it was agreed by ESB Networks and EirGrid not to be feasible, nor indeed necessary and/or appropriate, given that it would have a potentially significant adverse impact upon the safe, secure and reliable operation of the grid, by introducing significant complexity into the system.

The diversion locations are listed in Table 15.9 and shown in Figures 15.1.01 to 15.1.15. Once these diversions are complete the powerlines will operate in the same way as they currently do. However, there is a temporary impact to the service to complete these diversions. These impacts include a power outage of the line which can only be completed during the outage season (generally April-October when demand for electricity is generally lower in comparison with the winter period) and switching of power onto other circuits during that time. All of this requires a phased and carefully planned approach to the development of different circuits, the outage season, the phasing of the transmission development in advance of main construction, and protection of the circuits during the construction. This is undertaken exclusively by EirGrid and ESBN as Transmission System Operator (TSO) and Distribution System Operator (DSO) respectively and is not within the power of the Applicant to control or undertake. As such these potential impacts are ranked as Moderate, albeit temporary, and strictly controlled to ensure no loss of supply to customers and the general public.

There will also be a requirement to protect in-situ⁸ the 38kV and 110kV services as follows:

⁷ The technical term for the intrusion of a planned development with an existing circuit is a ‘conflict’. This simply means something that needs to be resolved, rather than in its more literal sense. ESB Networks have a dedicated Conflicts Section, and the resolution of ‘conflicts’ is an established practice, occurring by way of localised re-design or diversion.

⁸ The existing infrastructure will be maintained in its current location and protected during construction by the use of ‘goal posts’ and fencing for the overhead powerlines and utilising a protection layer over the underground cable circuit. All works will be undertaken in accordance with the safe working guidelines as outline in ESB Networks “Safe Construction with Electricity”).

- 110kV service to be protected in-situ at 5 locations
- 38kV services to be protected in-situ at 14 locations

These potential impacts are ranked as Not Significant.

The lower voltage ESB powerlines will require diversion at 36 locations. These potential impacts are ranked as Slight.

There is also a requirement to protect in-situ the lower voltage ESB powerlines at 63 locations. These potential impacts are ranked as Not Significant as there will be no consequences to this service as a result of these measures.

The underground 110kV line is in conflict with the proposed N6 GCRR in four locations however this service will be protected in-situ and no diversion works are required. These potential impacts are ranked as Not Significant as there will be no consequences to this service as a result of these measures.

Table 15.9 Electrical Services affected or in conflict with the Proposed N6 GCRR

Approx. Chainage	Townland	Description	Affected Lengths (m)	Level of Impact	Proposed Mitigation
Ch. 6+300	Rahoon	ESB 38kV Underground Service	167m	Moderate	Divert as shown on Figure 15.1.04 as agreed with ESB
Ch. 6+675	Rahoon	ESB 38kV Overhead Service	76m	Moderate	Divert as shown on Figure 15.1.04 as agreed with ESB
Ch. 8+270 to 8+400	Barnacranny	ESB 38kV Overhead Service	127m	Moderate	Divert as shown on Figure 15.4.05 as agreed with ESB
Ch. 8+400 to 600	Dangan	ESB 38kV Overhead Service	285m	Moderate	Divert as shown on Figure 15.1.05 as agreed with ESB
Ch. 8+600	Dangan	ESB 38kV Overhead Service	20m	Moderate	Divert as shown on Figure 15.1.05 as agreed with ESB
Ch. 13+525	Castlegar	ESB 38kV Overhead Service	111m	Moderate	Divert as shown on Figure 15.1.08 as agreed with ESB
Ch. 14+375 (Parkmore Link Road)	Ballybrit / Parkmore	ESBI 110kV Overhead Service	1040m	Moderate	Divert as shown on Figure 15.1.09 and 15.1.14 as agreed with ESBI
Ch. 14+425 (Parkmore Link Road)	Ballybrit / Parkmore	ESBI 38kV Overhead Service	317m	Moderate	Divert as shown on Figure 15.1.09 and 15.1.14 as agreed with ESBI
Ch. 16+260 to 16+800	Coolagh	ESB 38kV Overhead Service	1065m	Moderate	Divert as shown on Figure 15.1.10 as agreed with ESB
Ch. 16+260 to 16+800	Coolagh	ESBI 110kV Overhead Service	648m	Moderate	Divert as shown on Figure 15.1.10 as agreed with ESBI

Approx. Chainage	Townland	Description	Affected Lengths (m)	Level of Impact	Proposed Mitigation
Ch. 16+260 to 16+800	Coolagh	ESBI 110kV Overhead Service	641m	Moderate	Divert as shown on Figure 15.1.10 as agreed with ESBI
N59 Link Road South	Rahoon	ESB 38kV Underground Service	33m	Moderate	Divert as shown on Figure 15.1.12 as agreed with ESB

Gas Services

Following consultation in 2024, there is no change from 2018 to the diversion of the gas services as impacted by the proposed N6 GCRR. The proposed N6 GCRR will require the localised diversion and/or modification of the existing Gas Networks Ireland (GNI) services at two locations as shown on Figures 15.2.01 to 15.2.5 and listed in Table 15.10 below. Once these diversions are complete the gas network will operate in the same way as they currently do. However, there is an impact to the service to complete these diversions. These impacts include an outage of the line which requires a phased and careful planned approach to the development in advance of main construction and protection of the network during the construction. As such these potential impacts are ranked as moderate.

There is also a requirement to protect in-situ Gas Networks Ireland (GNI) services at nine locations. These potential impacts are ranked as not significant as there will be no consequences to this service as a result of these measures.

Table 15.10 GNI Services affected or in conflict with the Proposed N6 GCRR

Approx. Chainage	Townland	Description	Affected Lengths (m)	Level of Impact	Proposed Mitigation
Ch. 6+520 (N59 Link Road South / Rahoon Road JNC)	Rahoon	Gas – Distribution network	95m	Moderate	Divert as shown on Figure 15.2.01 as agreed with GNI
Ch. 13+150	Castlegar	Gas – Transmission network	115m	Moderate	Divert as shown on Figure 15.2.03 as agreed with GNI

Telecommunications

There are a number of telecommunication services impacted by the Project, including Eir, Virgin Media, E-Net, BT and Vodafone. New ducting will be provided in the verges of the proposed N6 GCRR for future use resulting in a positive moderate impact.

Eir

Following consultation in 2024, there is no change from 2018 to the diversion of the Eir services as impacted by the proposed N6 GCRR. The Project will require the localised diversion and/or modification of the existing of Eir services at 17 locations as follows:

- Ch. 0+000
- Ch. 2+840
- Ch. 2+845
- Ch. 3+325
- Ch. 3+550

- Ch. 5+620
- Ch. 6+300
- Ch. 6+300 to 6+450
- Ch. 7+250
- Ch. 8+550
- Ch. 10+100
- Ch. 12+120
- Ch. 13+170
- Ch. 15+045
- Ch. 15+700
- Ch. 15+870
- Ch. 16+250

These potential impacts are considered to be a Slight impact.

There is also a requirement to protect in-situ Eir services at 31 locations. These potential impacts are ranked as Not Significant.

Virgin Media

Following consultation in 2024, there is no change from 2018 to the diversion of the Virgin Media services as impacted by the proposed N6 GCRR. Virgin Media have a number of underground fibre optic cables running in ducting along existing roads crossed by the proposed N6 GCRR. The proposed N6 GCRR will require the localised diversion and/or modification of the existing of Virgin Media services at two locations as follows:

- Ch. 7+280
- Ch. 7+285

These potential impacts are considered to be a Slight impact.

There is also a requirement to protect in-situ Virgin Media services at six locations. These potential impacts are ranked as Not Significant.

E-Net

Following consultation in 2024, there is no change from 2018 to the diversion of the E-Net services as impacted by the proposed N6 GCRR. E-Net have a number of fibre optic cables running in ducting along existing roads crossed by the proposed N6 GCRR.

The proposed N6 GCRR will require the localised diversion and/or modification of the existing of E-Net fibre optic at five locations as follows:

- Ch. 13+700
- Ch. 15+050
- Ch. 15+730
- Ch. 15+880
- Ch. 16+350

These potential impacts are considered to be a Slight impact.

There is also a requirement to protect in-situ E-Net fibre optic at 14 locations. These potential impacts are ranked as Not Significant.

BT Ireland

Following consultation in 2024, there is no change from 2018 to the diversion of the BT services as impacted by the proposed N6 GCRR. BT Ireland have a number of underground fibre optic cables running in ducting along existing roads crossed by the proposed N6 GCRR.

The proposed N6 GCRR will require the localised diversion and/or modification of the existing of BT Ireland optic at one location as follows:

- Ch. 16+300

This potential impact is considered to be a Slight impact.

There is also a requirement to protect in-situ BT Ireland at five locations. These potential impacts are ranked as Not Significant.

Vantage Towers Limited (Previously owned by Vodafone)

The proposed N6 GCRR will require the full acquisition of a telecommunications mast at Ch. 4+650 which is operated by Vantage Towners Limited, previously operated by Vodafone. The existing development, covered by previous planning application reference 18/173, is subject to an Enforcement Notice reference UD: 15/019 at Cappagh Road, Bearna, Galway. As noted above, retention application (Planning Reference 24/60031) to keep the existing mast for a further 12 months was refused permission by Galway City Council and refused on appeal to ABP, reference ABP-319579-24 in January 2025.

A planning application for a new mast at a new location was made in 2022 under Planning Reference 22/104 but was refused by the Galway City Council and refused by ABP upon appeal.

A separate planning application, Planning Reference 24/60137 was made for a new mast at a new location on 10 May 2024. This would locate the mast to the north of the proposed N6 GCRR in the same land holding but outside the fenceline of the proposed N6 GCRR and would not impact on the proposed N6 GCRR. Galway City Council granted permission but it is under appeal currently to ABP, reference No. 321367-24. Access to the severed lands of Plot Ref. 226 to the north of the proposed N6 GCRR will be provided via AR 4/05.

Three Networks Ireland

As per 2018, Three Networks Ireland operate a telecommunications mast at Ch. 14+500 which will be decommissioned for the construction of the proposed N6 GCRR and relocated.

Water Supply and Foul Water Services

The proposed N6 GCRR is in conflict with a number of water services (watermains, foul and surface water sewers) within the Assessment Boundary. The conflicts that require diversion works are listed in Table 15.11 below along with the level of impact.

There are no waste facilities potentially impacted by the proposed N6 GCRR.

Table 15.11 Water Services affected or in conflict with the Proposed N6 GCRR

Approx. Chainage	Townland	Description	Affected Lengths (m)	Level of Impact	Proposed Mitigation
Ch. 0+000	Na Foráí Maola	150mm Ø Watermain	125m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 1+570	Troscaigh	80mm Ø Watermain	40m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 2+760	Troscaigh	100mm Ø Watermain	155m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 3+250	An Chloch Scoilte	80mm Ø Watermain	130m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 4+450	Cappagh	150mm Ø Watermain	107m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 5+650	Ballyburke	250mm Ø Watermain	195m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 6+150	Knocknacarra	150mm Ø Watermain	100m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 6+150	Knocknacarra	150mm Ø Watermain	280m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 6+280	Rahoon	250mm Ø Watermain	147m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 6+300	Rahoon	250mm Ø Watermain	180m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 6+200	Knocknacarra	150mm Ø Watermain	45m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 6+600	Rahoon	250mm Ø Watermain	97m	Slight	Divert in agreement with Irish Water / Galway City

Approx. Chainage	Townland	Description	Affected Lengths (m)	Level of Impact	Proposed Mitigation
					Council / Galway County Council
Ch. 7+220	Letteragh	250mm Ø Watermain	275m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 7+230	Letteragh	300mm Ø Watermain	340m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 7+250	Letteragh	150mm Ø Watermain	525m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 7+250	Letteragh	150mm Ø Watermain	80m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 7+400	Letteragh	300mm Ø Watermain	50m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 7+250	Letteragh	Proposed 80mm Ø Watermain	606m	Slight	Install in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 8+250	Bushypark	100mm Ø Watermain	128m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 8+300	Bushypark	100mm Ø Watermain	122m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 8+400	Dangan	25mm Ø Watermain	170m	Slight	Divert in agreement with Irish Water/ Galway City Council/ Galway County Council
Ch. 8+520	Dangan	100mm Ø Watermain	95m	Slight	Divert in agreement with Irish Water/ Galway City Council/ Galway County Council
Ch. 11+390	Coolagh	Proposed 100mm Ø Watermain	1062m	Slight	Install in agreement with Irish Water/ Galway City Council/ Galway County Council
Ch. 13+130	Castlegar	100mm Ø Watermain	305m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 13+870	Twomileditch	250mm Ø (10 inch) Watermain	213m	Slight	Divert in agreement with Irish Water / Galway City

Approx. Chainage	Townland	Description	Affected Lengths (m)	Level of Impact	Proposed Mitigation
					Council / Galway County Council
Ch. 13+880	Twomileditch	500mm Ø Watermain	590m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 15+000	Ballybrit	100mm Ø Watermain	318m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 15+200	Ballybrit	250mm Ø Watermain	97m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 16+450	Doughiska	150mm Ø Watermain	123m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 5+950	Ballyburke	300mm Ø Foul Sewer	225m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 13+200	Castlegar	225mm Ø Foul Sewer	325m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 13+650	Twomileditch	300mm Ø Foul Sewer	165m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 15+280	Ballybrit	375mm Ø Foul Sewer	95m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 16+500	Doughiska	225mm Ø Foul Sewer	135m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 5+850	Ballyburke	300mm Ø Surface Water Sewer	223m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 13+650	Twomileditch	900mm Ø Surface Water Sewer	170m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council
Ch. 15+280	Ballybrit	600mm Ø Surface Water Sewer	335m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council

Approx. Chainage	Townland	Description	Affected Lengths (m)	Level of Impact	Proposed Mitigation
Ch. 16+500	Doughiska	225mm Ø Surface Water Sewer	142m	Slight	Divert in agreement with Irish Water / Galway City Council / Galway County Council

15.5.3 Potential Operational Effects

Once the Project is operational, all properties with the exception of UoG Sports Pavilion will have access and utilities will operate and function to a level of service as is the current situation. The UoG Sports Pavilion will have restricted access to its western perimeter, due to the presence of the proposed N6 GCRR.

Galway Racecourse will continue to operate and function to a level of service as is the current situation.

15.6 Mitigation Measures

15.6.1 Introduction

This section outlines the proposed mitigation measures for material assets non-agriculture.

15.6.2 Construction Phase

In the event of an approval of the Protected Road Scheme and Motorway Scheme and approval under Section 51 of the Roads Act 1993 (as amended), by An Bord Pleanála and subject to the availability of funding, Notice to Treat will be served firstly on owners, lessees and occupiers of the dwelling houses and commercial properties to be acquired, within six months of the scheme becoming operative, unless an application has been made for Judicial Review, in which case the Notice to Treat⁹ will be served in accordance with the provisions of Section 217 (6A) of the Planning and Development Act 2000 as inserted by the Compulsory Purchase Orders (Extension of Time Limits) Act 2010. Compensation will be agreed or determined by the property arbitrator as soon as possible after service of Notice to Treat. After compensation has been agreed or determined and satisfactory title has been produced, part payment can be made while the claimant remains for an agreed period in the property to be acquired. This will facilitate the claimant in removing uncertainty and will facilitate arrangements being made, as early as possible, to secure a replacement property.

Where existing access to property is affected, this will be reinstated or an alternative access provided.

Where part of a property or land surrounding a property is to be acquired, appropriate accesses have been designed and appropriate boundary treatment will be constructed.

The proposed N6 GCRR severs the UoG Sporting Campus facilities. During construction, restricted access across the construction area at the UoG Sporting Campus facilities will be maintained at all times.

The proposed N6 GCRR also intercepts the existing sports pavilion resulting in direct impacts to its western end. The building modifications will be sequenced such that access and use of the pavilion will be maintained during the construction phase of the proposed N6 GCRR.

During the construction of the River Corrib Bridge, alternative access to that along the bank of the River Corrib will be provided.

The works to provide replacement stables at Galway Racecourse, are the subject matter of a separate planning application lodged by Galway Race Committee Trust to Galway City Council Reference and for which a decision to grant has issued from Galway City Council on 2 December 2024, but these works from part of the Project for EIA and AA purposes. These works are designed to mitigate against any disruption to the normal operation of Galway Racecourse during the construction of the proposed N6 GCRR. As

⁹ This notice requests landowners to submit their claim for compensation for lands being taken under the Protected Road Scheme or Motorway Scheme. This is the initial step in the acquisition of property and lands.

previously stated, temporary stables also the subject matter of the above mentioned planning application to Galway City Council, will be provided at Galway Racecourse and will be available during the construction of the proposed N6 GCRR until such time as the Galway Racecourse tunnel is complete and the proposed N6 GCRR is operational. The permanent stables will then be built upon completion of construction of the proposed N6 GCRR.

Mitigation measures as detailed in individual accommodation works agreements, such as boundary treatment, domestic entrances, property condition surveys (as outlined in Chapter 18, Noise and Vibration), provision of ducting to facilitate services, maintenance of access during construction amongst other items will remove impacts related to the properties with partial landtake.

Compensation, as appropriate, for the loss of land, buildings and other injurious affection will form part of the land acquisitions process and will be agreed at a later stage with a valuer after appropriate liaison with the property owners affected or where agreement cannot be reached then compensation will be determined by the property arbitration process.

Each of the utility diversions associated with the Project have been planned with ongoing and detailed engagement with relevant utility providers during the preparation of this updated EIAR. This engagement will continue prior to and during the construction phases. Each diversion has been assessed from both a construction point of view, but also from an operational point of view.

Where the infrastructure for service providers is impacted, this will be diverted or reinstated in accordance with service providers' requirements prior to construction.

Service users will be notified in advance of any temporary disruption or outages necessitated by the construction works. The disruption to services or outages will be carefully planned so the duration is minimised.

Public water supply and foul water systems affected will be reconnected. All necessary diversions will be carried out in accordance with the local authority and Irish Water's requirements. Where private potable water supplies are impacted, a new well or alternative water supply or financial compensation for the loss of the well will be provided or where agreement cannot be reached then compensation will be determined by the property arbitration process.

Mitigation for interference with septic tanks will be agreed by the valuer at a later stage.

Additional commitments were given by GCC during the oral hearing in 2020 as follows:

- Galway County Council will notify Ob_521_O_517.14_02 of any upcoming day or night time closures near their property
- The existing decorative historic gates at the entrance to the Aughnacurra estate will be removed, stored and erected at the front entrance upon completion, noting that they currently do not close and that they will not close and span the new entrance width
- The existing signage at property 668 on the N83 Tuam Road will be removed, stored and erected at the property upon completion
- The residual lands at property 539 and 540 will be sloped from the rear of the retained existing estate wall up to the embankment of the Project
- The modifications to the Sports Pavilion at UoG Sporting Campus will be undertaken as enabling works during the summer period prior to commencement of the construction of the proposed N6 GCRR
- Welfare facilities at the Sports Pavilion at UoG Sporting Campus will be maintained throughout the construction works
- There will be no parking permitted at the UoG Sporting Campus carpark for the personnel employed for the construction works
- Plot 207 – Construction of a new boundary wall for along the existing Aille Road (L5384) for the full extent of the property with the height being that of the existing boundary wall

- Plot 607 – Construction of a new stone faced boundary wall at the front of the property along the existing N84 to a height of 1.8m, piers to the entrance, the inclusion of noise reflective gates and regrading of driveway
- Plot 666 – Construction of a new domestic entrance at the front of the property along the existing N83 on a like for like basis set back 5m from the edge of the carriageway
- An additional field entrance gate will be provided from AR4/05 to service the farm yard in Plot 216
- The new stone boundary wall for Plot 125 will be 1.5m in height
- The new stone boundary wall for Plot 493 will match the height of the existing front boundary wall
- The new stone boundary wall for Plot 523 will match existing wall along Circular Road and will be 2.0m high along access road AR08/02
- The existing boundary and accessway for Plot 131 on the Forai Maola Road will be removed and a new stonework wall 1.5m high above ground level in accordance with standard detail GCRR-SK-C0-001 will be constructed. To the northern boundary of the property the stonework wall will extend to 2.0m high above ground level. A new 4.0m wide access will be constructed to the north of the property from the Na Forai Maola to Troscaigh Link Road South. This access will be constructed in accordance with standard details CC-SCD-02753. The new access road will include a new field access to CC-SCD-02754 and single field gate to CC-SCD-00309.
- A stone faced retaining wall will be constructed with a timber post and rail fence located on top as detailed in GCRR-SK-C-004 along the boundary of the display area of Plot 668 adjacent to the N83 Tuam Road. A 1.2m high stonework wall will be provided along the remaining extent of the N83 Tuam Road, i.e. from the southern edge of the display area. The remaining proposed boundary treatment for the lands comprise of timber post and rail fencing, constructed in accordance with TII Standard Detail CC-SCD-00301, to the south of the plot and Paladin security fencing surrounding the proposed treatment ponds
- Access to the residual lands on Plot 729, adjacent to the City East Business Park Junction, will be provided via access road AR 15/05. A single field access as per TII Standard Detail CC-SCD-02754 with a Paladin security gate will be provided
- Signage will be erected at property 668 during construction to ensure that the entrance location is prominent and easily identifiable
- New signage for the business at property 668 will be erected post construction, replacing the existing signage
- A single field access gate will be provided for access road AR4/05
- The stonewall along the boundary of Plot 521 adjacent to access road AR 08/01 will be 2.0m high
- Access road AR 07/07 to be gated and locked with a key provided for property owners 486 and 272_462
- Boundary treatments and access as per Figures 5.5.01 to 5.5.30

15.6.3 Operational Phase

The Project will result in a 20 per cent reduction of the UoG Sporting Campus at Dangan, due to the encumbrance caused by the viaduct support structures. This will result in the permanent removal of one grass-based GAA sized playing pitch and a sports training pitch in front of the pavilion building. As noted above, UoG have planning permission for replacement pitches at an alternative location on UoG lands in line with their strategy and for UoG to mitigate the impacts of the proposed N6 GCRR on their sports campus and to ensure its continued operation to its requirements and in accordance with its masterplan and strategy. To ensure interconnection for UoG Sporting Campus post completion of the construction of the proposed N6 GCRR, Galway County Council will provide UoG with a right for UoG to use the lands under the proposed viaduct for sporting/athletic purposes by way of a long lease.

The stable yard and associated facilities for Galway Racecourse, as per separate planning application, will be relocated as shown on Figure 15.4.01 and detailed in Appendix A.15.2, mitigating the operational impacts on the racecourse.

Noise barriers will be provided across the length of the road component of the Project to mitigate potential increase in noise as detailed in Chapter 18, Noise and Vibration and shown on Figures 18.1.1 to 18.1.15.

Additional commitments were given by GCC during the oral hearing in 2020 as follows:

- Galway County Council will notify Ob_521_O_517.14_02 of any upcoming day or night time closures near their property
- Access road AR 07/07 to be gated and locked with a key provided for property owners 486 and 272_462

15.7 Residual Impacts

The residual impacts from all of the very significant/significant impacts, 44 residential properties, eight commercial properties, which will be acquired and/or demolished to accommodate the Project, remain as very significant/significant impacts as no mitigation is possible to reduce the impact. The residual impact post compensation cannot be assessed as the compensation to be agreed as part of the land acquisition is outside the scope of the EIA process. It will be agreed at a later stage with a valuer after appropriate liaison with the property owners affected or where agreement cannot be reached then compensation will be determined by the property arbitration process. Mitigation measures as detailed in individual accommodation works agreements will remove the residual impacts related to the properties with partial landtake.

There are no residual impacts on dwellings from which part of the road bed will be acquired. The residual landscape and visual impacts of diverting existing overhead powerlines are considered in Chapter 12, Landscape and Visual. There will be no residual impacts on services or services infrastructure.

The residual impacts on UoG Sporting Campus from a material assets perspective can be reduced from Very Significant as assessed in the 2018 EIAR to Moderate with the additional mitigation secured by UoG and within their control as follows:

- UoG have prepared a new sporting campus plan and strategy for the sporting campus at Dangan in line with the University's overall strategic sport's vision
- The removal of the existing sports fields will be replaced by new pitches for which planning permission has been secured
- Utilities, roads and access and egress routes around the campus can accommodate and are integrated with the alignment of the proposed N6 GCRR

The landscape setting of the existing campus will need to be developed to screen the visual effects of the proposed River Corrib Bridge from the surrounding pitches and ancillary supporting facilities such as car parking and changing facilities will require remodelling post completion of the proposed N6 GCRR.

The modifications as proposed above were discussed at the oral hearing in 2020 and the Inspector's Report concluded as follows:

There is no doubt that there will be a change to the current environment of the sports campus. However as detailed below this is an unavoidable impact. The applicant amended the Schedule of Environmental Commitments to ensure that convenience welfare facilities will be available at all times (during works to the Pavilion) and that while there will be restrictions during certain construction activities these will be minimised. Notwithstanding the mitigation measures proposed I am of the view that while these will reduce the impact there will continue to be a moderate negative impact.

The loss of amenity area at NUIG and access to the riverside is of significant concern to objectors. However, while there may be a loss of pitches, this will be mitigated with the new pitch development recently granted permission by the Board. In addition, at the hearing the applicant committed to maintaining access at all times to the riverside walk during construction.

The residual impact on UoG Sporting Campus post compensation cannot be assessed as the compensation to be agreed as part of the land acquisition is a separate process as noted earlier.

There will be a positive residual impact on Galway Racecourse once the mitigation measures have been constructed with the provision of enhanced access to the premises and a new stable yard.

The residual impacts on material assets non-agriculture identified for the construction phase also apply for the operational phase.

15.8 Cumulative Impacts

This section of the chapter presents the assessment carried out to examine whether the Project along with any other projects or plans could cumulatively result in a likely significant material assets non-agriculture effects.

It is assessed that construction and operation of the Project on its own gives rise to significant, very significant and profound material assets non-agriculture effects impacts at specific locations.

The identification of planned and committed projects for the assessment of cumulative impacts has considered Galway City and County planning registers, with projects identified according to the methodology laid out in Chapter 21 of this updated EIAR. Thereafter, planned and committed projects have been scoped for assessment in this chapter based on relative proximity and potential material assets impacts due to the proposed developments.

The identification of projects for the long list considered the following sources:

- An Bord Pleanála (ABP) website (<http://www.pleanala.ie/index.htm>) – for details of Strategic Infrastructure Developments (SIDs) and Strategic Housing Developments (SHDs) and permissions made on appeal
- Local authorities (Galway City Council and Galway County Council) for up-to-date planning applications and local development plan designations

The types of projects considered:

- Local Planning Applications – those projects for which planning permission is applied for through the local planning authorities themselves and were identified from local authority planning application lists
- Strategic Housing Developments (SHDs) – housing developments of a certain type and scale (e.g. 100 or more houses or student accommodation units) for which applications are lodged directly with An Bord Pleanála
- Large Scale Residential Developments (LRDs) – housing developments of a certain type and scale (e.g. 100 or more houses or student accommodation units comprising 200 bed spaces or more) for which planning permission is applied for through the local planning authorities. This replaced the SHD application
- Strategic Infrastructure Development (SIDs) - major infrastructure developments by local authorities and others for which applications are lodged directly with An Bord Pleanála

A five-year timeframe was deemed the most appropriate period for planning searches as permissions granted more than five years ago would generally be constructed, partially constructed, or are under construction when the planning sites are viewed.

A 50m buffer from the Assessment Boundary was considered an appropriate buffer as an impact on the material asset can only be considered where there is a physical overlap of the Project Assessment Boundary and the application. An initial sift was carried out to exclude applications that were not considered relevant in the 'long list'. This included applications that are either not currently active (i.e. retention, invalid, withdrawn, refused-and not appealed, refused on appeal), and applications of a minor scale. The planning application lists were searched to identify and exclude these minor applications from the long list on the basis that given their minor nature these were not likely to have a cumulative effect noticeable over the effects of the Project in isolation. Examples of planning applications which were excluded from the preliminary long list were applications to construct or demolish conservatories, house extensions, loft

conversions, change of uses for single or small numbers of buildings, construction of outbuildings, modifications to driveways and retention applications.

The final list of permitted and proposed developments within 50m of the Assessment Boundary have been assessed in order to predict any cumulative effects (at both construction and operation) upon the material assets non-agriculture. Twenty-nine projects were identified within 50m of the Assessment Boundary and assessed and a comparison was undertaken to establish the potential for cumulative effects arising from these projects and the Project itself. No potential for additional cumulative operational impacts have been identified from these projects.

A summary of the potential for cumulative effects is presented in Table 15.12.

There are no likely significant direct or indirect cumulative impacts of the Project in combination with the proposed projects on material assets non-agriculture during the Operational Phase, other than the significant impacts already identified for the Project on its own.

Table 15.12 Cumulative Impacts

Application Ref. No.	Planning Authority	Type of Development	Address	Area (ha)	Likely Significant Cumulative Impacts
19103	Galway City Council	Telecoms	Silke's Field, Land adjacent to Briarhill Business Park, Galway	0.058	There is no overlap between the footprint of the proposed telecom development at Silke's Field and the Project, therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
2157	Galway City Council	Industrial	Ballybrit Business Park, Ballybane Beg, Galway	21.82	The extents of the property ownership in this application overlaps with the Project. However, there is no overlap between the footprint of the works associated with this proposed industrial development at Ballybrit Business Park MO Ref. No. 695 and the Project, therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
19160	Galway City Council	Leisure	Galway Racecourse, Ballybrit, Galway	1.58	There is an overlap between the footprint of the proposed leisure development and the Project. The proposed development, the subject of this planning application does not conflict with any permitted development under PL 19/160. The pre-parade ring is common to both Pl. Ref. 19/160 and the Project, is assessed under MO Ref. No. 691, and there are no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
20163	Galway City Council	Industrial	Parkmore West Business Park, Parkmore, Galway	2.393	There is no overlap between the footprint of the proposed industrial development at Parkmore West Business Park and the Project, therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.

Application Ref. No.	Planning Authority	Type of Development	Address	Area (ha)	Likely Significant Cumulative Impacts
20218	Galway City Council	Hotel	Site 4, Briarhill Business Park, Galway	0.98	<p>There is no overlap between the footprint of the proposed hotel development at Briarhill Business Park and the Project, therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
20194	Galway City Council	Industrial	Parkmore West Business Park, Parkmore, Galway	1.87	<p>This application lies within the footprint of the Project and is temporary in nature so as not to prejudice the development of the Project. The impacts on this industrial development at Parkmore West Business Park is already assessed in the impacts of the Project under MO Ref. No.'s 708 and 711 in Table 15.4 , therefore there will be no additional significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
2230	Galway City Council	Leisure	Unit 50A, Briarhill Business Park, Galway	0	<p>There is no overlap between the footprint of the proposed leisure development at Briarhill Business Park and the Project, the application relates to the change of use of the development, no construction works are required. Therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
20342	Galway City Council	Residential	Lands adjacent to the Briarhill Shopping Centre, Galway	2.50	<p>There is no overlap between the footprint of the proposed development at Briarhill Shopping Centre and the Project, therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
19206	Galway City Council	Industrial	Ballybrit Business Park Ballybane Beg,	21.4	<p>The extents of the property ownership in this application overlap with the Project. However, there is no overlap between the works associated with the proposed industrial development at Ballybrit Business Park MO Ref. No. 695 and the Project, therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
22161	Galway City Council	Residential	Off Pairc Mór Road Galway	0.20	<p>There is no overlap between the footprint of the proposed residential development at Parkmore Road and the Project, therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
19372	Galway City Council	Leisure	University of Galway Sports Grounds Dangan	8.92	<p>The Project will overlap the proposed development at University of Galway MO Ref. No. 528 and is already assessed with the Project. Following the implementation of mitigation measures detailed within</p>

Application Ref. No.	Planning Authority	Type of Development	Address	Area (ha)	Likely Significant Cumulative Impacts
					Appendix A.7.5 (CEMP) there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
22204	Galway City Council	Leisure	University GAA Pitch Dangan UoG Campus	1.87	This application lies within the footprint of the Project and is temporary in nature so as not to prejudice the development of the Project. The impacts on this GAA pitch re already considered under Section 15.5.4.2.4 MO Ref. No. 528 and therefore, there will be no additional significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
23141	Galway City Council	Education	Dangan Lower	2.58	The Project adjoins the proposed development at Dangan lower MO Ref. 526. As there is no conflict with it and the Project, therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
20294	Galway City Council	Residential	Lakeview Hill, Barnacranny Townland, Bushypark, Galway	2.36	Whilst the Project adjoins the proposed development there is no overlap or conflict between the footprint of the proposed residential development at Lakeview Hill and the Project, therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
23129 ABP-313287-22 Withdrawn ABP-318465-23 (Grant permission)	Galway City Council / An Bord Pleanála	Residential	Rahoon, Letteragh, Galway	4.0	The extents of the property ownership in this application overlap with the Project MO Ref. 450. However, there is no conflict with the Project and the proposed residential development at Rahoon as the lands required for the Project are already assessed. Following the implementation of mitigation measures detailed within Appendix A.7.5 (CEMP) there will be no additional significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
2256	Galway City Council	Residential	Letteragh Road, Letteragh, Rahoon, Galway	2.57	The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under the Project impacts MO Ref. 482. There is no further impact on the proposed residential development at Letteragh Road from the Project, therefore there will be no additional significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.

Application Ref. No.	Planning Authority	Type of Development	Address	Area (ha)	Likely Significant Cumulative Impacts
23157	Galway County Council	Residential	Clybaun Road, Knocknacarra, Galway	0.58	The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under the Project impacts PRO Ref. 242. There is no conflict between the footprint of the proposed residential development at Clybaun Road, in addition construction at this development is largely complete, construction is unlikely to overlap therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
21430	Galway County Council	Residential	Mincloon, Galway	2.59	The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under the Project impacts PRO Ref. 242. There is no conflict between the footprint of the proposed residential development at Mincloon, in addition construction at this development is largely complete, construction is unlikely to overlap therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
19164	Galway County Council	Commercial	Gateway Retail Park (Knocknacarra District Centre)	0.12	The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under MO Ref. 469. There is no further impact on the proposed development at Gateway Retail Park and the Project, therefore there will be no additional significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
20327	Galway County Council	Residential	Mincloon, Galway	6.8	The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under the Project impacts PRO Ref. 242. There is no further impact on the proposed residential development at Mincloon, in addition construction at this development is largely complete, construction is unlikely to overlap therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
233 ABP, reference ABP-318687-23	Galway County Council	Residential	Gort na Bró ³ , Rahoon, Galway	6.9	The extents of the property ownership in this application overlaps with the Project over the link road AR 06/04 adjoining the proposed development which is already assessed under the Project impacts MO Ref. 469. There is no further impact on the proposed residential development from the Project as the sequence of their

Application Ref. No.	Planning Authority	Type of Development	Address	Area (ha)	Likely Significant Cumulative Impacts
					<p>construction is also independent of each other, with each accommodating the other, therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
2361053	Galway County Council	Residential	New Village Barna,	3.01	<p>There is no overlap between the footprint of the proposed residential development at Barna and the Project, therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
2460056	Galway City Council	Residential	Letteragh Road	0.55	<p>The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under the Project impacts MO Ref. 450. There is no further impact on the proposed residential development at Letteragh Road and the Project, therefore there will be no additional significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
304345	An Bord Pleanála	Residential	Letteragh, Rahoon	2.5	<p>There is no overlap between the footprint of the proposed residential development at Letteragh in addition construction at this development is largely complete, construction is unlikely to overlap therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
304762	An Bord Pleanála	Residential	Ballyburke	5.9	<p>The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under the Project impacts PRO Ref. 229. There is also a minor overlap between the footprint of the proposed residential development at Letteragh consisting of a proposed foul and surface water connection. This overlap has been taken into consideration in the design of the Project. Construction at this development is largely complete, construction periods are unlikely to overlap therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>
314295 (refused by ABP is current status)	An Bord Pleanála	Residential	Castlegar	4.7	<p>There is no overlap between the footprint of the proposed residential development at Castlegar and the Project, therefore there will be no significant cumulative impacts arising from this development.</p> <p>There are significant impacts already identified for the Project on its own.</p>

Application Ref. No.	Planning Authority	Type of Development	Address	Area (ha)	Likely Significant Cumulative Impacts
2360177	Galway City Council	Industrial	Ballybane Industrial Estate	-	There is no overlap between the footprint of the proposed residential development at Castlegar and the Project, therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.
2460270 (Refused by Galway City Council on 29 January 2025. Appealed to ABP)	Galway City Council	Residential	Ballymoneen Road	4.1	The extents of the property ownership in this application overlaps with the Project over the road bed adjoining the proposed development which is already assessed under the Project impacts PRO Ref. No. 261. There is a shared boundary between the footprint of the proposed residential development at Ballymoneen and the Project, but retaining walls are proposed to avoid any overlap of impacts, therefore there will be no significant cumulative impacts arising from this development. There are significant impacts already identified for the Project on its own.

Although the Project overlaps with other proposed projects such as the GTS measures which include the Tuam Road Bus Corridor and the Galway to Oughterard Greenway, there are no likely significant cumulative impacts on material assets non-agriculture other than the potential impacts identified in Section 15.5 above.

15.9 Summary

The proposed N6 GCRR will cross through lands populated by residential and commercial properties on the outskirts of Galway City and include both agriculture lands and lands zoned for development. The Project has been designed to avoid as many properties as possible but given the built environment, and the linear-type development of the city where housing is situated along every road radiating from the city, its construction will unfortunately and unavoidably result in a number of property demolitions.

Numerous alternatives have been considered as detailed in Chapter 4, Alternatives Considered, for both the proposed N6 GCRR and the stables. However the conclusion of the consideration of the alternatives is that the proposed N6 GCRR represents the optimum solution to address the transport issues as part of the GTS, and has avoided the greatest number of known and immovable constraints and is the option that overall has a lesser environmental impact taking all other potential environmental impacts into account. Furthermore, the provision of the temporary and permanent stables at Galway Racecourse is the best alternative to secure the continued operation of Galway Racecourse before, during and after the completion of the proposed N6 GCRR.

Furthermore, the design was refined in as much as possible to eliminate and reduce impacts on the human environment. As discussed in Chapter 4, Alternatives Considered, significant design measures such as steeper earthwork slopes, steepened green embankments and retaining walls are employed in the scheme design to minimise the impact on the human environment. Additional mitigation measures such as noise barriers, landscaping, planting, earth bunding are also utilised to minimise the overall impact on the receiving environment as discussed in Chapter 12, Landscape and Visual and Chapter 18, Noise and Vibration.

The proposed N6 GCRR is consistent with proper planning and sustainable development and this view is supported/validated by the inclusion of policy support for both GTS and constituent measures, including the proposed N6 GCRR, in the relevant Galway Development Plans.

There is a small change since 2018 to the total permanent landtake with the proposed N6 GCRR acquiring land from 319 non-agricultural properties (refer Table 15.4 to Table 15.7 inclusive) including residential, commercial, industrial properties and lands zoned for development, a sporting campus, racecourse, school lands and church lands. This change is due to the removal of Boston Scientific lands and the adjoining IDA lands and IT company in Ballybrit, UoG lands and more minor changes as set out in Section 5.2 of Chapter 5 of this updated EIAR. Included in this number of properties is the acquisition of lands currently located within the public road in the registered ownership of private individuals. Road bed acquisition has an imperceptible impact on affected properties as works are entirely outside of the existing site boundary walls or fences.

As per 2018, it is proposed that there will be 44 residential properties fully demolished with a further 10 acquired to facilitate the construction of the proposed N6 GCRR. Five commercial properties will be fully acquired or demolished. Of these five commercial properties, one requires full acquisition and the remaining four will require demolition pursuant to the proposed motorway order.

Of the 319 non-agricultural properties, there is a change to the significance of the impact on some property references giving the updated totals as follows: 32 of these properties will have very significant impacts, 26 significant impacts, 59 moderate, 103 slight, with the remaining 99 being imperceptible. There are no non-significant impacts resulting from the Project.

The Project will have moderate impacts on the UoG Sporting Campus at Dangan post implementation of the University Sports Masterplan.

The stable yard and associated facilities for Galway Racecourse will be relocated mitigating the potential operational impacts on the racecourse. There will be enhanced ingress and egress from the racecourse as a result of the Project. Overall, it is considered that the Project will result in a slight positive residual impact on the racecourse.

The area is well serviced with utility networks including electricity, gas, telecommunications and water supplies. There are a number of conflicts with utility services and the Project as follows:

- 8 conflicts with the 110kV ESB network
- 23 conflicts with the 38kV ESB network
- 99 conflicts with MV and LV ESB network
- 11 conflicts with Gas Networks Ireland services
- 48 conflicts with Eir services
- 12 conflicts with Virgin Media services
- 19 conflicts with E-Net services
- 6 conflicts with BT Ireland services
- 1 conflict with Vodafone services
- 1 conflict with Three Networks Ireland services
- 29 conflicts with watermain services
- 5 conflicts with foul sewer services
- 4 conflicts with surface water services

Of these conflicts, there are 14 moderate impacts on services which include the diversions associated with ESB (three 110kV diversions and nine 38kV diversions) and GNI services (two diversions).

Of the remaining conflicts, there are:

- 29 slight and 29 Not Significant impacts to ESB Low and Medium Voltage network

- 4 Not Significant impacts to ESB Networks (110kV underground line installed by SSE)
- 17 slight and 31 Not Significant impacts to EIR services
- 2 slight and 6 Not Significant impacts to Virgin Media services
- 5 slight and 14 Not Significant impacts to E-Net services
- 1 slight impact to Vodafone services
- 1 slight impact to Three Networks Ireland services
- 1 slight and 5 Not Significant impacts to BT services
- 29 slight impacts to Irish Water watermains
- 4 slight impacts to Irish Water public foul sewers
- 1 slight impact to an IDA private foul sewer
- 4 slight impacts to Galway City Council public surface water sewers

Where there is an impact on existing services during the construction phase an alternative supply will be made available. It will be necessary to maintain supply to existing services, as far as possible, during construction. There are no residual impacts on services.

A pairwise assessment with the Project and each other project was undertaken and there will be no likely significant cumulative impacts from the Project on material assets non-agriculture with other projects and plans other than the very significant and significant impacts already identified for the Project on its own. Chapter 21 assesses all the other projects together and the Project itself.

15.10 References

Environmental Protection Agency. (EPA) (2003) *Advice Notes on Current Practice*.

Environmental Protection Agency. (EPA) (2002) *Guidelines on the Info to be contained in Environmental Impact Statements*.

National Roads Authority. (NRA) (2008) *Environmental Impact Assessment of National Road Schemes – A Practical Guide* (2008).

Environmental Protection Agency. (EPA) (2015) *Draft Revised Guidelines on Information to be contained in Environmental Impact Statements*.

Environmental Protection Agency. (EPA) (2015) *Draft Advice Notes for Preparing Environmental Impact Statements*.

Environmental Protection Agency. (EPA) (2017) *Draft Guidelines on Information to be contained in Environmental Impact Assessment Reports*.

Galway City Council. (2011) *Galway City Development Plan 2011 - 2017*.

Galway County Council. (2015) *County Development Plan 2015 - 2021*.

Electronic Sources

www.landregistry.ie