# BusConnects Galway: Dublin Road

June 2025

# Galway City Council Response on the Proposed Development Submissions and CPO Objections

BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

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# 1 INTRODUCTION

This report provides a combined response to the submissions and observations (the 'submissions') and objections made to An Bord Pleanála ('the Board') in response to the following:

- The application under Section 51 of the Roads Act 1993, as amended, for approval of the BusConnects Galway: Dublin Road Development ('the Proposed Development'); and
- The BusConnects Galway: Dublin Road Development Compulsory Purchase Order No. BCGDR-CPO-001-2025.

An overview of the submissions and objections is provided in Section 1.1 below. The issues raised in the submissions on the Proposed Development, together with responses thereto are provided in Section 2. The issues raised in the objections to the CPO, together with the relevant responses, are provided in Section 3. It is noted that there is a degree of overlap between many of the issues raised in submissions on the Proposed Development.

Where the same issue is raised in a number of submissions and/or objections, this report identifies the individuals who raised those issues and provides a composite response to each issue raised.

## 1.1 Overview of Submissions and Objections Received

The Public Consultation took place from 19th February 2025 to 16th April 2025. A total of 16 submissions and objections were received by the Board; 10no. submissions in response to the Proposed Development and 6no. objections to the CPO.

Each submission and each objection were individually numbered by the Board according to their alphabetical order and this numbering system has been retained for ease of reference in this report.

The 16 submissions in response to Proposed Development are broken down into groups below, either associated with a particular location along the corridor or of a more general nature. Of the 16 submissions, 12 related to single site-specific locations and 4 related to the whole scheme (Section 1, Skerrit Junction, Section 2). Table 1-1 below sets out the locations referred to, the number of submissions on the Proposed Development referring to each location and the key issues raised by the submission.

***Table 1-1 Summary of Submissions in Response to the Proposed Development***

| Location | No. of Submission on the Proposed Development referencing this location | Key issue raised |
|---|---|---|
| Section 1 | 5 | Cycling infrastructure<br>Bus stop relocation<br>Parking removal |
| Skerrit Junction | 1 | Access to the property for pedestrians needs to be maintained during construction. A 24 hour on-call service to be maintained with electricians, engagements with utility companies to deal with any incidents that may arise during construction |
| Section 2 | 6 | Accessibility and safety concerns<br>Cycle lane provision<br>Decrease of the speed limit to 50km/h<br>Loss of green spaces |

| Location | No. of Submission on the Proposed Development referencing this location | Key issue raised |
|---|---|---|
| | | Increase of pollution levels, errors in noise chapter<br>Safety entrance to Woodhaven Estate |
| Entire development | 4 | Archaeological requirements to be taken in consideration<br>Bus stops to be set back/recessed from the bus lane, safety of bus stops<br>Direct access to Atlantic Technological University Galway (ATU)<br>Ecological protection<br>Cyclops junctions propose<br>Cycle traffic and foot traffic concerns |

The 6 objections to the CPO related to acquisition of land from an individual plot are the same or similar to submissions made in response to the Proposed Development. The locations to which these objections related were throughout the scheme are set out in Table 1-2.

***Table 1-2 Location Referred to by each objection to the CPO (by ABP Reference Number)***

| No | Objection from | Location |
|---|---|---|
| 1 | Brothers of Charity Services West Region | Section 1 |
| 2 | Connacht Hospitality Ltd | Section 1 |
| 3 | Duggan Supermarkets Limited | Section 1 |
| 4 | Flannery's Motor Inns DAC | Section 1 |
| 5 | HSE | Section 1 |
| 6 | HSE Merlin Park | Section 2 |

# 2 RESPONSE TO INDIVIDUAL SUBMISSIONS ON THE PROPOSED DEVELOPMENT

Section 2.1 to Section 2.4 below, address the issues raised in submissions that relate to the entire length of the Proposed Development:

## 2.1 An Taisce

It is acknowledged that the submission is supportive of the Proposed Development.

### Submission issue (i)

**Provision for cycle lanes between Coast Road and Doughiska Junction**

An Taisce submits that the Proposed Development does not adequately meet the needs of cyclists approaching the Doughiska Junction from either Galway Clinic, the Dual Carriageway from Oranmore or from Doughiska Road. The submission suggests a cycle lane is to be provided on the northern side of the Old Dublin Road between Coast Road and Doughiska junction.

### Response (i)

The scope of the Proposed Development, which has been subject to public consultation, is from the tie-in with the Cross City Link project at the western end to the Doughiska Road junction to the east.

A cycle track is to be provided on the northern side of the Dublin Road between Coast Road and Doughiska junction under the current Proposed Development which has been subject to public consultation, financial approval from the National Transport Authority (NTA) and environmental assessment. The proposal to provide a cycle track to the south side of the route would result in a significant impact to Rosshill Woods along the southern boundary of the existing R338. The provision of a cycle link to Galway Clinic or Oranmore falls outside the scope of this development application. Should further development be considered in the future, submissions would be welcome from An Taisce and other stakeholders.

### Submission issue (ii)

**Provision of Bus Stops within the proposed bus lanes**

The submission suggests that consideration should be given to offsetting the bus stops outside the bus lanes allowing following buses and taxis to continue their journeys unhindered.

### Response (ii)

The guidance in the BusConnects Preliminary Design Guidance Booklet prepared by the NTA has been followed in relation to bus stops.

This guidance states "*Lay-bys can be an effective solution for bus stops for coaches but present significant operational problems for urban bus services and negative impacts for bus users in terms of journey time impact. Lay-by bus stops should only be used in urban areas where there is compelling safety or road capacity reasons. Designers should consider in-line and boarder bus stop options first. Generally, in urban areas, it is acceptable for general traffic to wait behind buses that are stopped at in-line bus stops*."

Bus stops have been designed in accordance with the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors in order to minimise the conflict between bus passengers and cyclists. Furthermore, the Proposed Development has been subject to a Road Safety Audit of the design. The Road Safety Audit report (Appendix C of the Preliminary Design Report) has found no issues in relation to the proposal for inline bus stops.

Section 4.6.4.4 of Chapter 4 (Proposed Development Description) of the EIAR describes the criteria considered when locating the bus stops within the Proposed Development. It states: '*To improve the efficiency of the bus service along the Proposed Development the position and number of bus stops has been evaluated as part of a bus stop assessment. The criteria that are considered when locating a bus stop are as follows:*

- *Driver and waiting Passengers are clearly visible to each other;*
- *Location close to key facilities;*
- *Location close to main junctions without affecting road safety or junction operation;*
- *Location to minimise walking distance between bus interchange stops;*
- *Where ideally there is space for a bus shelter;*
- *Location in pairs, 'Tail to Tail' opposite sides of the road;*
- *Close to (and on exit side of) pedestrian crossings;*
- *Away from sites likely to be obstructed; and*
- *Adequate footpath width.*

*It is important that bus stops are not located too far from pedestrian crossings as pedestrians will tend to take the quickest route, which may be hazardous. Locations with no or indirect pedestrian crossings should be avoided.'*

In addition, section 4.13 of the Preliminary Design Report states: '*The below flow chart outlines the process for examining the proposed development and assessing and reporting on the bus stops along the route, as shown in Figure 4-5 below*.'

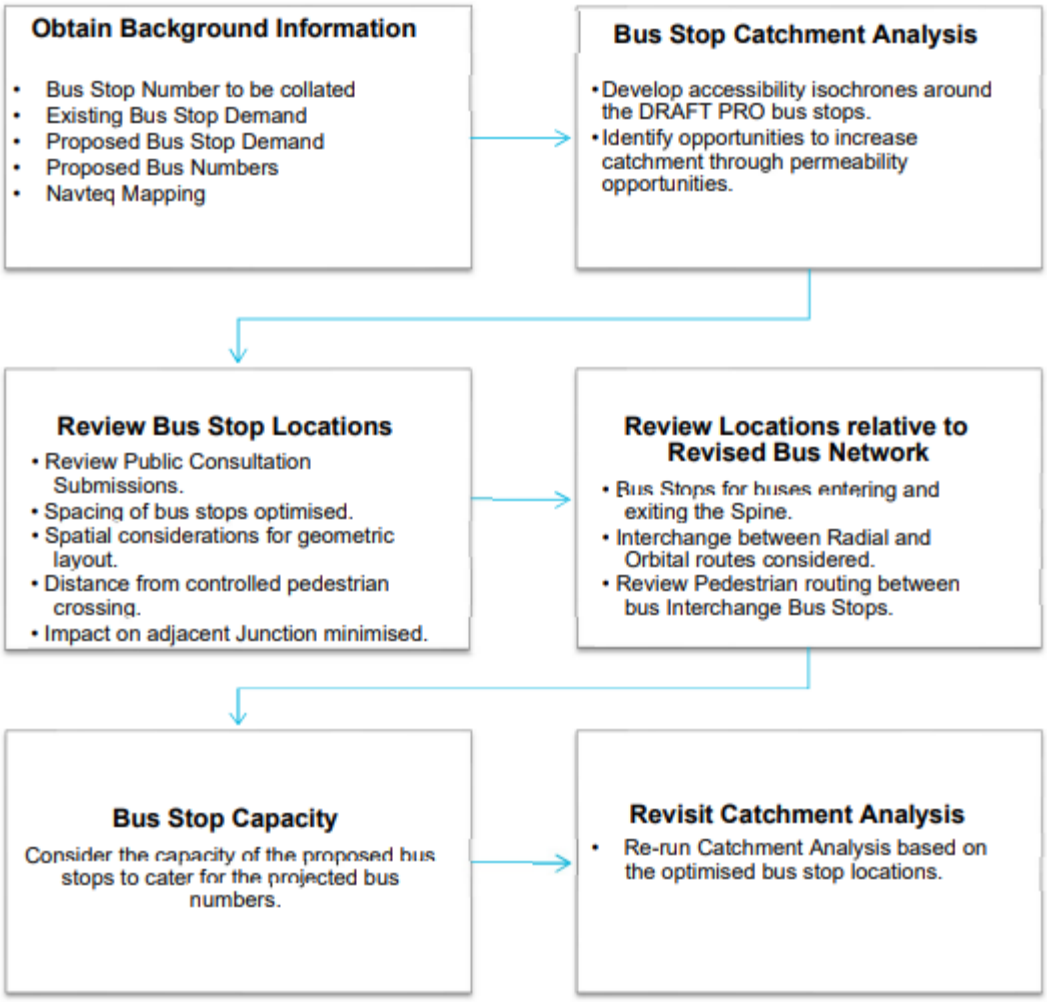



**Figure 4-5: Bus Stop Location Assessment Process**

### Submission issue (iii)

**Future proofing of BusConnects Infrastructure to accommodate future light rail.**

The submission requests that ABP ensure that the recommendation in relation to consideration to the future proofing of the new bus infrastructure to enable conversion to LRT operations is respected.

### Response (iii)

The NTA, in conjunction with Galway City Council and Galway County Council, is developing the Galway Metropolitan Area Transport Strategy (GMATS). This strategy will replace the existing Galway Transport Strategy adopted in 2016 and will provide a new long-term strategic planning framework for the delivery of transport and the integrated development of transport infrastructure and services in the Galway Metropolitan Area over a 20-year period. As part of the development of the new GMATS, mode specific analysis is being undertaken in the form of a Light Rail Transit Feasibility Study and a Strategic Roads Feasibility Study. Both studies will form part of the analysis used to inform the development of the multi-modal GMATS, alongside recommendations for active travel, bus, rail, roads and demand management measures. The Light Rail Feasibility Study was published by the NTA on 30 October 2024 for information. (https://www.nationaltransport.ie/wp-content/uploads/2024/10/GMATS-LRT-Feasibility-Study-report-v0.4_Final.pdf). As is stated in the report, it '*does not identify a preferred alignment of a light rail corridor in the city. This report is only intended to explore key issues and potential feasibility. Route options would need to be explored in more detail during any subsequent process of options assessment and development*.' The report concluded that: *there could, under the right conditions, be a case for developing an LRT system in Galway. There is a strong axis of east-west travel demand with the potential to shift to public transport. The focus should be on the corridor from Knocknacarra to Roscam, with potential longer-term onward connection to Parkmore via Ardaun*.

The annual demand of ~7.5 million passengers per annum could be achieved on this corridor in 2043. This is likely to be driven by growth in travel demand in the GMA over the next two decades, *meaning that the case for intervention will become stronger later in the strategy period. The LRT patronage could be higher if more future land development and growth is located in areas close to the LRT alignment. Our benchmarking of demand on other LRT systems in Ireland and the UK indicates that the demand forecast for Galway is consistent with other cities where conditions have been particularly favourable for LRT.*

The introduction of policies to support the Climate Action Plan, for example demand management measures in Galway, have the potential to support further mode shift, potentially up to ~13 million passengers per annum. This would increase revenues from fare-paying passengers and enhance the financial sustainability of the future public transport system in the city.

Park & Ride will play an important role in enabling car drivers from outside the urban area to shift to enhanced public transport at each end of the route, supporting the mode shift agenda, and generating strong base demand from each end of the route.

The report also noted that:

*"Whilst this study has focused on an initial assessment of the potential feasibility of light rail in Galway, it will be important to objectively assess the full range of options to deliver enhanced public transport across the city. This study has shown that, under the right conditions, there is strong potential for significant mode shift to public transport in the city."*

The report also outlines some next steps, within the context of the above conclusion:

- This report has demonstrated that LRT, in time, could be considered as a viable transport option for Galway City, with a potential capacity requirement towards the end of the strategy timeline. In the intermediate period, consideration should be given to progressive public transport upgrades, with active consideration of future-proofing of new bus infrastructure to enable future conversion to LRT operations.
- There may be potential to justify a Light Rail Transit system in the shorter term, notably if land use development follows the Compact Development / Transit Orientated Development (TOD) approach. By concentrating higher density development along public transport corridors and, ensuring that large scale

development sites fully consider the potential to consolidate around a future LRT alignment, there could be a requirement to expediate the delivery of LRT in Galway.

- This report does not identify a preferred alignment for light rail in the study area and is only intended to explore key issues and potential feasibility. Route options would need to be explored further, following any decision to further progress light rail for the city. This report will form part of the evidence base to inform the development of the multi-modal Galway Metropolitan Area Transport Strategy.

Table A.2 of the feasibility study also includes an illustrative list of potential measures that could be introduced to accommodate LRT in Galway along an indicative route. The following is noted in respect to the subject development:

**Table A-2 – RAG assessment of technical constraints along the route (Part 2 of 2)**

| Route section | Start | Finish | Approx length (m) | Existing characteristics of route section | Potential *illustrative* measures to accommodate LRT | Traffic impacts | Width constraints | Gradient | Turning radii | Frontage access |
|---|---|---|---|---|---|---|---|---|---|---|
| Old Dublin Road | R339 / Wellpark Road | Sailin | 340 | Single carriageway with eastbound bus lane and verges in places. | Cross-City Link proposes carriageway widening to accommodate two-way offside bus lanes, to just east of Wellpark Shopping Centre. Potential to convert bus lanes in each direction to shared bus / tram operation. | 3 | 1 | 1 | 1 | 1 |
| Old Dublin Road | Sailin | Michael Collins Road | 770 | Single carriageway with eastbound bus lane and verges in places. | Widen carriageway to provide westbound bus/tram lane and convert existing eastbound bus lane to combined bus/tram operation. | 3 | 3 | 1 | 1 | 1 |
| Old Dublin Road | Michael Collins Road | Ballybane Road (GMIT) | 670 | Single carriageway with westbound bus lane and verges. | Widen carriageway to provide eastbound bus/tram lane and convert existing westbound bus lane to combined bus/tram operation. Reconfiguration of Skerritt Roundabout will be required to provide segregation of trams from other traffic. | 3 | 3 | 1 | 1 | 1 |
| Old Dublin Road | Ballybane Road (GMIT) | Merlin Park Entrance | 350 | Single carriageway with westbound bus lane and hard strip on north side of carriageway. | Widen carriageway to provide eastbound bus/tram lane and convert existing westbound bus lane to combined bus/tram operation. Alternative option for segregated off-line tram line. Signalisation of junction with Merlin Park access required. | 3 | 3 | 1 | 1 | 1 |
| Old Dublin Road | Merlin Park Entrance | Murrough Drive | 320 | Single carriageway with westbound bus lane and hard strip on north side of carriageway. | Widen carriageway to provide eastbound bus/tram lane and convert existing westbound bus lane to combined bus/tram operation. Alternative option for segregated off-line tram line. Reconfiguration of signals at Murrough Drive required. | 3 | 3 | 1 | 1 | 1 |
| Old Dublin Road | Murrough Drive | R338 Coast Road | 1090 | Single carriageway with westbound bus lane and hard strip on north side of carriageway. | Widen carriageway to provide eastbound bus/tram lane and convert existing westbound bus lane to combined bus/tram operation. Alternative option for segregated off-line tram line. Reconfiguration of signals at Coast Road junction required. | 3 | 3 | 1 | 1 | 1 |
| Old Dublin Road | R338 Coast Road | Doughiska Road | 560 | Single carriageway with westbound bus lane and hard strip on north side of carriageway. | Widen carriageway to provide eastbound bus/tram lane and convert existing westbound bus lane to combined bus/tram operation. Alternative option for segregated off-line tram line. Reconfiguration of signals at Doughiska Road junction required. This could include access to/from Park & Ride site. | 3 | 3 | 1 | 1 | 1 |
| Old Dublin Road | Doughiska Road | N67 Roundabout | 240 | Wide single carriageway, with additional lanes at Doughiska Road junction. Dedicated left turn towards N67 northbound. | Route to divert through Park & Ride site, potentially in area north of Roscam. Need to address access to/from Park & Ride site for traffic. Reconfiguration of N67 roundabout required. | 3 | 3 | 1 | 1 | 1 |

The above table, which illustrates potential measures identified to accommodate LRT along the Dublin Road include for the widening of the route to facilitate the provision of dedicated eastbound and westbound combined bus/tram lanes.

The BusConnects Galway: Dublin Road development proposes to widen the existing route to provide dedicated / segregated bus lanes in both directions. It is the view of GCC that this supports the potential for further upgrades into the future.

Noting that the Galway Light Rail Transit Feasibility Study Report:

- *is only intended to explore key issues and potential feasibility*,
- that the *Route options would need to be explored in more detail during any subsequent process of options assessment and development,* and
- that the case for LRT *will become stronger towards the later part of the strategy lifespan,*

GCC consider that the proposed BusConnects Galway: Dublin Road, through its Public Transport Objectives and the proposal to acquire lands to facilitate dedicated/segregated bus lanes in both directions, has therefore successfully considered *progressive public transport upgrades, with active consideration of future-proofing of new bus infrastructure to enable future conversion to LRT operations,* in line with the illustrative measures for the Dublin Road as detailed in Table A-2 of the NTAs LRT feasibility report.

Chapter 3 (Consideration of Alternatives) in Volume 2 of the EIAR for the Proposed Development relates to Consideration of Reasonable Alternatives. Section 3.2.3.3 of this Chapter considers Light Rail Alternatives. It is concluded that, while the Proposed Development does not make provision for Light Rail along its route based on projected levels of travel demand to be accommodated, the delivery of the Proposed Development does not preclude the potential for higher capacity services on transport corridors to emerge into the future in Galway, linked to more intense land-use development planning (and higher density development) which would give rise to the potential to be served by light rail.

## 2.2 Gluas Light Railway Galway

### Submission issue (i)

The GLUAS team respectfully requests that, in considering this application for permission for the Proposed Development, the Board ensures that the recommendation in relation to giving active consideration to the future proofing of the new bus infrastructure to enable future conversion to LRT operations included in section 8.2 'Next Steps of the Feasibility Study Report', is fully respected.

### Response (i)

Refer to Response (iii) to An Taisce in Section 2.1 above.

## 2.3 Galway City Community Network (GCCN)

It is acknowledged that the submission welcomes the Proposed Development as a long overdue opportunity to make meaningful provision on a key corridor into the city.

**(i) Submission to the Bus Connects Dublin Road Plan**

### Submission issue (i a)

The submission notes that the Proposed Development should reflect the GCCN hierarchy: pedestrian, cyclist, public transport and private car, by prioritising the safety of more vulnerable road users in alignment with universal design.

### Response issue (i a)

Section 2.3.3.4 in Chapter 2 (Need for the Proposed Development) in Volume 2 of the EIAR states that *'the Department of Transport (DoT) has finalised the transport framework, the National Investment Framework for Transport in Ireland (hereafter referred to as NIFTI) (DoT 2021a) to ensure alignment with the policies of the NPF.'*

The NIFTI Modal Hierarchy is:

1. Active Travel;
2. Public Transport; and
3. Private Vehicles.

Section 2.3.3.4 of Chapter 2 notes that the draft plan states that future transport planning will prioritise sustainable modes and *'…sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car*.

*Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.'*

In addition, Section 2.3.3 of Appendix A2.1 (Planning Report) of Volume 4 of the EIAR states the following in regard to compliance with the NIFTI hierarchy….' *The Proposed Development is compliant with NIFTI as it will facilitate accessible and reliable public transport. It supports sustainable transport modes including active travel modes. The NIFTI recognises that active travel is the most sustainable mode of travel and*

*acknowledges that the attractiveness of this mode is dependent on infrastructure for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel'.*

In summary the Proposed Development provides improved infrastructure for active travel modes, while optimising, improving and, where necessary, providing new infrastructure to improve bus network services for Galway. The Proposed Development supports the above hierarchy of sustainable modes by prioritising and encouraging active travel.

### Submission issue (i b)

The submission has considered the consultation period of 4 weeks insufficient and requests an extended period to ensure inclusive, safe, and equitable infrastructure development in Galway City.

### Response (i b)

As detailed in Section 1.6 of Chapter 1 (Introduction) in Volume 2 of the EIAR, the consultation process provided multiple opportunities for stakeholders to engage with GCC.

The first Non-Statutory Public Consultation (NSPC) was undertaken by GCC, and ran for a period of 12 weeks from the 8th October 2020 to 7th January 2021. This consultation was held fully online as were all meetings due to COVID-19 restrictions in place at the time. Due to changes in the Public Spending Code, revised NTA Project Approval Guidelines and proposed revised layouts along Bus Corridors (NTA Preliminary Design Guidance Booklet for BusConnects Core Bus Corridor_2021/05/05), the Strategic Assessment Report was redrafted, and the Proposed Development was subject to a revised Concept Development and Option Selection phase including a 2nd Non-Statutory Public Consultation.

As part of Phase 2 (Concept Development and Option Selection) Barry Transportation (Egis) carried out the second Non-Statutory Public Consultation – Emerging Preferred Route in January 2023. In advance of the public consultation, a briefing to elected members of GCC was held on Wednesday 11th January 2023. The purpose of the briefing was to present and discuss the Emerging Preferred Route. The public consultation commenced on Friday 13th January 2023 and had a duration of four weeks. The resultant end date was 10th February 2023. Additionally, GCC maintained ongoing dialogue with affected landowners from 2020 through 2024, ensuring continued opportunities for discussion.

In addition, Article 175(4)(a) of the Planning and Development Act 2000, as amended, states that:

"*Before a local authority makes an application for approval under subsection (3), it shall—*

*a) publish in one or more newspapers circulating in the area in which it is proposed to carry out the development a notice indicating the nature and location of the proposed development and*
*b) stating that—*
*(i) it proposes to seek the approval of the Board for the proposed development,*
*(ii) an environmental impact statement has been prepared in respect of the proposed development,*
(iii) *specifying the times and places at which, and the period (not being less than 6 weeks) during which, a copy of the environmental impact assessment report may be inspected free of charge or purchased…*"

In this instance, the public display for the Proposed Development was set from **Wednesday 19th February to Wednesday 16th April 2025**, a period of 8 weeks. This time frame ensured that the statutory requirement for an 8-week consultation period was met, providing stakeholders ample opportunity to review the documents and make submissions to the Board.

### (ii) Universal Design

#### Submission issue (ii)

The submission suggests that the Proposed Development should take into consideration the Universal design standards and should include measures to ensure the safety of vulnerable road users. Also, the submission advises that attention needs to be paid to where signage is placed to prevent signs from obstructing pedestrians, particularly people with disabilities. GCCN recommends careful balancing of this issue with the requirements of universal design to ensure that the hierarchy of road users is maintained, yet active modes of transport that will support the goal of decarbonisation are promoted in Galway City.

#### Response (ii)

As noted in Section 4.1 of the Preliminary Design Report the Proposed Development has generally been designed to urban standards in accordance with the Design Manual for Urban Roads and Streets (DMURS).

In addition to DMURS, criteria from other documents have been considered to provide the most appropriate design application including the National Cycle Manual (NCM), the Transport Infrastructure Ireland (TII) Publication, 'Building for Everyone: A Universal Design Approach' and the BusConnects Preliminary Design Guidance Booklet.

Building for Everyone: A Universal Design Approach has been referenced throughout Section 4 of the Preliminary Design Report.

The exact location of signage will be further developed at detailed design stage.

### (iii) Set Back, Length of Bus Stops and Speed Limits

#### Submission issues (iii a)

The submission notes that the Dublin Road corridor is the most intense public transport route into the city and carries the vast majority of interurban routes. The submission raises a concern regarding the bus stops and requests that all bus stops are set back/recessed from the planned bus lane to avoid any conflict with the cycle track. Also, the submission notes that it is a possibility that the cycle track will become places for temporary car parking, an issue that should be taken in consideration.

#### Response (iii a)

The guidance in the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors prepared by the NTA has been followed in relation to bus stops.

This guidance *states "Lay-bys can be an effective solution for bus stops for coaches but present significant operational problems for urban bus services and negative impacts for bus users in terms of journey time impact. Lay-by bus stops should only be used in urban areas where there is compelling safety or road capacity reasons. Designers should consider in-line and boarder bus stop options first. Generally, in urban areas, it is acceptable for general traffic to wait behind buses that are stopped at in-line bus stops."*

Bus stops have been designed in accordance with the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors in order to minimise the conflict between bus passengers and cyclists. Furthermore, the Proposed Development has been subject to a Road Safety Audit of the design. The Road Safety Audit report (Appendix C of the Preliminary Design Report) has found no issues in relation to the proposal for inline bus stops.

Physical measures to protect cycle tracks from illegal parking will be further considered during the detailed design stage.

### Submission issue (iii b)

The submission raises a concern regarding the bus stops at ATU and states that just one bus stop is provided on both sides of the road even though this is a bus stop for both city bus services and non-stop intercity/ commuter buses. GCCN requests that all bus stops should be set back/ recessed from the planned bus lanes. Where land is available, consideration should be given to recessing the bus stops further in from the carriageway- provided this can be done without altering the floating bus stop type layout. The submission suggests that there should be 3 bus stops at ATU on both sides and all should be set back from the bus lane, as this would support the objectives of the Climate Action Plan by contributing to a modal shift to public transport.

### Response issue (iii b)

Please see response to (iii a) above.

There are 3 bus stops in this location, two of which are recessed, and one is inline. The two recessed bus bays are for intercity busses which are expected to have significantly longer dwelling times. The local bus will use the inline bus stop. This layout is in accordance with the guidance above.

As noted above, the Proposed Development has been subject to a Road Safety Audit of the design. The Road Safety Audit report (Appendix C of the Preliminary Design Report) has found no issues in relation to the proposal for inline bus stops.

### Submission issue (iii c)

The submission proposes that the speed limits at ATU be reduced to 30km/h, this speed restriction should also include the junction at Belmont which serves as a route to the schools in Renmore.

### Response (iii c)

The setting and management of speed limits in Ireland is governed by the 'Guidelines for Setting and Managing of Speed Limits in Ireland' published by the Department of Transport in March 2012. Since March of 2015, Local Authorities ***are required*** to set their Special Speed Limit Bye-laws in accordance with The Guidelines for Setting and Managing Speed Limits in Ireland[1].

As noted within the guidelines (Section 1 - Guidelines for Setting and Managing Speed Limits In Ireland):

- *In Ireland the system of default speed limits is linked to road classification and road function,*
- *The overall objective in setting speed limits is to ensure that safe limits are set for the road in question that appropriately reflect the current network so that roads are self-regulating or self-explaining,*
- *Speed limits should be in accordance with their function,*
- *Speed limits are linked to the cross-section of a road as well as its horizontal and vertical alignment, number of junctions, the operation of a road and the road types,*
- *Where a speed limit is being changed, either from a default limit to a special speed limit, or vice versa, a "Safe System" approach should be adopted for speed limits whereby place/function, requirement for*

[1] DoT Circular RSD 01/2015 -
https://www.speedlimits.ie/_files/ugd/971679_574b37c289494b069e6f129438be6a90.pdf

*physical measures and vehicle speeds are assessed, to ensure the limit is appropriate to its environment.*

In addition, the guidelines set the Principal Requirements for Setting and Managing Speed Limits. This noted that *"The immediate response to road safety issues at particular locations should not be the introduction of a Special Speed Limit that is lower than the default speed limit. Engineering measures should be investigated and/or implemented and only supplemented by a Special Speed Limit if necessary."*

With respect to the BusConnects Galway Dublin Road development, the scheme has been design based on the Default Speed Limit of 50km/h for Galway City, as defined by Section 5 of the Road Traffic Act 2004.

Similarly, the Proposed Development has been design based on a design speed of 50km/h. As noted within section 5.3.2 of the guidelines, *"design speed is defined as the highest speed that can be maintained safely and comfortably when traffic is light. In principle, the required design speed depends on the function of the road and hence on the desired speed level".* The guidelines also note that *"the speed limit should reflect the mean speed on the existing road" and "the design speed should not be lower than the speed limit and the speed limit should not be significantly lower than the design speed of a road".*

The R338 Dublin Road (the subject site) has a Regional Road Classification. Table 3.1 of the Department of Transports Design Manual for Urban Roads and Streets, details the road classification across multiple standards:

| DMURS Description | Roads Act/ DN-GEO-03031 | Traffic Management Guidelines | National Cycle Manual |
|---|---|---|---|
| Arterial | National | Primary Distributor Roads | Distributor |
| Link | Regional (see note 1) | District Distributor Local Collector (see Notes 1 and 2) | Local Collector |
| Local | Local | Access | Access |

**Notes**

Note 1: Larger Regional/District Distributors may fall into the category of *Arterial* where they are the main links between major centres (i.e. towns) or have an orbital function.

Note 2: Local Distributors may fall into the category of *Local* street where they are relatively short in length and simply link a neighbourhood to the broader street network.

*Table 3.1: Terminology used within this Manual compared with other key publications.*

In accordance with Table 3.1, Regional Roads are noted as a Link Road and/or Arterial Road where they provide a main link or orbital function.

Table 4.1 of the Design Manual for Urban Roads and Streets, details the design speed selection matrix for such classifications:

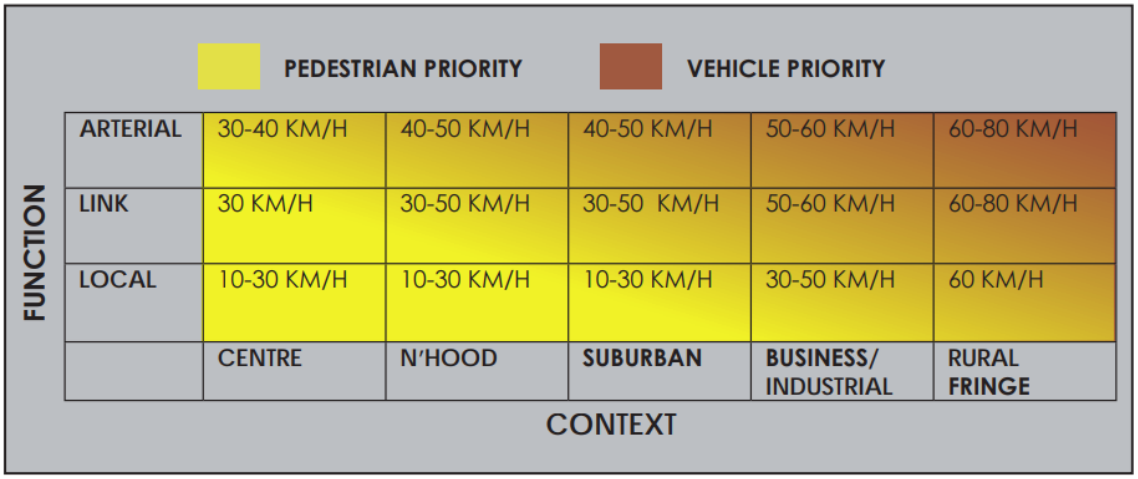



*Table 4.1: Design speed selection matrix indicating the links between place, movement and speed that need to be taken into account in order to achieve effective and balanced design solutions.*

The existing and proposed speed limits along the Proposed Development is documented in Table 4.5 of the Preliminary Design Report (PDR), part of the Supplementary Information, as presented in Table 2-1 below.

***Table 2-1 Extract from Preliminary Design Report (Table 4-3 Existing and Proposed Design Speed)***

**Table 4-3: Existing and Proposed Design Speed**

| Chainage Reference | Road/Junction Name | DMURS Road Function | DMURS Place Context | Existing Speed Limit (km/h) | Proposed Design Speed (km/h) | Proposed Posted Speed Limit (km/h) |
|---|---|---|---|---|---|---|
| CH 0+0000 to CH 3+860 | Dublin Road (R338) (Entire Development Length) | Arterial/ Link | Business/ Industrial/ Suburban | 50 | 50 | 50 |

Section 4.3 of the PDR details the criterion considered in the selection of the design speed for the proposed development. The context of the R338 Dublin Road can be classified as Neighbourhood and/or Suburban. Design speed for such locations ranges from 30 km/h to 50km/h for Link and Arterial roads. Section 4.3 of the PDR also states: *"A review of the Road Safety Audit & Road User Audit (RSA) incident data has also indicated that a reduction in speed limit along could be beneficial for reducing the potential for incidents occurring along this section of the route."*

Based on the requirements of the guidelines for managing and setting of speed limits in Ireland, and the assessments undertaken with respect to the design of the Proposed Development, the Proposed Development has been designed taking cognisance of the Road Function, Classification and the requirement

- *That the system of default speed limits is linked to road classification and road function,*
- *That safe limits are set for the road in question that appropriately reflect the current network so that roads are self-regulating or self-explaining,*
- *That Speed limits should be in accordance with their function,*
- *That Speed limits are linked to the cross-section of a road as well as its horizontal and vertical alignment, number of junctions, the operation of a road and the road types,*

With respect to the potential to adopt a Special Speed Limit other than the default, the Guidelines note that

- *a "Safe System" approach should be adopted for speed limits whereby place/function, requirement for physical measures and vehicle speeds are assessed, to ensure the limit is appropriate to its environment.*

To facilitate consideration of a Special Speed Limit, it is therefore recommended in the guidelines that vehicle speeds are assessed. Such measures can only be progressed following operation of the proposed road development once constructed, to consider whether a Special Speed Limit is necessary. It is also noted that, under Section 4 of the guidelines, the process for making speed limits in Ireland is outlined. This process is detailed in Figure 4.4 of the Guidelines. The guidelines note the following with regard to the process:

- *Under the Road Traffic Act 2004 the power to make bye-laws to apply Special Speed Limits in lieu of the default limits is vested in the Elected Members of Local Authorities on roads in their administrative area.*
- *The process of making Special Speed Limit bye-laws required Local Authorities to engage in consultation with a number of bodies as well as the general public.*
- *Consultation includes:*
  - *Advertising for submission of requests for consideration,*
  - *Consultation with any adjoining Road Authority in respect of roads which pass through each adjoining Authority to ensure consistency of approach,*
  - *Roads Authorities must consult with An Garda Síochána in respect of all proposals relating to Special Speed Limit bye-laws, and*
  - *The Road Traffic Act 2004 provides for a public consultation process in relation to the making of Special Speed Limit bye-laws.*
- *Section 9(3) and 9(4) of the Road Traffic Act 2004 sets out a formal consultation process that must be followed*.

Noting that the adoption of a Special Speed limit is contingent on the *physical measures and vehicle speeds* of the receiving environment, coupled with the provisions of the Road Traffic Act 2004, as amended in respect to the process of Making Speed limits, the consideration of a speed limit other than the prescribed Default Speed limit is a Reserved Function and requires a separate Statutory Process to progress. It is therefore respectfully understood that this consideration is outside of the scope of the Proposed Development and can only be considered following operation of the Proposed Development.

However, it shall be noted that Default Speed Limits in Ireland are being reduced as advised by the Department of Transport in January 2025 - https://www.gov.ie/en/department-of-transport/publications/policy-background/. The publication notes the following:

- *The first of these changes will come into effect on Friday 7 February 2025, when default speed limits on rural local roads will decrease from 80km/h to 60km/h. New speed limit signs will replace existing ones to reflect this change. The meaning of the Rural Speed Limit sign (a white circle with five diagonal black lines) will change from 80km/h to 60km/h as well.*
- *Later in 2025, the speed limit in urban cores, which include built up areas as well as housing estates and town centres, will reduce to 30km/h. The speed limit on national secondary roads will also* reduce *from 100km/h to 80km/h.*

The enactment of these policy changes will see the default speed limit in Urban Cores being reduced to 30 km/h. As noted in the guidelines for setting and managing of speed limits in Ireland, *the design speed should not be lower than the speed limit and the speed limit should not be significantly lower than the design speed of a road*. Noting the requirement to consider operational speeds post construction, the consideration of a change in speed limit is subject to assessment and a separate statutory process, but this is not precluded by the proposed development.

### (iv) Cycle lanes between Doughiska Road and the Coast Road (inside tree line)

#### Submission issue (iv)

The submission notes that the emerging preferred design shows a shared cycle / pedestrian path on the south side of the Dublin Road between Doughiska Road and the Coast Road. GCCN note that preserving the trees on both sides of the Dublin Road between Doughiska and the entrance to Merlin Park Hospital is important in terms of conserving biodiversity. In achieving this objective GCCN require a cycle lane to be included inside the tree line on the south side of the road.

#### Response (iv)

Section 4.5.2.4 of Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR sets out the cycling provisions in Section 2 of the Proposed Development from Skerritt Junction to Doughiska Road Junction as follows:

*'Cycling is to be provided along this section of the Proposed Development as follows:*

- *New segregated cycle tracks will be provided in each direction from Skerritt Junction to the Coast Road (chainage 3+280);*
- *A two-way segregated cycle track will be provided on the northern side of the route from the Coast Road to Doughiska Junction which will run behind the roadside tree line* (our emphasis added); *and*
- *Signal-controlled crossings provided at all junctions through a combination of dedicated cycle crossings and shared toucan crossings.'*

The General Arrangement Drawings and Typical Cross Section Drawings in Appendix 4 (Proposed Development Description) in Volume 3 of the EIAR show the proposed cycling facilities and proposed landscape plans, including areas of tree removal and locations of proposed new planting, see Figure 2-1 and Figure 2-2 below.

Note that there is no proposal for a shared cycle/pedestrian path on the south side of the Dublin Road. A footpath only is proposed here. All westbound cycle traffic will be directed onto the two-way cycle track on the north side of the Dublin Road at the Doughiska junction and then back to the south side of the road at the Coast Road junction.

The proposal from GCCN to include a cycle lane inside the tree line on the south side of the road would result in greater impacts overall, as it would require land take on both sides of the road. This would theoretically involve two separate sets of temporary land take areas, in contrast to the current proposal which provides for a two-way cycle lane on one side of the road only, thereby limiting the extent of land required. By consolidating the cycle infrastructure to one side, the current design minimises disruption, reduces the scale of temporary land acquisition, and lessens environmental and construction-related impacts.


***Figure 2-1 General Arrangement Drawing (between Merlin Park entrance and Doughiska) showing the two-way cycle track on the North side of Dublin Road and pathway for pedestrians only on the South side of Dublin Road***

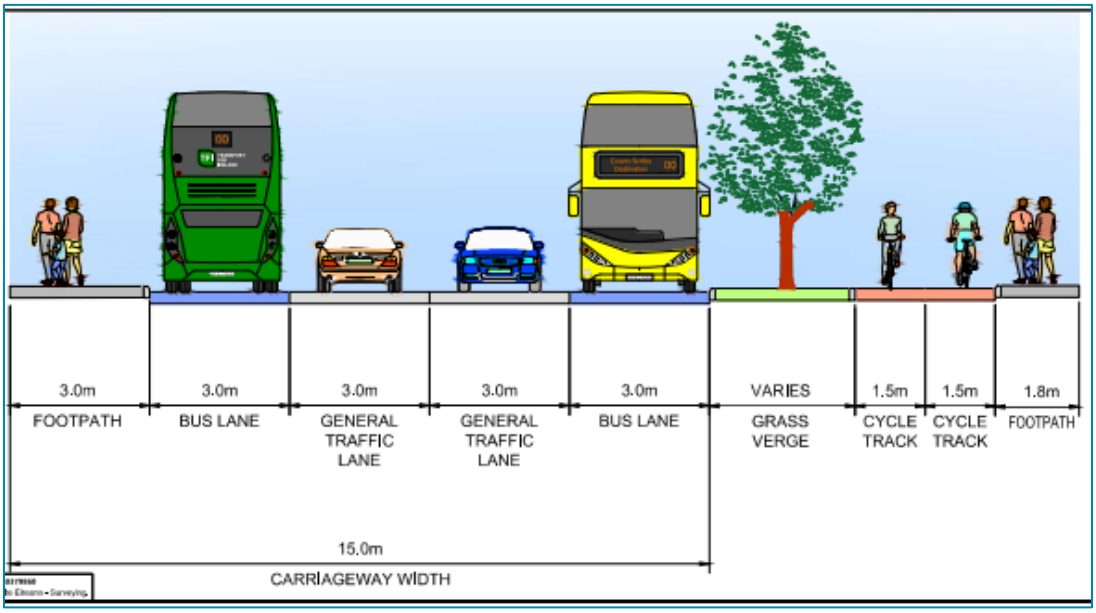



***Figure 2-2 Typical Cross Section (J-J) showing share cycle facilities running behind the tree line on the Northern side of Dublin Road and pathway for pedestrians only on the South side of Dublin Road***

**(v) Connection with emerging preferred route for Athlone to Galway Greenway Project**

**Submission issue (v)**

To fulfil the objective of maximizing the objectives of the Climate Action Plan, there should be a cycle path connection between the Dublin Road BusConnects Project and the emerging preferred route for Athlone to Galway Greenway.

### Response (v)

The provision of a link between the proposed BusConnects: Dublin Road Proposed Development and the emerging preferred option of the Athlone to Galway Greenway is detailed in Figure 7.1 - Proposed Cycle Network of the Galway Transport Strategy Executive Summary (Page 70). This details connectivity at Doughiska Road South and at Ballyloughane Road. However, the connectivity of these routes to the greenway is subject to the relevant statutory consent processes for these separate schemes which are outside the scope of this Proposed Development.

**(vi) Connection with the Martin Roundabout Project**

### Submission issue (vi)

To fulfil the objective of maximizing the objectives of the Climate Action Plan, GCCN submit that the outgoing bus lane should continue to the new traffic lights at the Martin Roundabout which is currently being reconstructed to traffic lights. This is needed for the 404 bus which serves Galway Clinic and Oranmore. There should also be an incoming bus lane from those lights to the proposed incoming new bus lane starting at Doughiska Road. These changes are needed to maximize the value of the Dublin Road BusConnects Project to a modal shift to public transport.

### Response (vi)

The scope of the Proposed Development, which has been approved by local representatives, costed and environmentally assessed, is from the tie-in with the Cross City Link project at the western end to the Doughiska Road junction to the east. Extensions to the east would need to be considered as part of future developments.

**(vii) Merlin Park South Woods and Merlin Park Meadows**

### Submission issue (vii)

GCCN highlights the very high ecological importance of the South Meadows, a detailed construction plan should be brought before the Board which confirms and explains that no construction activity/ storage of equipment/intrusion for any reason would happen outside of the finished footprint of the bus lanes/ cycle lanes/ path.

The submission requests that all efforts must be made to ensure access to meadows from the cycle lane is limited, so the meadows and woodland habitats do not become a place where people cycle off road and use the meadows and other woodland habitats as a short-cut to access hospital or other surrounding areas.

The submission submits that all of these orchids should be identified and relocated to an appropriate alternative location before construction work on the Skerritt Roundabout begins.

### Response (vii)

No construction activity, storage of equipment or intrusion will be permitted as part of the works, outside of the limits of the site temporary land acquisition line or, if not indicated, the site boundary line, as presented on the Fencing and Boundary Treatment Drawing numbers BCGDR-BTL-SPW_BW-XX-DR-CR-00006 to 00011, contained in Volume 3 of the EIAR (Chapter 4 Proposed Development Description).

A permanent boundary, in the form of a fence or stone wall, will be provided to the rear of the proposed footpath along the extents of the South Meadows to deter bicycle access to this area.

As noted in Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR, reinstatement landscaping will be on a like-for-like basis, and detailed accommodation works plans, including landscape plans, will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in

relation to the Proposed Development application. The translocation and/or replanting of the Pyramid Orchids and Bee Orchids at Skerritt Junction can be considered further at detailed design stage.

**(viii) Mitigation of Ecological Impact of BusConnects Dublin Road Project**

**Submission issue (viii)**

The submission states that there is an established mammal link between Unclin and Antin Woods and the South Woods. To minimize the level of road kills on the Dublin Road there should be access pipes/underpasses under the Dublin Road for mammals plus a high-level access wire for Red Squirrels on poles between trees on both sides of the Dublin Road. The Skerritt Roundabout at ATU contains large numbers of Pyramid Orchids and Bee Orchids. GCCN submits that all of these orchids should be identified and relocated to an appropriate alternative location before construction work on the Skerritt Roundabout begins.

**Response (viii)**

As part of the continuous consultation process, the Proposed Development's mitigation measures were discussed with Friends of Merlin Woods (FOMW) (Catherin Stanely and Brian Fitzsimmons) on the 30th August 2024. FOMW had requested that mammal underpasses be provided and that high-level wire access for squirrels be considered between Merlin Park and Doughiska junction. The Project Ecologist advised that, as the road works only involved localised widening, there was no opportunity to provide mammal underpasses under the Dublin Road. It was agreed that existing mammal paths would be retained and accommodated in any proposed boundary treatment. Regarding the high-level access wire for squirrels, the Project Ecologist advised that the trees on either side of the Dublin Road would not be at a sufficient height to accommodate this proposal. It was noted that the Merlin Park woodland habitat to the north is likely to be used by red squirrel however the Proposed Development is not expected to overlap or interact with these woodland areas.

Comprehensive assessments have been carried out on the impact on biodiversity throughout the Proposed Development. Chapter 12 (Biodiversity) in Volume 2 of the EIAR describes the assessment on the potential biodiversity impacts as a result of both the construction and operation of the Proposed Development. The assessment was carried out based on a desk study and ecological surveys carried out between 2022 and 2024 (as described in Section 12.2.3 in Chapter 12). Figures 12.1 to 12.12 in Chapter 12 of the EIAR map the survey results and habitats along the Proposed Development.

The assessment evaluates the potential for impact on ecological receptors including designated sites, habitats, plant species, mammals, birds, reptiles, amphibians, fish and invertebrates.

Section 12.5.2.3.1 (Non-volant mammals) of Chapter 12 states that '*Mammals expected to use the footprint of the works areas would comprise foxes, which are likely to be present using the urban areas along the Proposed Development. Outside of this, tracks used within the Meadows south of Merlin Park Hospital are likely to also be used by foxes and potentially badger, and there is potential for badger setts to be present in the dense woodland both north and south of the Proposed Development outside of the study area. No mammal dwellings are expected to be present along the footprint of the Proposed Development, and none were identified during the baseline walkover surveys. However, it is likely that if dwellings are present outside the study area, these mammals would also use areas within the study area for commuting and foraging. The woodland habitat is also likely to be used by red squirrel. The Proposed Development is not expected to overlap or interact with these woodland areas. Construction has just been completed on the Martin junction to the east and numerous construction developments are present in the wider area outside Galway City. Despite this, there is potential for disturbance impacts to arise affecting non-volant mammals, with increased noise and human disturbance. Nocturnal mammals could also be affected by artificial lighting, potentially impacting commuting routes in the study area. It is noted that there is flood lighting present on the sports pitch that will be used as the temporary construction compound. Barriers to movement and habitat fragmentation is likely to arise during the construction phase due to site works, vehicles, noise and increased human activity. As this will be short-term during the works, and as there is an existing road here and*

*background disturbance levels, this is unlikely to be significant. Effects on non-volant mammals during construction are assessed as* ***Negative, Slight, Short-term and in the Local Context***.'

Section 12.5.3.3.1 (Non-volant Mammals) of Chapter 12 states that the '*Operational Impacts on non-volant mammals during the operational phase primarily concern disturbance, through use of the Proposed Development or from artificial lighting. Disturbance is likely to arise from increased human activity and vehicles, as well as a likely increase in cyclists. It must be noted that the R338 is an existing busy road however, the overall changes in traffic are not expected to be significant. As noted previously, fauna in the area will be accustomed to certain levels of disturbance with the urban area and existing R338.*

*Artificial lighting is also present along the route, with light spill primarily affecting the meadows to the north of the Proposed Development near Merlin Park Hospital as well as the sports pitch beside the Connacht Hotel which will be used as the temporary construction compound during the construction phase. Nocturnal non-volant mammals could be affected by artificial lighting in that it deters species from using their regular commuting and foraging routes in the study area. Effects can range from disturbance, displacement and reduce feeding successes for these mammals. The Lighting design shows that there will be no additional lighting along the southern edge of the Meadow habitat. Furthermore, the landscaping design includes for additional tree planting along currently bare edges of the meadow fields to the east, which would create a barrier effect, minimising light spill to the optimal foraging habitats the north of the meadow fields and Merlin Park woodland. Lighting drawings show that a maximum of 1 lux is expected along the fringes of the Meadow habitats to the south, with 6 lux at the edge near the road. However, this is unlikely to consider the trees in full leaf along this linear feature, separating the road from these habitats. For comparison, full moonlight is expected to be in the region of 0.5-2 lux (BCT, 2023). No significant effects are therefore expected in relation to lighting. Additional measures will be provided in the mitigation section. Effects on non-volant mammals are assessed as* ***Negative, Not Significant, Long-term and in the Local Context***.'

Construction mitigation measures for non-volant mammals are set out in Section 12.6.1.3.1 and state that '*While there are no guidelines for timeframes in Ireland, it is recommended in this case that surveys take place no later than 4 weeks prior to clearance works. This will be undertaken to ensure that no mammal dwellings are present immediately prior to construction, that may have been created in the time elapsed between the current surveys and the commencement of works. A pre-construction survey will be undertaken to determine if mammal dwellings have been created in the time elapsed from current surveys and the commencement of works. Nonetheless, all vegetation clearance works should follow the National Roads Authority guidance for badgers (NRA, 2006). All vegetation clearance works should be undertaken slowly to allow mammals and other animals sufficient time to escape if needed. Any excavations will be covered when not in use and backfilled as soon as possible to reduce the potential for mammals to get trapped or potentially harmed. Excavations will also be covered at night where practicable. To reduce disturbance, vibration during the construction works will be regularly monitored and will comply with standards to ensure this is kept to a minimum.*'

Operational mitigation measures for non-volant mammals are set out in Section 12.6.2.3.1 and state that '*If fencing will be installed along the fringes of the route to provide a buffer zone between the road and adjoining habitats, this must be mammal-friendly and must not impede access and movement throughout the landscape.*
*Operational phase management of habitats as outlined above in section 12.6.2.2.1 will cover habitat loss and fragmentation mitigation required for non-volant mammals. Following implementation of landscaping and completion of the construction works, no additional mitigation measures are deemed necessary. Connectivity and habitat suitability is not expected to be affected.*'

As noted in Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR, reinstatement landscaping will be on a like-for-like basis, and detailed accommodation works plans, including landscape plans, will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Development application. The translocation and/or replanting of the Pyramid Orchids and Bee Orchids at Skerritt Junction can be considered further at detailed design stage.

### (ix) Access to Merlin Park Hospital

#### Submission issue (ix)

GCCN welcomes the intention to install traffic lights at the current entrance to Merlin Park Hospital opposite Supermacs / The Merlin Bar, these should be capable of override by ambulances emerging from Merlin Park on blue light. GCCN requests that there should be no plans made to facilitate a new road entrance to Merlin Park Hospital at the Murrough Drive/ Eddies Takeaway traffic lights. The hospital campus is a potential source and destination for cycle traffic and potentially the main route towards the city from Doughiska/Castle Park. Consideration should be given to formal cycling arrangements into and out of the campus. Cyclists should have a junction left bypass into the campus and some means to get past queueing motor vehicles to turn right for the city. On the south side of the junction the signals for the cycle track on the transverse arm should remain green or flashing amber unless the pedestrian crossings are in use.

#### Response (ix)

Details on signalling will be developed at detail design stage. As part of the detailed design, consideration can be given to ambulance on blue light being given an override facility at the traffic lights.

Consideration can be given to formal cycling arrangements into and out of the campus to allow a means for cyclists to get past queueing motor vehicles and to facilitate all turning movements.

On the south side of the junction the signals for the cycle track on the transverse arm cannot remain green or flashing amber for cycle traffic for an On-Road Cycle Lane Junction as suggested as there is potential for conflict with traffic emerging from the hospital and turning right on the R338. The signalised junction would need to be a Protected Junction for this to work. This can be considered during the detailed design stage, however there is a notable site restriction to the south (The Merlin Bar and Merlin Stores) which limits what can done here.

### (x) Bus Shelters

#### Submission issue (x)

The submission states: *For each designated bus stop/ bus stops at ATU, GCCN proposes that there should be a bus shelter set back from the path which shelters people waiting there from the wind and rain. The current bus shelters on both sides of the Dublin Road at ATU are, we submit, inadequate and what is needed at all bus stops are the bus shelters on the north side of Eyre Square in Galway City. The proposals for floating bus stops are welcome. The stops should be arranged to reduce potential conflicts between bus passengers and people using the cycle tracks. On the Seamus Quirke Road short relatively unobtrusive sections of guard rail are used to direct bus passengers towards the cycle track crossing point. The design allows both parties to see each other and negotiate any potential conflicts. This design should be replicated here. The location of formal crossing points across the cycle tracks should be legible to the visually impaired. Tramline or corduroy paving on any cycling surfaces should be avoided as it represents a hazard.*

#### Response (x)

Bus shelters will be provided at ATU in accordance with NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors and the Cycle Design Manual, details of which will be confirmed at detailed design stage.

The preliminary design as submitted is to a level appropriate for a planning application and the level of detail presented does not extend to showing proposed pedestrian guardrails. The suggestions from Seamus Quirke Road are noted and the design will be further refined at detailed design stage to minimise the potential conflicts between bus passengers and cyclists. The design of all footpath infrastructure on the scheme is determined by the needs of all types of path users but with particular focus on more vulnerable users such as the visually-impaired. Application of accepted standard layouts and crossings on the scheme

should assist in delivering a legible layout. Furthermore, all signalised road crossings will be direct and single stage events in accordance with DMURS. Adherence to the Cycle Design Manual at detailed design stage will ensure that tactile paving such as *tramline or corduroy paving* is not placed on cycle tracks.

**(xi) Traffic Lights and Pedestrian Crossings**

**Submission issue (xi)**

There is valid concern that in Galway pedestrian crossings are often more about managing people on foot for the benefit of traffic than facilitating walking. The recent Kirwan junction rearrangements are viewed as having removed time from people on foot and on bicycles in order to facilitate cars. Significant delays have been imposed on people who walk or cycle. People must have enough time to cross the road particularly at locations where younger or older people are trying to cross.

GCCN expresses concern about the location of push buttons on pedestrian and toucan crossings at other locations in the city. The poles should not be so close to the edge of the main roadway that people waiting to cross are in an exposed position. Where push buttons are intended for bicycle users, they should be accessible to people using cargo bikes. The turning radius at junctions and traffic signals with cycling facilities should be feasible for cargo bikes.

**Response (xi)**

The BusConnects Galway Dublin Road Development has been designed in accordance with the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors which puts forward significantly enhanced junctions for pedestrians and cyclists. The Proposed Development has provided junction designs in line with these guidelines which will lead to significant improvements for pedestrians and cyclists. The accessibility of all push button units will be confirmed at detailed design stage and will cater for all types of bicycle users.

The signal timings will be designed to a maximum of 120-second but ideally 90-second signal cycles and with single stage pedestrian crossings provided wherever possible.

All cycle tracks will be suitable for cargo bikes and additional width is provided to ensure this.

**(xii) Cyclops junction at Skerrit**

**Submission issue (xii)**

The submission welcomes the proposed Cyclops style junction at the Skerritt Roundabout and suggest that similar arrangements should be considered at other junctions. It is noteworthy that the cyclops arrangement provides larger turning radii for bikes and that there is scope for all green phases for non-motorised traffic. The submission suggests that the locations of crossings of the cycle tracks at the cyclops junctions should be legible for the visually impaired.

GCCN request clarity around phasing of the lights. The understanding is that it is assumed in UK practice that cyclists will have enough green time for a right turn in one phase. GCCN proposes that left slip lanes are needed for cyclists on all quadrants as otherwise a proportion of cyclists will use the footpaths to take the shortest path. GCCN suggest that a new access point is needed into the ATU campus as if there is no access here then a likely outcome is that cyclists coming from the south will cross at the Skerrit and cycle in the wrong direction along the cycle track north of the road. There is also the potential for a diagonal crossing running northwest/southeast to new access with all green for foot and cycle traffic.

**Response (xii)**

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Based on the signalised junction types in that document, the scheme will

have seven Protected Junctions, one On-Road Cycle Lane Junction and one Cyclops Junction. As stated in section 4.5 of Chapter 4 of the EIAR, the greater space available at the Skerritt Roundabout has afforded adoption of a Cyclops type protected junction with cyclists provided with an orbital cycle track around the junction. This is not the case at other junctions where space is more constrained. More compact junction types have been used in other locations to suit the specific constraints at each location. As part of detailed design, the layout of these junctions will be reviewed for closer compliance with the Cycle Design Manual and will include exploring opportunities for adoption of the Cyclops junction layout at other junctions.

Accommodation of the needs of the visually-impaired will be a key factor in the detailed design of the junction layout.

It is accepted that the current Skerritt junction layout may encourage left-turning cyclists to use the footpaths as a short-cut of the junction. Detailed design stage will review the layout of this junction to better accommodate desire lines and avoid conflict between pedestrians and cyclists.

The signal timings will be confirmed at detailed design stage to ensure that cyclists can safely and conveniently turn right.

A new entrance to ATU is not proposed at this time as it would be subject to third party agreement with respect to provision of same. Cyclists can continue straight to the Toucan crossing and enter ATU here, there is no significant time saving gained by cycling in the wrong direction in the cycle track and so it is not expected to be an issue here.

There may be merit in providing a diagonal pedestrian crossing at the Cyclops junction and this can be reviewed at detailed design stage.

**(xiii) Observations on Specific Locations**

***Brothers of Charity Entrance/Exit***

**Submission issue (xiii a)**

GCCN requests that consideration is given to combining the pedestrian crossing at the inbound bus stop into a signalised entry exit to the Woodlands (Brother of Charity Campus) and closing the other entry exit closer to the Moneenageisha junction.

**Response (xiii a)**

It is not proposed to construct a new signalised entrance to Brothers of Charity Campus. Unless there is very high flow of traffic, signalised junctions would not normally be adopted for private entrances.

***Impact of proposed Graveyard***

**Submission issue (xiii b)**

GCCN asks that the impact of the proposed graveyard between Wellpark Grove and the Connacht Hotel should be considered.

**Response (xiii b)**

The proposed cemetery was considered during the design phase, and it is not expected to have a significant impact on the BusConnects Dublin Road development.

***Junction at Renmore Park***

**Submission issue (xiii c)**

GCCN suggests that a continuous footway treatment is needed across the mouth of the junction at Renmore Park. GCCN members have observed perceived risks for cycle traffic at this junction. GCCN request that consider that it should be left in left out only with no right turns permitted off the Dublin Road.

### Response (xiii c)

Restricting traffic from turning right into and out of Renmore Park would introduce a significant inconvenience and a potential safety concern caused by drivers attempting U-turns on the R338 and is not therefore considered a viable proposal for the scheme.

The preliminary design has been developed in accordance with BusConnects Prelim Design Guidance Booklet prepared by the NTA. For detailed design, all accesses and priority junctions will have continuous cycle tracks and footpaths in accordance with the Cycle Design Manual and subject to existing local ground level constraints at property accesses.

***The Junction of R338 Dublin Road and Renmore Road***

### Submission issue (xiii d)

GCCN proposes that the house facing Duggan's shop on northside of the junction of junction of R338 Dublin Road and Renmore Road should be given a dedicated parking/driveway arrangement within Glenina Heights. Consideration should be given to swapping the footway and cycle track through the junction on the northside, so the cycle track by-passes the junction and pedestrian crossings.

Further GCCN states that alternatively, the cycle traffic on the crossing arm should have a green signal even when main arms are red, unless there are people on foot using the crossing. Adequate width is needed for cyclists entering Renmore Road from the R338. The junction arrangements should also allow cyclists to bypass the lights to turn left unless there are people on foot using the crossings. Renmore Road is a route to two schools. Adequate width is needed on the entry to Renmore Road so that cyclists do not get squeezed by motor traffic.

Consider bringing the outbound cycle track behind the pedestrian crossing - such as a floating bus stop/cyclops junction arrangement. There is a natural cycling route running north from this junction along the boundary of the Connacht Hotel and the recreational lands at Mervue. A formal cycling connection should be provided into Glenina Heights this will also provide for cyclists turning left into Micheal Collins Road.

### Response (xiii d)

A parking facility will be provided for the property in question within Glenina Heights and with no vehicular access to the property provided directly from the R338 at the proposed signalised junction.

The proposal that cycle traffic on the crossing arm should have a green signal even when main arms are red, is feasible for the eastbound cycle track if the cycle track is segregated from the roadway and can be considered further at detailed design stage.

The preliminary design has been developed in accordance with BusConnects Preliminary Design Guidance Booklet prepared by the NTA and the signalised protected junction as presented is the correct solution in this case under these standards. Detailed design stage will review the layout of this junction in the context of the Cycle Design Manual and explore options to bring eastbound bicycle traffic out of the signal control, however space is very restricted at this junction which limits what can be done.

It is agreed that a cycle connectivity to Glenina Heights should be facilitated at the junction and can be included as part of detailed design.

***Junction of R338 and Michael Collins Rd***

**Submission issue (xiii e)**

There should be no "dishing" of the footway or cycle track at the property entrances on southside of Dublin Road at Galwegians. The kerbing should be sloped to allow vehicle access. See Dutch "inritbanden" type kerbing where the kerb has a slope that raises to the height of the cycle track.

**Response (xiii e)**

There will be no "dishing" of the footway or cycle track at the property entrances and kerbing will be sloped to allow vehicle access.

GCC note that the treatment of the side road junctions and private accesses in Ireland are guided by the Cycle Design Manual  Appendix A (Cycle Design Manual).

The treatment proposed at side roads will be similar to those implemented on existing cycle routes in Galway City as per the following example shown in Figure 2-3 and Figure 2-4. The resulting treatment type to be adopted is subject to detailed design, taking cognisance of the various criterion which have resulted in the standard details contained within Appendix C of the Cycle Design Manual and listed hereunder in Table 2-2.

***Figure 2-3 Side Road Junction Treatment on Doughiska Road South Cycle Network Scheme***


***Figure 2-4 Side Road Junction Treatment on Doughiska Road South Cycle Network Scheme***

***Table 2-2 Summary of Cycle Design Manual Standard Details for Side Road Treatments***

| Reference | Type | Page Number of Cycle Design Manual |
|---|---|---|
| TL401 | Standard Cycle Track Crossing Side Road with Priority – Full Set Back | 221 |
| TL402 | Standard Cycle Track Crossing Side Road with Priority – Partial Set Back | 222 |
| TL403 | Standard Cycle Track Crossing Side Road with Priority – No Set Back | 223 |
| TL404 | Standard Cycle Track Crossing Side Road without Priority | 224 |
| TL405 | Stepped Cycle Track Crossing Side Road with Priority | 225 & 226 |
| TL407 | Two-Way Cycle Track Crossing Side Road with Priority – Full Set Back | 228 |
| TL408 | Two-Way Cycle Track Crossing Side Road with Priority – Partial Set Back | 229 |
| TL409 | Two-way Cycle Track Crossing Side Road with Priority – No Set Back | 230 |
| TL410 | Two-way Cycle Track Crossing Side Road without Priority | 231 |
| TL411 | Cycle Lane Crossing Side Road | 232 & 233 |

The above table demonstrates that subject to site conditions, arrangements and vehicular priorities, the treatment to be adopted can differ. With respect to kerb selection, the standard details contain two kerb types including “Bevelled Kerb” and “Short Ramp/Entrance Kerb”. The utilisation of the Dutch Keb will be considered at detailed design stage, where same aligns with the national guidance on side road treatments. However, as shown in Figure 2-5 and Figure 2-6, the formation of these technical details can be via various construction methodologies such as precast units, slip form or in situ. Similarly, the material types may be comprised of various types (Concrete, Bituminous Materials, etc.).

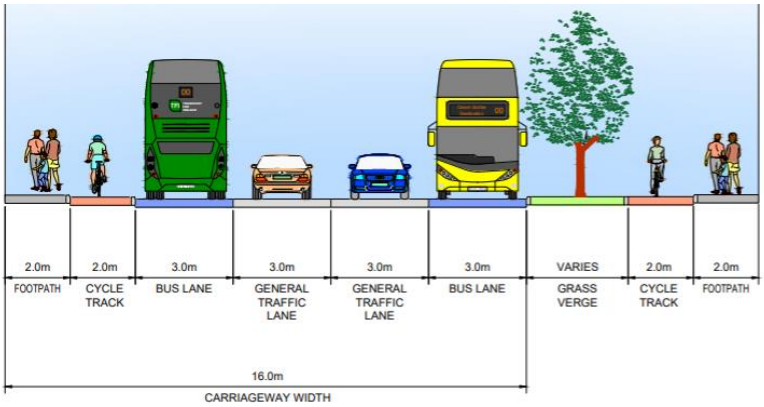
***Road section from Renmore Road to Galwegians***

### Submission issue (xiii f)

The cross sections show 1.75m for the cycle track, GCCN suggests that this should be widened to 2m.

### Response (xiii f)

2m width cycle tracks will be provided. Refer to Typical Cross Sections Drawing number BCGDR-BTL-GEO_CS-XX-DR-CR-00002 contained in Volume 3 of the EIAR (Chapter 4 Proposed Development Description) and reproduced below.




TYPICAL SECTION C-C
DUBLIN ROAD

LOCATED ON GA SHEET 03
DRAWING REF: BCGDR-BTL-GEO_GA-XX-DR-CR-00003

***Belmont junction***

### Submission issue (xiii g)

Consideration should be given to making the Belmont junction into a Cyclops layout with a direct link into the ATU campus. Formal cycling access is needed, to and from the ATU campus at this location as GCCN is of the opinion that the current arrangement is unsafe for both pedestrians and cyclists. On the westbound arm consideration should be given to a hold-the-left arrangement on the R338 with a default green for westbound cycle traffic. Consideration should be given to making the eastbound arm flashing amber for motor traffic turning into Belmont.

### Response (xiii g)

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerrit junction is an exception as there is ample space there for a Cyclops type junction. Detailed design stage will review the junction design at Belmont / Ballyloughane Road in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration.

Pedestrian access to ATU will be retained at the new Belmont junction, with bicycle access being facilitated at the proceeding Toucan Crossing to the east and also via two breaks in the proposed new boundary wall for ATU located between the Belmont junction and the Toucan crossing which will provide permeable access for pedestrians and cyclists.

The option to hold left-turn traffic on a default green signal for cyclists can be considered at detailed design stage. The traffic signals on the scheme will have traffic detection technology to assess road user demands and signal controllers will manage the signal timings, adapting to changing traffic conditions.

The proposal to use a flashing amber for eastbound left turns into Belmont (known as a "Partial Conflict Arrangement" in the Cycle Design Manual) may have merit and will be brought forward for consideration at detailed design stage.

***Woodhaven Entrance***

**Submission issue (xiii h)**

It is the view of GCCN that cyclists could be travelling at speed downhill. Sightlines need to be checked to the right for traffic exiting Woodhaven.

**Response (xiii h)**

These concerns are noted, and detailed design phase will ensure that sightlines consistent with relevant standards are adhered to.

***Merlin Hospital Access Road***

**Submission issue (xiii i)**

GCCN suggests that a cycling walking cut through is needed to car park area west of the hospital entrance instead of expecting left turning cycle traffic to use lights.

**Response (xiii i)**

Detailed design will review the layout of this junction under the context of the Cycle Design Manual, and this may include the provision of left-turns for cyclists outside of the signal control.

***Merlin Bar/Supermac's***

**Submission issue (xiii j)**

GCCN requests that footpaths should be continuous without dished kerbs. Use Dutch type ramps for vehicle crossing the footpath zone.

**Response (xiii j)**

This suggestion is noted and will be considered during the detailed design phase. There are considerable existing constraints along this boundary that will need to be further considered at detailed design stage. However, retention of the footpath and cycle track as a continuous and raised pathway through this area with Dutch type kerbs or similar, in accordance with the Cycle Design Manual, will be considered.

***Route to Lios An Uisce/Gleann Na Ri***

**Submission issue (xiii k)**

There is also a traffic free lane away from the Dublin Road that is the natural walking and cycling route to and from Galway Crystal/Lios An Uisce/Gleann Na Ri. GCCN asks that consideration is given to this becoming tied in with the Merlin junction.

**Response (xiii k)**

The Proposed Development, extending from east of the Moneenageisha Junction to the Doughiska Junction, has been subject to environmental assessment. The provision of a cycling route to and from Galway Crystal/ Líos an Uisce/Gleann Na Rí lies outside the scope of the Proposed Development and would require a separate ecological assessment. This proposal can be explored in the future.

***Galway Crystal Junction***

**Submission issue (xiii l)**

GCCN requests that consideration is given to the conversion of this junction to a Cyclops Junction.

Northside: The floating bus stop/island should be continued to, and through, the traffic lights. This means that the cycle track will be on the left of the pedestrian space at the junction. This will remove conflict with the eastbound cycle traffic who will be able to keep moving regardless of the traffic signals or pedestrian crossing state.

Southside: The connection along the boundary of Galway Crystal through to Rosshill road should be formalised and upgraded. This is the natural desire line for cyclists coming from, or to, the coast road or Rosshill itself. Rosshill Road is a de facto cycling route for cycle traffic coming from Oranmore, please consider tying into the track at the end cutting through the trees.

**Response (xiii l)**

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerritt junction is an exception as there is ample space there for a Cyclops type junction.

Detailed design stage will review the junction design at Merlin Park Lane in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration.

Note that there may be merit in this case in retaining the floating bus stop paved area through the junction and moving the cycle track to the rear of the footpath (like in a Cyclops layout) as suggested. This would need more detailed consideration.

In relation to the connection along the boundary of Galway Crystal through to Rosshill Road, the scheme can easily accommodate westbound cyclists emerging from the track at the end of Rosshill Road. The Proposed Development does not intend to upgrade the existing track leading to Rosshill Road however vegetation overgrowing onto the pavement edges could be cleared as part of the works.

***Rosshill Park Woods***

**Submission issue (xiii m)**

GCCN welcomes the provision of cycle facilities on both sides of the road here.

**Response (xiii m)**

Noted. The support of the proposed cycle infrastructure in this location is acknowledged and appreciated.

***Junction of R338 Dublin Road and Coast Road***

**Submission issue (xiii n)**

GCCN recommends that cycling bypasses for cyclists turning left should be available on all arms and notes that land does not seem to be an issue here. The design of the junction is not intuitive, and it is not clear how cyclists are supposed to access the coast road. GCCN requests that consideration be given to converting this junction to a Cyclops junction.

### Response (xiii n)

Eastbound cyclists can access the coast road via the cycle track to the eastern side of the signalised junction. Westbound cyclists can access the coast road via the same route.

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerritt junction is an exception as there is ample space there for a Cyclops type junction. Detailed design stage will review the junction design at the R338/Coast Road in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration.

***Castlegar GAA Pitch***

### Submission issue (xiii o)

GCCN observes in the plans that cycle facilities are only shown on the north side of the road. In the plan the footway on the south side of the road is marked as "Shared Pedestrian Cycle path". The cross section shows this feature as being 1.8m. GCCN recommends that 1.8m is inadequate for a shared footway particularly for wheelchair users. This should be widened to 3m according to the 2011 National Cycle Manual.

### Response (xiii o)

The drawings submitted as part of the planning submission include a footway only on the south side of Dublin Road: it will not be a Shared Pedestrian Cycle path. It is intended that all cyclists will use the dedicated two-way cycle track to the north.

***Junction of R338 Dublin Road and Doughiska Road***

### Submission issue (xiii p)

GCCN proposes that cycling bypasses for cyclists turning left should be available on all arms. (Land does not seem to be an issue here) and consideration should be given to converting this junction to a cyclops junction.

### Response (xiii p)

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerritt junction is an exception as there is ample space there for a Cyclops type junction.

Detailed design stage will review the junction design at the R338 / Doughiska Road in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration and consider how the junction signalling will operate in an equable manner.

There are particular existing constraints at this junction (the property boundary at the southeast corner at Durabhan estate and also the skewed nature of the junction) that may preclude adoption of a Cyclops configuration.

***Streetlights***

### Submission issue (xiii q)

There is concern about the adequacy of the current street lighting arrangements. We would like reassurance regarding the number and location of streetlights particularly at obvious crossing locations. Where there is roadside vegetation or trees lighting should be located and designed so that shaded areas are minimised.

The provision of lighting at sites where biodiversity should be protected should take into consideration possible adaptions to lighting provision, such as altered height, intensity of illumination, and spectral composition so as not to disturb nocturnal species, in particular bats and insects.

## Response (xiii q)

Section 4.6.12 of Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR and Section 12.4 of the Preliminary Design Report (PDR) contained in the Supplemental Information states the following with regard to lighting:

'*A review of the existing lighting provision along the extent of the route has been carried out to understand the impact of the Proposed Development on lighting columns and associated infrastructure. Several existing columns are proposed to be relocated or replaced to accommodate the Proposed Development*'.

Street Lighting drawings (BCGDR-BTL-LHT_RL-XX-DR-EO-00001_00011) are contained in Volume 3 of the EIAR.

In locations where road widening and/or additional space in the road margin is required, it is proposed that the public lighting columns will be replaced and relocated to the rear of the footpath to eliminate conflict with pedestrians, eliminating pedestrian obstruction. For existing columns that have specific aesthetic requirements, the intent for the replacement (where applicable) of such columns will include:

- Replacing the existing heritage columns and brackets with identical replica columns and brackets;
- Replacing existing luminaires with approved LED heritage luminaires; and
- Ensuring the electrical installation is compliant with the latest version of the National Rules for Electrical Installations (I.S. 10101).

All new lighting on the Proposed Development will aim to minimise the effects of obtrusive light at night and reduce visual impact during daylight and will be designed and installed in accordance with the requirements of the relevant National Standards and guides, including but not limited to:

- Galway City Local Authority Guidance Specifications;
- EN 13201: 2014 Road Lighting (all sections);
- ET211:2003 Code of Practice for Public Lighting Installations in Residential Areas;
- BS 5489-1:2020 (2020) Design of road lighting - Lighting of roads and public amenity areas. Code of practice;
- CC-SPW-01300 Specification for Road Lighting Columns, Series 1300 (TII 2019);
- CC-SPW-01400 Specification for Electrical Works for Road Lighting and Traffic Signs, Series 1400 (TII 2019);
- IS EN 40-7:2003 – Lighting Columns; and
- Institution of Lighting Professionals – GN01 Guidance Notes for Reduction of Obtrusive Light (2021).

All new lighting should aim to minimise the effects of obtrusive light at night and reduce visual impact during daylight. Lighting schemes will comply with the 'Guidance notes for the Reduction of Light Pollution' issued by the Institution of Lighting Professionals (ILP). Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided.

Section 12.4.1 of the PDR states that '*Where significant alterations are proposed to the existing carriageways; the existing public lighting arrangement shall be reviewed in association with the Public Lighting Department of Galway City Council to ensure that the current standard of public lighting is maintained or improved.*

*To determine whether existing public lighting is to be improved / relocated or where new public lighting is required, an inspection shall be carried out in association with Galway City Council, to identify any new column locations required for particular sections of the development*.'

With regard to lighting at Bus Stops Section 4.6.12.2 of the PDR states the following: '*The Proposed Development will include for the provision of lighting in covered areas, open areas and passenger waiting areas. The location of the lighting column will be dictated by light spread of fittings to give the necessary level of illumination.*'

The lighting design for the Proposed Development follows the recommendations of the DAU (set out in their response to the EIA Scoping Report, 7th June 2023) regarding public lighting and biodiversity: '…., *public lighting should be designed to reduce light spill onto hedgerow and treelines. Galway City is home to several species of bats, upgrading and installing new public lighting as part of the project may have a negative impact on these species. The EUROBATS (Guidelines for consideration of bats in lighting projects) should be consulted as part of the project. A recent paper outlined negative impacts of LED lights compared to conventional sodium lighting. Negative impacts were more pronounced under white light-emitting diode (LED) street lights compared to conventional yellow sodium lamps.*

*This indicates that ALAN (Artificial Light At Night) and the ongoing shift toward white LEDs (i.e., narrow- to broad-spectrum lighting) will have substantial consequences for insect populations and ecosystem processes. The project should ensure that the use of energy efficient (LED) lighting does not have adverse effects on biodiversity by limiting lighting only to where it is required and using 'warm white' lighting with a Correlated Colour Temperature (CCT) of below 2700 kelvins. It also could have smart control systems to allow cut-off periods during hours of darkness and diming at dawn and dusk*[2]*'*

Artificial lighting has been designed to minimise lighting impacts on nocturnal fauna. Section 4.6.13 of the EIAR Volume 2 Chapter 4 (Proposed Development Description):

*'Light Emitting Diode (LED) lanterns will be the light source for any new or relocated public lighting provided. The lighting design will involve works on functional, heritage and contemporary lighting installations on a broad spectrum of lighting infrastructure along the Proposed Development. This will include, but not exclusively, luminaires supplied by underground and overhead cable installations and those located on ESB infrastructure.'*

Proposed relocation of light column locations and new lighting column locations have been coordinated with existing and proposed tree locations to ensure no adverse effect on the light levels to road and footpath surfaces.

Section 12.6.2.3.2 of Chapter 12 (Biodiversity) in Volume 2 of the EIAR sets out the following with regard to Public Lighting:
'*Lighting drawings show that a maximum of 1 lux is expected along the fringes of the Meadow habitats to the south, with 6 lux at the edge near the road. However, this is unlikely to take into account the trees in full leaf along this linear feature, separating the road from these habitats. For comparison, full moonlight is expected to be in the region of 0.5-2 lux (Bat Conservation Trust (BCT), 2023). Recommendations provided follow the EUROBATS, BCT and Marnell et al. guidance where relevant (EUROBATS, 2018; BCT, 2023; Marnell et al., 2022).*

*Measures are included to ensure light spill is kept to a minimum along the route during the operational phase, particularly in areas close to hedgerows, treelines, scrub, woodland and grassland:*

- *During sensitive times of the year for bats, April-October, lighting should be dimmed, restricted or turned off during late hours of the night;*
- *Warm colour temperatures used where possible (2700K or less);*
- *Column heights kept to a minimum as practicable;*
- *Directional lighting used, assisted by cowls, louvres, hoods or baffles;*

[2] https://advances.sciencemag.org/content/7/35/eabi8322/tab-pdf

- *Motion sensors / timer triggers used where possible;*
- *No upward facing lighting; and*
- *No lighting near any bat or bird box locations.'*

Section 12.5 of Chapter 12 (Biodiversity) describes all required mitigation and monitoring measures required to mitigate impacts on biodiversity as a result of the Proposed Development. All mitigation is also recorded in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR, and all Construction Phase mitigation has been incorporated into Appendix A5.1 (Construction Environmental Management Plan (CEMP)) in Volume 4 of the EIAR which has been compiled to describe environmental requirements of the appointed contractor(s) during the Construction Phase.

During the Construction Phase, temporary flood lighting will be required. As outlined in the CEMP this will include tower mounted floodlights, which will be cowled and directed downwards to reduce light spill. Some night work is required, and works will take place over 24 months, which includes some sensitive times of year particularly for bat species. EUROBATS 'Guidelines for the consideration of bats in lighting projects' will be used where relevant, as well as Bat Conservation Trusts' 'Bats and Artificial Lighting at Night: Guidance Note 08/23' (EUROBATS, 2018; BCT, 2023) and lighting mitigation included in the 'Bat mitigation guidelines for Ireland v2' by Marnell et al. (2022).

Measures proposed to reduce the potential for light spill impacts from temporary construction lighting, along hedgerows, treelines, scrub and grassland habitats are set out in Table 5.2 (Mitigation and Monitoring Measures) of the CEMP and include the following:

- *Motion sensors / timer triggers used where possible;*
- *Column heights kept to a minimum as practicable;*
- *Lighting directed only to areas where lighting is needed (avoid unnecessary light spill);*
- *Luminaires used to prevent light spill;*
- *Warm colour temperatures used where possible (2700K or less);*
- *Cowls, louvres, hoods or baffles used to direct lighting; and*
- *No upward facing lighting.*

Following implementation of these mitigation measures no significant residual effects on designated sites, habitats and flora or fauna are expected to arise during either the Construction or Operational Phases of the Proposed Development.

**Submission issue (xiii r)**

***Future proofing of Bus Connects infrastructure to accommodate light rail.***

GCCN welcomes the very positive findings of the 'Galway Light Rail Transit Feasibility Study Report', prepared by AtkinsRealis, and published by the National Transport Authority on 30 October 2024. GCCN respectfully request that, in considering the application for permission for the Dubin Road Bus Connects scheme, the Board ensures that the recommendation in relation to considering the future proofing of the new bus infrastructure to enable future conversion to LRT operations included in section 8.2 'Next Steps of the Feasibility Study Report', is fully respected.

**Response (xiii r)**

Refer to Response (iii) to An Taisce in section 2.1 of this report.

## 2.4 Shane Foran

It is acknowledged that the design and concept of the Proposed Development is very welcome by the submission. The following submission issues are some observations that according to Mr. Foran are meant by way of seeking improvements and not as any challenge to the overall concept of the scheme. Mr. Foran has highlighted the correct management of cycle traffic and foot traffic as his overarching concern.

We note that Mr. Foran does not purport to have any qualifications in road design/engineering and his submission is not supported by reference to any such technical evidence or standards as applicable to such designs in a national context. In the interest of clarity, GCC note that the key design parameters of the Proposed Development are detailed in the Preliminary Design Report Section 4, Table 4-1 and summarise these hereunder:

- TII Publications (Standards);
- Design Manual for Urban Roads and Streets (DMURS);
- Cycle Design Manual (NTA 2023);
- Traffic Sign Manual (TSM);
- Traffic Management Guidelines (TMG);
- National Disability Authority (NDA) Building for Everyone: A Universal Design Approach;
- Department for Transport Guidance on the Use of Tactile Paving Surfaces[3]; and
- BusConnects Preliminary Design Guidance Booklet.

Whilst Mr Foran clearly has a keen interest in cycling and his support for the Proposed Development is welcome, it should also be noted that many of his observations appear to comprise his subjective design preferences which are not made by reference to or based upon relevant best practice guidance and industry standards in Ireland. The Proposed Development has been informed and designed by reference to relevant guidance – including all up-to-date guidance.

GCC note that some of the below listed issues raised by Mr. Foran are very similar to those raised in the submission of GCCN. The response of GCC to those issues applies equally here in the response to Mr. Foran.

### Galway as a TEN-T Urban Node

The submission mention as a background Galway as a TEN-T Urban Node. The submission states that Galway city in 2024 was confirmed as an urban node for the purpose of the European Union TEN-T regulations and appears in the annex of TEN-T EU cities. The designation of Galway as a TEN-T urban node creates a duty to manage active travel infrastructure in an exemplary manner according to latest best practices.

### Response

GCC note the designation of Galway City as an urban node under Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (the "TEN-T Regulations") but respectfully note that the BusConnects Dublin Road and Cycling Network within Galway do not form part of the TEN-T network. The only elements of the TEN-T network located in Galway City Area are:

(1) The Proposed N6 Galway City Ring Road;
(2) The western end of the existing N6/M6 road Corridor;
(3) The Railway line to Ceannt Station; and
(4) Galway Port.

Similarly, GCC respectfully consider the assertion that the designation of Galway City as an "Urban Node" under the TEN-T Regulations, and as a node on the "comprehensive network" under those regulations, does not mean that all transport infrastructure within the city of Galway forms part of the TEN-T Network. GCC

[3] UK Guidance utilised in the absence of similar Irish Guidance

also note that the transport planning within Galway City, i.e. the Galway Transport Strategy (GTS), does not fall within the scope of the TEN-T Regulations.

Notwithstanding same, the GTS has been adopted by GCC, and it is noted as a Strategic Goal of Galway City Council in the Galway City Development Plan 2023-2029. Both the GTS and the Galway City Development Plan 2023-2029 pre-date the TEN-T Regulations.

The Proposed Development takes full cognisance of the objectives included in the GTS, including the cycle network which coincides with the route of the Proposed Development. Separate cycle network projects are being developed and advanced by GCC along the identified cycle network. It should be noted that the GTS does not preclude other cycle scheme proposals being developed for the city, they do not however form part of the Proposed Development.

The Proposed Development has been designed to ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport and improving infrastructure for active mobility.

GCC refers to recital 66 of the TEN-T Regulations which says: *"The promotion of active modes, particularly in urban nodes, contributes to the Union's climate goals, improves public health, reduces congestion, offers last mile solution for passengers and provides economic benefits. When planning or upgrading transport infrastructure, due account should be taken of active mode infrastructures, including walking and cycling infrastructures".*

The Proposed Development aims to promote use of active modes of travel, which will contribute to the European Union's climate goals, improving public health, reducing congestion, offering last mile solution for passengers and providing economic benefits. GCC notes that the Objectives of the TEN-T Regulations includes that it seeks to increase the benefits for its users through: *inter alia, "supporting active modes of mobility by enhancing accessibility and quality of related infrastructure, thereby improving safety and health for active users of infrastructure and fostering the environmental benefits of those modes".*

Insofar as Mr Foran purports to submit that an obligation of "exemplary" active travel management arises from the TEN-T Regulations, GCC wish to point out that this is not an obligation which finds any textual support in the TEN-T Regulations.

### Galway as a Cycling City

The submission states: In 2023, a survey was commissioned by the NTA to establish local walking, wheeling and cycling data. This included an independent survey of 1,103 residents aged 16 or above in the Galway Metropolitan Area. The survey was representative of all residents, not just those who walk, wheel or cycle. That survey found that 20% of respondents used a bicycle once a week. Extrapolating this from the census figures for the adult population of Galway city (68,789) suggests a population of 13,757 regular bicycle users.

### Response

We note the submission under the heading "Galway as a Cycling City" and the deductions made therein regarding the survey by the NTA. That survey is more accurately titled the "Walking and Cycling Index" and we note that it, and the representative sample relied on, refer to the whole of the Galway City Metropolitan Area and not just Galway City. The figures in that survey do not detail the location of respondents nor the cycling uptake based on specific locations. The Traffic Modelling Report, included with this application, including the Western Regional Model, have considered the current and potential future uptake of cycling, walking and public transport, along the specific route of the Proposed Development, and the frequency of usage of these modes. The NTA Walking and Cycling Index is an Area Based report, while the assessments and appraisal undertaken in design of the scheme are route specific and representative of the receiving environment, with allowances for population growth and land use.

### Submission issue (i)

**The significance of the proposed "cyclops" arrangement at the Skerritt Junction.**

The submission welcomes the proposed cyclops arrangement at Skerritt Junction as a significant improvement. The submission has included a link of a document from JCT Consulting explaining the concept of a cyclops junction and its advantages. He also states: '*It will be my general argument that this design pattern would also be beneficial at other locations on the scheme*.'

### Response (i)

The support of the proposed arrangement in this location is acknowledged and appreciated. GCC acknowledges that Mr Foran took the time to include a link to a paper explaining the concept of the cyclops junction.

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Based on the signalised junction types in that document, the scheme will have seven Protected Junctions, one On-Road Cycle Lane Junction and one Cyclops Junction. As stated in section 4.5 of Chapter 4 of the EIAR, the greater space available at the Skerritt Roundabout has afforded adoption of a Cyclops type protected junction with cyclists provided with an orbital cycle track around the junction. This is not the case at other junctions where space is more constrained and more compact junction types have been used to suit the specific constraints at each location. As part of detailed design, the layout of these junctions will be reviewed for closer compliance with the Cycle Design Manual and will include exploring opportunities for adoption of the Cyclops junction layout at other junctions. GCC notes that Mr Foran says that it is his general argument that the design pattern would be beneficial at other locations on the scheme, and this response responds to Mr Foran's observations relating both to the Skerritt Roundabout and the Proposed Development generally.

### Submission issue (ii)

**General Principles: Continuous footways and cycle tracks**

The submission is concerned about the general management of cycle traffic and foot traffic and suggests continued cycle/footways at priority junctions and property entrance. That is there should be no "dishing" of the footway or cycle track at the properties. The kerbing should slope to footway/cycle track height to allow vehicle access. A Dutch type of entry/exit kerbing (inritblokken) has been presented by the submission as an example, along with links to webpages providing further information on the "inritblokken" or "inritbanden" type kerbing, and a discussion of Dutch type road entrance practice and continuous footways/cycle tracks.

### Response (ii)

There will be no "dishing" of the footway or cycle track at the property entrances and kerbing will be sloped to allow vehicle access.

GCC have reviewed the links provided and note that the treatment of the side road junctions and private accesses in Ireland are guided by the Cycle Design Manual Appendix A (Cycle Design Manual).

The treatment proposed at side roads will be similar to those implemented on existing cycle routes in Galway City as per the following example shown in Figure 2-5 and Figure 2-6. The resulting treatment type to be adopted is subject to detailed design, taking cognisance of the various criterion which have resulted in the standard details contained within Appendix C of the Cycle Design Manual and listed hereunder in Table 2-3.

***Figure 2-5 Side Road Junction Treatment on Doughiska Road South Cycle Network Scheme***

***Figure 2-6 Side Road Junction Treatment on Doughiska Road South Cycle Network Scheme***

*Table 2-3 Summary of Cycle Design Manual Standard Details for Side Road Treatments*

| Reference | Type | Page Number of Cycle Design Manual |
|---|---|---|
| TL401 | Standard Cycle Track Crossing Side Road with Priority – Full Set Back | 221 |
| TL402 | Standard Cycle Track Crossing Side Road with Priority – Partial Set Back | 222 |
| TL403 | Standard Cycle Track Crossing Side Road with Priority – No Set Back | 223 |
| TL404 | Standard Cycle Track Crossing Side Road without Priority | 224 |
| TL405 | Stepped Cycle Track Crossing Side Road with Priority | 225 & 226 |
| TL407 | Two-Way Cycle Track Crossing Side Road with Priority – Full Set Back | 228 |
| TL408 | Two-Way Cycle Track Crossing Side Road with Priority – Partial Set Back | 229 |
| TL409 | Two-way Cycle Track Crossing Side Road with Priority – No Set Back | 230 |
| TL410 | Two-way Cycle Track Crossing Side Road without Priority | 231 |
| TL411 | Cycle Lane Crossing Side Road | 232 & 233 |

The above table demonstrates that subject to site conditions, arrangements and vehicular priorities, the treatment to be adopted can differ. With respect to kerb selection, the standard details contain two kerb types including “Bevelled Kerb” and “Short Ramp/Entrance Kerb”. The utilisation of the Dutch Keb will be considered at detailed design stage, where same aligns with the national guidance on side road treatments. However, as shown in Figure 2-5 and Figure 2-6, the formation of these technical details can be via various construction methodologies such as precast units, slip form or in situ. Similarly, the material types may be comprised of various types (Concrete, Bituminous Materials, etc.).

### Submission issue (iii)

**Bus stops (General)**

The proposals for floating bus stops are welcome by the submission. The submission suggests more safety to be given to bus stops to avoid potential risks between bus passengers and cyclist. The submission suggests guard rail to be used to direct bus passengers towards the cycle track crossing point as they are on Seamus Quirke Road. The design allows both parties to see each other and negotiate any potential conflicts. This design should be replicated here. The location of formal crossing points across the cycle tracks should be legible to the visually impaired. Tramline or corduroy paving on any cycling surfaces should be avoided as it represents a hazard.

### Response (iii)

Bus stops will be provided at ATU in accordance with NTA’s Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors and the Cycle Design Manual, details of which will be confirmed at detailed design stage.

The preliminary design as submitted is to a level appropriate for a planning application and the level of detail presented does not extend to showing proposed pedestrian guardrails. The suggestions from Seamus Quirke Road are noted and the design will be further refined at detailed design stage to minimise the potential conflicts between bus passengers and cyclists. The design of all footpath infrastructure on the scheme is determined by the needs of all types of path users but with particular focus on more vulnerable users such as the visually-impaired. Application of accepted standard layouts and crossings on the scheme should assist in delivering a legible layout. Furthermore, all signalised road crossings will be direct and single stage events in accordance with DMURS. Adherence to the Cycle Design Manual at detailed design stage will ensure that tactile paving such as *tramline or corduroy paving* is not placed on cycle tracks.

GCC observes that Mr Foran has not referred to the application documentation in this section of his submission. It is generally observed that many of Mr Foran's comments/observations throughout his submission are not made by reference to policy/information on the Proposed Development or details concerning same.

**Observations on Specific Locations**

### Submission issue (iv a) - Renmore Park

The submission suggests that a continuous footway/cycle track treatment is needed across the mouth of the junction at Renmore Park.

### Response (iv a)

Restricting traffic from turning right into and out of Renmore Park would introduce a significant inconvenience and a potential safety concern caused by drivers attempting U-turns on the R338 and is not therefore considered a viable proposal for the scheme.

The preliminary design has been developed in accordance with BusConnects Prelim Design Guidance Booklet prepared by the NTA. For detailed design, all accesses and priority junctions will have continuous cycle tracks and footpaths in accordance with the Cycle Design Manual and subject to existing local ground level constraints at property accesses.

### Submission issue (iv b)- Junction of R338 Dublin Road and Renmore Road (Duggan's Shop)

The submission suggests that a dedicated parking/driveway arrangement within Glenina Heights should be given to the house facing Duggans shop on northside of the junction. Eastbound cyclists should be able to progress with a green signal even when mainline traffic is on red. Furthermore, a Cyclops type arrangement is suggested in this junction swapping the footway and cycle track through the junction on the northside. Left-turning cyclists should be able to by-passes the signals at the junction. The submission notes that adequate width is needed for cyclists entering Renmore Road from the R338.

### Response (iv b)

A parking facility will be provided for the property in question within Glenina Heights and with no vehicular access to the property provided directly from the R338 at the proposed signalised junction.

The proposal that cycle traffic on the crossing arm should have a green signal even when main arms are red, is feasible for the eastbound cycle track if the cycle track is segregated from the roadway and can be considered further at detailed design stage.

The preliminary design has been developed in accordance with BusConnects Preliminary Design Guidance Booklet prepared by the NTA and the signalised protected junction as presented is the correct solution in this case under these standards. Detailed design stage will review the layout of this junction in the context of the Cycle Design Manual and explore options to bring eastbound bicycle traffic out of the signal control however space is very restricted at this junction which limits what can be done.

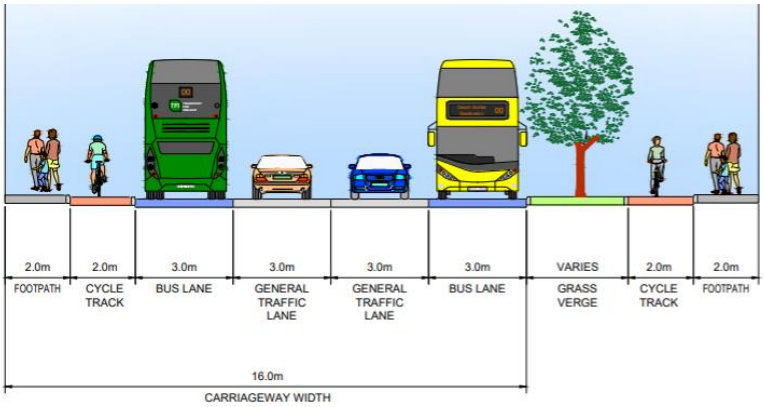
It is agreed that a cycle connectivity to Glenina Heights should be facilitated at the junction and can be included as part of detailed design.

### Submission issue (iv c) - Renmore Road to Michael Collins Rd junctions.

The submission notes that the cycle-track width in cross section C-C (Renmore Road to Michael Collins Rd junctions) is 1.75m and should be widened to 2m.

### Response (iv c)

2m width cycle tracks will be provided. Refer to Typical Cross Sections Drawing number BCGDR-BTL-GEO_CS-XX-DR-CR-00002 contained in Volume 3 of the EIAR (Chapter 4 Proposed Development Description).and reproduced below.




TYPICAL SECTION C-C
DUBLIN ROAD

LOCATED ON GA SHEET 03
DRAWING REF: BCGDR-BTL-GEO_GA-XX-DR-CR-00003

### Submission issue (iv d) - Property entrances on the south side of Dublin Road opposite Galwegians and Flannery's Hotel.

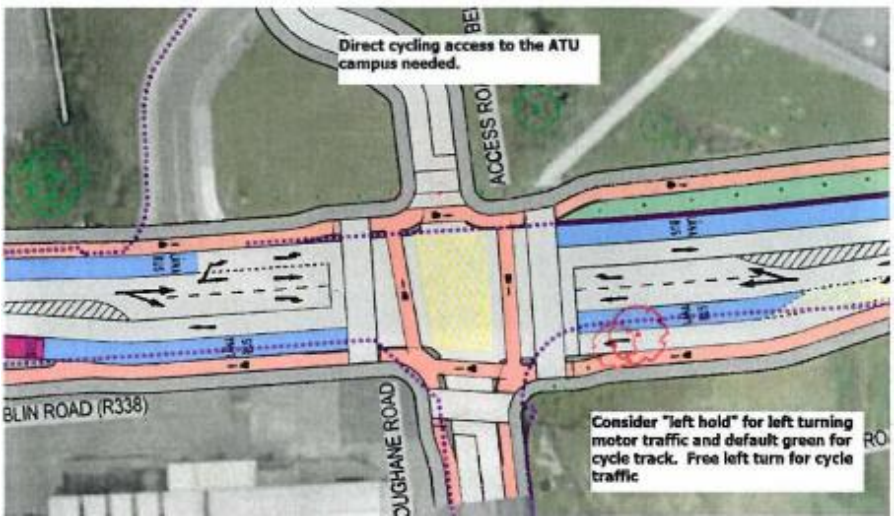
The submission states that in this section of the Proposed Development should be no "dishing" of the footway or cycle track at the properties. The kerbing should be sloped to allow vehicle access continuous footways/cycle tracks.

### Response (iv d)

We can confirm that the footpath and cycle track will be continuous across these entries with no dishing of these surfaces, subject to existing local ground level constraints at each property access. Please refer to response (ii) above.

### Submission issue (iv e) - Belmont/Ballyloughane Road Junction (ATU)

The submission suggests that consideration should be given to making the Belmont junction into a cyclops layout with a direct link into the ATU campus. On the westbound arm consideration should be given to a hold-the-left arrangement on the R338 with a default green for westbound cycle traffic. This would also help to reduce the use of the roads within Renmore as a rat run for drivers trying to avoid queues on the Dublin Road. Consideration should be given to making the eastbound arm flashing amber for motor traffic turning into Belmont.



### Response (iv e)

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerrit junction is an exception as there is ample space there for a Cyclops type junction. Detailed design stage will review the junction design at Belmont / Ballyloughane Road in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration.

Pedestrian access to ATU will be retained at the new Belmont junction, with bicycle access being facilitated at the proceeding Toucan Crossing to the east and also via two breaks in the proposed new boundary wall for ATU located between the Belmont junction and the Toucan crossing which will provide permeable access for pedestrians and cyclists.

The option to hold left-turn traffic on a default green signal for cyclists can be considered at detailed design stage. The traffic signals on the scheme will have traffic detection technology to assess road user demands and signal controllers will manage the signal timings, adapting to changing traffic conditions.

The proposal to use a flashing amber for eastbound left turns into Belmont (known as a "Partial Conflict Arrangement" in the Cycle Design Manual) may have merit and will be brought forward for consideration at detailed design stage.

### Submission issue (iv f) - Skerritt Roundabout

The proposed 'cyclops' junction at Skerritt Roundabout is very welcomed by the submission. However, some observations have been made: Left slip lanes are needed for cyclists on all quadrants, a new access into the ATU campus is needed and possible potential for a diagonal crossing running northwest/southeast to new access with all green for foot and cycle traffic.


### Response (iv f)

It is accepted that the current Skerritt junction layout may encourage left-turning cyclists to use the footpaths as a short-cut of the junction. Detailed design stage will review the layout of this junction to better accommodate desire lines and avoid conflict between pedestrians and cyclists.

The signal timings will be confirmed at detailed design stage to ensure that cyclists can safely and conveniently turn right.

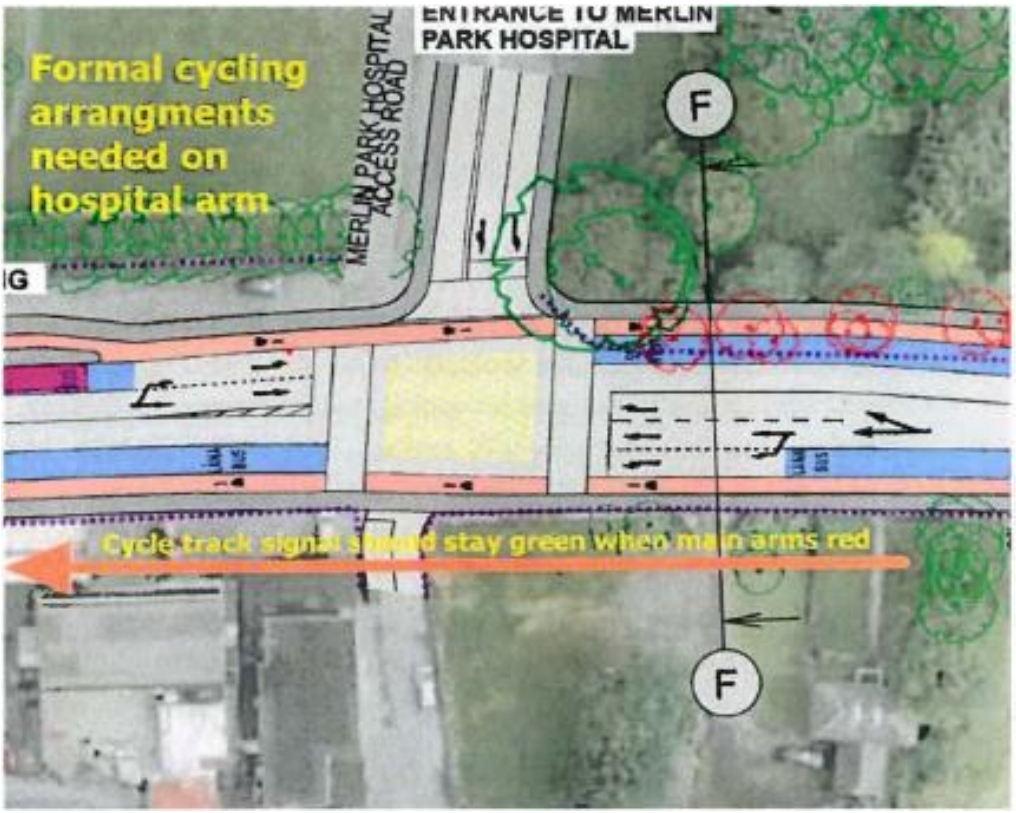
A new entrance to ATU is not proposed at this time as it would be subject to third party agreement with respect to provision of same. Cyclists can continue straight to the Toucan crossing and enter ATU here,

there is no significant time saving gained by cycling in the wrong direction in the cycle track and so it is not expected to be an issue here.

There may be merit in providing a diagonal pedestrian crossing at the Cyclops junction and this can be reviewed at detailed design stage.

### Submission issue (iv g) - Merlin Park Entrance

The submission welcomes the signalised junction at Merlin Park entrance and suggests that consideration should be given to formal cycling arrangements into and out of the campus. The hospital campus is a potential source and destination for cycle traffic and potentially the main route towards the city from Doughiska/Castle Park. Consideration should be given to formal cycling arrangements into and out of the campus. Cyclists should have a junction left bypass into the campus and some means to get past queueing motor vehicles to turn right for the city. On the south side of the junction the signals for the cycle track on the transverse arm should remain green or flashing amber for cycle traffic unless the pedestrian crossings are in use.




### Response (iv g)

Details on signalling will be developed at detail design stage. As part of the detailed design, consideration can be given to ambulance on blue light being given an override facility at the traffic lights.

Consideration can be given to formal cycling arrangements into and out of the campus to allow a means for cyclists to get past queueing motor vehicles and to facilitate all turning movements.

On the south side of the junction the signals for the cycle track on the transverse arm cannot remain green or flashing amber for cycle traffic for an On-Road Cycle Lane Junction as suggested as there is potential for conflict with traffic emerging from the hospital and turning right on the R338. The signalised junction would need to be a Protected Junction for this to work. This can be considered during the detailed design stage, however there is a notable site restriction to the south (The Merlin Bar and Merlin Stores) which limits what can done here.

### Submission issue (iv h) - South side of Merlin Park junction

The submission states that the Proposed Development could take into consideration the traffic free lane which is the route to and from Galway Crystal / Lios An Uisce / Gleann Na Ri to be tied in with the Merlin Junction. This route could be used for pedestrians or cyclists.

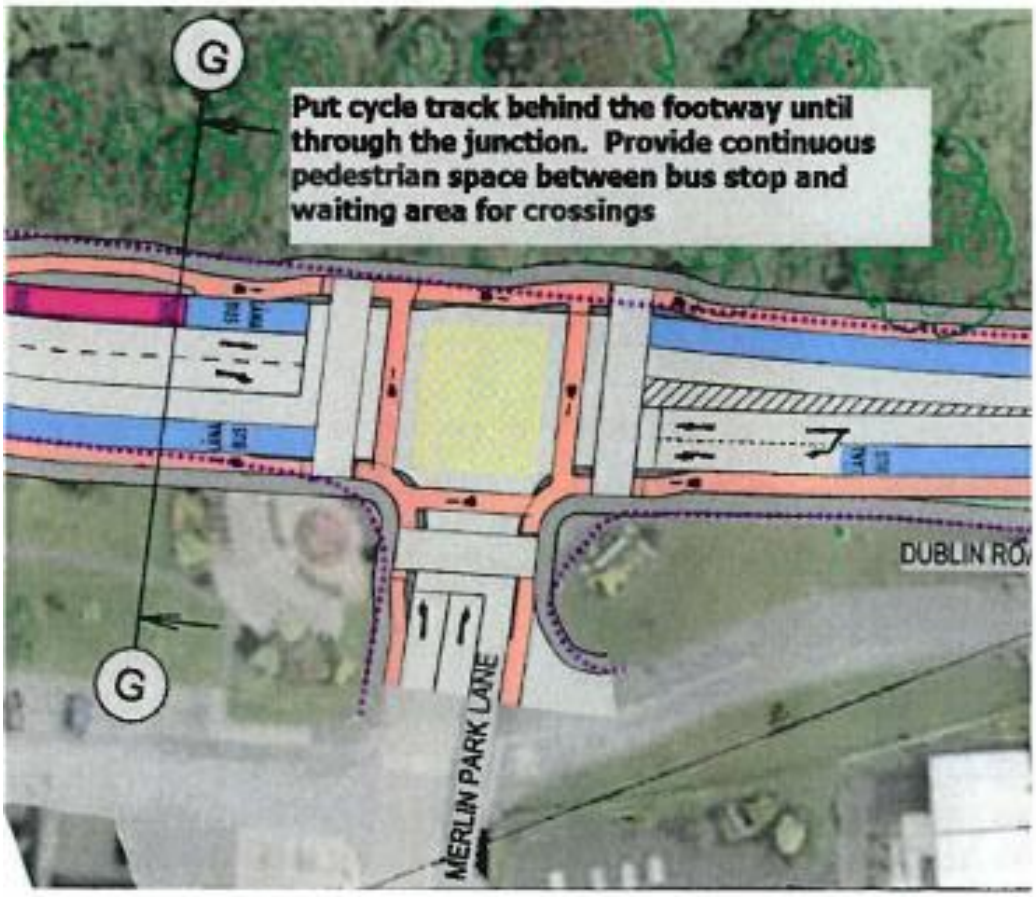
### Response (iv h)

The Proposed Development, extending from east of the Moneenageisha Junction to the Doughiska Junction, has been subject to environmental assessment. The provision of a cycling route to and from Galway Crystal/ Líos an Uisce/Gleann Na Rí lies outside the scope of the Proposed Development and would require a separate ecological assessment. This proposal can be explored in the future.

### Submission issue (iv i) - Galway Crystal/Merlin Lane Junction

The submission proposes to convert the junction at Galway Crystal / Merlin Park Lane to a Cyclops Junction and to swap cycle track behind the footway until through the junction to the north side of it. The submission suggests providing continuous pedestrian space between bus stop and waiting area for crossing.

On the southside, the submission proposes that the connection along the boundary of Galway Crystal through to Rosshill road should be formalised and upgraded.




### Response (iv i)

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerrit junction is an exception as there is ample space there for a Cyclops type junction.

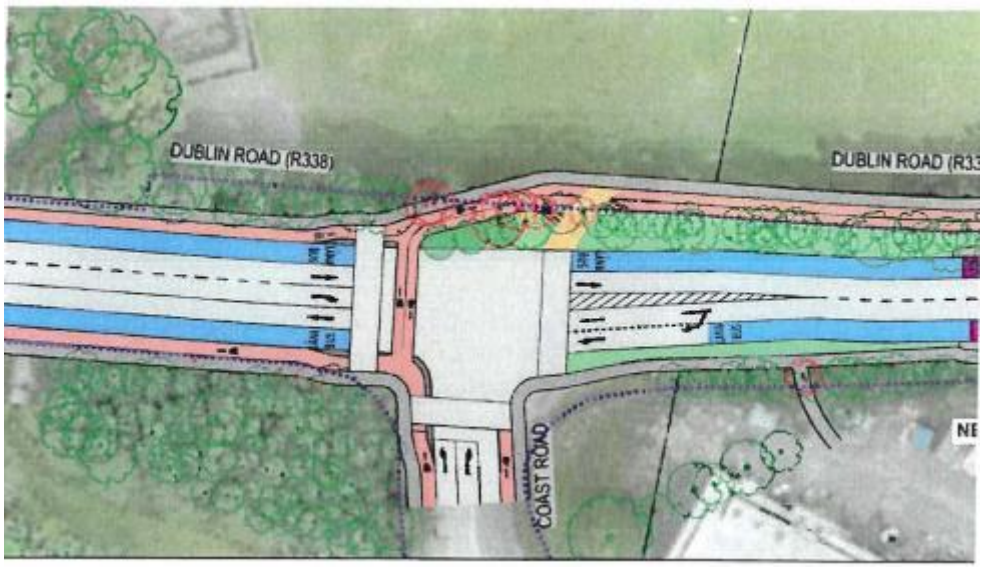
Detailed design stage will review the junction design at Merlin Park Lane in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration.

Note that there may be merit in this case in retaining the floating bus stop paved area through the junction and moving the cycle track to the rear of the footpath (like in a Cyclops layout) as suggested. This would need more detailed consideration.

In relation to the connection along the boundary of Galway Crystal through to Rosshill Road, the scheme can easily accommodate westbound cyclists emerging from the track at the end of Rosshill Road. The Proposed Development does not intend to upgrade the existing track leading to Rosshill Road however vegetation overgrowing onto the pavement edges could be cleared as part of the works.

### Submission issue (iv j) - Junction of R338 Dublin Road and Coast Road

The submission suggests cycling bypasses for cyclists turning left to be available on all arms of junction at the Coast Road and proposes converting this junction to a Cyclops junction. The design of the junction for the submission is not intuitive and it is not clear how cyclists are supposed to access the Coast Road to travel towards Oranmore.




### Response (iv j)

We note that the submission has included a figure of an older version of the design. The current Proposed Development design drawing for this location is contained in Volume 3 of the EIAR (Chapter 4 Proposed Development Description) and reproduced Figure 2-7 below.

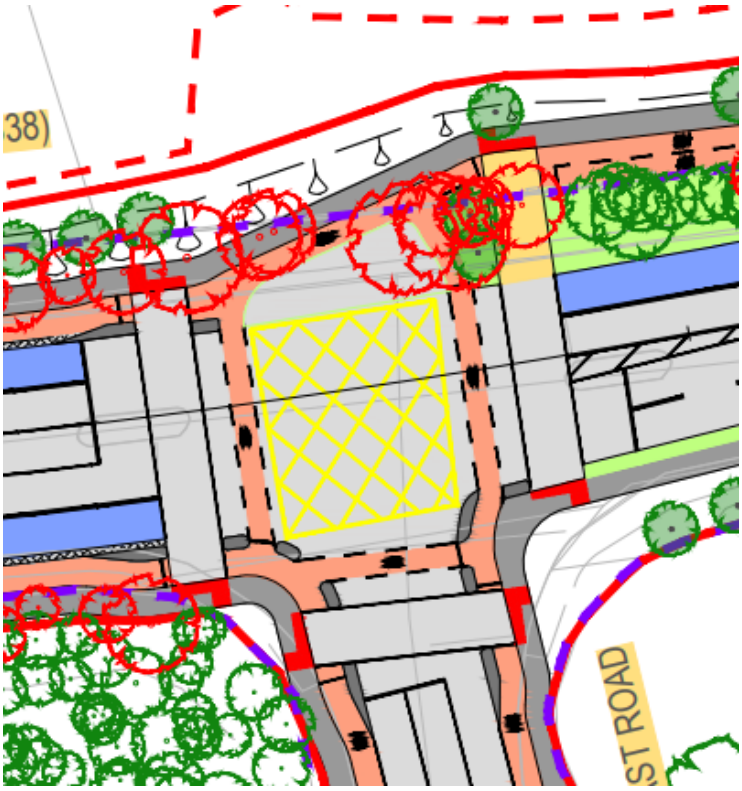



*Figure 2-7 Extract from the General Arrangements drawings*

Eastbound cyclists can access the coast road via the cycle track to the eastern side of the signalised junction. Westbound cyclists can access the coast road via the same route.

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerrit junction is an exception as there is ample space there for a Cyclops type junction. Detailed design stage will review the junction design at the R338/Coast Road in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration.

### Submission issue (iv k) - Castlegar GAA Pitch

The submission notes that in the plans formal cycle facilities are only shown on the north side of the road. In the plan the footway on the south side of the road is marked as "Shared Pedestrian Cycle path". The south side of the road is the natural route towards ATU and the city for cycle traffic coming from a large residential area south of the Dublin Road at Roscam. The planning drawing also shows a cycle track joining this "Shared Pedestrian Cycle path" from the south. The submission notes that a cross section shows this feature as being 1.8m and states that the width of the shared pedestrian/cycle path should be 3m according to the 2011 National Cycle Manual.

### Response (iv k)

The drawings submitted as part of the planning submission include a footway only on the south side of Dublin Road: it will not be a Shared Pedestrian Cycle path. It is intended that all cyclists will use the dedicated two-way cycle track to the north.

### Submission issue (iv l) - Junction of R338 Dublin Road and Doughiska Road

The submission suggests cycling bypasses for cyclists turning left to be available on all arms of junction at the Doughiska Road and proposes converting this junction to a Cyclops junction and that land does not

seem to be an issue here. The submission also contends that cycle traffic will be needlessly held at red lights.

### Response (iv l)

Proposed junctions for the scheme are designed as per the NTA's Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors. Standard Protected Junctions are the preferred signalised junction form throughout. Skerritt junction is an exception as there is ample space there for a Cyclops type junction.

Detailed design stage will review the junction design at the R338 / Doughiska Road in the context of the current requirements of the Cycle Design Manual for Protected Junctions, including consideration of the Cyclops configuration and consider how the junction signalling will operate in an equable manner.

There are particular existing constraints at this junction (the property boundary at the southeast corner at Durabhan estate and also the skewed nature of the junction) that may preclude adoption of a Cyclops configuration.

**Section 2.5 and Section 2.6 below both address issues raised in relation to the same location: Brothers of Charity.**

## 2.5 Brothers of Charity

### Submission issues (i)

The submission raised the concern regarding general operation of the Brothers of Charity services and traffic entering the campus from the Dublin Road. The submission requests a detailed review and support to ensure no interruption to operation of service during the development of proposed works in this area.

### Response (i)

GCC note that the Woodland Campus hosts two special schools and GCC will ensure via its contractor the continuity of access for the school community and that there will be no disruption of services while the works take place. Details regarding local temporary access provisions will be discussed with stakeholders prior to construction starting in the area. Prior to implementation, all traffic management measures will be agreed with the relevant local authority, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.

Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with the HSE and Brothers of Charity to facilitate the ongoing use of the access and egress points during the construction stage, as set out above.

When roads and streets are being upgraded, there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Development. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in Section 5.5.3.2 of Chapter 5 (Construction) of Volume 2 of the EIAR, '*details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'*

Section 5.4.1 of Chapter 5 provides details of the construction activities in Section 1, East of Moneenageisha Junction to Skerritt Junction. The expected construction duration for the section will be approximately 13 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.4.

Additionally, Section 5.2.1.2 of Appendix A5.1 (CEMP) of Volume 4 of the EIAR, states that an objective of the Construction Traffic Management Plan is to *'ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Development.'*

Section 6.5.5 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR states that the appointed contractor will be obliged to prepare a comprehensive Construction Traffic Management Plan (CTMP). In preparing the CTMP for the proposed works, the appointed contractor will be required to give consideration where practicable to facilitate and identify opportunities for the maximum movement of people during the construction period through implementing the following hierarchy of transport mode users:

- Pedestrians;
- Cyclists;
- Public Transport; and
- General Traffic.

Access will be maintained for emergency vehicles along the Proposed Development, throughout the Construction Phase.

### Submission issues (ii)

The Brothers of Charity in their submission indicate they would like to ensure all consideration is given to the bus vehicles entering the east campus entrance and turning left towards the new school access road located within the campus.

### Response (ii)

The width of the east campus entrance is unchanged from that existing. Consideration will be given at detailed design stage to facilitate access for bus vehicles entering the east campus entrance and turning left towards the new school access road.

## 2.6 HSE

It is acknowledged that the submission is fully supportive of the BusConnects Dublin Road Galway project as a key infrastructure upgrade which will benefit this part of the City and enhance and facilitate more sustainable transport opportunities for those who live and work in Galway but also in the immediate vicinity of the proposed Dublin Road project. The stated purpose of the submission is to raise issues on the proposed design and the interface with the Woodlands Campus.

**Boundary Treatment**

### Submission issues (i)

The submission wishes to ensure that the Proposed Development includes for consultation with the HSE/BOC relating to the boundary treatment and wish to request a Method Statements to be provided for comment and review by the HSE, prior to commencement of development. The rebuilding of the wall on a like-for-like basis will necessitate careful planning regarding the dismantling and storage of the existing stone. It is also requested that the use of imported stone be kept to a minimum. In instances where imported stone is necessary, its source and intended use should be agreed through consultation with the HSE.

### Response (i)

Engagement with all relevant stakeholders, including the HSE/Brothers of Charity, will be carried out appropriately to ensure adequate consultation prior to the commencement of Proposed Development. Detailed Method Statements will be prepared by the appointed Constructor for all work elements prior to the

commencement of the works. GCC confirm that the HSE/Brothers of Charity will be provided an opportunity to review and comment on these Method Statements prior to any works commencing.

Chapter 5 (Construction) of Volume 2 of the EIAR and Preliminary Design Report contained in the Supplemental Information outline that works at the Brothers of Charity will involve the removal and rebuilding of the boundary wall using salvaged stone on a like-for-like basis, with minimal disruption to existing features. The use of imported stone will be kept to a minimum. Temporary land take will be reinstated post-construction, and final boundary treatments will be agreed with the HSE/Brothers of Charity.

Section 5.4.1 of Chapter 5 sets out the following works with regard to Brothers of Charity:

'*The works in the Brothers of Charity will include demolition of two single-story buildings located just inside the existing boundary wall. The wall will also be demolished either side of the main entrance and will be rebuilt at the new boundary location reusing the stone from the existing wall*.'

Furthermore, Section 5.5.2.9 states the following with regard to demolition:

'*The demolition works will also involve the removal of sections of existing stone boundary walls. All cut and dressed stone will be recorded (written, drawn, photographic) prior to and after removal. The salvaged stone will be catalogued, labelled, and stored at site temporary compound area and will be used to re-build the wall along the new site boundary on an as like basis*.'

Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc will be minimised in so far as practicable.

Section 4.6.17 (Chapter 4) Land Use and Accommodation Works in Volume 2 of the EIAR and Section 13.2 of the Preliminary Design Report stated the following: *Where cellar and private landings are affected by the proposed development preconstruction and post construction surveys will be performed by the appointed contractor. It will be determined during the detailed design stage if strengthening works are required to these existing structures.*

*To maintain the character and setting of the proposed development, the approach to undertaking the new boundary treatment works along the development is replacement on a 'like for like' basis in terms of material selection and general aesthetics, unless otherwise noted on the drawings. Final details of boundary walls, gates and driveways will be agreed between the affected landowners and GCC during the accommodation works negotiations*.'

**Operational Activities**

**Submission issues (ii)**

The submission seeks further clarification on how the BusConnects Project intends to manage the interface with the Woodlands Campus during the construction phase. Specifically, seeking assurances regarding the safeguarding of operations and security within the Woodlands Campus throughout the duration of the project. Given the potential disruptions and risks posed by the construction activities, it is crucial that a detailed plan be established to mitigate any adverse impact on the daily operations, security protocols, and overall safety of the campus. The HSE requests that this plan be shared in advance to ensure that all necessary precautions are in place to prevent any operational disruptions or security breaches during the project's delivery.

**Response (ii)**

GCC will ensure continuity of access for users of the Woodlands Campus and also the security and the safeguarding of operations within the Campus during the construction stage. Details regarding local temporary access provisions will be discussed with stakeholders prior to construction starting in the area. A

detailed plan will be established, as is stated in Appendix A5.1 (CEMP) of Volume 4 of the EIAR, to mitigate any adverse impact during construction phase and will be shared in advance with the HSE. Prior to implementation, all traffic management measures will be agreed with the relevant local authority, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.

Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with the HSE and the Brothers of Charity to facilitate the ongoing use of the access and egress points during the construction stage, as set out above.

When roads and streets are being upgraded, there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Development. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As set out in Section 5.5.3.2 of Chapter 5 (Construction) of Volume 2 of the EIAR, '*details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'*

Section 5.4.1 of Chapter 5 provides details of the construction activities in Section 1, East of Moneenageisha Junction to Skerritt Junction. The expected construction duration for the section will be approximately 13 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.4 of Chapter 5.

In relation to the Construction Working Hours, Section 5.8.3 of Chapter 5 states:

*'The construction working hours will be time restricted in accordance with the Construction Contract. Normal construction working hours will be restricted to between 07:00 and 19:00 on weekdays and between 08:00 and 14:00 on Saturdays.*

*Night-time and Sunday working will be required during certain periods to minimise the impact on road traffic movements during the daytime, for example at busy road junctions and in commercial areas, and for such works as pavement / road surfacing. The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas'*

Additionally, Section 5.2.1.2 of Appendix A5.1 (CEMP) of Volume 4 of the EIAR, states that an objective of the Construction Traffic Management Plan is to *'ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Development.'*

**CPO - Land Acquisition**

**Submission issues (iii)**

The submission seeks clarification on discrepancies in the CPO maps regarding temporary as opposed to. compulsory land take at the Woodland Campus, specifically affecting Building/Unit 3 and Building/Unit 4, and requests clarification on the exact status of the land take in these locations. Additionally, further details are requested regarding the full reinstatement/replacement of these buildings and the associated compensation for any disruption and temporary cessation of activities currently being undertaken within them by the Brothers of Charity who operate the service.

The submission notes that areas designated for temporary land take are to be reinstated to their original condition and requests that the BusConnects Dublin Road Galway Project facilitates a consultation with HSE in relation to these matters, and that Method Statements for the reinstatement of temporary land take areas are submitted for review and approval prior to the commencement of development works.

**Response (iii)**

The separation of the site on this permanent and temporary acquisition basis will ensure that only the lands required for the construction and operation of the Proposed Development are acquired on a permanent

basis. Similarly, the proposed temporary lands proposed to be acquired relate solely to the construction of the development. Lands acquired on a temporary basis will be returned to the landowner post construction.

The proposed CPO at the Brothers of Charity site results in the boundary between temporary and permanent acquisition dissecting two existing buildings within the site. The proposed acquisition will result in the demolition of the two buildings, the footprint of part of one such building being on the lands intended to be compulsorily acquired on a temporary basis.

The submission helpfully queries how that demolished structure is to be fully reinstated / replaced, as it will not be practical or possible to so reinstate part of a building that has been demolished. If approved the Proposed Development will see the lands on which part of the buildings were located, the footprint of which is identified in the scheme maps as being required to be acquired on a temporary basis, returned to the Brothers of Charity.

It is suggested that the issues of reinstatement/replacement of these buildings and the associated compensation for any disruption may be addressed through fair compensation. Subject to the Proposed Development being approved and the CPO confirmed by the Board, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, Galway City Council will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating, and advising on compensation. Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from the Board in relation to the Proposed Development.

During the detailed design phase of the project, GCC will engage with the Brothers of Charity and the HSE in respect to their respective requirements for method statements in respect to construction activities and the reinstatement of lands.

**CPO – Operational Activity**

**Submission issues (iv)**

With regard to the previously raised concerns regarding the temporary and compulsory acquisition of Buildings/Units 3 and 4, the submission seeks further clarification on how the BusConnects Project intends to manage its interface with the Woodlands Campus during the construction phase. Specifically, assurances are requested regarding the protection of ongoing operations and the maintenance of security within the campus throughout the project's duration. Given the potential for disruption and associated risks, it is essential that a comprehensive plan be developed to mitigate any negative impacts on day-to-day activities, established security measures, and overall campus safety. This plan is requested be provided in advance to ensure that appropriate precautions are in place to avoid operational disruptions or security breaches during the delivery of the project.

**Response (iv)**

Refer to Response (ii) above.

**Submission issues (v)**

Temporary and permanent compensation is required to support day to day operation of the business by Brothers of Charity arising from disruption associated with temporary and permanent works.

**Response (v)**

If the CPO is confirmed by the Board, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for

compensation and as part of this process, GCC will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation. These are matters that can be successfully addressed between Brothers of Charity, HSE and GCC.

**Section 2.7 and Section 2.8 are submissions outlining general observations and suggestions respectively from TII and DAU:**

## 2.7 Transport Infrastructure Ireland (TII)

It is acknowledged that the submission supports the development of an integrated transport network in the City, including proposed public transport measures such as the Proposed Development, prepared in accordance with the Galway Transport Strategy (2016).

### Submission issue

The submission suggests to the Board to be aware of the key strategic national road corridor in Galway such as N6 Bothar na dTreabh. The submission states that it is critical that the strategic function of the existing N6 national road as well as the N67 is safeguarded in accordance with Government policy.

The submission suggests that the N67 has been incorrectly referenced as the R446. TII recommends that the NTA review the details attributed to the R446 and to ensure that Section 6.5.6.1 Construction Route with also associated mitigations meets the requirements of TII Publications.

The submission considers that the NTA and the Galway local authorities should include, in the Galway Transport Strategy Update, proposals to respond to the capacity issues at the national road junctions identified in the EIAR in order to safeguard and maintain the strategic function of the N6 Bothar na dTreabh, and N67 in accordance with the provisions of Government policy, pending the delivery of the N6 Galway City Ring Road Motorway Scheme 2018.

### Response

Following the construction of the N17/N18 Gort to Tuam scheme in 2017, the Department of Transport published Statutory Instrument 434 of 2018 Roads Act 1993 (Classification of National Roads) (Amendment) Order 2018 and Statutory Instrument 435 of 2018 Roads Act 1993 (Classification of Regional Roads) (Amendment) Order 2018. The statutory instruments included a number of road reclassifications arising from the construction of the motorway scheme.

In respect to SI 434, the instrument altered the routing of the N67 National Route as follows:

| | |
|---|---|
| **N67** | **Glennascaul, County Galway — Killimer Ferry, County Clare — Tarbert, County Kerry**<br><br>Between its junction with N6 at Glennascaul in the county of Galway and Killimer Ferry at Burrane Lower in the county of Clare via Carrowmoneash, Oranbeg, Parkroe, Clarinbridge, Kilcolgan, Ballindereen, Dungory West; Main Street at Kinvara; and Inishroo in the county of Galway: Corranroo, Burren, Ballyvaghan, Newtown, Corkscrew Hill, Lisdoonvarna, Rooska, Spectacle Bridge, Aughiska Beg, Kilshanny, Calluragh East; Church Street, Newtown and Oldtown at Ennistimon; |

This resulted in the N67 National Route heading northbound from the Carrowmoneash Roundabout at Oranbeg to Junction 19 on the N6/M6 at Glennascaul (see Figure 2-8 below).

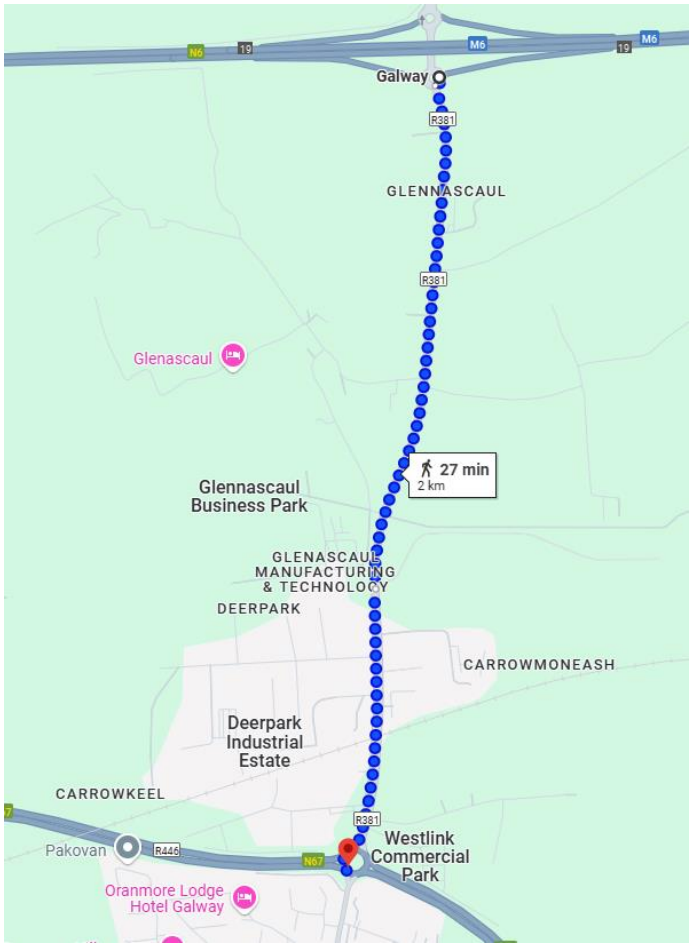



***Figure 2-8 National Route N67***

In respect to SI 435, the instrument altered the routing of the N67 National Route as follows:

**R446** | **Kinnegad, County Westmeath — Galway (Old National Route 6)**

between its junction with N67 at Carrowmoneash in the county of Galway and its junction with the N6 at Doughiska in the city of Galway via Garraun South in the county of Galway: and Bothar Na dTreabh in the city of Galway.

This resulted in the R446 heading westbound from the Carrowmoneash Roundabout at Oranbeg, to the Coolagh Roundabout Junction on the N6 (see Figure 2-9 below).

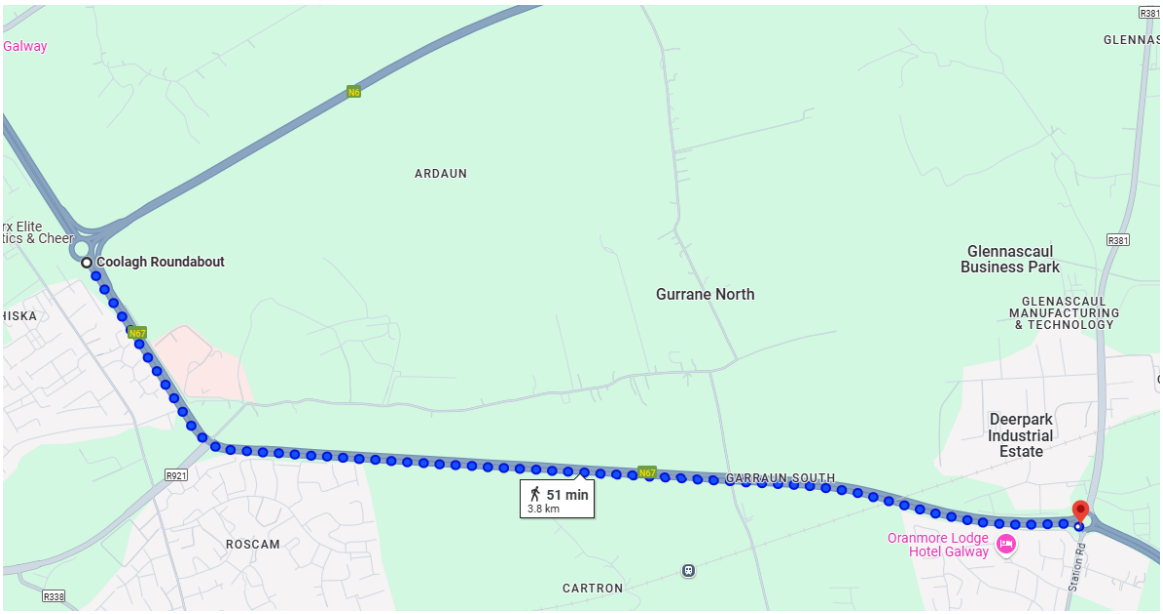



***Figure 2-9 Regional Route R446***

A review of the following statutory instruments relating to roads reclassification since 2018 has not identified any subsequent changes to the road classifications.

- SI 576 of 2019 - https://www.irishstatutebook.ie/eli/2019/si/576/made/en/print?q=Roads+Act,+1993+Classification+of+National+Roads
- SI 436 of 2023 - https://www.irishstatutebook.ie/eli/2023/si/436/made/en/print?q=Roads+Act,+1993+Classification+of+National+Roads
- SI 130 of 2024 - https://www.irishstatutebook.ie/eli/2024/si/130/made/en/print?q=Roads+Act,+1993+Classification+of+National+Roads
- SI 577 of 2019 - https://www.irishstatutebook.ie/eli/2019/si/577/made/en/print?q=Roads+Act,+1993+Classification+of+Regional+Roads
- SI 12 of 2021 - https://www.irishstatutebook.ie/eli/2021/si/12/made/en/print?q=Roads+Act,+1993+Classification+of+Regional+Roads
- SI 437 of 2022 - https://www.irishstatutebook.ie/eli/2022/si/437/made/en/print?q=Roads+Act,+1993+Classification+of+Regional+Roads
- SI 437 of 2023 - https://www.irishstatutebook.ie/eli/2023/si/437/made/en/print?q=Roads+Act,+1993+Classification+of+Regional+Roads
- SI 131 of 2024 - https://www.irishstatutebook.ie/eli/2024/si/131/made/en/print?q=Roads+Act,+1993+Classification+of+Regional+Roads

Based on the above, the statutory designation of the route is the R446 between the Coolagh Roundabout at the N6, to the Carrowmoneash Roundabout at Oranbeg.

In respect to the TII submission in relation to the inclusion of proposal to respond to capacity issues at the national road junctions in order to safeguard and maintain the strategic function of the N6 Bothar na dTreabh and N67 within the update to the Galway Transport Strategy, GCC note the above in respect to the N67 classification. Based on this, the Proposed Development does not impact on the N67 National Route, which

proceeds north to the Glennascaul junction from Carrowmoneash as previously outlined. GCC also note that the development of the update to the Galway Transport Strategy is under the remit of the National Transport Authority, and outside of the remit of this proposed development. GCC also note that the underlying objective of both the Galway Transport Strategy and the proposed development is to reduce dependence on private car use and the modal shift to more sustainable transport modes of walking, cycling and public transport. In turn these measures will reduce car dependence on local trips and address transport capacity and demand across the city.

## 2.8 Development Application Unit (DAU)

GCC acknowledges the engagement of DAU in reviewing the planning application documentation, particularly Chapter 15 (Cultural Heritage) of EIAR. GCC welcomes the observations/recommendations provided on key matters relating to archaeology and cultural heritage and proposes to implement them as outlined below.

### Submission issue (i)

The Department of Housing, Local Government & Heritage has reviewed the EIAR and is broadly in agreement with the findings in relation to Archaeology and Cultural Heritage (Chapter 15) as set out therein.

The Department of Housing, Local Government & Heritage sets out a number of conditions to be included in any grant of permission to ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

### Response (i)

The submission by DAU states that '*The Department has reviewed the EIAR and is broadly in agreement with the findings in relation to Archaeology and Cultural Heritage as set out therein*'. It then proposes a set of conditions to be attached to any consent granted for the Proposed Development, which include implementation of mitigation measures set out in Chapter 15 of the EIAR, appointment of a Project Archaeologist to oversee and advise, requirements for the contents of the Construction Environmental Management Plan, and provision of a final archaeological report to the Planning Authority and Department describing the results of all archaeological monitoring, archaeological excavation / investigative works etc.

GCC welcomes the engagement of the Department in relation to the important matters of archaeology and cultural heritage. GCC has extensively considered the potential of the Proposed Development to impact on archaeology and has outlined a number of mitigation measures which addresses these risks in the EIAR. GCC acknowledges the comments raised by the DAU, all of which are addressed in Chapter 15 (Cultural Heritage) in Volume 2 of the EIAR, including appropriate mitigation measures as noted by the DAU.

The Construction Environmental Management Plan (CEMP) has been prepared for the Proposed Development and is included as Appendix A5.1 (CEMP) in Volume 4 of the EIAR. The CEMP will be updated by GCC prior to finalising the Construction Contract documents for tender, to include any additional measures required pursuant to conditions attached to the Board's decision. The CEMP comprises the construction mitigation measures, which are set out in the EIAR and NIS.

All the measures set out in this CEMP will be implemented in full by the appointed contractor and its finalisation will not affect the robustness and adequacy of the information presented and relied upon in the EIAR and NIS.

Table 5.2 of the CEMP (refer to entries relating to Chapters 15 within the table) list out the locations of all archaeological and cultural heritage constraints which require monitoring, along with proposed actions associated with each location.

Furthermore, a Cultural Heritage Mitigation Plan has been prepared for the Proposed Development and is included as Appendix A15.5 (CHMP) in volume 4 of the EIAR. The CHMP details specific measures proposed to mitigate adverse effects and/or enhance opportunities concerning the Cultural Heritage resource. Table 1 of the CHMP sets out Cultural Heritage mitigation measures and commitments required for all identified receptors in advance of the main stage of construction stage works. Table 2 of the CHMP sets out Cultural Heritage mitigation measures and commitments required for all identified receptors during the main stage of construction works and Table 3 provides Cultural Heritage mitigation measures and commitments required for all identified receptors at final operational stage.

GCC note the proposed condition to appoint a Project Archaeologist and confirm that Section 15.6 of Chapter 15 (Cultural Heritage) in Volume 2 of the EIAR and the CHMP sets out the requirement to engage the services of a suitably qualified Project Archaeologist to monitor the works and to consult and liaise with National Monuments Service/National Museum of Ireland (NMI) with respect to the works and any further approvals/licences that may be required.

With regard to the request for a final archaeological report to be provided to the Planning Authority and the Department, it is the intention of GCC that liaison continues with the relevant bodies including the Department of Housing, Local Government and Heritage and the Archaeology Section of the relevant local authorities in advance of, and during, the subsequent construction stage of the Proposed Development.

This engagement will continue to take their requirements into consideration, where aligned with and consistent with the EIAR.

**Section 2.9, 2.10 and 2.11 are related to specific submissions along the route:**

## 2.9 Connacht Hospitality Ltd

It is acknowledged that the submission recognises the need for enhanced sustainable transport options and supports, in principle, the objectives of a long-term modal shift away from private vehicle use by providing safe and convenient alternatives.

### Submission issues (i)

Direct impact of the Proposed Development on the hotel's only vehicular and pedestrian entrances during construction posing serious operational risk. The submission states that Dublin Road entrance to the site is the only vehicular access to the site (i.e. the site does not have the facility to be accessed directly from another public road, or via a private right-of-way from a public road). Similarly, there are two pedestrian access points, again only from Dublin Road (one of these pedestrian access points is shared with the vehicular entrance). Thus, the access points (vehicular and pedestrian) from Dublin Road are critical to the operation of the Hotel. Furthermore, the submission states: '*CH&HG is fully supportive of Galway's transition toward more sustainable transport options, but the current scheme design places a disproportionate burden on an established and successful business that contributes significantly to the local economy*.'

Construction period coincides with peak tourism season. The scheme, in its current form, does not provide sufficient safeguards to protect essential operations during construction. CPO fully encompasses the hotels existing entrance with no alternative entrance; this is a major constraint. No alternative access arrangements available during the construction stage.

### Response (i)

The Proposed Development is considered an integral element in delivering on the objective of a long-term modal shift away from private vehicle use in Galway City whilst providing safe and convenient alternatives.

GCC will ensure that access arrangements to the hotel will be considered and discussed with the landowner prior to work commencement. When roads and streets are being upgraded, there will be some unavoidable temporary disruption/alterations to access to premises in certain locations along the Proposed Development. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in Section 5.5.3.2 of Chapter 5 (Construction) of Volume 2 of the EIAR, '*details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'* A Construction Environmental Management Plan has been prepared for the Proposed Development and will be further developed by the appointed contractor who will be required to liaise with the Connacht Hospitality Group to develop specific local traffic management plans to minimise disruption to the hotel in so far as is possible. In addition, the Contractor will appoint a Public Liaison Officer who will be responsible for liaising with locals and promptly resolving any reasonable issues that arise.

Section 5.4.1 of Chapter 5 provides details of the construction activities in Section 1, East of Moneenageisha Junction to Skerritt Junction. The expected construction duration for the section will be approximately 13 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.4 of Chapter 5. Defined durations and start and end dates will be developed by the Contractor as part of the construction programme.

Additionally, Section 5.2.1.2 of Appendix A5.1 (CEMP) of Volume 4 of the EIAR, states that an objective of the Construction Traffic Management Plan is to *'ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Development.'*

Section 6.5.5 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR states that the appointed contractor will be obliged to prepare a comprehensive Construction Traffic Management Plan (CTMP). In preparing the CTMP for the proposed works, the appointed contractor will be required to give consideration to facilitate and identify opportunities for the maximum movement of people during the construction period through implementing the following hierarchy of transport mode users:

- Pedestrians;
- Cyclists;
- Public Transport; and
- General Traffic.

GCC will ensure continuity of access for businesses and residents, including vehicles and pedestrians, during construction. Details regarding local temporary access provisions will be discussed with stakeholders prior to construction starting in the area. The confirmed measures will be formally communicated to the hotel. All traffic management measures will be subject to agreement with the relevant local authority, and will involve consultation with An Garda Síochána and other statutory stakeholders, as required, to ensure safety and operational coordination during implementation. Should the Proposed Development be approved by the Board, the appointed contractor will be required to coordinate with the management of the Connacht Hospitality Group to facilitate the ongoing use of the access and egress points during the construction stage, as set out above. GCC will oversee this requirement.

In conclusion, the Proposed Development shall ensure that there are access arrangements to the hotel during the construction phase and this obviates the concerns raised by the hotel in that regard.

### Submission issues (ii)

The submission raises concern regarding the proposed removal of the existing right-turn lane, which currently provides direct access to the hotel from the eastbound direction. Its removal is expected to negatively impact customer convenience and operational efficiency and cause an imbalance between transport improvement and business continuity. The submission strongly recommends that the right-turn lane be retained in the final design to ensure continued safe and efficient access to the hotel.

### Response (ii)

The Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, promotes a context-sensitive and people-focused approach to urban street design. DMURS is the appropriate guidance document, and it advocates designing streets in accordance with their urban context, prioritising pedestrians, cyclists, and public transport over the movement of private vehicles, particularly in town centres, villages, and urban neighbourhoods. The DMURS framework supports the removal of right-turn lanes where appropriate as a means to reduce carriageway width, enhance pedestrian facilities, and improve the quality of the public realm. This reflects its core objective of creating safe, attractive, and accessible streets that support a shift towards sustainable travel and more liveable urban environments

The removal of dedicated turning lanes — including right-turn lanes — is encouraged where traffic volumes permit, as this facilitates a narrower carriageway. Reallocating road space that was previously used for this turning lane enables the following:

- Shortened pedestrian crossing distances
- Reduced vehicle speeds, traffic calming and improved road safety
- Improved road alignment
- Improved safety and comfort for vulnerable road users
- Reduced environmental impacts, with less overall paved area
- Reduced impacts on private properties

Vehicles will still be able to turn right to access the property but will be required to wait for a gap in oncoming traffic. This would also be the case in the situation where a right turn lane was provided. In situations where there is traffic congestion, a yellow box is provided to allow access and egress for hotel guests, suppliers, coaches and emergency vehicles.

In summary, intensification in road use is not anticipated, vehicles will still be able to right into the hotel even with the removal of the right lane to turn into the hotel, and while the removal of the right lane will impact westbound traffic, it will not impact traffic accessing or egressing the hotel.

### Submission issues (iii)

Temporary and permanent land take, potential for loss or restriction of on-site car parking. Ambiguity remains around the extent of parking to be acquired. Formal clarification is required to confirm that parking capacity will be fully retained.

### Response (iii)

Parking capacity both in the temporary and permanent situations will be fully retained.

The Proposed Development design at the location of the Connacht Hotel is shown in the General Arrangement Drawings in Volume 3, Sheet 02 of 13 and shown in Figure 2-10 below. As part of the BusConnects: Dublin Road works, permanent land take (short strip shown in the CPO maps) is required to provide for the desirable minimum width of the footpath and cycle track at this location, hence meeting the objectives of BusConnects. The proposed cycle track at the existing access will be at grade with the road level and demarcated by road marking, hence maintaining existing access and egress points to the hotel complex. The proposed widening of facilitate the cycle track and footpath in confined to the green area strip and does not impact the car parking spaces along the front boundary.

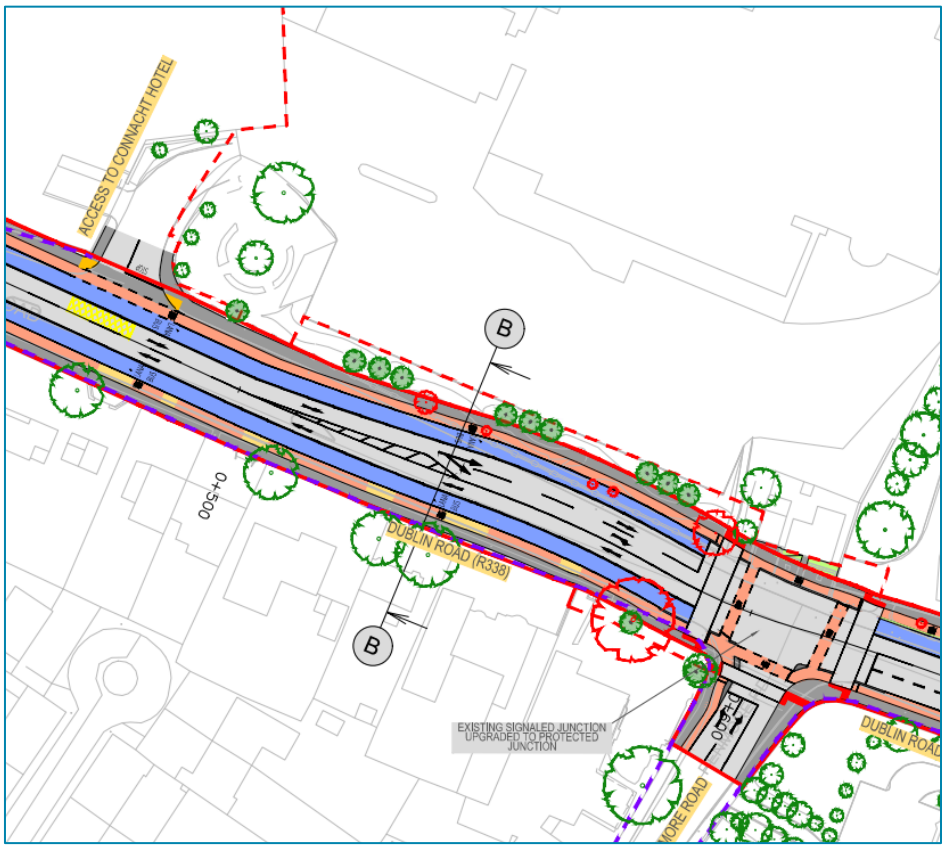



***Figure 2-10 General Arrangements at Connacht Hotel***

The permanent and temporary land take required from the Connacht Hotel is shown in the Deposit Maps and details listed in the CPO Schedule, as shown in Figure 2-11. The permanent land take is shown in Plots 209.a101, 209.a102 and 209.a.103 and Plots 209.c.201, 209.c.202, 209.c.203 and 209.c.204 show the temporary land take.

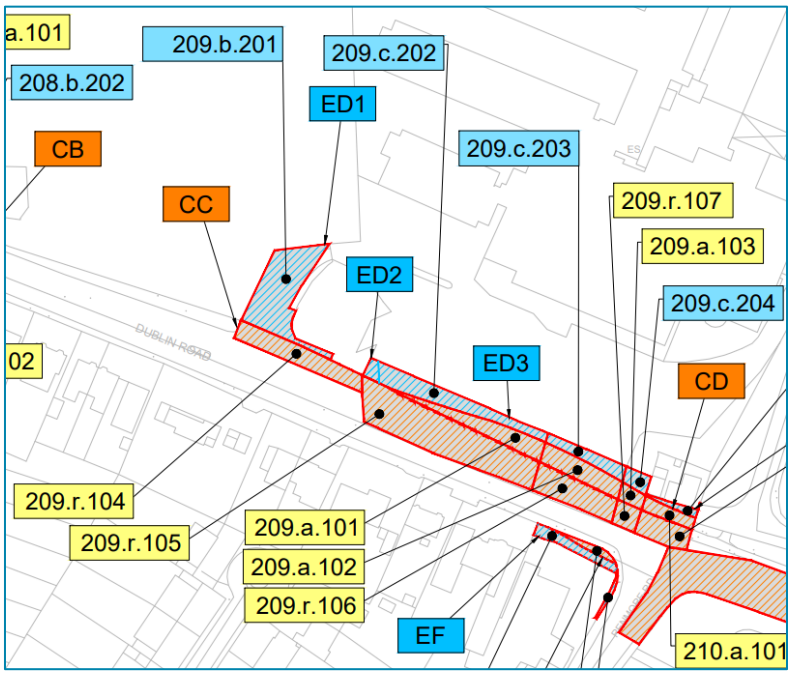



***Figure 2-11 Extract from Deposit Map (Sheet 1 of 6)***

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works and will be returned after construction. It will be reinstated in the same condition as was existing.

Parking capacity is not impacted by the temporary or permanent land take.

### Submission issues (iv)

The submission states that construction timeline has not been clearly defined, and requests clarification to what is currently referred to as a "short-term" disruption placing substantial strain on the hotel's ability to operate.

### Response (iv)

Section 5.4.1 of Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities in Section 1, East of Moneenageisha Junction to Skerritt Junction. The expected construction duration for this section is estimated to be approximately 13 months. However, construction activities at individual plots will have shorter durations than outlined in the overview of construction works presented in Section 5.4. An indicative programme for the Proposed Development is provided in Figure 2-12 below.

| Section Reference | Duration (Months) | Month | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| Section 1 | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| Skerritt Junction | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| Section 2 | 11 | | | | | | | | | | | | | | | | | | | | | | | | |

***Figure 2-12 Proposed Development Construction Programme***

In relation to project timelines, Section 5.3 of Chapter 5 (Construction) in Volume 2 of the EIAR states:

'*The construction works are anticipated to take approximately 24 months. The construction duration could potentially be reduced with additional resources.*

*In order to achieve the overall programme duration, it will for the most part, be necessary to work on more than one section/sub-section at any one time. The programme has been prepared with a view to providing as much separation as practicable between sections under construction at any given time. This has been done in order to minimise traffic disruption and facilitate the ease of movement of sustainable modes, bus services and goods along the Proposed Development*.'

On appointment of the Contractor(s) to deliver the construction of the Proposed Development, there will be further opportunities to develop the construction programme and optimise the schedule as a result of design and construction methodology details being finalised. Defined durations and start and end dates will be developed by the Contractor as part of the construction programme. These durations can only be estimated at this stage. At construction stage, the Contractor will appoint a Public Liaison Officer who will be responsible for liaising with locals and can advise on the detailed construction programme.

### Submission issues (v)

The submission requested a confirmation of the hotel's prominent roadside sign retention as it is partially within the blue CPO zone.

### Response (v)

To maintain the character and setting along the route of the Proposed Development, reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR

or conditions/modifications from the Board in relation to the Proposed Development application. However, it is acknowledged that the hotel's road sign is located within the temporary land acquisition area and may not need to be relocated, this will be considered further at detailed design stage. GCC appreciates that the concern about any potential relocation of the sign and should, following the detailed design stage, GCC consider that the hotel road sign needs to be relocated, GCC will engage with the hotel to find a mutually satisfactory alternative location for relocation of the sign.

If the CPO is confirmed by the Board, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, GCC will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation. The relocation of the hotel roadside sign can be discussed as part of the CPO compensation negotiations.

### Submission issues (vi)

The submission states that the scheme conflicts with several of the GCC Development Plan's core strategies, especially those that relate to accessibility, economic resilience and tourism support.

### Response (vi)

Section 1.2 of Chapter 1 (Introduction) in Volume 2 of the EIAR states the aim and objective of the Proposed Development as:

'*The aim of the Proposed Development is to provide enhanced walking, cycling and bus infrastructure on this key access corridor, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the route. The objectives of the Proposed Development are to:*

- *Enhance the capacity and potential of the public transport system by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;*
- *Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;*
- *Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;*
- *Enable compact growth, regeneration opportunities and more effective use of land in Galway City and environs, for present and future generations, through the provision of safe and efficient sustainable transport networks;*
- *Improve accessibility to jobs, education, and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and*
- *Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible*.

The outcomes achieved from delivering the Proposed Development will include:

- *An attractive, resilient, equitable public transport network better connecting communities and improving access to work, education, and social activity (refer to Chapter 6 (Traffic & Transport) for further details);*
- *Facilitate a transport infrastructure network that prioritises walking and cycling and a mode shift to public transport resulting in better air quality and reduced carbon emissions (refer to Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality) and Chapter 8 (Climate) for further details); and*
- *Support increased economic and social potential through integrated land-use and transport planning to reduce the time burden of travel (refer to Chapter 6 (Traffic & Transport) and Chapter 10 (Population) for further* details).

The Proposed Development is supported by an extensive framework of International, European, National, Regional and Local policy, planning strategies and plans. This framework has strongly informed and influenced the aims and objectives for the Proposed Development as set out in EIAR Chapter 1

(Introduction) in Volume 2 of the EIAR. The Proposed Development is a key measure that delivers on commitments within the National Development Plan (2021-2030), Galway Transport Strategy (2016), Climate Action and Low Carbon Development (Amendment) Act 2021, the Climate Action Plan 2024, RSES for Northen and Western Region 2020-2032 (including the Galway Metropolitan Area Strategic Plan (MASP)), and Galway City Development Plan 2023-2029.

The Proposed Development has been designed to deliver upon the Proposed Development aims and objectives, with the need for the Proposed Development described in detail in Chapter 2 (Need for the Proposed Development) in Volume 2 of the EIAR.

Section 2.2.5 of Chapter 2 (Need for the Proposed Development) in Volume 2 of the EIAR sets out how the Proposed Development aligns with the Galway City Development Plan 2023-2029 and assess the Proposed Development against a number of transport objectives for cycling, public transport, and traffic and road network, including Policy 4.3 – Public Transport, Policy 4.4 – Sustainable Mobility and Policy 4.6 - Road and Street Network and Accessibility and found that the Proposed Development is directly in keeping with each of the strategic and specific objectives of the existing Galway City Development Plan.

Section 2.2.5 in Chapter 2 (Need for the Proposed Development) in Volume 2 of the EIAR and Section 2.5.1 of Appendix A2.1 (Planning Report) in Volume 4, Part 1 of 4, concludes that '*The Proposed Development is directly in keeping with each of the strategic and specific objectives of the existing GCDP. The primary aim of the Proposed Development is to improve accessibility to and across the city centre, to enhance the cycling, walking and public transport infrastructure, and to encourage a modal shift towards more sustainable transport modes. The route of the Proposed Development will allow increased accessibility to and across the city centre which will facilitate greater footfall and employment growth'*.

The submissions claim that the Proposed Development does not align with Policy 1.4 of the Core Strategy of the Galway City Development Plan regarding the lack of consultation is addressed in **Response (viii)** below.

The submissions claim that the Proposed Development does not align with Objectives 4.1 and 4.2 contained in Chapter 4 of the Galway City Development Plan regarding safe access to the hotel is addressed in **Responses (i) and (ii)** above.

The submissions claim that the Proposed Development does not align with Objectives 6.1 and 6.8 set out in Chapter 6 of the Galway City Development Plan is addressed below:

Section 2.2.4.1 of Chapter 2 (Need for the Proposed Development) in Volume 2 of the EIAR addresses the economic benefits of the Proposed Development and sets out how it aligns with the Northern and Western Regional Assembly (NWRA) Regional Spatial Economic Strategy 2020-2032, the principal of which is to support the implementation of Project Ireland 2040 by providing a long-term strategic planning and economic framework for the development of the region. A specific Metropolitan Area Strategic Plan (MASP) (hereafter referred to as the Galway MASP) (NWRA 2020) is contained within the RSES for Galway City, with the following vision:

'*The Vision of this MASP is that Galway will be a leading global city, renowned as a successful, sustainable, competitive, compact and accessible city of scale that supports a high quality of life, maintains its distinctive identity and supports its rich heritage, language and cultural experience. A Metropolitan area that is environmentally responsible, resilient to change and that attracts and retains talent and skills and fosters innovation and creativity. An Area that offers sustainable choices in housing, work, transport and lifestyle opportunities for its communities, while supporting the health and wellbeing of its people.*'

The Galway MASP affirms the support for the implementation of the GTS and its constituent interventions. The Galway MASP is contained within the RSES and identifies the strategic planning and investment framework to enable growth. The Galway MASP is aligned with the RPOs in the RSES to allow integrated transport and land use. The vision for the MASP is as follows:

'*The MASP provides a strategic focus on the City and environs and sets out how it is envisaged the NPF will be implemented in the regional context of the RSES. The vision for Galway is that it will be a leading European city renowned for its quality of life, its history, its culture and its people. It is and will be a place that embraces modern technologies, high standards of education, competitive and sustainable enterprises. The challenges to the city's development will be met by the integrated and timely provision of infrastructure much of which is included in this strategy*'.

To achieve the vision the Galway MASP **RPO 3.6.7** supports the delivery of the Galway Transport Strategy and by association the BusConnect Programme.

BusConnects is identified as a key infrastructure project to deliver on the principles of Healthy Placemaking, Climate Action and Economic Opportunity, which will support the regional growth strategy for the Northern and Western Region including the Galway MASP. The Proposed Development will support continued improved integration of transport with land use planning. The delivery of improved high-capacity Core Bus Corridors will enable and support the delivery of both residential and economic development opportunities, facilitating the sustainable growth of Galway MASP.

In response to the submissions claim that Proposed Development does not support Objective 8.8 of the Galway City Development Plan ('*Prioritise the safe movement of people on streets and create a high-quality environment through design promoting connectivity, accessibility and the principles of universal design*.') Section 4.1 of the Preliminary Design Report confirms that the Proposed Development has generally been designed to urban standards in accordance with the Design Manual for Urban Roads and Streets (DMURS).

In addition to DMURS, criteria from other documents have been considered to provide the most appropriate design application including the National Cycle Manual (NCM), the Transport Infrastructure Ireland (TII) Publication, 'Building for Everyone: A Universal Design Approach' and the BusConnects Preliminary Design Guidance Booklet.

'Building for Everyone: A Universal Design Approach' has been referenced throughout Section 4 of the Preliminary Design Report.

### Submission issues (vii)

The submission concern is that scheme will restrict the hotel's ability to expand on-site parking in the future, a key requirement for a growing hospitality business.

### Response (vii)

The hotel's ability to expand on-site parking in the future can be considered as part of the CPO compensation negotiations. Current car parking capacity will not be decreased either on a temporary or permanent basis. There will also be improved public transport means for patrons to access the hotel.

### Submission issues (viii)

The submission states that they have not been consulted prior to publication of the Proposed Development.

### Response (viii)

GCC undertook comprehensive pre-application non-statutory public consultation, as detailed in Section 1.6 of Chapter 1 (Introduction) in Volume 2 of the EIAR. Details of the non-statutory public consultation are presented in the Public Consultation Report which accompanies the Proposed Development application.

The first Non-Statutory Public Consultation (NSPC) was undertaken by GCC, and ran for a period of 12 weeks from the 8th October 2020 to 7th January 2021. This consultation was held fully online as were all meetings due to COVID-19 restrictions in place at the time. Due to changes in the Public Spending Code, revised NTA Project Approval Guidelines and proposed revised layouts along Bus Corridors (NTA

Preliminary Design Guidance Booklet for BusConnects Core Bus Corridor_2021-05-05), the Strategic Assessment Report was redrafted, and the Proposed Development was subject to a revised Concept Development and Option Selection phase including a 2nd Non-Statutory Public Consultation.

On the 30th of September 2022, an email was received by GCC staff from the Connacht Hotel requesting a call back to John Carmody (Director) in respect of the BCGDR project. A member of GCC called and outlined the Proposed Development, noting that the *"scheme is being revisited based on new design guidance* and taking account of the previous public consultation. "

As part of Phase 2 (Concept Development and Option Selection) Barry Transportation (Egis) carried out the second Non-Statutory Public Consultation – Emerging Preferred Route in January 2023. In advance of the public consultation, a briefing to elected members of GCC was held on Wednesday 11th January 2023. The purpose of the briefing was to present and discuss the Emerging Preferred Route. The public consultation commenced on Friday 13th January 2023 and had a duration of four weeks. The resultant end date was 10th February 2023. Additionally, GCC maintained ongoing dialogue with affected landowners from 2020 through 2024, ensuring continued opportunities for discussion. In addition to the above, meetings were also held with representatives of Connacht Hospitality Ltd.:

- Meeting held 15th July 2023 re: scheme and SI proposals
- Meeting held 18th July 2024 re: Scheme

In conclusion, GCC consider that the hotel has been given a fair opportunity to participate in the consultation process and raise its concerns regarding the Proposed Development.

## 2.10 Duggan Supermarkets Limited

### Submission issues (i)

The submission raised a concern about the land acquisition and impacts on any future development on the site.

### Response (i)

Please refer to section 3.4 below.

### Submission issues (ii)

The submission requests a plan showing how this development might continue to be used fully and professionally post-acquisition, such a program to be provided by the City Council or whoever might be awarded such a job.

### Response (ii)

Please refer to section 3.4 below.

### Submission issue (iii)

The submission also state that they will require the names of suitably qualified authorities that might manage meaningful details on the proposed management of the property in the event the ground was to be acquired.

### Response (iii)

Please refer to section 3.4 below.

## 2.11 Flannery's Motor Inns DAC

It is acknowledged that the submission supports the Proposed Development, albeit with suggested alterations.

### Submission issues (i)

The submission raises concerns about the permanent loss of car park and coaches' parking spaces as well as the temporary acquisition of car spaces during construction. The submission also highlights the potential impacts on the hotel entrance, which may affect accessibility and operation. Furthermore, the submission states that relocation of the picnic area behind existing treeline has not been addressed in the proposed design and requires further clarification.

### Response (i)

The Proposed Development has been designed to deliver upon the Proposed Development objectives set out in Chapter 1 (Introduction) of the EIAR, which include enhancement of the potential for cycling by providing safe infrastructure for cycling. In some areas, land acquisition is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. All areas included in the CPO have been carefully considered, kept at a minimum and only included where deemed absolutely necessary to meet the Proposed Development objectives and to construct the Proposed Development with permanent and temporary acquisitions respectively.

Section 4.5.1.7 in Chapter 4 (Proposed Development Description) states that private parking will be impacted temporarily and permanently to construct the Proposed Development. 2 number car parking spaces will be lost at Flannery's Hotel. Coach parking will be impacted temporarily while constructing the boundary wall.

Consideration for relocation of the existing picnic area will be given at detailed design stage.

### Submission issues (ii)

The submission suggests the relocation of proposed bus stop at the entrance of the hotel.

### Response (ii)

Having considered the proposed amendments as set out in the submission, Galway City Council have no objection to, and would support An Bord Pleanála making a condition to the grant of planning permission which would amend the Proposed Development in the vicinity of Galwegians whereby the bus stop is moved from the land by entrance of Flannery's Hotel to the land on the Dublin Road adjacent to the Galwegians Rugby Football Club. Galway City Council suggest the following amendments, subject to the approval of An Bord Pleanála: The Proposed Development shall be amended in the vicinity of Flannery's Hotel and Galwegians as per Figure 2-13 to Figure 2-16 overleaf.

Figure 2-18 to Figure 2-20 below show the revised relevant deposit map and server maps, also included in Appendix A of this report.

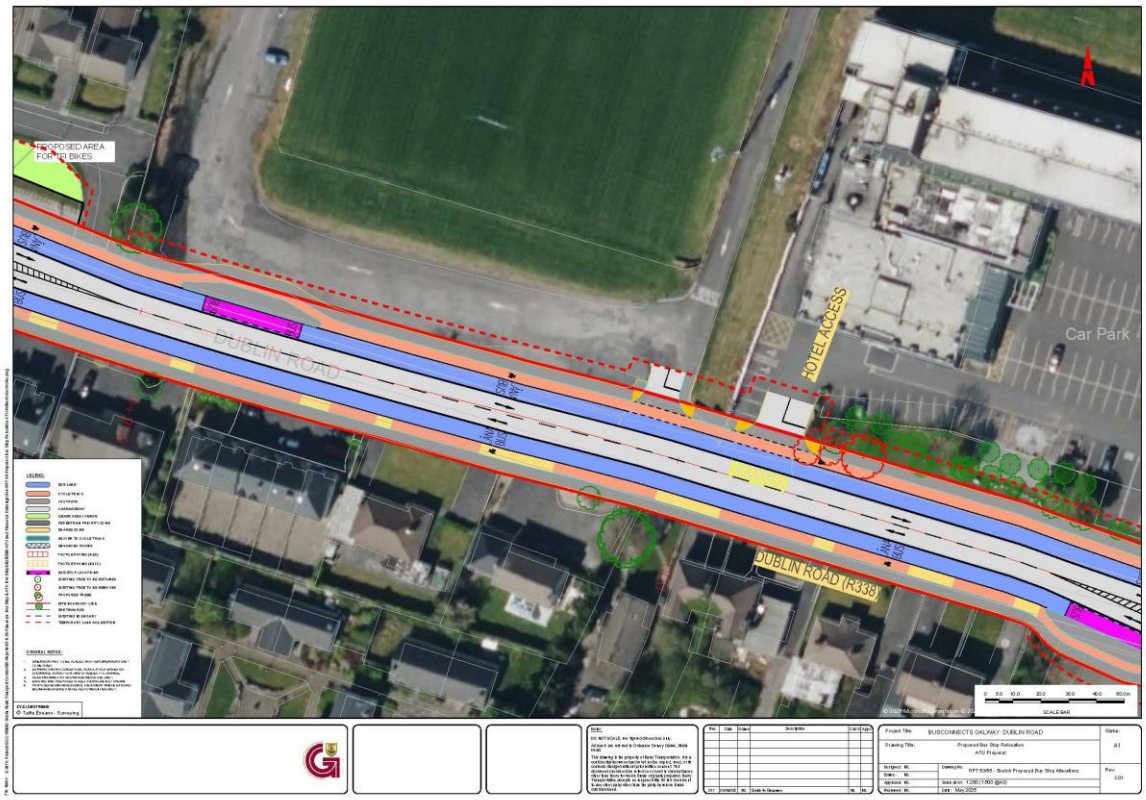



*Figure 2-13 Proposed Bus Stop Relocation to Galwegians Site*

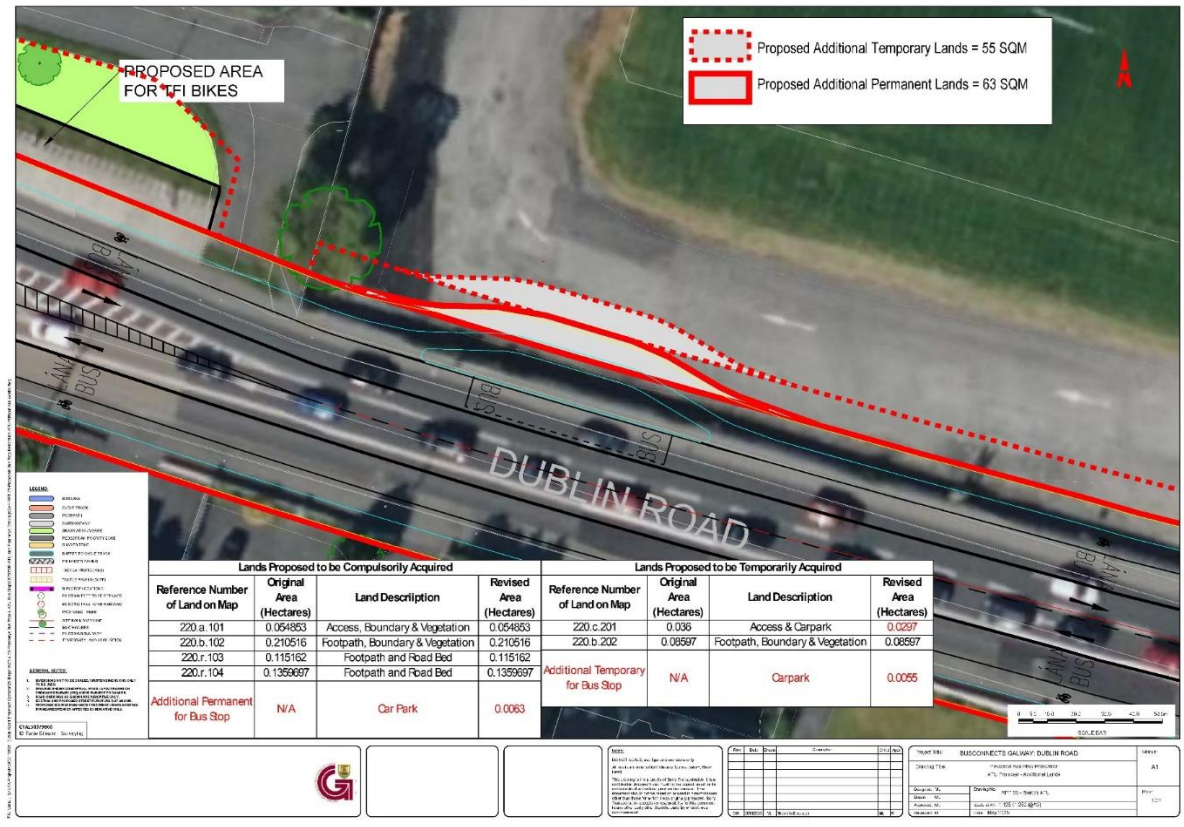
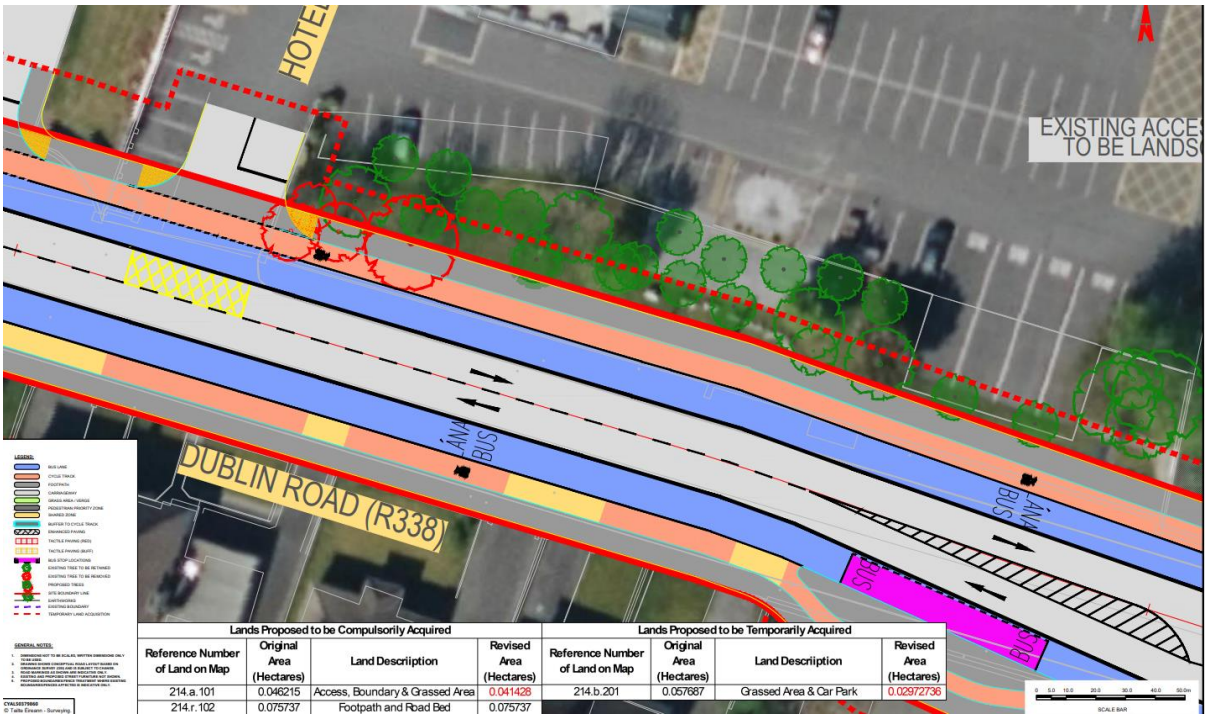



*Figure 2-14 Bus Stop Relocation Proposal - Land Acquisition Areas.*




| Lands Proposed to be Compulsorily Acquired | | | | Lands Proposed to be Temporarily Acquired | | | |
|---|---|---|---|---|---|---|---|
| Reference Number of Land on Map | Original Area (Hectares) | Land Descriiption | Revised Area (Hectares) | Reference Number of Land on Map | Original Area (Hectares) | Land Descriiption | Revised Area (Hectares) |
| 214.a.101 | 0.046215 | Access, Boundary & Grassed Area | 0.041428 | 214.b.201 | 0.057687 | Grassed Area & Car Park | 0.02972736 |
| 214.r.102 | 0.075737 | Footpath and Road Bed | 0.075737 | | | | |

***Figure 2-15 Original Location of Proposed Bus Stop at Flannery's and Revised Land Acquisition Areas***

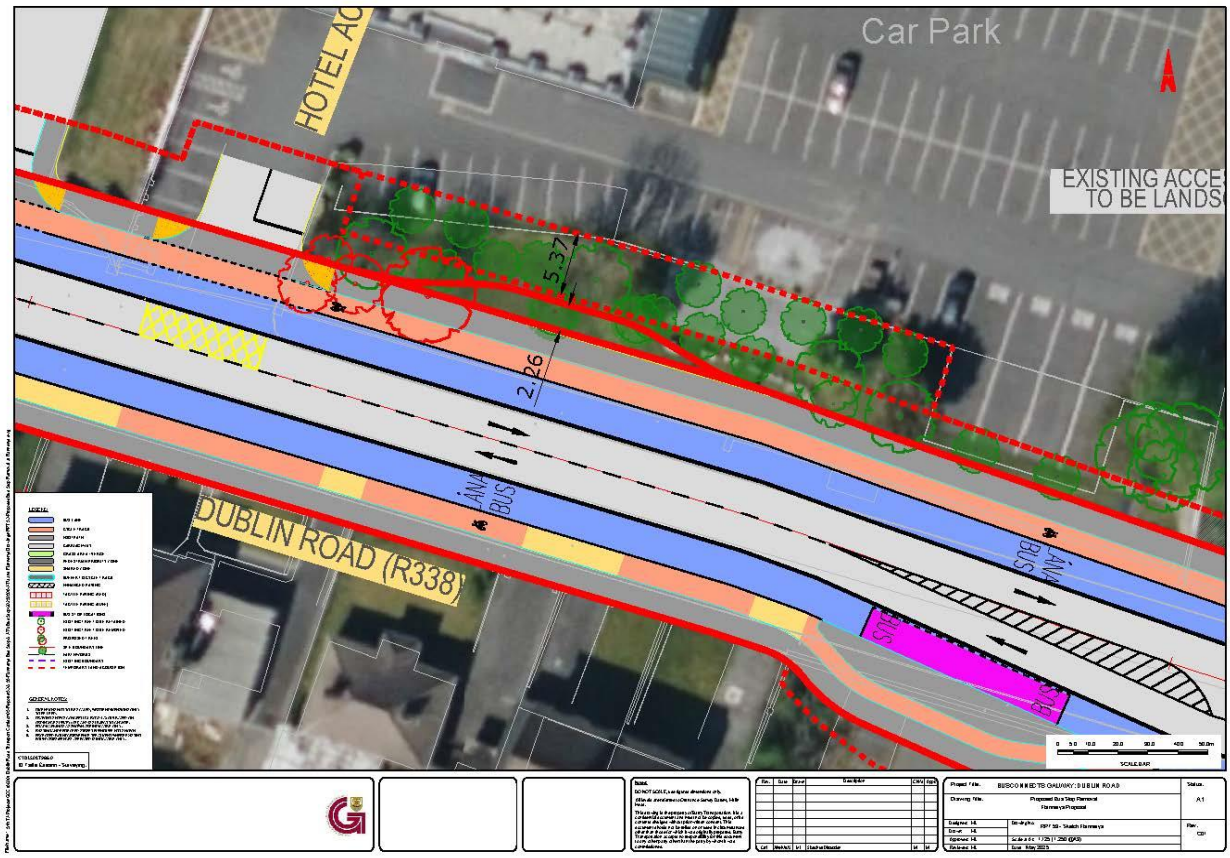



***Figure 2-16 Reduction in Land Take Impact on Property***

GCC have engaged with representatives of Atlantic Technological University ("ATU") who are agreeable to the proposal to relocate the Bus Stop and who are agreeable to GCC acquiring the necessary additional land. See Figure 2-17 for email confirmation from the ATU.

Outlook

**Fw: Bus Stop - ATU lands**

**From** Michael Lally <Michael.Lally@galwaycity.ie>
**Date** Fri 13 Jun 2025 08:33
**To** Michael Lally <Michael.Lally@galwaycity.ie>

**From:** Orla Flynn <Orla.Flynn@atu.ie>
**Sent:** Thursday, June 12, 2025 6:07 p.m.
**To:** Leonard Cleary CE <Leonard.Cleary@galwaycity.ie>
**Cc:** Henry McGarvey <Henry.McGarvey@atu.ie>; Jim Fennell <Jim.Fennell@atu.ie>
**Subject:** Bus Stop - ATU lands

Dear Leonard,

Following our call earlier, I can confirm that in principle, ATU is agreeable to supporting Galway City Council's acquisition of a small piece of ATU land, facilitating your submission of an amendment on the proposed bus stop to An Bord Pleanála tomorrow.

This will be subject to Governing Body approval. As our next Governing Body meeting will take place on Monday 23rd June, our team will need the relevant documentation in the coming days to ensure the Board has full sight of all pertinent material. We will let you know the outcome immediately afterwards.

Thank you.

Regards
Orla

**Dr Orla Flynn, Uachtarán/President**

Ollscoil Teicneolaíochta an Atlantaigh (OTA), Éire
Atlantic Technological University (ATU), Ireland

**Tel:** +353 87 2319214

www.atu.ie

***Figure 2-17 Email Confirmation from President of Atlantic Technological University***

This modification in design would result in alterations to the proposed land take from Flannery's and ATU as described in the amended relevant extracts from the CPO schedule as follows.

***Table 2-4 Proposed Revised Compulsory Purchase Order No. BCGDR-CPO-0001-2025 Schedule Part I Page 27***

| **Schedule Part I**<br>**Lands Being Permanently Acquired**<br>Land other than land consisting of a house of houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense | | | | | |
|---|---|---|---|---|---|
| **Number on map deposited at Local Authority** | **Quantity, Description, and situation of land** | | **Owners or Reputed Owners** | **Lessees or Reputed Lessees** | **Occupiers** |
| 220.a.101 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.061220<br>612.20<br>Access, Boundary & Vegetation<br>Galway<br>Dublin Road, Galway. | Atlantic Technological University, ATU Galway City Campus, Dublin Road, Galway. | None | Owner(s)<br><br>Galwegians Rugby Football Club, Crowley Park, Old Dublin Road, Galway H91 PK88 |
| 220.b.102 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.210516<br>2105.16<br>Footpath & Road Bed<br>Galway<br>Dublin Road, Galway. | Atlantic Technological University, ATU Galway City Campus, Dublin Road, Galway. | None | Owner(s) |
| 220.r.103 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.11516<br>115.16<br>Footpath & Road Bed<br>Galway<br>Dublin Road, Galway. | Atlantic Technological University, ATU Galway City Campus, Dublin Road, Galway. | None | Owner(s)<br><br>Galwegians Rugby Football Club, Crowley Park, Old Dublin Road, Galway H91 PK88 |
| 220.r.104 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.1359697<br>1359.697<br>Footpath & Road Bed<br>Galway<br>Dublin Road, Galway. | Atlantic Technological University, ATU Galway City Campus, Dublin Road, Galway. | None | Owner(s)<br><br>Galwegians Rugby Football Club, Crowley Park, Old Dublin Road, Galway H91 PK88 |

***Table 2-5 Proposed Revised Compulsory Purchase Order No. BCGDR-CPO-0001-2025 Schedule Part I Page 19***

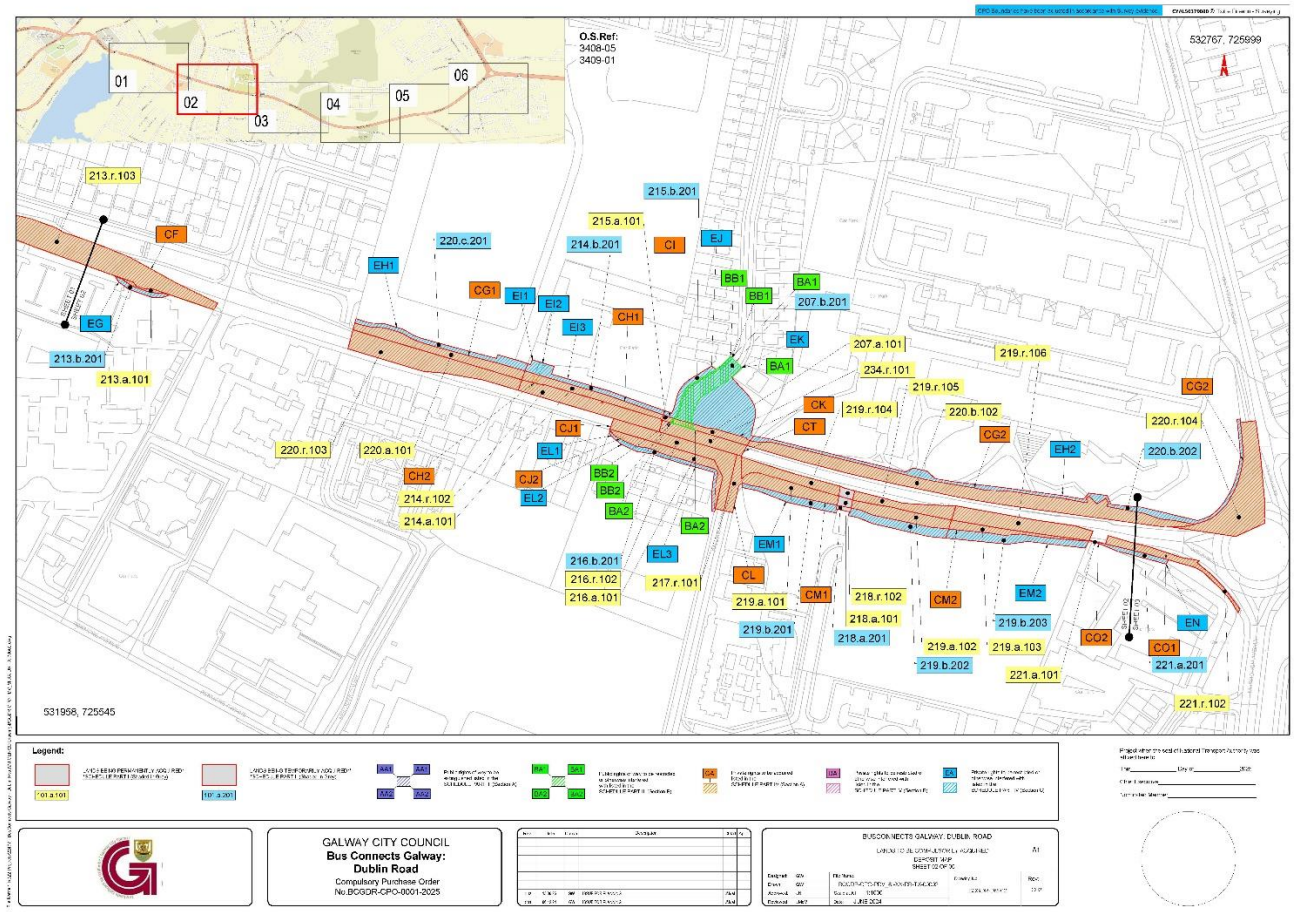
| **Schedule Part I**<br>**Lands Being Permanently Acquired**<br>Land other than land consisting of a house of houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense | | | | | |
|---|---|---|---|---|---|
| **Number on map deposited at Local Authority** | **Quantity, Description, and situation of land** | | **Owners or Reputed Owners** | **Lessees or Reputed Lessees** | **Occupiers** |
| 214.a.101 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.041424<br>414.24<br>Access, Boundary & Grassed Area<br>Galway<br>Dublin Road, Galway. | Flannery's Motor Inns DAC<br>Dublin Road<br>Galway | None | Owner(s) |
| 214.r.102 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.075737<br>757.37<br>Footway & Road Bed<br>Galway<br>Dublin Road, Galway. | Flannery's Motor Inns DAC<br>Dublin Road<br>Galway | None | Owner(s)<br><br>Galway City Council,<br>City Hall,<br>College Road,<br>Galway. |

***Table 2-6 Proposed Revised Compulsory Purchase Order No. BCGDR-CPO-0001-2025 Schedule Part II Page 59***

| **Schedule Part II**<br>**Lands Being Temporarily Acquired**<br>Land other than land consisting of a house of houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense | | | | | |
|---|---|---|---|---|---|
| **Number on map deposited at Local Authority** | **Quantity, Description, and situation of land** | | **Owners or Reputed Owners** | **Lessees or Reputed Lessees** | **Occupiers** |
| 220.c.201 | Area (Ha):<br>Area ($m^2$):<br>Description:<br>County:<br>Address: | 0.03499<br>349.9<br>Access & Carpark<br>Galway<br>Dublin Road, Galway. | Atlantic Technological University,<br>ATU Galway City Campus,<br>Dublin Road,<br>Galway. | None | Owner(s)<br><br>Galwegians Rugby Football Club,<br>Crowley Park,<br>Old Dublin Road,<br>Galway<br>H91 PK88 |
| 220.b.202 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.08597<br>859.7<br>Footpath, Boundary & Vegetation<br>Galway<br>Dublin Road, Galway. | Atlantic Technological University,<br>ATU Galway City Campus,<br>Dublin Road,<br>Galway. | None | Owner(s) |

### *Table 2-7 Proposed Revised Compulsory Purchase Order No. BCGDR-CPO-0001-2025 Schedule Part II Page 54*

| **Schedule Part II**<br>**Lands Being Temporarily Acquired**<br>Land other than land consisting of a house of houses unfit for human habitation and not capable of being rendered fit for human habitation at reasonable expense | | | | | |
|---|---|---|---|---|---|
| **Number on map deposited at Local Authority** | **Quantity, Description, and situation of land** | | **Owners or Reputed Owners** | **Lessees or Reputed Lessees** | **Occupiers** |
| 214.b.201 | Area (Ha):<br>Area ($m^2$):<br>Description:<br><br>County:<br>Address: | 0.034520<br>345.20<br>Grassed Area & Carpark<br>Galway<br>Dublin Road, Galway. | Flannery's Motor Inns DAC<br>Dublin Road<br>Galway | None | Owner(s) |




### *Figure 2-18 Revised Deposit Map BCGDR-DM-02*

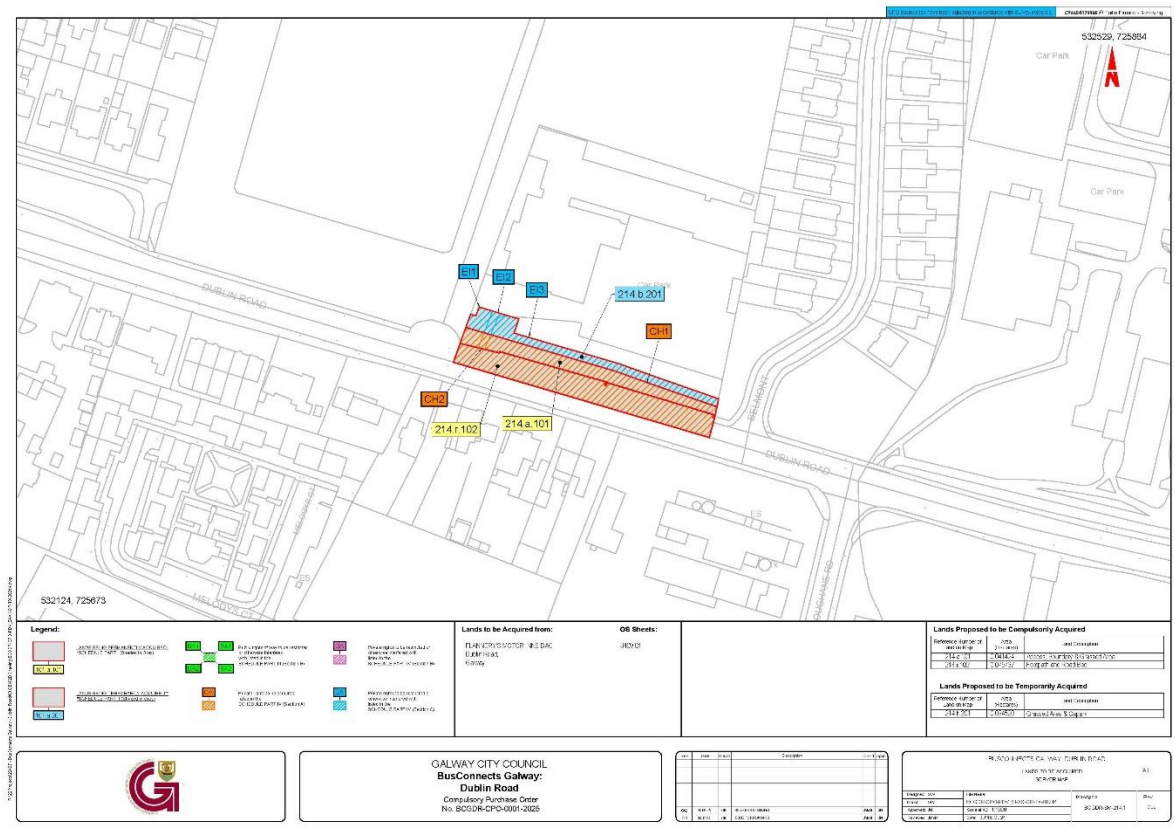



***Figure 2-19 Revised Server Map BCGDR-SM-214.1***

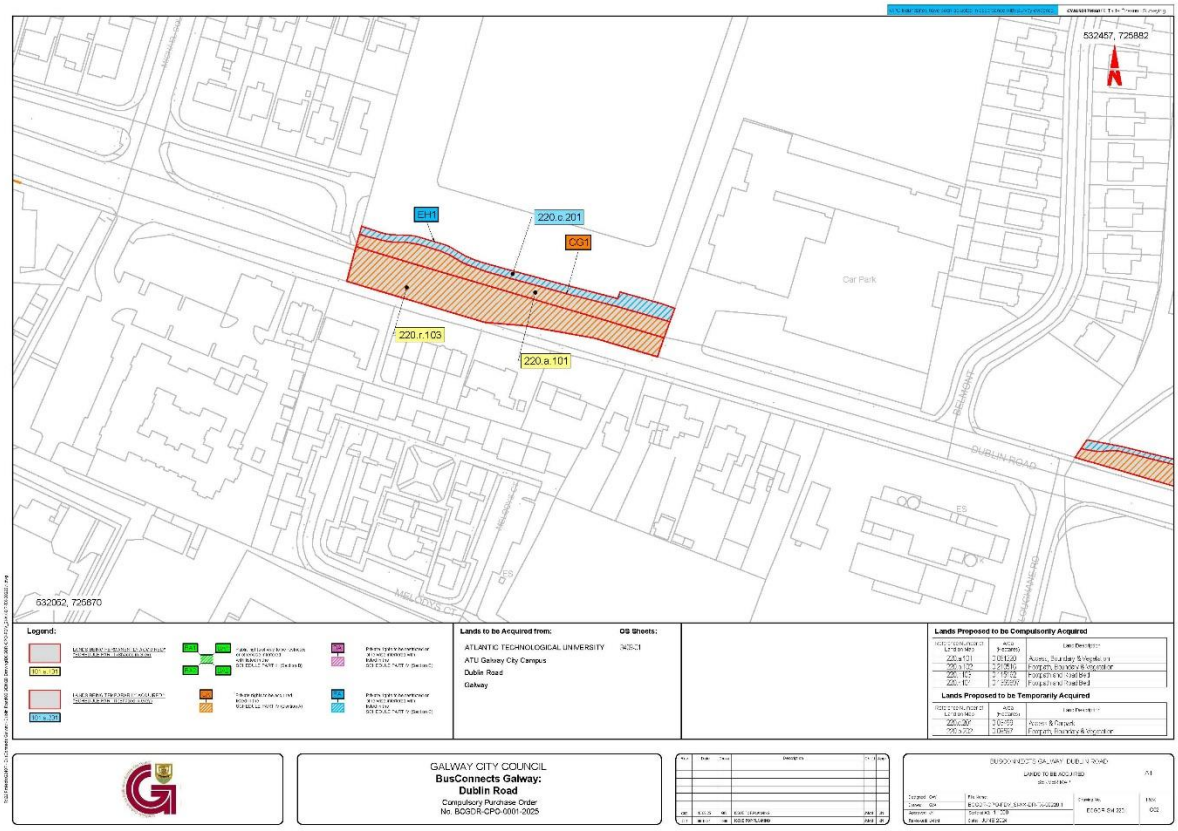



***Figure 2-20 Revised Server Map BCGDR-SM-220.1***

From a traffic and safety perspective the minor modification has been considered and no significant impact as regards the assessment of traffic and safety is predicted. From an EIAR perspective the minor modification has been considered and no significant impact on the environment is predicted on account of it and no change to the overall conclusion of the EIAR and any benefit would be positive due to the requirement to remove less trees outside the hotel.

Should An Bord Pleanála take into consideration the proposals suggested by Galway City Council in this response, it is proposed by GCC to amend the extents of the Proposed Development Galwegians whereby the bus stop is moved from the land by entrance of Flannery's Hotel to the land on the Dublin Road adjacent to the Galwegians Rugby Football Club.

This would also have the effect of reducing the land acquisition from Flannery's and increasing the land acquisition from ATU on the Compulsory Purchase Order. GCC suggest that this amendment be made by the Board. For the avoidance of doubt, this change would not affect any landowners other than Flannery's Motor Inns DAC and ATU.

### Submission issues (iii)

The submission raises concern related to the loss of green areas and the removal of 10 mature trees, which is expected to result in increased exposure to traffic noise and vehicle emissions. Another concern is the presence of hoardings or security fencing during construction which is likely to cause visual intrusion and negatively impact the amenity of the area.

### Response (iii)

A robust and comprehensive EIAR and NIS have been submitted to the Board which describes the assessment of the impacts anticipated as a result of both the Construction and Operational Phases of the Proposed Development. Assessments were carried out with consideration of local, regional, national and international policies. The assessments and surveys were undertaken, and the landscaping design completed with consideration of the GCC tree strategy and the GCC Biodiversity Action Plan as described in their relevant assessment chapters and reports.

A detailed alternatives assessment was undertaken throughout the design process to identify the optimum scheme and to avoid / minimise potential environmental impacts, including impacts on trees and woodland as far as reasonably practicable. Therefore, the proposed tree losses are limited to only where required to deliver a scheme which fulfils the Proposed Development objectives.

Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR describes the Proposed Development. Section 4.6.11 describes the approach to the design with respect to landscape and urban realm. Specifically with respect to the softscape design, Section 4.6.11.5 states the following:

'*Softscape refers to existing trees including street trees and groups of trees, new tree planting, hedgerows, ornamental planting and amenity grasslands. Softscape plays an important role in ensuring that streets and public spaces are attractive and healthy spaces for the local community, but also in providing better air quality, managing surface water run-off and in maintaining and creating habitats.'*

The planting strategy set out in Section 4.6.11.5 includes for the replacement of street trees and groups of trees that may be impacted by the Proposed Development, and also the introduction of new tree planting and street trees within other spaces and along streets. Reinforcement of green infrastructure along the route will help to improve the overall amenity, character and appeal of the route corridor and localities along it, as well as enhancing biodiversity.

Chapter 12 (Biodiversity) in Volume 2 of the EIAR assesses the impact of habitat loss across the Proposed Development. With respect to the impacts on habitats it states that there is no significant residual effects anticipated during either the Construction or Operational Phase as summarised in Table 12.18 and Table 12.19 respectively.

**Trees and Landscaping**

Appendix A16.1 (Arboricultural Impact Assessment) in Volume 4 of the EIAR describes the comprehensive tree survey undertaken in order to assess the impacts of the Proposed Development and provides a detailed overview of the proposed tree losses in order to facilitate the construction of the Proposed Development.

The Landscape General Arrangement Drawings in Figure 16.1 in Volume 3 of the EIAR show the proposed landscape plans, including areas of tree removal and locations and details of proposed new tree and vegetation planting. The Proposed Development landscape design at the location of Flannery's Hotel is shown in the Landscape General Arrangement Drawings in Volume 3 on Sheet 03 and Sheet 04 of 11 and shown in Figure 2-21 and Figure 2-22 below.

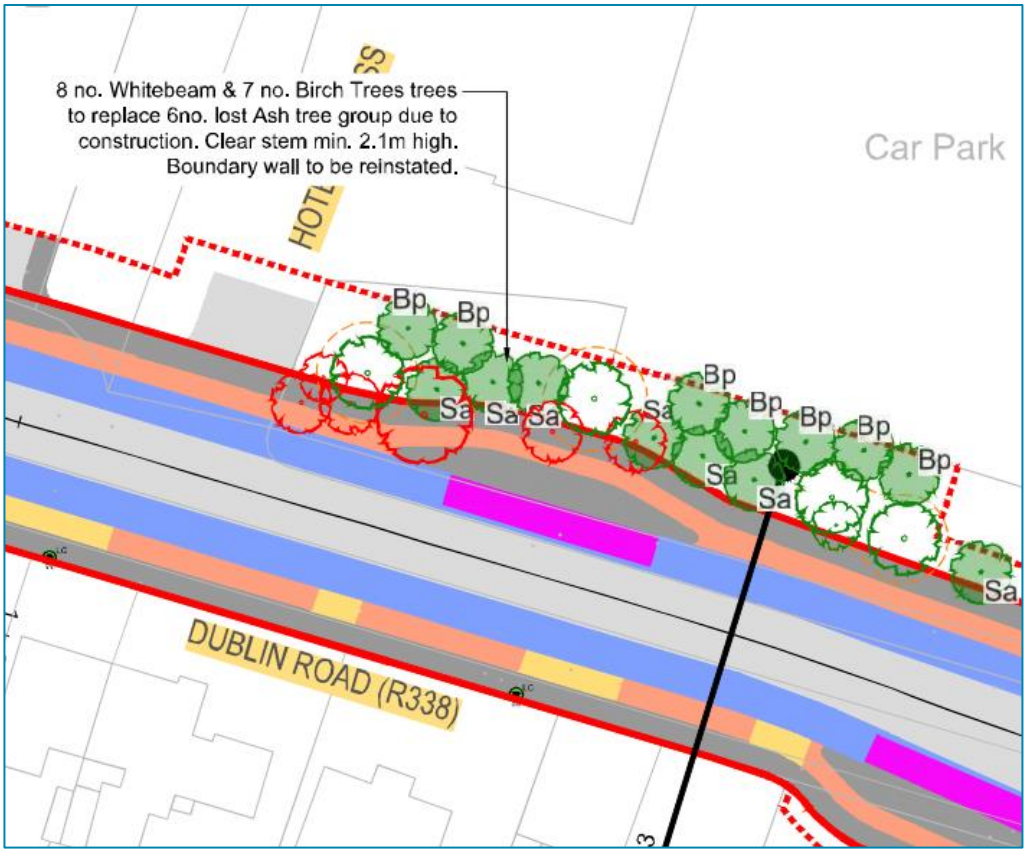



*Figure 2-21 Landscape General Arrangements at Flannery's*

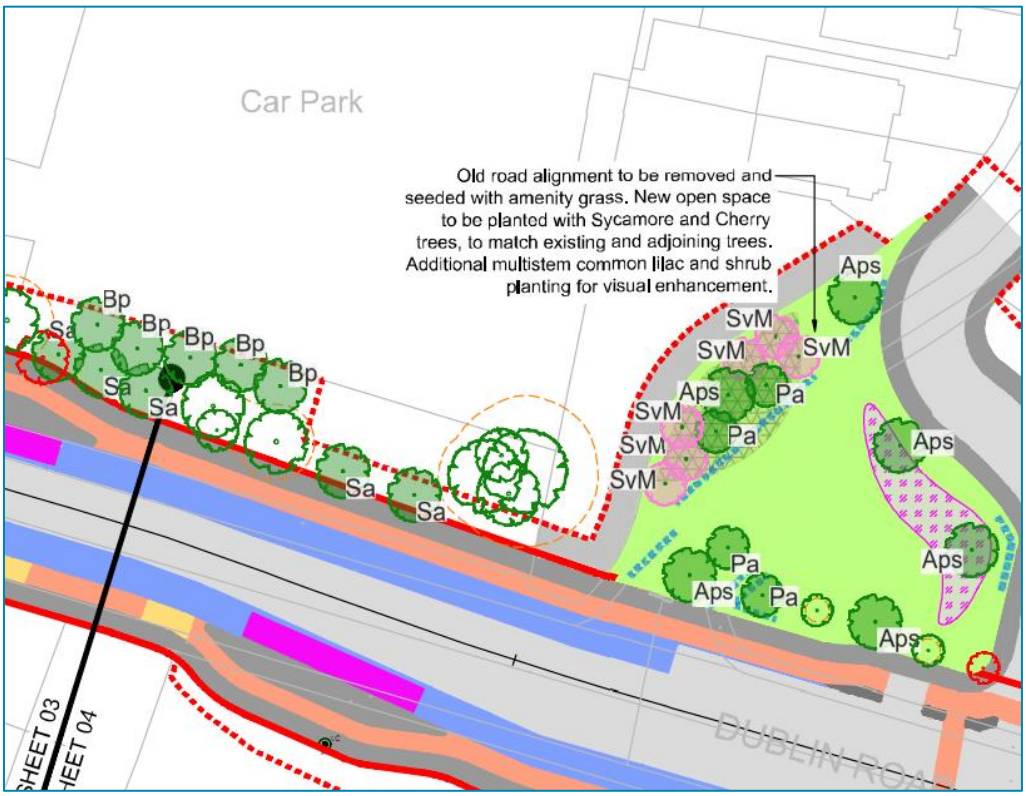



***Figure 2-22 Landscape General Arrangements at Flannery's***

**Landscape and Visual**

Chapter 16 (Landscape & Visual) in Volume 2 of the EIAR assesses the impact on trees and vegetation along the Proposed Development during both the Construction and Operational Phases of the Proposed Development.

Section 16.5 outlines the mitigation required in order to reduce the impacts as far as reasonably practicable. With respect to trees and vegetation, the mitigation is restated below:

'*The newly planted trees should be monitored by the appointed landscape contractor for their successful establishment. A 'no-dig' detail, as advised by the Arborist and Landscape Architect, should be implemented to all existing trees in proximity to new footpaths, to ensure the protection of the existing root system. Standard horticultural operations and other operations mentioned in the planting schedule must be adhered to.*'

As summarised in Section 16.5 of Chapter 16 (Landscape & Visual) in Volume 2 of the EIAR, the Construction Phase impact on trees and vegetation is predicted to be temporary, slight, negative to imperceptible. Following the establishment of the proposed landscape measures, the impact on trees and vegetation during operation is predicted to be short-term, slight, negative, improving to imperceptible as the proposed vegetation matures.

Section 16.4.4.3 of Chapter 16 assesses the impact of the Proposed Development on Commercial Receptors including Flanner's Hotel (Receptor C6, north of R338). The assessment finds that '*magnitude of change will be medium during construction and low to negligible during operation, with some positive impacts from proposed tree planting'*. The visual effects were found to be '*temporary, slight, negative during construction and imperceptible during operation, with positive effects once proposed tree planting takes effect'*.

**Noise**

With respect specifically to acoustics, Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Development. A baseline noise survey was undertaken for the Proposed Development, with attended surveys undertaken at 12 locations and unattended surveys undertaken at two locations along the whole Proposed Development as

shown in Figure 9.1 in Volume 3, of the EIAR. The results of the survey are described for each section of the Proposed Development in Section 9.3.2 of Chapter 9 of the EIAR.

The attended noise survey results within the study area are dominated by road traffic from the Dublin Road in addition to localised urban noise sources e.g. pedestrian conversation and vehicular movement on connecting roads. The average daytime noise levels at the attended survey locations ranged between 51 and 68 dB LAeq,T, the higher values being recorded at monitoring locations closest to the Dublin Road.

Section 9.4 of Chapter 9 assess the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for both the Opening Year giving an impact rating of *Direct, positive, imperceptible to slight, short to medium term impact, to negative, not significant to slight, and short to medium term* and the Design Year impact significance rating of *Direct, positive, imperceptible to slight, long-term impact, to negative, not significant to slight, and long-term impact*.

The modelling predicts a positive, imperceptible, and temporary impact, to negative, not significant to slight and temporary impact at the closest NSLs. as a result of the operation of the Proposed Development.

The appointed contractor will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228–1:2009 +A1 2014 Code of Practice for noise and vibration control of construction and open sites - Part 1: Noise and S.I. No. 241/2006 - European Communities (Noise Emissions by Equipment for Use Outdoors) (Amendment) Regulations 2006. The construction noise mitigation measures are set out in Section 9.5 in Chapter 9 and are also summarised in Chapter 21 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and in Appendix 5.1 (Construction Environmental Management Plan) in Volume 4 of the EIAR.

These mitigation measures will ensure that:

- During the Construction Phase, the appointed contractor will be required to manage the works to comply with the limits detailed in Section 9.2.4.1.1 using methods outlined in BS 5228–1:2009 +A1 2014 Code of Practice for noise and vibration control of construction and open sites - Part 1: Noise; and
- The best means practicable, including proper maintenance of plant and equipment, will be employed to minimise the noise produced by on-site operations.

Section 9.5.1.1 also states that:

'*BS 5228–1 includes guidance on several aspects of construction site practices, which include, but are not limited to:*

- *Selection of quiet plant;*
- *Control of noise sources;*
- *Screening;*
- *Hours of work;*
- *Liaison with the public; and*
- *Monitoring.*'

Specifically, Section 9.5.1.1. states that:

'*The appointed contractor will put in place the most appropriate noise control measures depending on the level of noise reduction required at individual working areas (i.e. based on the construction threshold values for noise and vibration set out in Table 9.9 and Table 9.12). Reference to Table 9-31 indicates that intrusive works occurring within 50m of NSLs will need specific noise control measures to reduce impacts depending on the time period over which they will occur.*

Section 9.5.1.1.4 sets out the proposed working hours and states:

'*It is envisaged that generally construction working hours will be between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16.30hrs on Saturdays. Night-time and Sunday working will be required during certain periods to facilitate street works that cannot be undertaken under daytime / evening time conditions.'*

However, the contractor will also have to take account of sensitive receptors (in particular any nearby residential areas). Section 9.5.1.1.4 goes on to state:

*'The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas into account. Construction activities / plant items will be considered with respect to their potential to exceed construction noise thresholds at NSLs and will be scheduled according to their noise level, proximity to sensitive locations and possible options for noise control. In situations where an activity with potential for exceedance of construction noise thresholds is scheduled (e.g. road widening and utility diversions or activities with similar noise levels identified in Table 9-31), other construction activities will be scheduled at different times to not result in significant cumulative noise levels*.'

Section 9.6.1 of Chapter 9 summarises the residual Construction Phase impacts as follows:

'*Given the linear nature of the works, noise emissions related to construction works will be of temporary impact at any one area as the works progress along the length of the Proposed Development. The application of the proposed noise thresholds and restricted hours of operation, along with the implementation of appropriate noise control measures, will ensure that noise impact is controlled within acceptable limit values. During the Construction Phase of the Proposed Development, noise levels at properties closest to working areas will be temporarily increased. The most appropriate noise mitigation measures for each work area will be determined taking account of the various control measures included within 9.5.1 and the CEMP in Appendix A5.1 in Volume 4 of the EIAR. The various mitigation measures will be selected in order to control CNLs to within the limit values included in Table 9-6 as far as practicable.*
*Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be of Negative, Not Significant to Moderate, and Temporary impact during all key construction phases during daytime periods.*'

Section 9.6.2 of Chapter 9 summarises the residual Operational Phase impacts as follows:

'*The Proposed Development aligns with the policy objectives of the Galway City NAP to reduce traffic noise exposure to populations across the city through the incorporation of improved public transport. The results of the noise assessment for the Operational Phase confirms that, with the introduction of the various measures included as part of the Proposed Development, a reduction in traffic noise can be achieved along the Proposed Development. The various design measures associated with the Proposed Development also align with the various intervention measures recommended within the WHO Environmental Noise Guidelines (WHO 2018) to reduce traffic noise exposure across populations. There are no direct or indirect noise impacts to the identified PIAs from the Draft Galway NAP as a result of the Proposed Development.*
*There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Development, whilst meeting the Proposed Development objectives set out in Chapter 1 (Introduction) of the EIAR*.'

**Air Quality**

Chapter 7 (Air Quality) in Volume 2 of the EIAR assesses the impact on air quality of both the Construction and Operational Phases within the study area. The focus is on air quality sensitive receptors which will bound the Proposed Development and those along diverted traffic routes within the study area. Figure 7.1 (Monitoring Locations) in Volume 3 of the EIAR show the locations of air monitoring points along the Proposed Development, with three locations shown within the vicinity of Flannery's Hotel (Monitoring locations DT3, DT4 and DT9).

Figures 7.3 to 7.8 in Volume 3, of the EIAR map the nearest receptors and provides a colour coding corresponding to the modelled change in annual mean concentration of $NO_2$ and particulate matter ($PM_{10}$ and $PM_{2.5}$) during the Operational Phase. The air quality assessment has found that the Operational Phase of the Proposed Development will not result in a significant increase as all ambient air pollutants will remain in compliance with the ambient air quality standards and the Proposed Development will have a generally neutral impact on air quality. With the implementation of the mitigation measures outlined in Section 7.5.1.1 of Chapter 7 and as summarised in Appendix A5.1 (CEMP), no significant adverse residual effects on air quality are predicted during the Construction Phase of the Proposed Development.

### Submission issues (iv)

Works will cause serious disruption to trade during construction. Closure of the hotel - impacts on employment shortages - financial impacts, hotel's reputation damage

### Response (iv)

When roads and streets are being upgraded, there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Development. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in Section 5.5.3.2 of Chapter 5 (Construction) of Volume 2 of the EIAR, '*details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'*

Section 5.4.1 of Chapter 5 provides details of the construction activities in Section 1, East of Moneenageisha Junction to Skerritt Junction. The expected construction duration for the section will be approximately 13 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.4 of Chapter 5.

In relation to the Construction Working Hours, Section 5.8.3 of Chapter 5 states:

*'The construction working hours will be time restricted in accordance with the Construction Contract. Normal construction working hours will be restricted to between 07:00 and 19:00 on weekdays and between 08:00 and 14:00 on Saturdays.*

*Night-time and Sunday working will be required during certain periods to minimise the impact on road traffic movements during the daytime, for example at busy road junctions and in commercial areas, and for such works as pavement / road surfacing. The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas'*

Additionally, Section 5.2.1.2 of Appendix A5.1 (CEMP) of Volume 4 of the EIAR, states that an objective of the Construction Traffic Management Plan is to *'ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Development.'*

Section 6.5.5 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR states that the appointed contractor will be obliged to prepare a comprehensive Construction Traffic Management Plan (CTMP). In preparing the CTMP for the proposed works, the appointed contractor will be required to give consideration where practicable to facilitate and identify opportunities for the maximum movement of people during the construction period through implementing the following hierarchy of transport mode users:

- Pedestrians;
- Cyclists;
- Public Transport; and
- General Traffic.

GCC will ensure continuity of access for businesses and residents while the works take place. Details regarding local temporary access provisions will be discussed with stakeholders prior to construction starting in the area. Prior to implementation, all traffic management measures will be agreed with the relevant local authority, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.

Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with the management of Flannery's Hotel to facilitate the ongoing use of the access and egress points during the construction stage, as set out above.

### Submission issues (v)

Relocation of the hotel sign, the submission queries who is responsible for this action.

### Response (v)

The reinstatement of the hotel sign will, in so far as is possible, be on a 'like for like' basis.

As noted in Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR, reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from the Board in relation to the Proposed Development application.

Section 5.5.21 in Chapter 5 (Construction) in Volume 2 of the EIAR provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Development and notes that:

*'Boundary works will be commenced where both permanent and temporary land acquisition is required to ensure that sufficient space is available to construct the Proposed Development. This will be a mixture of boundary walls / fencing along industrial / commercial land, railings along parks and temporary boundaries, as required.*

*Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question. Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc will be minimised in so far as practicable.'*

GCC will ensure liaison with impacted landowners will be carried out in advance of commencement of boundary works to properties. Approval of the Proposed Development does not preclude further refinements to minimise and mitigate potential impacts on individual properties.

If the CPO is confirmed by the Board, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, GCC will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation. The relocation of the hotel sign can be discussed as part of the CPO compensation negotiations.

### Submission issues (vi)

The permanent loss of land value will need to be assessed by a professional valuer.

### Response (vi)

Refer to Section 3.5 of this report for further details on CPO.

### Submission issues (vii)

The submission states that there was insufficient information regarding the CPO. Further, the submission requests information regarding the proposed duration of the works, the time of the year that is planned to work in his property.

### Response (vii)

The CPO has been undertaken in accordance with the relevant legislation. Refer to Section 3.5 of this report for further details on CPO.

Section 5.4.1 of Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities in Section 1, East of Moneenageisha Junction to Skerritt Junction. The expected construction duration for this section is estimated to be approximately 13 months. However, construction activities at individual plots will have shorter durations than outlined in the overview of construction works presented in Section 5.4.

In relation to project timelines, Section 5.3 of Chapter 5 (Construction) in Volume 2 of the EIAR states: '*The construction works are anticipated to take approximately 24 months. The construction duration could potentially be reduced with additional resources.*

*In order to achieve the overall programme duration, it will for the most part, be necessary to work on more than one section/sub-section at any one time. The programme has been prepared with a view to providing as much separation as practicable between sections under construction at any given time. This has been done in order to minimise traffic disruption and facilitate the ease of movement of sustainable modes, bus services and goods along the Proposed Development*.'

On appointment of the Contractor(s) to deliver the detailed design and construction of the Proposed Development, there will be further opportunities to develop the construction programme and optimise the schedule as a result of design and construction methodology details being finalised.

## 2.12 Office of Public Works (OPW)

This submission relates to the continuance of operations at Western Regional Garda Station Head Quarters, Dublin Road, Renmore, Co Galway.

### Submission issue (i)

The submission notes the importance of this critical infrastructure that includes Gardai prisoner cells and states that access and egress to the property cannot be compromised. Furthermore, the submission requires that pedestrian access to the property to be maintained during construction.

### Response (i)

GCC will ensure continuity of access 24/7 for vehicles and pedestrians during construction phase. Details regarding local temporary access provisions will be discussed with stakeholders prior to construction starting in the area. Prior to implementation, all traffic management measures will be agreed with the relevant local authority, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.

When roads and streets are being upgraded, there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Development. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in Section 5.5.3.2 of Chapter 5 (Construction) of Volume 2 of the EIAR, '*details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'*

Section 5.4.2 provides details of the construction activities at Skerritt Junction. The expected construction duration for the section will be approximately 6 months. However, construction activities at individual plots will have shorter durations than outlined in overview of construction works presented in Section 5.4.

Additionally, Section 5.2.1.2 of Appendix A5.1 (CEMP) of Volume 4 of the EIAR, states that an objective of the Construction Traffic Management Plan is to *'ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Development.'*

Section 6.5.5 of Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR states that the appointed contractor will be obliged to prepare a comprehensive Construction Traffic Management Plan (CTMP). In

preparing the CTMP for the proposed works, the appointed contractor will be required to give consideration where practicable to facilitate and identify opportunities for the maximum movement of people during the construction period through implementing the following hierarchy of transport mode users:

- Pedestrians;
- Cyclists;
- Public Transport; and
- General Traffic.

Access will be maintained for emergency vehicles along the Proposed Development, throughout the Construction Phase.

Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with the OPW and An Garda Siochana to facilitate the ongoing use of the access and egress points and operational activities during the construction stage, as set out above.

### Submission issue (ii)

The submission notes that there is a need to preserve sensitive and important utilities entering the site (along the frontage) as these relate to key services including the 999 Call Centre and other critical systems including Government fibres. OPW request that as part of the scheme design, engagement with Utility Companies and detailed surveys of underground services would be required.

### Response (ii)

In relation to the continuity, diversion or reinstatement of any existing services, Section 18.5.1 in Chapter 18 (Material Assets) in Volume 2 of the EIAR provides narrative in relation to the proposed works for each of these services:

'*All possible precautions will be taken by the appointed contractor to avoid unplanned interruptions to any services during the Construction Phase of the Proposed Development. Proposed utility works are based on available records, and preliminary site investigations. Prior to excavation works being commenced, localised confirmatory surveys will be undertaken by the appointed contractor to verify the results of the pre-construction assessments undertaken and reported in this EIAR. Where works are required in and around known utility infrastructure, precautions will be implemented by the appointed contractor to protect the infrastructure from damage, in accordance with best practice methodologies and the requirements of the utility companies, where practicable. Protection measures during construction will include warning signs and markings indicating the location of utility infrastructure, safe digging techniques in the vicinity of known utilities, and in certain circumstances where possible, isolation of the section of infrastructure during works in the immediate vicinity*.'

Consultation has been undertaken with the major utility companies regarding the design, potential interfaces and measures required to protect or divert the infrastructure which is interfacing with the Proposed Development design. All utility companies for which diversions are proposed will continue to be consulted during detailed design stage to ensure that proposed diversions conform to the utility provider's requirements, where practicable, and to ensure that service interruptions are kept to a minimum.

Regarding unavoidable disruptions to utilities and service infrastructure, Section 18.5.1 in Chapter 18 (Material Assets) in Volume 2 of the EIAR outlines that works will be carefully planned in consultation with each utility provider, interruptions will be time-bound so far as is reasonably practicable in order to minimise service disruption and prior notification issued to impact properties.

*'Where diversions, or modifications, are required to utility infrastructure (as listed in Section 18.4.4), service interruptions and disturbance to the surrounding residential, commercial and / or community property may be unavoidable. Where this is the case, it will be planned in advance by the appointed contractor. Required service interruptions will generally only occur for a set period of time per day (a set number of hours not*

*exceeding eight hours where reasonably practicable) and will generally not be continuous for full days at a time. Prior notification will be given to all impacted properties. This notification will include information on when interruptions and works are scheduled to occur and the duration of such interruption. Any required works will be carefully planned by the appointed contractor to ensure that the duration of interruptions is minimised in so far as is practicable.'*

The following drawing series provide information in relation to utility services at the property and are provided as Appendices in Chapter 4 (Proposed Development Description) in Volume 3, of the EIAR:

- 13. IW Water Asset Alterations
- 16. Telecommunications Asset Alterations – EIR, ENET, BT network diversion

GCC are committed to engaging with the OPW and An Garda Siochana during the detailed design phase of the project to take their requirements into consideration.

### Submission (iii)

The submission requests that in the event the Garda sign needs to be taken down to facilitate the works, that it be reinstated in full.

### Response (iii)

The reinstatement of the of the Garda sign will, in so far as is possible, be on a 'like for like' basis.

As noted in Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR, reinstatement of property frontage including boundary walls, gates, railings driveway, footpath and landscaping will be on a like-for-like basis, and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from the Board in relation to the Proposed Development application.

Section 5.5.21 in Chapter 5 (Construction) in Volume 2 of the EIAR provides a summary of the accommodation works and boundary treatment for the entirety of the Proposed Development and notes that:

*'Boundary works will be commenced where both permanent and temporary land acquisition is required to ensure that sufficient space is available to construct the Proposed Development. This will be a mixture of boundary walls / fencing along industrial / commercial land, railings along parks and temporary boundaries, as required.*

*Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question. Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc will be minimised in so far as practicable.'*

GCC will ensure liaison with impacted landowners will be carried out in advance of commencement of boundary works to properties.

### Submission (iv)

The OPW raise concerns regarding anti-social behaviour during the construction phase and have requested that a 24 hour on-call service be provided during the construction stage to deal with any incidents that may arise.

### Response (iv)

GCC note the concern raised and confirm 24 hour on-call service will be provided during construction phase.

Section 5.1.6 of Appendix A5.1 (CEMP) of Volume 4 of the EIAR set out communications procedures. The procedures adopted for internal and external communication of information regarding the specific elements of the Proposed Development will be agreed between the GCC and the appointed contractor prior to construction as set out in the Construction Contract. The appointed contractor will put in place a Communications Plan in accordance with the Employer's Requirements. The Communications Plan will provide a mechanism for members of the public to communicate with the GCC and the appointed contractor, and for the GCC and the appointed contractor to communicate important information on various aspects of the Proposed Development to the public. The Communications Plan will include procedures to inform members of the community directly affected by the Construction Phase on schedules for any activity of a particularly disruptive nature which is likely to impinge on their property such as boundary works, road closures and diversions, and any mitigating actions that are being taken to minimise such disruption.

Furthermore, Section 5.2.1.2 of Appendix A5.1 (CEMP) requires the appointed contractor to prepare an Environmental Incident Response Plan. The EIRP will identify the on-site risks and appropriate responses. The focus of including the measures in this EIRP is on prevention of the incident arising in the first place.

The EIRP will be reviewed and updated regularly so that it continues to apply to construction activities and is amended when applicable regulations are revised or when amendments are required by a regulatory authority. It will be the responsibility of the Environmental Manager, or equivalent, as stipulated by the appointed contractor to maintain and change the EIRP as required. The EIRP may also require amendments from the various stakeholders or suppliers as the Proposed Development progresses.

The EIRP will detail the initial contact that should be made in case of an emergency incident as well as those responsible for following up once an emergency event is declared. GCC commit to engagement with the OPW and AGS during the detailed design phase as part of the development of the EIRP.

## 2.13 Catherine Connolly TD

Catherine Connolly TD has made this submission in support of the Woodhaven Estate residents, which has made its own submission at section 2.15 below and which has been responded to. Ms Connolly has read the planning documentation as well as the residents' submission (Section 2.15 below) and shares the concerns raised therein.

### Submission issue (i)

The submission requests that the very serious safety and accessibility concerns of the residents are given careful consideration in the Proposed Development along with their alternative proposals.

### Response (i)

Please refer to responses in sections Section 2.14 and 2.15 which address the issues raised in relation to Woodhaven Estate.

As detailed in Section 1.6 of Chapter 1 (Introduction) in Volume 2 of the EIAR, the consultation process provided multiple opportunities for stakeholders to engage with GCC.

The first Non-Statutory Public Consultation (NSPC) was undertaken by GCC, and ran for a period of 12 weeks from the 8th October 2020 to 7th January 2021. This consultation was held fully online as were all meetings due to COVID-19 restrictions in place at the time. Due to changes in the Public Spending Code, revised NTA Project Approval Guidelines and proposed revised layouts along Bus Corridors (NTA Preliminary Design Guidance Booklet for BusConnects Core Bus Corridor_2021-05-05), the Strategic Assessment Report was redrafted, and the Proposed Development was subject to a revised Concept Development and Option Selection phase including a 2nd Non-Statutory Public Consultation.

As part of Phase 2 (Concept Development and Option Selection) Barry Transportation (Egis) carried out the second Non-Statutory Public Consultation – Emerging Preferred Route in January 2023. In advance of the public consultation, a briefing to elected members of GCC was held on Wednesday 11th January 2023. The purpose of the briefing was to present and discuss the Emerging Preferred Route. The public consultation commenced on Friday 13th January 2023 and had a duration of four weeks. The resultant end date was 10th February 2023. Additionally, GCC maintained ongoing dialogue with affected landowners from 2020 through 2024, ensuring continued opportunities for discussion.

In addition to the above, GCC have continued to engage with the Woodhaven Residents and notes the following:

- On the 7th of November 2020, a request was received from residents to meet and discuss impacts of the proposed road development,
- On the 27th of November 2020, in advance of the agreed meeting, a formal submission was received from David Collins (Woodhaven Residents Association Chairperson),
- A meeting with residents was held on the 30th of November 2020 by TII,
- On the 2nd of December 2020, a submission was received from Liam O'Reilly,
- On the 8th of December 2020, David Collins (Woodhaven Residents Association Chairperson) thanked GCC for meeting, reiterated their concerns and feedback and included a copy of their submission outlining same.
- 23rd January 2023 a submission was received from Liam O'Reilly (Resident of Woodhaven) as part of the 2nd Non-Statutory Public Consultation.
- A submission was also received from Adrian Lyons of Woodhaven.
- A submission was also received from Alan Lyons of Woodhaven.
- A submission was also received from Evan Keaveney.
- A submission was also received from the Woodhaven Residents Association
- In November 2024, a request for a meeting was received by GCC from the Woodhaven Residents Association in respect to the proposed road development. The meeting, held on site with residents of Woodhaven on 13th November, was attended by the Senior Engineer, Senior Executive Engineer and Executive Engineer for the project. During the meeting, the issues previously raised were noted, and GCC provided copies of the draft Photomontages to outline the impact on the existing boundary.
- Following lodgement of the Proposed Development with the Board in February 2025, a Letter of concern was received from Liam O'Reilly on the 13th of February 2025. GCC reverted to Liam O'Reilly advising that all submissions should be directed towards the Board.
- Similarly, on the 3rd of March 2025, David Collins (Chairman of the Woodhaven Residents Association) emailed Galway City Council seeking clarity in respect to the details contained within the Option Selection Report and Landscaping Design. GCC reverted advising that all submission should be directed to the Board, and that drawings relating to the Options Selection Report are of the emerging preferred route and relate to an early design stage. GCC also advised on the correct drawing references as part of the response.
- A further follow up query was received on the 11th of March 2025, querying the potential for the provision of a yellow box road marking at the entrance. GCC reverted on the 25th of March 2025, noting that as the scheme was under consideration, all submissions were required to be issued to the Board.
- A further query relating to the vertical segregation elements was also received on the 25th of March 2025. GCC reverted on the 28th of March 2025, reiterating the requirement for submissions to be issued to the Board.

GCC and their design consultants have duly considered the issues raised by the Woodhaven Residents Association as part of the Proposed Development Design. Key stakeholder suggestions and responses have been included in Section 9.3 of the Option Selection Report.

## 2.14 Liam Yvonne Emily O'Reilly Woodhaven

The submission notes that the Proposed Development has the potential to sever the Woodhaven community and has potential significant negative impacts on all residents, both direct and indirect. The submission purports that benefits to overall bus average speeds and journey times are not considered satisfactory justification for the significant degree of impact on Woodhaven and the surrounding area.

The submission has been presented by Liam, Yvonne and Emily O'Reilly, as appears. Whilst at times the submission appears to raise issues and concerns which are capable of or have impacted a collective, GCC is not aware of the named parties having a mandate to represent any other residents of the Woodhaven Estate, it being noted that the Woodhaven Residents Association have made is own submission, detailed at section 2.15 below. In any event the contents of the submission are noted and fully addressed below.

### Submission issue (i)

The submission states that the needs and requests of residents, businesses and communities have been ignored and concerns disregarded throughout the plan's update process. The lack of meaningful engagement with the community and the frustrating process of the consultation has contributed to some objections raised by the submission. Technical nature of online documents has hindered many residents from comprehending the full extent of the scheme and from rigorously undertaking their own objective assessment of the proposals and their effects.

### Response (i)

The submission acknowledges the public notice of the Proposed Development. Indeed, Mr O'Reilly actively engaged in the Non-Statutory Public Consultation both on the 2nd of December 2020 and 23rd January 2023. A more detailed chronology of consultation with Woodhaven residents is set out at section 2.13 above for good order, but it is GC's opinion that it is clear from the series of consultation events that the public consultation process was comprehensive and substantive, and that comments that were raised during the consultation were fully considered and addressed in the EIAR. Therefore, there is no basis to state that the application for the Proposed Development was lacking meaningful engagement or appropriate consultation opportunity.

Whereas the submission states that the technical nature of online documents has hindered many residents from comprehending the full extent of the Proposed Development and from rigorously undertaking their own objective assessment of the proposals and their effects, this statement appears to be an opinion relating to the ability of other residents of the Woodhaven Estate to critically assess the Proposed Development. The objection does not state that *Liam, Yvonne and Emily O'Reilly* were equally impacted by the technical nature of the online documents and, based on the lengthy objection submitted, it appears that no such hindrance occurred. It is noted that the Woodhaven Residents Association submission does not reference any hindrance arising from the technical nature of the online documentation.

GCC undertook comprehensive pre-application non-statutory public consultation, as described in detail in Chapter 1 (Introduction) of the EIAR. Details of the non-statutory public consultation are presented in the Public Consultation Report which accompanies the Proposed Development application.

**Submission issue (ii) - Woodhaven Entrance: Safety and Accessibility Concerns**

### Submission issue (ii-a) - Egressing Woodhaven towards Galway City

The submission is concerned regarding the safety of exiting from Woodhaven Estate. The proposed layout in this location introduces multiple crossing points (footpath, cycle lane, bus lane, and traffic lanes), creating a complex and hazardous situation for the residents to exit Woodhaven. The submission states therefore that this complexity is likely to cause delays, driver frustration, and increased risk-taking, ultimately posing a serious traffic hazard and safety concern for all road users.

### Response (ii-a)

The Proposed Development has been designed in accordance with the standard cross section within the BusConnects Prelim Design Guidance Booklet prepared by the NTA and, with a design speed of 50kph, is considered appropriate for vehicles to egress safely. Opportunities to egress turning right will be increased with the signalisation of the Merlin Park Hospital junction. The Stage 1 Road Safety Audit, Appendix C of the Preliminary Design Report, undertaken for the proposed development design, has not raised any safety concern with the proposed junction design.

### Submission issue (ii-b) - Entering Woodhaven (Right Turn)

The submission raises the concern about the proposed right turn arrangement to Woodhaven which is not considered appropriate and will cause delays for vehicles turning right to enter Woodhaven, as the traffic coming from city will be heavy, especially during peak hours. This will lead to potential congestion and will create a serious traffic hazard for all road users.

### Response (ii-b)

The Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, promotes a context-sensitive and people-focused approach to urban street design. DMURS is the appropriate guidance document, and it advocates designing streets in accordance with their urban context, prioritising pedestrians, cyclists, and public transport over the movement of private vehicles, particularly in town centres, villages, and urban neighbourhoods. The DMURS framework supports the removal of right-turn lanes where appropriate as a means to reduce carriageway width, enhance pedestrian facilities, and improve the quality of the public realm. This reflects its core objective of creating safe, attractive, and accessible streets that support a shift towards sustainable travel and more liveable urban environments

The removal of dedicated turning lanes — including right-turn lanes — is encouraged where traffic volumes permit, as this facilitates a narrower carriageway. Reallocating road space that was previously used for this turning lane enables the following:

- Shortened pedestrian crossing distances
- Reduced vehicle speeds
- Improved road alignment
- Improved safety and comfort for vulnerable road users
- Reduced environmental impacts, with less overall paved area
- Reduced impacts on private properties

Vehicles will still be able to turn right to access the Woodhaven Estate but will be required to wait for a gap in oncoming traffic. A yellow box will also be provided here to facilitate drivers entering or leaving the estate.

### Submission issue (ii-c) - Increased Speeds

The submission does not agree with the increase of the speed limit from 50km/h, which is considered appropriate at this location, to the proposed limit 80km/h. The submission suggests amending this proposed speed limit as it will not help to reduce the number of collisions.

### Response (ii-c)

The Proposed Development has utilised a design speed of 50km/h. The Proposed Development does not propose to alter the speed limit from the existing 50km/h.

### Submission issue (ii-d) - Woodhaven Access Geometry

The submission states that the proposed reduction of the Woodhaven access junction to five meters will give rise to significant difficulties for the vehicles to enter and exit from the estate. Also, it will give raise to

endangerment of public safety at a point where the demands of the various road users converge. Additionally, the alignment of the boundary wall and the removal of the existing splay will affect the visibility at the access, increasing the risk of traffic hazards, particularly given the proposed 80 km/h speed limit. The details shown on the scheme drawings are indecipherable in this regard.

The submission requires more details with respect to the limited space between the public road and the internal circulation roads of the estate after the rebuilding of the existing historical boundary wall.

### Response (ii d)

All proposed accesses on the scheme will comply with both DMURS and Cycle Design Manual. Furthermore, vehicle tracking analysis will be undertaken as part of the detailed design stage, to confirm the functionality and safety of the proposed design. No reduction in the width of the existing Woodhaven Estate access is proposed. The proposed boundary wall will tie into the existing splay, ensuring that visibility is not compromised. No reduction in visibility is envisaged as the line of the wall will be two meters behind the cycle track, to maintain clear sightlines and minimize traffic hazards. Furthermore, the speed limit will be set at 50kph for the whole development. The Stage 1 Road Safety Audit, Appendix C of the Preliminary Design Report, undertaken for the proposed development design, has not raised any safety concern with the proposed junction design.

The proposed design at Woodhaven is presented in the General Arrangement Drawings (Sheet 5 of 13) contained in Volume 3 (Figures) of the EIAR and in Appendix B6 (Fence and Boundary Treatment) (Sheet 05 of 12) of the Preliminary Design Report contained in the Supplementary Information. These drawings provide a clear and detailed representation of the Proposed Development at the Woodhaven Estate.

More details with respect to the space between the public road and the internal circulation roads of the estate after the rebuilding of the existing historical boundary wall will be provided at detailed design stage.

### Submission issue (ii e) - Proximity of Internal Crossroad

The submission raises concerns about the proximity of the internal crossroad to the public road resulting in only 6-metres. This will also affect the visibility of the drivers leaving and entering the estate and increase conflict between turning vehicles. The submission suggests therefore that this concern, which will result in traffic hazard, should be addressed during the planning stage and not after construction.

### Response (ii-e)

The Proposed Development retains the existing position of westbound general traffic on the R338 Dublin Road outside the Woodhaven Estate. So, there will be no change in the relative distance between this traffic and the intersection inside the Woodhaven Estate with no compromise on visibility or safety. This intersection serves a low number of houses: five to the west and two to the east, which in turn would generate a very low amount of traffic. The Stage 1 Road Safety Audit, Appendix C of the Preliminary Design Report, undertaken for the proposed development design, has not raised any safety concern with the proposed design with respect to the existing internal crossroad arrangement with the Proposed Development in place.

### Submission issue (ii-f) - Pedestrian Walkway

The submission notes that the removal of segregated pedestrian walkways on both sides of the vehicular entrance have not been properly considered and will endanger the safety of all residents, particularly vulnerable road users and children.

### Response (ii-f)

It is not proposed to remove the segregated pedestrian walkways as currently exist on both sides of the vehicular entrance to the Woodhaven Estate.

## Submission issue (iii) - Loss of Green Space and Community Impact

The submission is concerned regarding the loss of green/recreational spaces which results in community impacts such as mental health and quality of life. The objection submits that the current planning application clearly does not take into account any of the recommendations of The Position Paper on Greening of Urban Environments and Public Health listed in the submission. Furthermore, the submission has listed a number of significant negative impacts on the local community such as, increased noise and air pollution due to nearby traffic, increased risk of accidents at the entrance, loss of children's play area and that will make this area less liveable and attractive for families. These impacts have not been properly considered in the Proposed Development.

## Response (iii)

With regard to the claimed significant negative impacts referred to in the submission, GCC note that a comprehensive EIAR has been submitted to the Board which describes the assessment of the impacts anticipated as a result of both the Construction and Operational Phases of the Proposed Development. Assessments were carried out with consideration of local, regional, national and international policies.

A robust and comprehensive EIAR has been prepared to fully assess and present the impacts of the Proposed Development. Chapter 1 (Introduction) in Volume 2 of the EIAR describes the EIA Process (Section 1.5) outlining all requirements for the completion of an EIAR in accordance with the EIA Directive (Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment) and Section 50 of the Roads Act 1993, as amended.

The level of design provided is sufficiently detailed to facilitate the approval process and to inform the Environmental Impact Assessment to be carried out by the Board and has been developed to a degree that is appropriate and sufficient in this regard. Therefore, the likely significant effects of the Proposed Development at the Woodhaven Estate have been fully assessed based on the information provided.

**Landscape and Visual**

Section 16.2.3 of Chapter 16 (Landscape & Visual) in Volume 2 of the EIAR sets out the relevant legislation, policy and guidelines used in the Landscape and Visual assessment.

Section 4.6.11 of Chapter 4 (Proposed Development Description) in Volume 2 of the EIAR describes the approach to the design with respect to landscape and urban realm. Specifically with respect to the softscape design, Section 4.6.11.5 states the following:

'*Softscape refers to existing trees including street trees and groups of trees, new tree planting, hedgerows, ornamental planting and amenity grasslands. Softscape plays an important role in ensuring that streets and public spaces are attractive and healthy spaces for the local community, but also in providing better air quality, managing surface water run-off and in maintaining and creating habitats.'*

The planting strategy set out in Section 4.6.11.5 includes proposals for the replacement of street trees and groups of trees that may be impacted by the Proposed Development, and also the introduction of new tree planting and street trees within other spaces and along streets. Reinforcement of green infrastructure along the route will help to improve the overall amenity, character and appeal of the route corridor and localities along it, as well as enhancing biodiversity.

The Landscape General Arrangement Drawings in Figure 16.1 in Volume 3 of the EIAR show the proposed landscape plans, including areas of tree removal and locations and details of proposed new tree and vegetation planting. The Proposed Development landscape design at the location of Woodhaven is shown on Drawing BCGDR-BTL-ENV-LA-XX-DR-CE-00005 (Sheet 05 of 11) and shown in Figure 2-23 below.

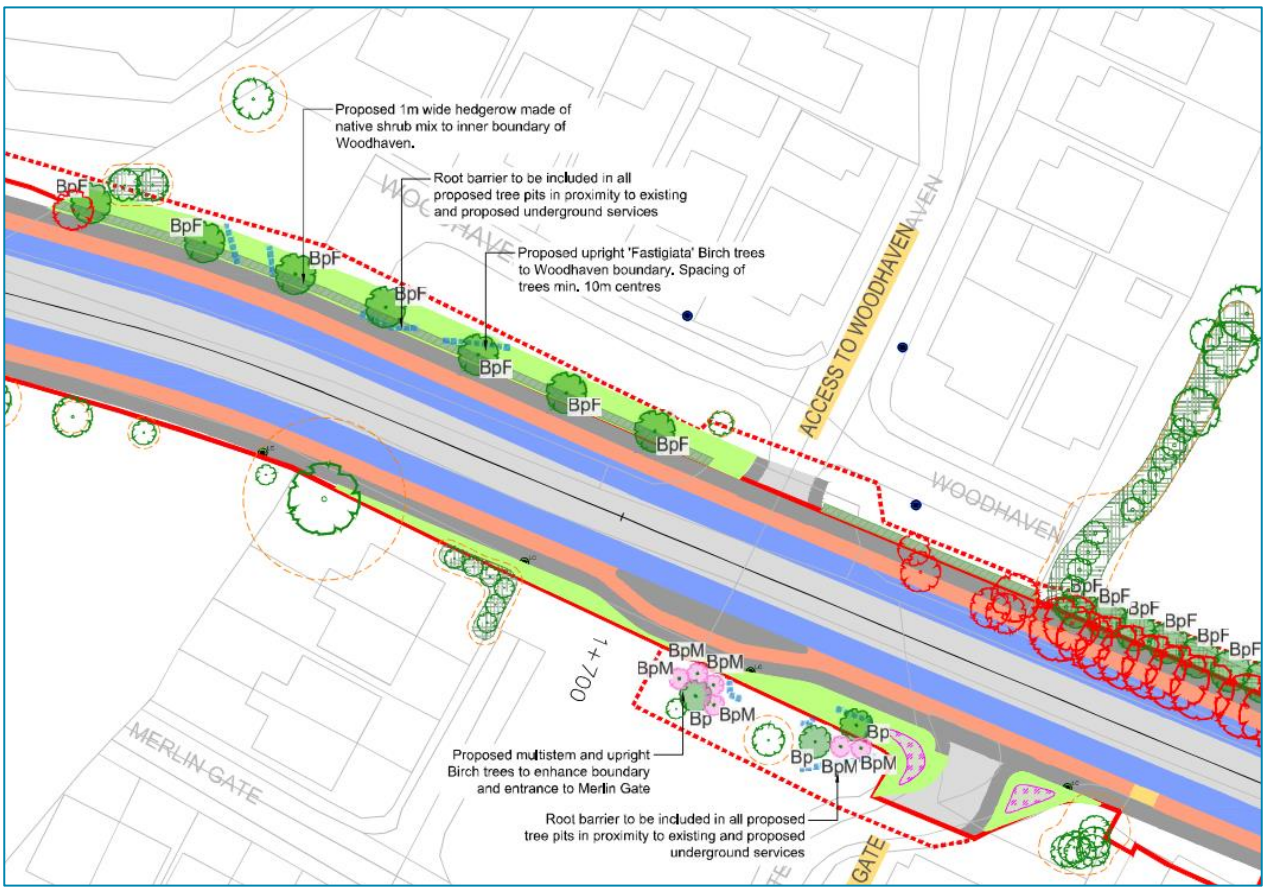



***Figure 2-23 Landscape General Arrangement Drawing - Woodhaven***

A robust alternatives assessment was undertaken throughout the design process to identify the optimum scheme and to avoid / minimise potential environmental impacts, including impacts on trees and woodland as far as reasonably practicable. Therefore, the proposed tree losses are limited to only where required to deliver a scheme which fulfils the Proposed Development objectives.

Chapter 16 (Landscape & Visual) in Volume 2 of the EIAR assesses the impact on trees and vegetation along the Proposed Development during both the Construction and Operational Phases of the Proposed Development.

Section 16.5 outlines the mitigation required in order to reduce the impacts as far as reasonably practicable. With respect to trees and vegetation, the mitigation is restated below:

'*The newly planted trees should be monitored by the appointed landscape contractor for their successful establishment. A 'no-dig' detail, as advised by the Arborist and Landscape Architect, should be implemented to all existing trees in proximity to new footpaths, to ensure the protection of the existing root system. Standard horticultural operations and other operations mentioned in the planting schedule must be adhered to.*'

As summarised in Section 16.5 of Chapter 16 (Landscape & Visual) in Volume 2 of the EIAR, the Construction Phase impact on trees and vegetation is predicted to be temporary, slight, negative to imperceptible. Following the establishment of the proposed landscape measures, the impact on trees and vegetation during operation is predicted to be short-term, slight, negative, improving to imperceptible as the proposed vegetation matures.

Section 16.4.4.1 of Chapter 16 assesses the impact of the Proposed Development on Residential Receptors including Woodhaven Estate (Receptor R12, north of R338, Woodhaven). The assessment finds that:

'*In accordance with the methodology the magnitude of change will be **medium** during construction due to the proximity to the proposed works, and **low** during operation, which will be improved to **positive** as new tree planting establishes and matures.*'

The visual effects were found to be '***temporary, moderate to slight, negative** during construction and **short-term, slight, negative to positive** during operation'*.

By implementing the mitigation measure set out in Section 16.5 of Chapter 16 the residual impacts during construction will be **temporary, slight, negative to imperceptible**. Construction impacts will be highest where receptors are closest to the proposed route, or where receptors look directly out over the road. However, these impacts will be typical of road works and road maintenance and will not be significant.

Residual impacts at Operational Phase for Woodhaven (Receptor R12) are shown in Table 2-8 below. Most residual impacts once the Proposed Development is operational will be imperceptible and will improve over time as the proposed tree planting along the route matures.

***Table 2-8 Extract from Chapter 16 Landscape and Visual (Table 16-5 Visual Assessment Summary)***

***Table 16-5 Visual Assessment Summary***

| Receptor | Sensitivity | Magnitude during Construction | Magnitude during Operation | Visual Effects during Construction | Visual Effects during Operation (Year 1 to 10) | Visual Effects during Operation (> Year 10) |
|---|---|---|---|---|---|---|
| **Residential Receptors** | | | | | | |
| R12 | High | Medium | Low to Positive | Temporary, Moderate to Slight, Negative | Short-term, slight, negative | Positive |

**Human Health**

Chapter 11 (Human Health) of Volume 2 of the EIAR provides an assessment of the potential human health impact of the Proposed Development during both the Construction Phase (Section 11.4.3) and the Operational Phase (Section 11.4.4). Section 11.1 (Introduction) states that '*This assessment has been carried out according to best practice and guidelines relating to human health, and in the context of similar large-scale transport infrastructural projects*', with the Chapter going on to state in Section 11.2.3.2 that:

'*The characteristics of the Proposed Development have been considered and the potential pathways between aspects of the construction and operation of the Proposed Development and health outcomes (beneficial and adverse) have been mapped out... Due to the nature of impacts on human health, many of these are indirect. The assessment of the Operational Phase of the Proposed Development has focused on those potential impacts most likely to be influenced by the Proposed Development, namely air quality, noise, community severance, social use of outdoor space, physical activity levels, access and risk of injuries. For the identification of construction impacts, reference has been made to the other environmental topic assessments to identify the aspects of the environment likely to be affected, and then a further consideration has been made as to whether there is a likely pathway between those impacts and human health outcomes.*'

The Construction Phase health impacts are summarised in Section 11.4.3.7 (Table 11.7), while the Operational Phase health impacts are summarised in Section 11.4.4.9 (Table 11.8).

Table 2-9 provides a summary of the Construction and Operational Impact of the Proposed Development on Human Health as set out in Section 11.4.3 of Chapter 11.

*Table 2-9 Summary of Construction and Operational Impacts*

| Assessment Topic | Potential Impacts |
|---|---|
| **Construction Impacts** | |
| Temporary Impacts on Access to Health and Education Services | Negative, Significant and Temporary to Short-term |
| Health Impacts from Temporary Traffic Congestion | Negative, Slight and Temporary to Short-term for the general commuting population who use the route and Negative, Moderate and Temporary to Short-term for more sensitive groups |
| Construction Related Air Pollution and Health | Since air pollution will be within these standards, the effect on human health is likely to be in line with current trends, and therefore assessed as Negative, Moderate and Temporary.<br>The health impacts from construction dust are assessed as Negative, Slight and Temporary. Risk of invasive aspergillosis is Negative, Not Significant and Short-term. |
| Construction Noise and Vibration and Health | Noise impacts associated with the Construction Phase will be of Negative, Not Significant to Moderate, and Temporary. As a result, no significant adverse effects on Human Health are predicted. |
| Psychological Effects | There is no evidence that there are any significant effects on human health from transient levels of annoyance. In these circumstances the negative impacts are assessed as Slight. |
| Health Impacts from Land-take and Impacts on Property | While the proposed land-take does affect some properties and community assets, this is not to a degree that is deemed likely to affect human health over and above the community and amenity impacts reported in Chapter 10 (Population). |
| Other Environmental Hazards | The effect of other environmental hazards associated with construction of the Proposed Development on population health has been assessed as neutral. |
| Operational Impacts | |
| Noise | Chapter 9 (Noise & Vibration) concluded that there are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Development, Therefore, no adverse Human Health predictions are predicted. |
| Climate | Chapter 7 (Air Quality) concluded that there are no significant effects to air quality predicted during the operational phase as all ambient air pollutants will remain in compliance with the ambient air quality standards and the Proposed Development will have a generally neutral impact on air quality, therefore, no human health impacts are predicted. |
| Health Improvement | The overall potential impact on human health will be Positive, Moderate in the Medium-Term. |
| Improvement of Access to Services | The Proposed Development will not change the physical ability to access healthcare services. However, the predicted improvements in public transport journey times and reliability would make public transport a much more convenient choice for travelling to healthcare services and would reduce the likelihood in missing appointments due to traffic congestion delays. The inclusion of bus priority measures would also provide more efficient and reliable routes for emergency vehicles including ambulances and so could contribute to improved access to health services and better health outcomes. |
| Reduction in Inequalities | The Proposed Development will upgrade some pedestrian and cycle routes to a better standard. This will likely reduce health inequalities for pedestrians and cyclists. The Proposed Development will not only introduce greatly improved active travel infrastructure, but will also reduce traffic along the route, further increasing safety for pedestrians and cyclists. Overall, the assessed impacts in relation to inequalities |

| Assessment Topic | Potential Impacts |
|---|---|
| | will be Positive, Very Significant and Long-term |
| Psychological Effects | There may be positive psychological effects where improved connectivity permits greater ease of travel to and from the city. This would potentially facilitate closer connections with friends or relatives which might be deterred if journeys were perceived to be lengthy or difficult. Overall, therefore, the assessment of the psychological impact on a population of community basis will be overall positive |

A description of the mitigation and monitoring measures proposed during both the Construction and Operational Phases are described in Section 11.5 of Chapter 11.

Section 11.6 of Chapter 11 describes the predicted residual impacts after mitigation measures have been incorporated. With respect to Construction Phase residual impacts the Chapter predicts:

'*Minor, non-significant, effects are predicted during the construction phase, largely related to noise emissions and annoyance due to traffic measures. These are short term in duration.*'

With respect to Operational Phase residual impacts Chapter 11 predicts:

'*The Proposed Development will improve opportunities and convenience for walking and cycling, which will support people in the area in achieving recommended levels of weekly physical activity, for example as part of an active travel commute to work or education. It will also increase safety and the perception of safety for pedestrians and cyclists.*

*The Proposed Development is expected to have a significant long term positive contribution to health outcomes in the operational phase, largely related to socioeconomic benefits and associate health benefits as well as improved access to services and opportunities for reducing inequalities. Positive psychological impacts are also predicted*.

*Overall, the significant residual Long-term effects of the Proposed Development on human health can be expected to be* ***Positive and Significant to Very Significant***.

*The significant positive impacts which are expected to arise in the Operational Phase fully align with the relevant objectives of the Proposed Development identified in Section 11.1*.'

**Noise**

With respect to increased noise pollution due to nearby traffic, Chapter 9 (Noise and Vibration) in Volume 2 of the EIAR assesses the impact of noise and vibration at noise sensitive receptors along the Proposed Development. A baseline noise survey was undertaken for the Proposed Development, with attended surveys undertaken at 12 locations and unattended surveys undertaken at two locations along the whole Proposed Development as shown in Figure 9.1 in Volume 3, of the EIAR. The results of the survey are described for each section of the Proposed Development in Section 9.3.2 of Chapter 9 of the EIAR. As part of the baseline noise surveys undertaken for the Proposed Development, there was an attended noise monitoring location at the AT9 (attended position at Woodhaven), approximately 20m from the R338 Dublin Road as shown in Figure 9.1 (Sheet 2) in Volume 3 of the EIAR.

The attended noise survey results within the study area are dominated by road traffic from the Dublin Road in addition to localised urban noise sources e.g. pedestrian conversation and vehicular movement on connecting roads. The average daytime noise levels at the attended survey locations ranged between 51 and 68 dB LAeq,T, the higher values being recorded at monitoring locations closest to the Dublin Road.

Section 9.4 of Chapter 9 assesses the potential impact significance of traffic noise in the Opening Year (2028) and the Design Year (2043) respectively, with the modelling for both the Opening Year giving an impact rating of *Direct, positive, imperceptible to slight, short to medium term impact, to negative, not significant to slight, and short to medium term* and the Design Year impact significance rating of *Direct, positive, imperceptible to slight, long-term impact, to negative, not significant to slight, and long-term impact*.

The modelling predicts a positive, imperceptible, and temporary impact, to negative, not significant to slight and temporary impact at the closest NSLs as a result of the operation of the Proposed Development.

The appointed contractor will be required to take into account specific noise abatement measures to the extent required and comply with the recommendations of BS 5228–1:2009 +A1 2014 Code of Practice for noise and vibration control of construction and open sites - Part 1: Noise and S.I. No. 241/2006 - European Communities (Noise Emissions by Equipment for Use Outdoors) (Amendment) Regulations 2006. The construction noise mitigation and monitoring measures are set out in Section 9.5 in Chapter 9 and are also summarised in Chapter 21 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and in Appendix A5.1 (Construction Environmental Management Plan) in Volume 4 of the EIAR.

These mitigation measures will ensure that:

- During the Construction Phase, the appointed contractor will be required to manage the works to comply with the limits detailed in Section 9.2.4.1.1 using methods outlined in BS 5228–1:2009 +A1 2014 Code of Practice for noise and vibration control of construction and open sites - Part 1: Noise; and
- The best means practicable, including proper maintenance of plant and equipment, will be employed to minimise the noise produced by on-site operations.

Section 9.5.1.1 also states that:

'*BS 5228–1 includes guidance on several aspects of construction site practices, which include, but are not limited to:*

- *Selection of quiet plant;*
- *Control of noise sources;*
- *Screening;*
- *Hours of work;*
- *Liaison with the public; and*
- *Monitoring.*'

Specifically, Section 9.5.1.1. states that:

'*The appointed contractor will put in place the most appropriate noise control measures depending on the level of noise reduction required at individual working areas (i.e. based on the construction threshold values for noise and vibration set out in Table 9.9 and Table 9.12). Reference to Table 9-31 indicates that intrusive works occurring within 50m of NSLs will need specific noise control measures to reduce impacts depending on the time period over which they will occur.*

Section 9.5.1.1.4 sets out the proposed working hours and states:

'*It is envisaged that generally construction working hours will be between 07:00hrs and 23:00hrs on weekdays, and between 08:00hrs and 16.30hrs on Saturdays. Night-time and Sunday working will be required during certain periods to facilitate street works that cannot be undertaken under daytime / evening time conditions.'*

However, the contractor will also have to take account of sensitive receptors (in particular any nearby residential areas). Section 9.5.1.1.4 goes on to state:

*'The planning of such works will take consideration of sensitive receptors, in particular any nearby residential areas into account. Construction activities / plant items will be considered with respect to their potential to exceed construction noise thresholds at NSLs and will be scheduled according to their noise level, proximity to sensitive locations and possible options for noise control. In situations where an activity with potential for exceedance of construction noise thresholds is scheduled (e.g. road widening and utility diversions or activities with similar noise levels identified in Table 9-31), other construction activities will be scheduled at different times to not result in significant cumulative noise levels*.'

Section 9.5.1.1.5 states the liaison with the public:

*'For the Proposed Development, the major sources of noise are essentially mobile, and the noise received at any NSL will therefore vary from day to day as the work proceeds. The duration of excavation, breaking and other high noise or vibration activities is usually short in relation to the length of construction work as a*

*whole, and the amount of time spent working near to sensitive areas can represent only a part of the overall period.*

*Galway City Council (GCC) will establish clear forms of communication that will involve the appointed contractor and NSLs in proximity to the works, so that residents or building occupants are aware of the likely duration of activities likely and timing to generate noise or vibration that are potentially significant, as set out in Table 9-6 and Table 9-9.'Galway City Council (GCC) will establish clear forms of communication that will involve the appointed contractor and NSLs in proximity to the works, so that residents or building occupants are aware of the likely duration of activities likely and timing to generate noise or vibration that are potentially significant, as set out in Table 9-6 and Table 9-9.*'

Section 9.6.1 of Chapter 9 summarises the residual Construction Phase impacts as follows:

'*Given the linear nature of the works, noise emissions related to construction works will be of temporary impact at any one area as the works progress along the length of the Proposed Development. The application of the proposed noise thresholds and restricted hours of operation, along with the implementation of appropriate noise control measures, will ensure that noise impact is controlled within acceptable limit values. During the Construction Phase of the Proposed Development, noise levels at properties closest to working areas will be temporarily increased. The most appropriate noise mitigation measures for each work area will be determined taking account of the various control measures included within 9.5.1 and the CEMP in Appendix A5.1 in Volume 4 of the EIAR. The various mitigation measures will be selected in order to control CNLs to within the limit values included in Table 9-6 as far as practicable.*
*Once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will be of Negative, Not Significant to Moderate, and Temporary impact during all key construction phases during daytime periods.*'

Section 9.6.2 of Chapter 9 summarises the residual Operational Phase impacts as follows:

'*The Proposed Development aligns with the policy objectives of the Galway City NAP to reduce traffic noise exposure to populations across the city through the incorporation of improved public transport. The results of the noise assessment for the Operational Phase confirms that, with the introduction of the various measures included as part of the Proposed Development, a reduction in traffic noise can be achieved along the Proposed Development. The various design measures associated with the Proposed Development also align with the various intervention measures recommended within the WHO Environmental Noise Guidelines (WHO 2018) to reduce traffic noise exposure across populations. There are no direct or indirect noise impacts to the identified PIAs from the Draft Galway NAP as a result of the Proposed Development.*
*There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Development, whilst meeting the Proposed Development objectives set out in Chapter 1 (Introduction) of the EIAR.*'

**Air Quality**

Chapter 07 (Air Quality) in Volume 2 of the EIAR assessed the Construction and Operational impacts of changes in traffic volumes (which includes the effect of intersections) due to the Proposed Development. The emissions of nitrogen dioxide ($NO_2$) and particulate matter (as $PM_{10}$ and $PM_{2.5}$) associated with these changes in traffic behaviour have been assessed using detailed dispersion modelling, as per the Transport Infrastructure Ireland 2022 guidance *Air Quality Assessment of Proposed National Roads - Standard – PE-ENV-01107*.

The modelling results predict (see Section 7.4.3.1, 7.4.3.2 and 7.4.3.3 of Chapter 7) that all modelled receptors (which are worst case, selected to represent areas of maximum impact e.g. intersections) will experience "neutral" impacts due to $NO_2$, $PM_{10}$ and $PM_{2.5}$ emissions associated with the Opening Year of the Proposed Development. A "neutral" impact is achieved where the modelled annual mean concentrations of $NO_2$, $PM_{10}$ and $PM_{2.5}$ are less than 75% of the air quality limit value, and where concentrations due to the Proposed Development increase (or decrease) by less than 5% compared to the Do Minimum scenario. Modelled concentrations of $NO_2$, $PM_{10}$ and $PM_{2.5}$ are therefore below the relevant ambient air quality limit values and will not increase significantly due to the changes in traffic volume and speed associated with the Proposed Development. The effect on air quality and human health of Operational Phase traffic emissions is therefore considered to be **direct, long term and neutral and not significant** at all modelled receptors.

### Submission issue (iv a) - Errors in the Noise and Vibration Report

The submission highlights inaccuracies in the Noise and Vibration report, including an incorrect distance of 20 metres from the property to the roadway, when the actual distance is 16 metres.

### Response (iv a)

The submission suggests a number of issues with the distances used in the noise impact assessment. To respond to the specific items raised, the project design team have confirmed the distance of Number 21 Woodhaven to the existing road and Project elements from the scaled engineering drawings. We are not sure which exact measuring points the suggested distance of 16m refers to. The distance from the property façade to the edge of the existing road is confirmed to be 26.39m.

Table 9-3 in Section 9.2.3.2.1 *Noise Monitoring Positions* of the EIAR describes the location of noise monitoring position AT9. The table text states:

*Attended position at residential properties at Woodhaven, approximately 20m from the R338 Dublin Road. Survey position represents baseline noise levels at residential properties in this estate closest to the Proposed Development and NSLs at similar distances from the Dublin Road.*

The distance of 20m describes the noise monitoring position relative to the Dublin Road. As confirmed by the design team, the distance of the property at Woodhaven is 26.39 m from the road edge. The monitoring position at AT9 is therefore a suitable representative location to describe the baseline noise levels for this group of properties. The 20m noted is appropriate and, as it is shorter than the actual distance 26.39m, it provides a robustness in the appraisal of the impacts.

### Submission issue (iv b)

The submission purports that the report fails to properly account for the noise pollution that will result from the proposed plans. The parties state that their property will be situated just 9 meters from the new boundary wall, and this oversight is significant, as it disregards the potential significant impacts on quality of life and health. It is crucial that this error, and many fundamental similar inaccuracies relating to distances and measurements are corrected and that the proper environmental assessments are conducted before the scheme proceeds further in the planning process. The current assessment is not considered a satisfactory basis upon which to determine the significant impacts of the development with a suitable level of scientific surety. The results of calculations and the findings of the report cannot be relied upon by the Board.

### Response (iv b)

GCC does not accept that the point raised is correct or that the Proposed Development contains any fundamental similar inaccuracies relating to distances and measurements.

Chapter 9 (Noise and Vibration) contained in Volume 2 of the EIAR includes a detailed impact assessment relating to noise and vibration on affected properties along the length of the Proposed Development. The distance of the new boundary wall to the objector's property at 21 Woodhaven, will be a distance of 19.26m from the property façade as confirmed by the design team scaled engineering drawings.

Table 9-24 of Section 9.4.3.2.3 *Boundary Treatments* includes a specific impact assessment relating to the construction phase of the new boundary wall at properties within Woodhaven (noted to be within 20m of the works). In addition to construction calculations for boundary treatments, impact assessments have also been made for construction works relating to road works, road widening and structural works for properties within Woodhaven. Mitigation measures are set out in Section 9.5.1 to reduce impacts during this phase.

The new boundary wall will be located 5m closer to the property compared to the current wall to enable the new cycle way and footpath to be constructed. A dedicated bus lane will be located at a distance of 23.5m from the property façade, moving a traffic lane less than 3m closer to the property. The impact of the

operation of the Proposed Development has been fully and accurately assessed in Chapter 9 (Noise and Vibration) from detailed calculations taking account the traffic forecasts (including a breakdown of fleet type, speed etc.) for both the Opening and Design Years and taking account of the scheme design drawings. Section 9.4.4.2 *Traffic Noise Impacts* concludes the following:

*"There are no significant noise impacts calculated along the Proposed Development due to an overall reduction in traffic volumes from the incorporation of bus priority signals and junctions, restricted turning movements for private vehicles and the incorporation of dedicated bus lanes, cycle lanes and footpaths.*

*Along the Proposed Development, lowest impacts are categorised as direct, positive, imperceptible to slight and short to medium term. Highest impacts are categorised as direct, negative, not significant to slight and short to medium term."*

The operational noise impact of the Proposed Development is therefore not significant as determined through the impact assessment.

The traffic lane (non Public Transport) will remain close to its current position. The new lane is for buses. Beside this will be the cycle track and the footway. Consequently, the majority of vehicular traffic will not encroach any closer to the property than the current layout. The only motorised vehicles moving closer to the property will be the public transport related vehicles which, due to the new dedicated lanes, will result in less dwell-time, less impact on traffic congestion, and, as such, any changes to noise and vibration arising from the Proposed Development will be imperceptible.

The impact assessment undertaken is confirmed to be accurate. The results of calculations and the findings of the report can be fully relied upon by the Board in making its decision.

### Submission issue (iv c)

Vibrations from passing vehicles potentially affecting the integrity of properties.

### Response (iv c)

The impacts from vibration are negligible in terms of human response, the thresholds of which are magnitudes below those associated with any form of cosmetic damage to buildings. Vibration Magnitudes for structural response to buildings are significantly greater than the vibration magnitudes which will occur as a result of the Proposed Development. There are no potential structural integrity impacts associated with the Proposed Development from operational vibration.

Section 9.2.4.2.3 *Vibration* of Chapter 9 contained in Volume 2 of the EIAR notes the following:

*"Magnitudes of vibration associated with road traffic are orders of magnitude below those associated with building or structural response to vibration. Operational phase impacts are therefore limited to human response to vibration where much lower magnitudes of vibration apply"*

Section 9.4.4.3 *Operational Phase Vibration* of Chapter 9 notes the following:

*"Once operational, buses will use the dedicated bus lanes for the Proposed Development. Analysis of traffic data for the Proposed Development, however, indicates a reduction in overall AADT traffic flows along the Proposed Development.*

*Vibration monitoring results for other bus connects projects undertaken along the road edge, confirm that vibration levels associated with passing buses and other vehicular traffic at distances of 2.5m to 10m from the road edge are negligible in terms of human perception and building response. "*

### Submission issue (v) - Pedestrian Safety Concerns

The submission submits that the Proposed Development fails to provide a suitable pedestrian crossing from the bus stop opposite Woodhaven. The submission suggests that the Proposed Development should follow the BusConnects guidelines which states that the bus stop should be within 100m from the traffic lights.

### Response (v)

The bus stop is situated 120m from the pedestrian crossing at the signalised junction at Merlin Park Hospital entrance. If it were to be moved closer to the junction it would conflict with the entrance to Merlin Gate or result in the demolition of residential properties. Therefore, the location of the bus-stop as appears in the Proposed Development is considered to be the optimal position.

### Submission issue (vi) - Disproportionate focus on wildlife over community impact

The submission is concerned that more focus has been given to wildlife assessment rather than impacts on human health. Therefore, the submission suggests that a more detailed assessment of the effects of the Proposed Development on the severance of communities and impact on amenity of residential areas is needed.

### Response (vi)

A robust and comprehensive EIAR and NIS have been submitted to the Board which describes the assessment of the impacts anticipated as a result of both the Construction and Operational Phases of the Proposed Development. Assessments were carried out with consideration of local, regional, national and international policies. The EIAR in respect of the Proposed Development has been prepared pursuant to the provisions of the Roads Act 1993 (as amended) and the Roads Regulations 1994 (as amended). Article 5 of and Annex IV to the EIA Directive ((Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment) and Section 50 of the Roads Act 1993 (as amended) specify the information to be contained in an EIAR in relation to the Proposed Development.

The EIAR thoroughly evaluates both human health and environmental impacts, including those on wildlife. Our approach ensures that all potential impacts are assessed with equal rigor and consideration. Human health and community well-being are prioritized alongside environmental conservation efforts.

In addition, Part X Environment Impact Assessment of the Planning and Development Act 2000 (as amended), which emphasises requirements for environmental impact assessment report, has been taken in consideration.

Accordingly, the EIAR contains all of the information prescribed by the relevant provisions of Article 5 and Annex IV to the EIA Directive, and Section 50(2) of the Roads Act.

*Section 50(2) - An environmental impact statement shall contain the following specified information:*

*a) a description of the proposed road development, comprising information about the site, design, size, physical characteristics, and land-use requirements of the development;*
*b) the data necessary to identify and assess the main effects which the proposed road development is likely to have on the environment;*
*c) a description of the likely significant effects, direct and indirect, on the environment of the proposed road development, explained by reference to its possible impact on*
    *i. human beings, fauna, and flora,*
    *ii. soil, water, air, climate, and the landscape,*
    *iii. the inter-action between any of the matters referred to in subparagraphs (i) and (ii),*
    *iv. material assets, and*
    *v. the cultural heritage.*

*d) where significant adverse effects are identified with respect to any of the matters referred to in paragraph (c), a description of the measures envisaged in order to avoid, reduce and, if possible, remedy those effects;*
*e) where appropriate, an outline of the main alternatives (if any) studied and an indication of the main reasons for choosing the proposed alternative, taking into account the environmental effects, and*
*f) a summary in non-technical language.*

The content of the EIAR for the Proposed Development is set out in Chapter 1 (Introduction), Table 1-3. Impacts of the Proposed Development on communities' and individuals' human health has been considered and assessed in Chapter 6 (Traffic & Transport), Chapter 7 (Air Quality), Chapter 8 (Climate, Chapter 9 (Noise & Vibration), Chapter 10 (Population), Chapter 11 (Human Health), Chapter 13 (Water), Chapter 16 (Landscape & Visual) and Chapter 18 (Material Assets). The interactions in impacts between these different environmental aspects and the potential for cumulative impacts to arise are also considered.

Chapter 10 (Population) in Volume 2 of the EIAR describes the assessment of impact on community amenity and community accessibility, landtake and land use during both the Construction and Operational Phases of the Proposed Development.

Section 10.4.2.1.1 (*Community Amenity*) in Chapter 10 (Population) in Volume 2 of the EIAR considers the impact of the Operational Phase of the Proposed Development on community amenity and states the following:

'*The provision of new and often improved boundaries and associated landscaping will have a positive long term effect on amenity. The improved infrastructure for walking, cycling and public transport will potentially, and over time, allow for a reduction in the length of queueing traffic and associated effects on the amenity of adjacent residences and community facilities due to visual intrusion or poor air quality. Effects due to noise or impacts on visual amenity are assessed as imperceptible to slight diminishing to imperceptible or positive over time as planting matures'*

Section 10.4.2.2.2 describes the Operational Phase community amenity impact for Skerritt Junction (including Woodhaven) stating the following:

'*A slight loss of green space will occur at Woodhaven where there are also several properties providing visitors with guest house accommodation, but the widening of the corridor to include bus lanes, cycle tracks and footpaths will provide for an improved separation of these properties from road traffic*.'

Section 10.6 Residual Impacts concludes as follows:

'*General environmental quality for residents and visitors will be much improved by the reduction in vehicle traffic congestion and associated noise and air pollution along with reduced visual intrusion. The enhanced public transport, cycle and pedestrian facilities will mean that the study area is more accessible allowing people to access community facilities and the city centre more easily and safely and expand the area of potential employment opportunities. The liveability of the study area will be enhanced and its attractiveness for visitors, including hotel guests and businesses, improved*.'

Chapter 11 (Human Health) of Volume 2 of the EIAR provides an assessment of the potential human health impact of the Proposed Development during both the Construction Phase (Section 11.4.3) and the Operational Phase (Section 11.4.4). Section 11.1 (Introduction) states that '*This assessment has been carried out according to best practice and guidelines relating to human health, and in the context of similar large-scale transport infrastructural projects*', with the Chapter going on to state in Section 11.2.3.2 that:

'*The characteristics of the Proposed Development have been considered and the potential pathways between aspects of the construction and operation of the Proposed Development and health outcomes (beneficial and adverse) have been mapped out... Due to the nature of impacts on human health, many of these are indirect. The assessment of the Operational Phase of the Proposed Development has focused on those potential impacts most likely to be influenced by the Proposed Development, namely air quality, noise,*

*community severance, social use of outdoor space, physical activity levels, access and risk of injuries. For the identification of construction impacts, reference has been made to the other environmental topic assessments to identify the aspects of the environment likely to be affected, and then a further consideration has been made as to whether there is a likely pathway between those impacts and human health outcomes.*'

The Construction Phase health impacts are summarised in Section 11.4.3.7 (Table 11.7), while the Operational Phase health impacts are summarised in Section 11.4.4.9 (Table 11.8).

Table 2-10 provides a summary of the Construction and Operational Impact of the Proposed Development on Human Health as set out in Section 11.4.3 of Chapter 11.

***Table 2-10 Summary of Construction and Operational Impacts***

| Assessment Topic | Potential Impacts |
|---|---|
| **Construction Impacts** | |
| Temporary Impacts on Access to Health and Education Services | Negative, Significant and Temporary to Short-term |
| Health Impacts from Temporary Traffic Congestion | Negative, Slight and Temporary to Short-term for the general commuting population who use the route and Negative, Moderate and Temporary to Short-term for more sensitive groups |
| Construction Related Air Pollution and Health | Since air pollution will be within these standards, the effect on human health is likely to be in line with current trends, and therefore assessed as Negative, Moderate and Temporary.<br>The health impacts from construction dust are assessed as Negative, Slight and Temporary. Risk of invasive aspergillosis is Negative, Not Significant and Short-term. |
| Construction Noise and Vibration and Health | Noise impacts associated with the Construction Phase will be of Negative, Not Significant to Moderate, and Temporary. As a result, no significant adverse effects on Human Health are predicted. |
| Psychological Effects | There is no evidence that there are any significant effects on human health from transient levels of annoyance. In these circumstances the negative impacts are assessed as Slight. |
| Health Impacts from Land-take and Impacts on Property | While the proposed land-take does affect some properties and community assets, this is not to a degree that is deemed likely to affect human health over and above the community and amenity impacts reported in Chapter 10 (Population). |
| Other Environmental Hazards | The effect of other environmental hazards associated with construction of the Proposed Development on population health has been assessed as neutral. |
| **Operational Impacts** | |
| Noise | Chapter 9 (Noise & Vibration) concluded that there are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Development, Therefore, no adverse Human Health predictions are predicted. |
| Climate | Chapter 7 (Air Quality) concluded that there are no significant effects to air quality predicted during the operational phase as all ambient air pollutants will remain in compliance with the ambient air quality standards and the Proposed Development will have a generally neutral impact on air quality, therefore, no human health impacts are predicted. |
| Health Improvement | The overall potential impact on human health will be Positive, Moderate in the Medium-Term. |
| Improvement of Access to Services | The Proposed Development will not change the physical ability to access healthcare services. However, the predicted improvements in public transport journey times and reliability would make public transport a much more convenient choice for travelling to healthcare |

| Assessment Topic | Potential Impacts |
|---|---|
| | services and would reduce the likelihood of missing appointments due to traffic congestion delays. The inclusion of bus priority measures would also provide more efficient and reliable routes for emergency vehicles including ambulances and so could contribute to improved access to health services and better health outcomes. |
| Reduction in Inequalities | The Proposed Development will upgrade some pedestrian and cycle routes to a better standard. This will likely reduce health inequalities for pedestrians and cyclists. The Proposed Development will not only introduce greatly improved active travel infrastructure, but will also reduce traffic along the route, further increasing safety for pedestrians and cyclists. Overall, the assessed impacts in relation to inequalities will be Positive, Very Significant and Long-term |
| Psychological Effects | There may be positive psychological effects where improved connectivity permits greater ease of travel to and from the city. This would potentially facilitate closer connections with friends or relatives which might be deterred if journeys were perceived to be lengthy or difficult. Overall, therefore, the assessment of the psychological impact on a population of community basis will be overall positive |

A description of the mitigation and monitoring measures proposed during both the Construction and Operational Phases are described in Section 11.5 of Chapter 11.

Section 11.6 of Chapter 11 describes the predicted residual impacts after mitigation measures have been incorporated. With respect to Construction Phase residual impacts the Chapter states:

'*Minor, non-significant, effects are predicted during the construction phase, largely related to noise emissions and annoyance due to traffic measures. These are short term in duration.*'

With respect to Operational Phase residual impacts Chapter 11 states:

'*The Proposed Development will improve opportunities and convenience for walking and cycling, which will support people in the area in achieving recommended levels of weekly physical activity, for example as part of an active travel commute to work or education. It will also increase safety and the perception of safety for pedestrians and cyclists.*

*The Proposed Development is expected to have a significant long term positive contribution to health outcomes in the operational phase, largely related to socioeconomic benefits and associate health benefits as well as improved access to services and opportunities for reducing inequalities. Positive psychological impacts are also predicted.*

*Overall, the significant residual Long-term effects of the Proposed Development on human health can be expected to be* ***Positive and Significant to Very Significant****.*

*The significant positive impacts which are expected to arise in the Operational Phase fully align with the relevant objectives of the Proposed Development identified in Section 11.1.*'

### Submission issue (vii) - Boundary Wall Reconstruction

The submission is concerned regarding the reconstruction of the historical boundary stone wall on Woodhaven and its exact measurement. Therefore, the submission requests its preservation and asks for a timeline for this work to be provided.

### Response (vii)

Section 4.6.17 (Chapter 4) Land Use and Accommodation Works in Volume 2 of the EIAR and Section 13.2 of the Preliminary Design Report state the following:

'*To maintain the character and setting of the proposed development, the approach to undertaking the new boundary treatment works along the development is replacement on a 'like for like' basis in terms of material selection and general aesthetics, unless otherwise noted on the drawings. Final details of boundary walls, gates and driveways will be agreed between the affected landowners and GCC during the accommodation works negotiations*.'

Further details regarding the treatment and reconstruction of the historical stone boundary wall at Woodhaven are addressed in Response (viii) below. Timelines for this work will depend on the final details as agreed between the affected landowners and GCC.

With regard to the timing of the reconstruction of the boundary wall section 5.4.1 of Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities in Section 2, Skerritt Junction to Doughiska Junction. The expected construction duration for this section is estimated to be approximately 11 months. However, construction activities at individual plots will have shorter durations than outlined in the overview of construction works presented in Section 5.4. An indicative programme for the Proposed Development is provided in Figure 2-24 below.

| Section Reference | Duration (Months) | Month | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| Section 1 | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| Skerritt Junction | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| Section 2 | 11 | | | | | | | | | | | | | | | | | | | | | | | | |

***Figure 2-24 Proposed Development Construction Programme***

In relation to project timelines, Section 5.3 of Chapter 5 (Construction) in Volume 2 of the EIAR states:

'*The construction works are anticipated to take approximately 24 months. The construction duration could potentially be reduced with additional resources.*

*In order to achieve the overall programme duration, it will for the most part, be necessary to work on more than one section/sub-section at any one time. The programme has been prepared with a view to providing as much separation as practicable between sections under construction at any given time. This has been done in order to minimise traffic disruption and facilitate the ease of movement of sustainable modes, bus services and goods along the Proposed Development*.'

On appointment of the Contractor(s) to deliver the detailed design and construction of the Proposed Development, there will be further opportunities to develop the construction programme and optimise the schedule as a result of design and construction methodology details being finalised.

### Submission issue (viii) - Impact on Heritage

The submission considers the demolition of the historical boundary wall as a significant impact on the community heritage as it will erase an important historical landmark.

### Response (viii)

With respect to Cultural Heritage impacts at Woodhaven, a robust and comprehensive assessment has been undertaken for both the Construction and Operational impacts of the Proposed Development on cultural heritage.

The assessment concluded that the magnitude of impact during construction of the Proposed Development on this undesignated cultural heritage is expected to be high with the significance of effects being `not significant', and no effect is predicted at operational phase.

Chapter 15 (Cultural Heritage) in Volume 2 of the EIAR describes the assessment with respect to the potential for both Construction and Operational impacts on archaeology and cultural heritage as a result of the Proposed Development. All relevant features, which includes the boundary wall at Woodhaven, were identified and assessed and are shown in Appendix A15.1 – 15.4 in Volume 4 of the EIAR.

As per the baseline information in Chapter 15 (Cultural Heritage) the boundary wall at Woodhaven is identified as undesignated cultural heritage. Refer to Section 15.3.5 of Chapter 15 which states: '*Eight undesignated cultural heritage sites/features (CH001, CH005, CH006, CH007, CH008, **CH009**, CH010, & CH012) have however been identified from field-based inspections. The general dating of these features has been informed by a historic map regression process (see Table 15-10).*

Woodhaven stone boundary wall has been assigned a cultural heritage reference of **CH009** and has been described as a 19th-century wall and wrought iron gate.

***Table 2-11 Undesignated Cultural Heritage features at Woodhaven (extract from Chapter 15 Table 15-10)***

| CH No | Townland | Co-ordinates | Description |
|---|---|---|---|
| CH009 | Murrough | 532900, 725642 | Wrought iron gate and rubblestone wall – possibly late 19th- or early 20th-century in date |

***Figure 2-25 Stone boundary wall at Woodhaven (CH009)***

Section 15.3.11 of Chapter 15 describes field inspections carried out in 2022 and June 2023. In relation to the boundary wall in Woodhaven Estate it states:

*'Further east, a rubblestone wall, up to 2m in height, with pointed joints and narrow rendered tops is set on the same alignment as a wall depicted on the 25-inch OS map (**Appendix 15.4, Volume 4, Plates 15.37, 15.38**). A wrought iron gate (**CH009**) across the entrance area of the wall may be late 19th- or early 20th-century in date (**Appendix 15.4, Volume 4, Plate 15.38**). The wall, gate and a thin sliver of the grass area*

*immediately north will be removed as part of development designs. The removal of the gate will result in a direct impact on the undesignated cultural heritage feature*.'

Section 15.5.2 of Chapter 15 describes the potential construction phase impacts on cultural heritage features identified. It states: '*A vernacular wrought iron gate (**CH009**) is located at the entrance of a rubblestone wall, that is possibly late 19th- or early 20th-century in date (the wall is depicted on the 25-inch OS map (c.1900) (**Plates 15.37, 15.38**). The wall, gate and a narrow strip of the grass area to the immediate north will be removed (but can potentially be re-hung on a new boundary) as part of the Proposed Development design. This is a direct impact of high magnitude on a low value receptor, resulting in a predicted (negative permanent) slight significance of effect during construction stage*. '

The Construction Phase impacts are summarised in an extract from Table 15-14 of Chapter 15, see Table 2-12Table 2-12 below.

***Table 2-12 Summary of likely Construction Phase effects on the Cultural Heritage resource at CH009***

| CH No | Designation | Value of receptor | Type & Description of effect | Duration | Magnitude | Significance of effect | Significant/Not Significant | Notes |
|---|---|---|---|---|---|---|---|---|
| CH009 | Undesignated | Low | Direct (negative): 19th-century wall and wrought iron gate to be removed | Permanent | High | Slight | Not Significant | Wall and gate to be recorded (written, photographic) before removal and gate reinstated post-works |

Section 15.5.2.2 states that there are '*No Predicted Effects at operational stage noted for CH001, CH003, CH006 and **CH009**-CH012.'*

Furthermore, Section 15.7.2 of Chapter 15 states all archaeological and cultural heritage issues will be resolved by mitigation during the pre-Construction Phase or Construction Phase, in advance of the Operational Phase. Therefore, no significant residual impacts have been identified.

Section 15.6.1.2 (Mitigation by Reduction) of Chapter 15 addressed the requirement to remove a number of Cultural Heritage receptors during Construction Phase including CH009 (19th century walling and vernacular gate at Woodhaven) and states the following with regard to the recording, removal and re-building mitigatory measures for stone boundary walls:

'*The recording, removal and re-building mitigatory measures for stone boundary walls will take due cognisance of the following best practice measures (per consultation with the Galway Architectural Conservation Officer):*

- *Recording should ensure the rebuilding of these walls in a like for like manner (as per their coursing, bedding, joint sizes, bonding), and respecting any other features of the impacted wall;*
- *Blockwork should not be used as a core for the impacted walls i.e they should be rebuilt as solid masonry construction;*
- *Coping should be suitably specified, either with a suitable profile of stone coping or where flaunched with a suitably hydraulic lime mortar / stone detail;*
- *For rubble walls, it is recommended that sections of walls (2m length) are stored in separate labelled piles to ensure that material will be roughly rebuilt in its current location;*
- *Work to be undertaken by suitably qualified stonemasons with experience in traditional wall construction;*
- *Mortar for bedding, pointing or in the corefill should not contain cement. An NHL will be suitable, however the required grade of NHL and mortar mix should be specified by the design team. Large areas of mortar joints should be avoided, pining stones should be utilised to reduce the extent of visible joints;*

- *A sample section of wall should be prepared for approval for each wall which is to be taken down and rebuilt;*
- *Sections of existing walls are poorly built; the works should provide the opportunity to rectify these areas; and*
- *Pointing should be flush and slightly beaten back; strap, weather struck pointing and the like should not be used.*'

Section 15.6.1 Table 15-16 of Chapter 15 sets out the proposed mitigation measures are as follows:

*'Wall and gate to be recorded (written, photographic) before removal and gate reinstated post-works. Wall to be rebuilt incorporating existing features (pillars, gate, width, height, coursing etc.) in the arrangement as they currently exist'*

Furthermore, a Cultural Heritage Mitigation Plan has been prepared for the Proposed Development and is included as Appendix A15.5 (CHMP) in Volume 4 of the EIAR. The CHMP details specific measures proposed to mitigate adverse effects and/or enhance opportunities concerning the Cultural Heritage resource. Table 1 of the CHMP sets out Cultural Heritage mitigation measures and commitments required for all identified receptors in advance of the main stage of the construction works. Table 2 of the CHMP sets out Cultural Heritage mitigation measures and commitments required for all identified receptors during the main stage of construction works and Table 3 provides Cultural Heritage mitigation measures and commitments required for all identified receptors at final operational stage. Table 2-13 below summaries the proposed mitigation and enhancement measures proposed in the CHMP for Woodhaven stone boundary wall (CH009).

***Table 2-13 Mitigation and Enhancement Measure set out in the CHMP***

| CHMP Mitigation Measures | CHMP Enhancements Measures |
|---|---|
| **Construction Pre-Works** | |
| Built heritage record prior to removal (written and photographic).<br>Temporary removal of gate.<br>**1**. Built Heritage Record to be undertaken in line with NIAH Handbook (April 2023) standards in terms of written description, appraisal and photographic record.<br>**2**. Careful removal, cataloguing, packaging and labelling of gate.<br>**3**. Placement in secure storage at temporary site compound area during works. | Although the original walling will require sensitive re-building, it will be of high quality stone mason quality, and the gate cleaned and repainted in accordance with best conservation measures. This will help with users passively engaging with the former boundary<br>All built heritage records, drawings and photographs will be collated in the project archive for dissemination to public archives within Galway (e.g. City Library) and online via TII archives in the Digital Repository of Ireland |
| **Construction Main Works** | |
| Re-installation.<br>Retrieval from storage and careful reinstatement along new walling elevation. | Although the original walling will require sensitive re-building, it will be of high-quality stone mason quality, and the gate cleaned and repainted in accordance with best conservation measures. This will help with users passively engaging with the former boundary<br>All built heritage records, drawings and photographs will be collated in the project archive for dissemination to public archives within Galway |

| | |
|---|---|
| | (e.g. City Library) and online via TII archives in the Digital Repository of Ireland |
| **Operational Stage** | |
| None required.<br>Wall and gate to be recorded before removal, (Pre-Works) and gate reinstated during Main Works Construction Phase. | Although the original walling will require sensitive re-building, it will be of high-quality stone mason quality, and the gate cleaned and repainted in accordance with best conservation measures. This will help with users passively engaging with the former boundary.<br>All built heritage records, drawings and photographs will be collated in the project archive for dissemination to public archives within Galway (e.g. City Library) and online via TII archives in the Digital Repository of Ireland |

As outlined above and in the EIAR, there will potentially be impacts on the known archaeological and architectural features at Woodhaven, however these will be mitigated through the measures described above in Chapter 15, as well as listed in Chapter 22 (Summary of Mitigation & Monitoring Measures) in Volume 2 of the EIAR and included in Appendix A15.1 (Cultural Heritage Mitigation Plan) and Appendix A5.1 (Construction Environmental Management Plan) in Volume 4, Part 1 of 4 of the EIAR.

### Submission issue (x)

The submission suggests some alternative proposals:

- New Road/Cycle Lane Adjacent to the Railway Line that could improve traffic flow and reduce pressure on local roads.
- A shared roundabout at the entrance to both Woodhaven and Merlin Gate that would ensure safer access for residents, reduce congestion, and improve traffic flow. Alternatively, the Woodhaven access could be converted to signal control which would also accommodate a pedestrian crossing to the proposed bus stop.
- Pedestrian Crossing Ramps at Woodhaven/Merlin Gate Roundabout that would ensure safer access to both bus stops.
- Roundabout at Galway Crystal that would improve traffic flow and reduce congestion.
- Prohibited Right-Turn at Merlin Park Hospital.
- A reduction in width to 1.5 meters for both the cycle lane and the pedestrian lane in each direction, freeing up more space for green areas for the residents.

### Response (x)

The provision of road/cycle track adjacent to the railway line is beyond the scope of the Proposed Development.

A new roundabout junction on the R338 Dublin Road is unfeasible based on the required large size of footprint of such a junction, the need to safely accommodate vulnerable road users and the negative impact on operational efficiency of the bus corridor. The amount of traffic accessing Woodhaven estate does not justify signal control.

The provision of a roundabout would result in increased encroachment at Woodhaven and Merlin Gate, increasing the potential requirement for the compulsory acquisition of dwellings. A key consideration of GCC, in its preparation of the Proposed Development application, was to limit the impact of the Proposed Development on dwellings.

Consideration can be given to for providing a mid-block pedestrian crossing between the entrance to Woodhaven and the entrance to Merlin Gate.

A signalised junction will be provided at Galway Crystal. A roundabout junction is not appropriate at Galway Crystal based on the required large size of footprint of such a junction, the need to safely accommodate vulnerable road users and the negative impact on operational efficiency of the bus corridor.

Restricting access to Merlin Park Hospital would negatively affect the operation of the hospital.

The Proposed Development adopts standard cycle track and footpath widths throughout the scheme, save where exceptional local constraints exist or otherwise where the provision of standard widths would have significant (and possibly disproportionate) implications, such as giving rise to a requirement to demolish dwellings or other buildings.

### Submission issue (ix)

The objection requests an oral hearing to ensure that residents have a fair opportunity to present their concerns.

### Response (ix)

The holding of an Oral Hearing is at the discretion of the Board. GCC notes that the Woodhaven Resident's Association submission has not requested an Oral Hearing. Therefore, we suggest that this request is specific to the objector, as opposed to being on behalf of the wider Woodhaven Estate community.

## 2.15 Woodhaven Residents Association

### Submission issue (i) - The accurate alignment of the road, or planned road

The submission seeks clarification on which drawing accurately reflects the correct alignment and land acquisition of the proposed road. They have noted contradiction between drawings: "Appendix B5-Landscaping.pdf' and "OSR Appendix A - General Arrangement Drawings P04.pdf".

### Response (i)

GCC note that a similar query from David Collins, chairman of Woodhaven Residents Association, was received by email on 03rd March 2025, during the public consultation period. The query related to the alignment drawings, same as the submission issue. GCC responded to this query on 07th March 2025 by stating the following:

'*We wish to acknowledge your correspondence dated 3rd March 2025 in respect to the BusConnects Galway: Dublin Road Development and respond to your query as follows:*

- *The Options Selection Report (OSR) is a report prepared prior to the development of the preliminary design of the development. The report is required under capitally funded projects to appraise the viable options available in achieving the strategic objectives of the proposed development. The Options Selection Report is an early design stage of the proposed Dublin Road development.*
- *During the Preliminary Design stage of the project, refined designs were progressed based on the Emerging Preferred Route arising from the Options Selection Report.*
- *The latest designs pertaining to the proposals of the BusConnects Galway Dublin Road development are available under the "Preliminary Design Report" section of the Supplementary Information tab of the project website – www.bcdublinroad.ie*
- *General Arrangement Drawings (BCGDR-BTL-GEO_GA-XX-DR-CR-00005, Revision-C01, Status-A1) – https://www.bcdublinroad.ie/wp-content/uploads/2025/01/Appendix-B2-General-Arrangement.pdf*

- *Landscape Drawings (BCGDR-BTL-ENV_LA-XX-DR-CE-00005, Revision-C01, Status-A1) – https://www.bcdublinroad.ie/wp-content/uploads/2025/01/Appendix-B5-Landscaping.pdf*

*In the interest of clarity, we wish to advise on the following:*

- *Details pertaining to the Compulsory Purchase Order at Woodhaven are detailed in the Compulsory Purchase Order tab of the Project Website.*
- *Server Map BCGDR-SM-230.1, Revision-C01, Status A1 is available under the following link and details the proposed temporary and permanent land acquisition at Woodhaven – Compulsory-Purchase-Order-Server-Maps.pdf*
- *As outlined at our meeting of the 13th of November 2024, temporary land acquisition (to facilitate the reconstruction of the boundary wall to Woodhaven), and a permanent land acquisition (to construct the proposed road development), would be required at this location.*
- *Lands relating to the temporary acquisition (Ref 230.b.201 in the server map) will be acquired on a temporary basis for the duration of the construction contract. Following which, the lands will be returned to the owner.*
- *Lands relating to the permanent acquisition (Ref 230.a.101 in the server map) will be acquired on a permanent basis for the proposed road development.*

The above response was very much appreciated by David Collins which was clarified on this matter.

As per above, and in response to this submission, GCC wants to reclarify that the current Proposed Development design drawings are contained in Volume 3 of the EIAR (Chapter 4 Proposed Development Description) and Appendix B5 of the Preliminary Design Report (PDR) provided as Supplementary Information, see extract of the proposed alignment and land take drawings at Woodhaven in Figure 2-26 and Figure 2-27 below.

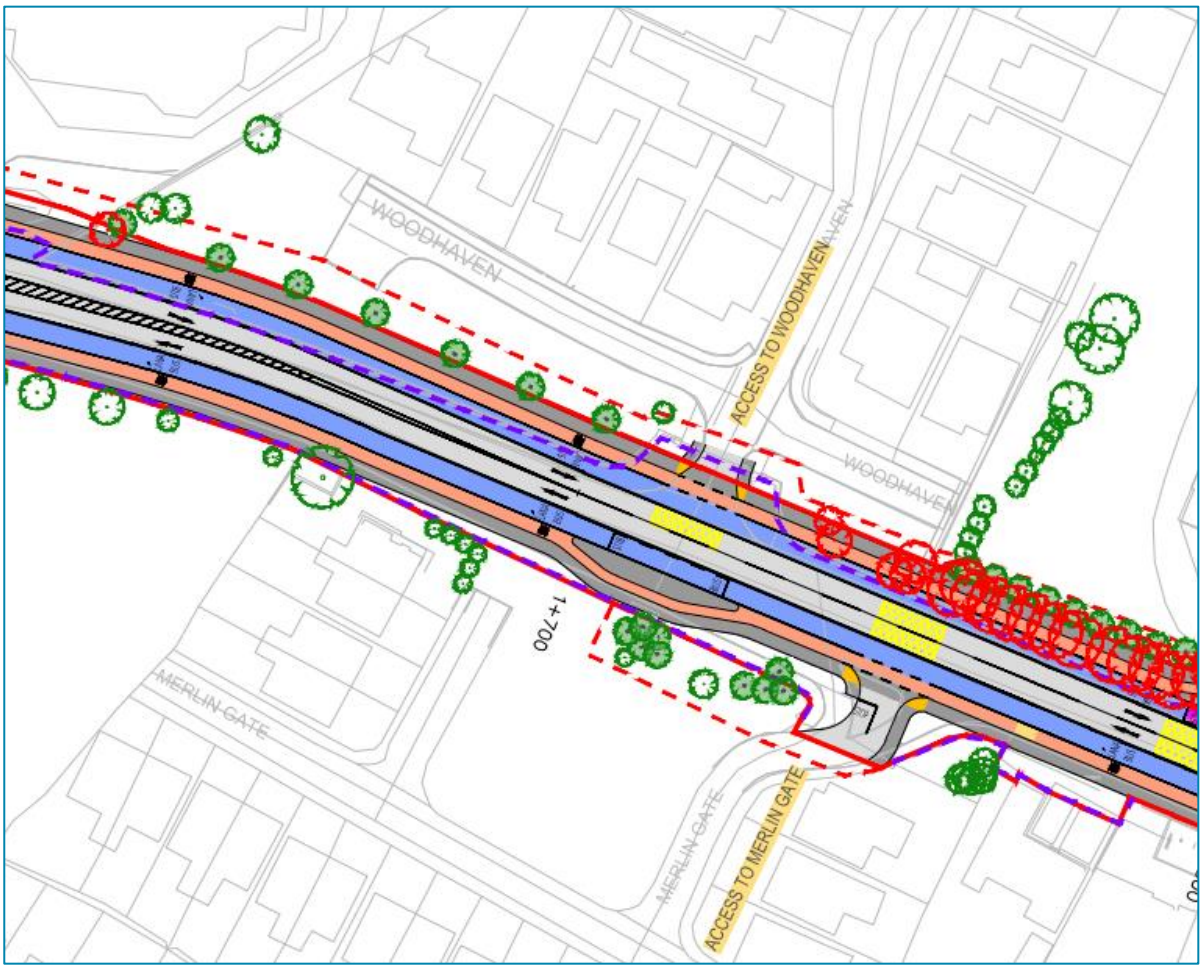



*Figure 2-26 EIAR Vol 3 General Arrangement Drawings – Woodhaven (Sheet 05 of 13)*

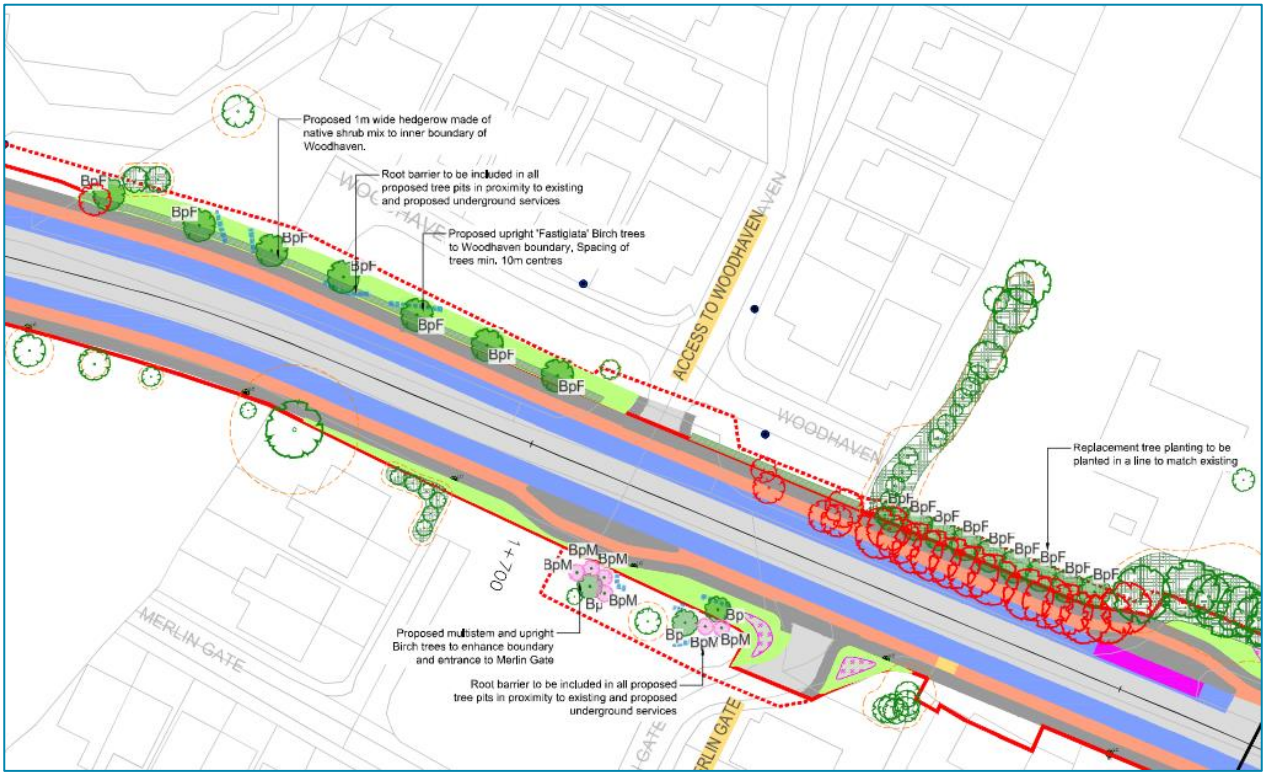



*Figure 2-27 PDR Appendix B5 – Landscaping at Woodhaven Estate (Sheet 6 of 11)*

## Submission issue (ii) - Request for a Double Yellow Box outside of Woodhaven Estate

The submission requests for a double yellow box outside of Woodhaven Estate for a clean and safe exit from the estate onto the lane of traffic which will be backed up when new lights are installed at the junction by ATU. The submission states '*We would request that this would be facilitated as it is not a structural change but more to allow the safer exit onto the main road from the estate given that we now must cross an additional cycle and bus lane to turn right into the city. This would result in less accidents at that junction by removing the risk-taking element from residents and road users*.'. "

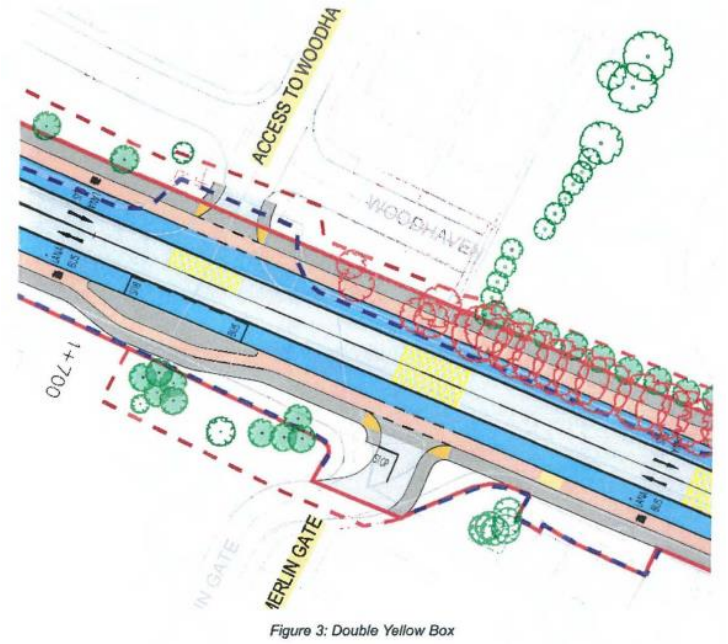



*Figure 3: Double Yellow Box*

## Response (ii)

GCC notes that this issue was also raised via email on 11th March 2025 by David Collins, and a response was provided accordingly as follow:

*'As the proposed development is under consideration by the Board, alterations to the design cannot be progressed while the proposals of the development are being considered as part of the statutory consent process. Galway City Council also advise that subject to a positive consent being received, the proposed development will be required to progress through a detailed design phase*.'

Further GCC states:

'*The exact detail of the junction treatment is subject to detailed design, and the solution to be progressed will take cognisance of the availability of lands, the geometric layout of the scheme and requirements of the statutory consent process*.'

Consideration of a double yellow box can be provided at detailed design stage.

## Submission issue (iii) - Raised Table Crossing

The submission enquires what is the purpose of the raised table provided to the access at the Woodhaven Estate and the Merlin Gate estate and if it could be reverted to the normal style drop down for pedestrians and cyclists.

## Response (iii)

Continuous pedestrian and cycle track crossings will be provided at all accesses on the scheme, including the access to Woodhaven Estate and the Merlin Gate estate, consistent with DMURS and the Cycle Design Manual.

### Submission issue (iv) - Graphic of how the exit from estate would look

The submission requests if a new design mock up of the exit from the estate could be provided, as the photomontages presented does not represent any post development view. The submission requests if updated graphics are possible to be provided.

### Response (iv)

The photomontages have been prepared at specific locations by a specialist consultant. Further photomontages are currently not available.

### Submission issue (v) – Timeline of the project

The residents of Woodhaven Estate would like to know the proposed timeline of the construction works in this location.

### Response (v)

The estimated timeline to commence construction depends on when permission is received from the Board. GCC through its appointed contractor will engage with Woodhaven Resident Association in advance of construction works at this location to ensure they are informed of the planned activities and access arrangements.

Section 5.4.1 of Chapter 5 (Construction) in Volume 2 of the EIAR provides details of the construction activities in Section 2, Skerritt Junction to Doughiska Junction. The expected construction duration for this section is estimated to be approximately 11 months. However, construction activities at individual plots will have shorter durations than outlined in the overview of construction works presented in Section 5.4. An indicative programme for the Proposed Development is provided in Figure 2-28 below.

| Section Reference | Duration (Months) | Month | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| Section 1 | 13 | | | | | | | | | | | | | | | | | | | | | | | | |
| Skerritt Junction | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| Section 2 | 11 | | | | | | | | | | | | | | | | | | | | | | | | |

***Figure 2-28 Proposed Development Construction Programme***

In relation to project timelines, Section 5.3 of Chapter 5 (Construction) in Volume 2 of the EIAR states:

'*The construction works are anticipated to take approximately 24 months. The construction duration could potentially be reduced with additional resources.*

*In order to achieve the overall programme duration, it will for the most part, be necessary to work on more than one section/sub-section at any one time. The programme has been prepared with a view to providing as much separation as practicable between sections under construction at any given time. This has been done in order to minimise traffic disruption and facilitate the ease of movement of sustainable modes, bus services and goods along the Proposed Development*.'

On appointment of the Contractor(s) to deliver the detailed design and construction of the Proposed Development, there will be further opportunities to develop the construction programme and optimise the schedule as a result of design and construction methodology details being finalised.

## 2.16 HSE Merlin Park

It is acknowledged that the submission fully supports the BusConnects Galway: Dublin Road project as a vital infrastructure upgrade that will promote sustainable transport in Galway and significantly aid future mobility planning at the Merlin Park University Hospital (MPUH) campus.

**(i) BusConnects Dublin Road & MPUH – Proposed Development**

**Submission issues (ia)**

The submission states that the Proposed Development is inconsistent with the GTS and GCDP (Objective 4.8) by not acknowledging the planned future access to the MPUH campus and also it fails to make a cursory provision for the requisite pedestrian, cycle and public transport infrastructure at the Dublin Road/Galway Crystal junction. The submission proposes the Proposed Development to be redesigned in accordance with GTS and GCDP.

**Response (ia)**

GCC remain committed to the provision of a new access to Merlin Park Hospital as outlined in the Galway City Development Plan 2029-2029 Section 4.8 Specific Objectives, Objective 27 “Facilitate a new access to Merlin Park Hospital from the Dublin Road” The Proposed Development does not preclude a future access to the MPUH campus at the Dublin Road/Galway Crystal junction. Subject to the approval of the Board, GCC can future proof the proposed junction design for the provision of a fourth arm into the Merlin Park Campus, by ensuring that services and utilities are laid to sufficient depth, and that the footway and cycle track are constructed to facilitate a fourth arm in the future.

Should the HSE obtain planning permission for a new access road, the junction and associated signalling can be adapted to incorporate a fourth arm with associated amendments to signalling.

**Submission issues (ib)**

The submission acknowledges the boundary treatment proposals, but requests reassurance that consultation efforts will be made with the HSE, and that Method Statements are reviewed and approved prior to commencement of development.

**Response (ib)**

Engagement with the HSE will be carried out appropriately to ensure adequate consultation prior to the commencement of development. Plans (including Method Statements) will be prepared in advanced and will be reviewed and commented by HSE in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from the Board in relation to the Proposed Development application.

**(ii) Bus Connects Dublin Road – Planning Documentation**

**Submission issues (ii)**

The proposed development will not alleviate existing traffic congestion /junction capacity issues that affect MPUH and particularly the MPUH/Dublin Road junction.

MKO's interpretation of the information set out above is that, in a scenario where the proposed development (Bus Connects Dublin Road) has been completed, the existing Dublin Road/Merlin Park junction will operate above capacity. This capacity issue is predicted in the TTA to remain in the design assessment year of 2043. Therefore, as MKO understands, the Proposed Development will not alleviate existing traffic congestion/junction capacity issues that affect MPUH and particularly the MPUH/Dublin Road junction.

**Response (ii)**

As set out below the magnitude of impact of the Proposed Development on the Dublin Road /MPUH junction for the Opening Year 2028 and Design Year 2043 is expected to be negligible with the significance of effects being `not significant'.

Chapter 6 (Traffic and Transport) of the EIAR documents the assessment of the road network and traffic impact arising from the Proposed Development. Section 6.5.8.4 of this chapter outlines the general traffic impact assessment methodology for the opening year 2028 and design year 2043. Table 6.50 and Table 6.51 respectively present the volume over capacity at key junctions on the network and provides a magnitude of impact and significance of effects at the junctions listed for the opening year 2028, and for both the AM and PM peak hours respectively. The submission refers to the Dublin Road/Merlin Park junction. Table 6.50 and Table 6.51 identify that the magnitude of impact of the Proposed Development on this junction is expected to **be negligible with the significance of effects being `not significant'** in both the AM and PM peak. As a conclusion it is stated for the opening year 2028:

*'Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions results in a **Not Significant and Long-term effect** at 15 junctions and **Imperceptible and Long-term** at three junctions. At one junction, a **Negative, Slight and Long-term** effect is predicted. At two junctions a **Negative, Moderate and Long-term effect** is predicted. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the AM Peak Hour of the 2028 Opening Year*.'

'*Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions, results in a **Not Significant and Long-term** effect at 17 junctions and **Imperceptible and Long-term** at three junctions. At one junction, a **Negative, Slight and Long-term effect** is predicted. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the PM Peak Hour of the 2028 Opening Year*.'

Table 6.52 and Table 6.53 respectively present the volume over capacity at key junctions on the network and provides a magnitude of impact and significance of effects at the junctions listed for the design year 2043, and for both the AM and PM peak hours respectively. The submission refers to the Dublin Road/Merlin Park junction. Table 6.52 and Table 6.53 identify that the magnitude of impact of the Proposed Development on this junction is expected to be negligible with the significance of effects being `not significant' in both the AM and PM peak. As a conclusion it is stated for the design year 2043:

For the design year 2043

*'Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions results in a **Not Significant and Long-term** effect at 14 junctions and **Imperceptible and Long-term** at two junctions. At two junctions, a **Negative, Slight and Long-term** effect is predicted. At three junctions a **Negative, Moderate and Long-term effect** is predicted. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the AM Peak Hour of the 2043 Design Year*.'

*'Combining the road sensitivity with the magnitude of impact determines that the significance of effects of the redistributed traffic as a result of the Proposed Development at the remaining junctions results in a **Not Significant and Long-term effect** at 18 junctions and **Imperceptible and Long-term** at three junctions. Further assessment into mitigation measures is therefore not considered necessary for any junctions in the AM Peak Hour of the 2043 Design Year.'*

**(iii) New entrance to MPUH**

### Submission issues (iii a)

The submission needs reassurance regarding the land take particularly in relation to the additional lands which may be required for the provision of the new entrance to MPUH. The submission requests that the BusConnects project fully account for all necessary land requirements at the Galway Crystal junction, including access to MPUH, to avoid future delays and any additional CPO process.

### Response (iii a)

Please see response to (ia) above.

### Submission issues (iii b)

The submission suggests consideration of the provision for a fourth arm at Galway Crystal junction and junction upgrade.

### Response (iii b)

Please see response to (ia) above.

# 3 RESPONSE TO OBJECTIONS TO THE COMPULSORY PURCHASE ORDER

## 3.1 Overview of Objections

This section addresses the 6 written objections that were received by the Board against the Proposed Development Compulsory Purchase Order (CPO) No BCGDR-CPO-001-2025 within the prescribed time period.

***Table 3-1 Location Referred to by each objection to the CPO (by ABP Reference Number)***

| Ref. No | Objection from | Location |
|---|---|---|
| 01 | Brothers of Charity Services West Region | Section 1 |
| 02 | Connacht Hospitality Ltd | Section 1 |
| 03 | Duggan Supermarkets Limited | Section 1 |
| 04 | Flannery's Motor Inns DAC | Section 1 |
| 05 | HSE | Section 1 |
| 06 | HSE Merlin Park | Section 2 |

Responses to individual CPO objections are provided in the following sections.

## 3.2 CPO 1 - Brothers of Charity Services West Region

### Description of the Proposed Development at this location

- In order to achieve the scheme objectives along Dublin Road Section 1 - Moneenageisha Junction to Skerrit Junction), the interventions proposed are summarised as follows: Construction of continuous bus lanes in each direction;
- Upgrade exiting footpaths and provide segregated cycle track along the entire length of Section 1;
- New access arrangement at Woodlands Campus - Brothers of Charity Services (both entrances);
- Temporary land acquisition is required in this location to facilitate works, including drainage connections and reconfiguration of access, footpaths, and cycle tracks;
- Greenspace and paved area outside of Brothers of Charity Services – permanent land acquisition necessary to construct the Proposed Development;
- Demolition of two single-story buildings located just inside the existing boundary wall;
- Demolition of the boundary wall and rebuilt at a new location;
- Existing exit construction to be retained, upgrading to a raised crossing to prioritize pedestrian and cyclist aside crossing.

The land acquisition required is shown in the Figure 3-1 below:

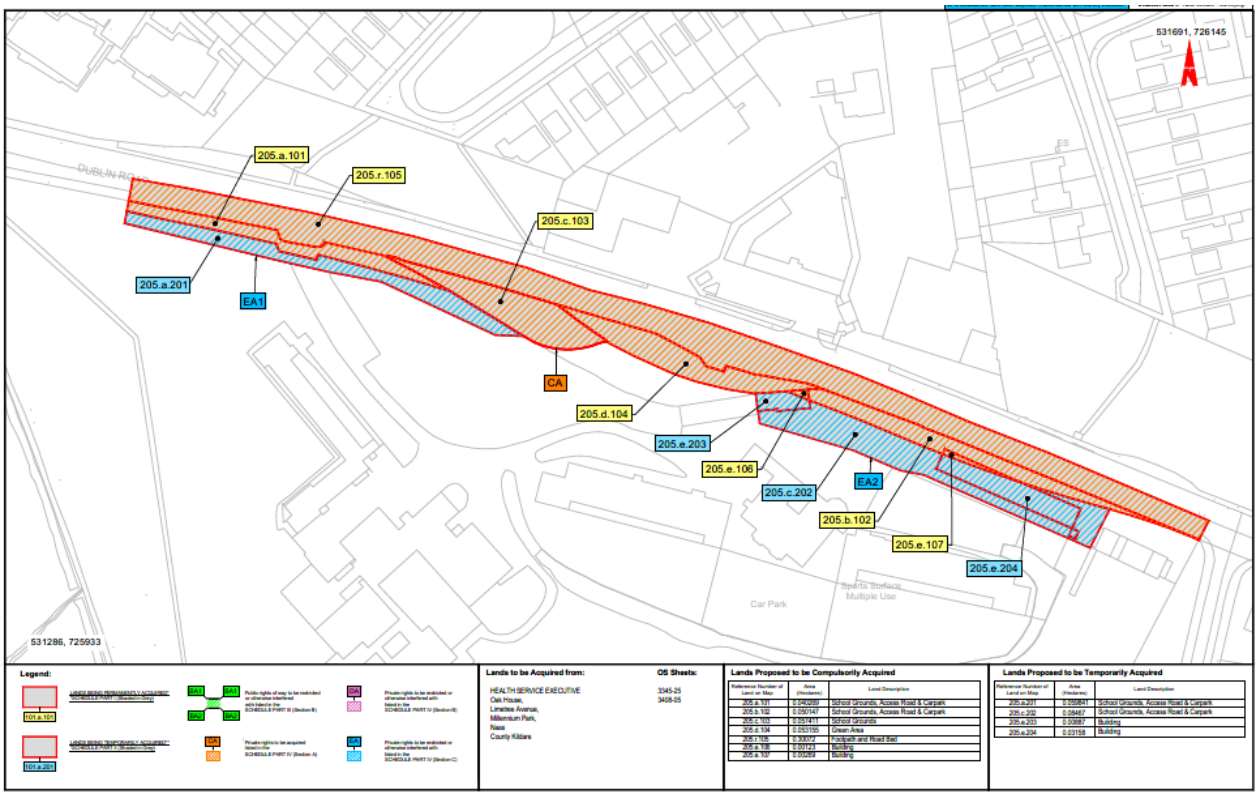


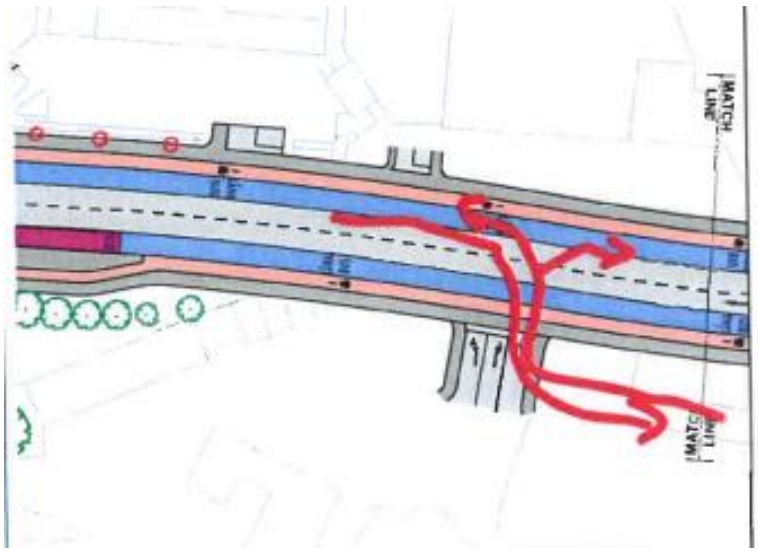

***Figure 3-1 Extract from deposit maps (Drawing No. BCGDR-SM-205.1)***

## Objection issues

The submission makes a number of observations on the application however no objection to the CPO has been raised.

Concerns have been raised regarding the operation of services and traffic entering the campus from the Dublin Road. The submission notes that the Woodland Campus hosts two special school and support services and requests that a detailed review be undertaken to ensure that there are no interruptions to the operation of services during the construction phase.

Additionally, the submission requests that consideration be given to the bus vehicles entering the east campus and turning left towards the new school access road as per the sketch below.



### Response (i)

It is noted that the submission does not appear to object to the CPO.

The concerns raised in this submission relate specifically to the construction and operation of the Proposed Development and have been addressed in **Section 2.5** of this report.

## 3.3 CPO 2 - Connacht Hospitality Ltd

### Description of the Proposed Development at this location

Connacht Hospitality Ltd is located in Section 1 extending from Moneenageisha Junction to Skerritt Junction. In order to achieve the scheme objectives along this section of the route, the interventions proposed are summarised as follows:

- Dublin Road to be widened to provide dedicated bus lanes and segregated pedestrian and cycle tracks in each direction;
- New access arrangement at Connacht Hotel;
- Temporary land acquisition is required in this location to facilitate works, including drainage connections and reconfiguration of access, footpaths, and cycle tracks;
- Greenspace west of Connacht Hotel and in The Connacht Hotel Car Park – permanent land acquisition necessary to construct the Proposed Development;
- Demolition of the boundary wall and rebuilt at a new location;
- Existing T-junction to be retained, upgrading to a raised crossing to prioritize pedestrian and cyclist aside crossing

The land acquisition required is shown in the Figure 3-2Figure 3-2 below:

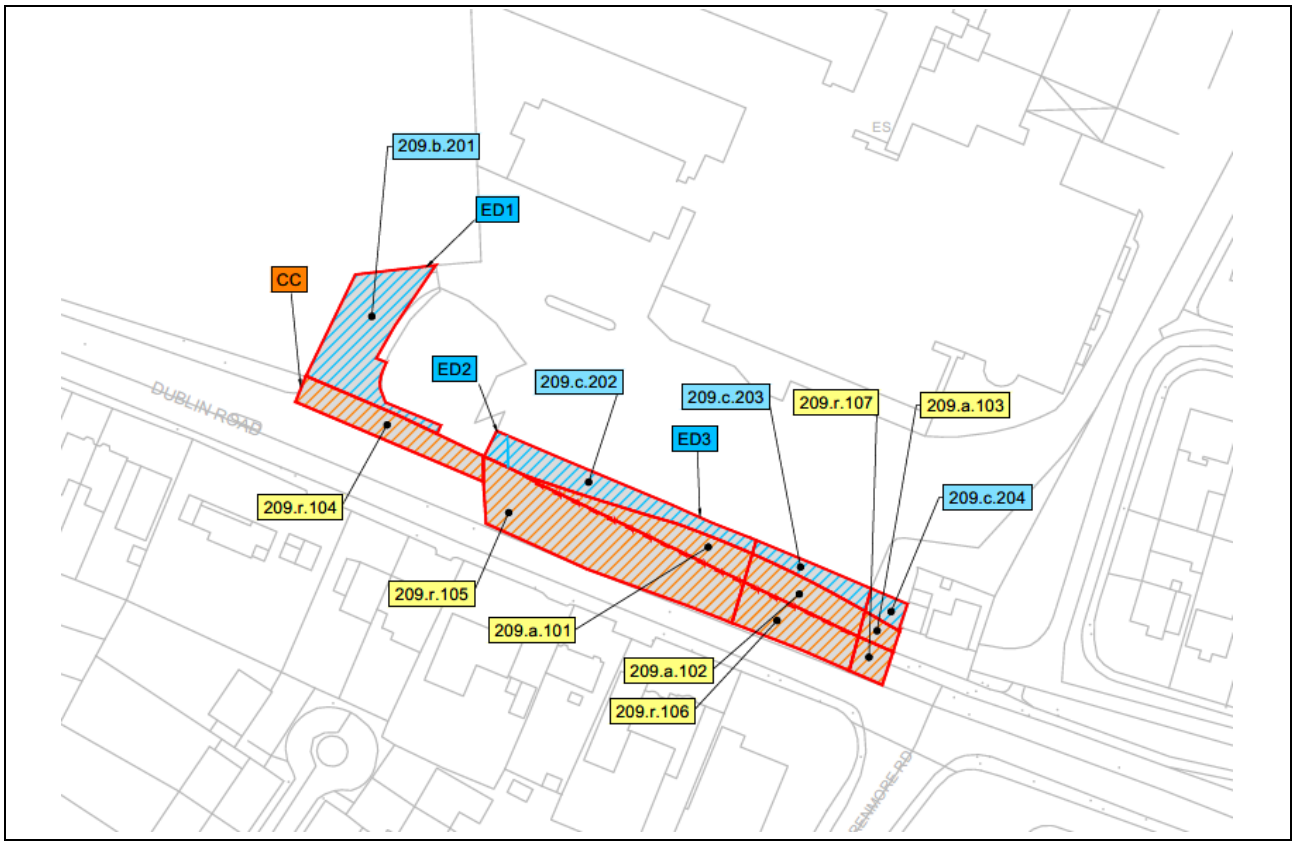


*Figure 3-2 Extract from server maps (Drawing No. BCGDR-SM-209.1)*

## Objection issues

The submission raises serious concerns regarding the direct impact of the proposed development on the hotel's only vehicular and pedestrian entrance, which is fully encompassed within the CPO boundary. No alternative access arrangements have been identified by the submission, posing a significant operational constraint. The submission states that the Proposed Development does not include sufficient safeguards to ensure continuity of essential hotel operations during construction phase which coincide with peak tourism season.

Another concern raised by the submission relates to the removal of the existing right-turn lane, which currently facilitates direct access to the hotel from the eastbound direction. The retention of this turning lane is strongly recommended in the final design.

The submission also highlights concerns regarding both temporary and permanent land take, including the potential loss or restriction of on-site car parking. Furthermore, the submission states that there is lack of clarity on the extent of parking to be acquired, and the construction timeline remains undefined. The submission requests formal clarification that existing parking capacity will be retained in full and a description of a 'short-term' disruption.

In addition, the submission requests confirmation of the hotel's prominent roadside sign retention which lies partially within the CPO boundary.

## Response

It is noted that the submission does not appear to object to the CPO.

Concerns, with regard to the access arrangements, construction and operation of the Proposed Development as well as the removal of the existing right-turn lane have been addressed in **Section 2.9** of this report.

Chapter 05 of the EIAR relates to the construction of the Proposed Development. Section 5.5.3.2 of this Chapter details Parking and Access. This section states:

*"When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Development. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable.*

*Details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times, except for short durations to facilitate tie ins of services and road alignments*."

Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with the Connacht Hospitality Group to facilitate the ongoing use of the access and egress points during the construction stage.

It is suggested that any issues relating to the temporary and permanently land take will be addressed through fair compensation package.

Subject to the Proposed Development being approved and the CPO confirmed by the Board, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process GCC will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from the Board in relation to the Proposed Development.

## 3.4 CPO 3 – Duggan's Supermarkets Limited

### Description of the Proposed Development at this location

Duggan's Supermarket Limited is located in Section 1 extending from Moneenageisha Junction to Skerrit Junction. In this section it is proposed to maintain the two-way general traffic lanes and introduce continuous bus lanes in both directions in this section. The intervention proposed in this location are as follows:

- Construction of continuous bus lanes in each direction;
- Upgrade exiting footpaths and provide segregated cycle track along the entire length of Section 1;
- Upgrade of the existing Renmore / R338 Dublin Road Signal-Controlled T-Junction to a Protected Signalised T-junction;
- Tree Removal;
- Demolition of the boundary wall and reconstruction along a new boundary location.

The land acquisition required is shown in the Figure 3-3Figure 3-3 below:

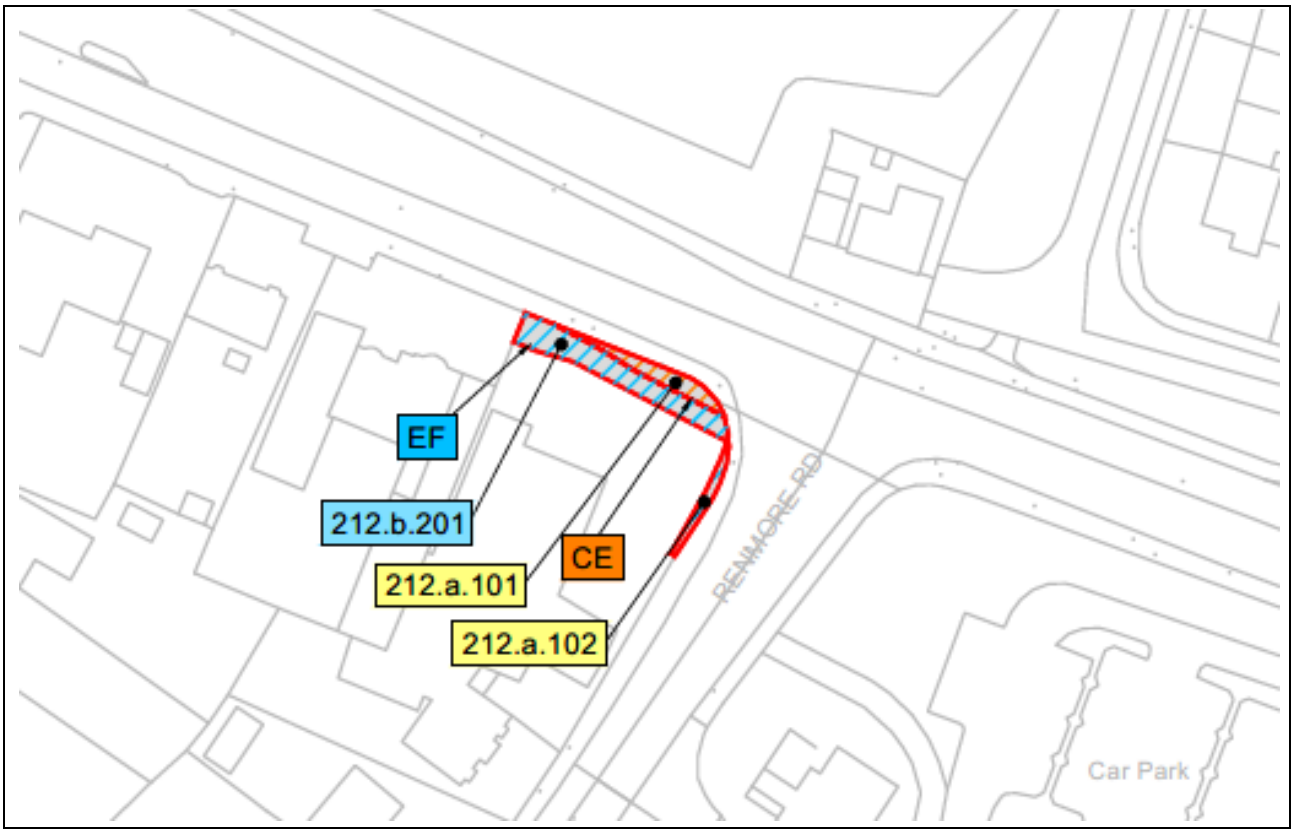



*Figure 3-3 Extract from server maps* (**Drawing No. BCGDR-SM-212.1)**

### Objection issues

The objection is raised in relation to the proposed land acquisition and its potential impacts on any future development on the site. The objection requests that a plan be provided showing how this development might continue to be used fully and effectively following the acquisition. The objection suggested this plan

or a program to be provided by the City Council or whoever might be awarded such a job. Furthermore, the objection also states that they will require the names of suitably qualified authorities that might manage meaningful details on the proposed management of the property in the event the ground was to be acquired.

**Response**

It should be noted that any changes to the proposed land take would result in increased impacts on other properties and could potentially require the acquisition of a residential dwelling.

All areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Development objectives and to construct the Proposed Development with permanent and temporary acquisitions respectively.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works and will be returned after construction. It will be reinstated in the same condition as was existing.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Development, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'*Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question. Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc will be minimised in so far as practicable*.'

It goes on to state in Section 5.5.3.2 that:

*'Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'*

Matters relating to the operational impact and reinstatement of lands will be addressed through direct engagement with affected landowners during the detailed design stage. These discussions will inform the agreement of compensation and accommodation works, as appropriate.

Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with Duggans Supermarket Limited to facilitate the ongoing use of the access and egress points during the construction stage.

It is suggested that any issues relating to the temporary and permanently land take will be addressed through fair compensation package.

Subject to the Proposed Development being approved and the CPO confirmed by the Board, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process GCC will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

## 3.5 CPO 4 - Flannery's Motor Inns DAC

Notwithstanding the covering correspondence dated 15 April 2025 from Heneghan & Associates, as agent for the landowner, it is unclear from the submission if there is an objection to the Compulsory Purchase

Order of this property by the landowner. The submission refers to the short and long term impacts on the trading business and development potential on the area to be compulsorily acquired.

It is assumed that the submission is providing suggested information with regards to the business interruption and detriment to business / property valuation, if the Proposed Development is confirmed by the Board, with respect to compensation.

### Description of the Proposed Development at this location

Flannery's Motor Inns Limited is located in Section 1 extending from Moneenageisha Junction to Skerritt Junction. The intervention proposed at this location are as follows:

- Construction of continuous bus lanes in each direction;
- Upgrade exiting footpaths and provide segregated cycle track on both sides along the entire length of Section 1
- New access arrangement at Flannery's Hotel;
- Temporary land acquisition is required in this location to facilitate works, including drainage connections and reconfiguration of access, footpaths, and cycle tracks;
- Greenspace and paved area in Flannery's Hotel Car Park – permanent land acquisition necessary to construct the Proposed Development;
- Tree removal;
- Demolition of the boundary wall and reconstruct along new boundary location; and
- Existing exit construction to be retained, upgrading to a raised crossing to prioritize pedestrian and cyclist aside crossing.

The land acquisition required is shown in the Figure 3-4Figure 3-4 below:

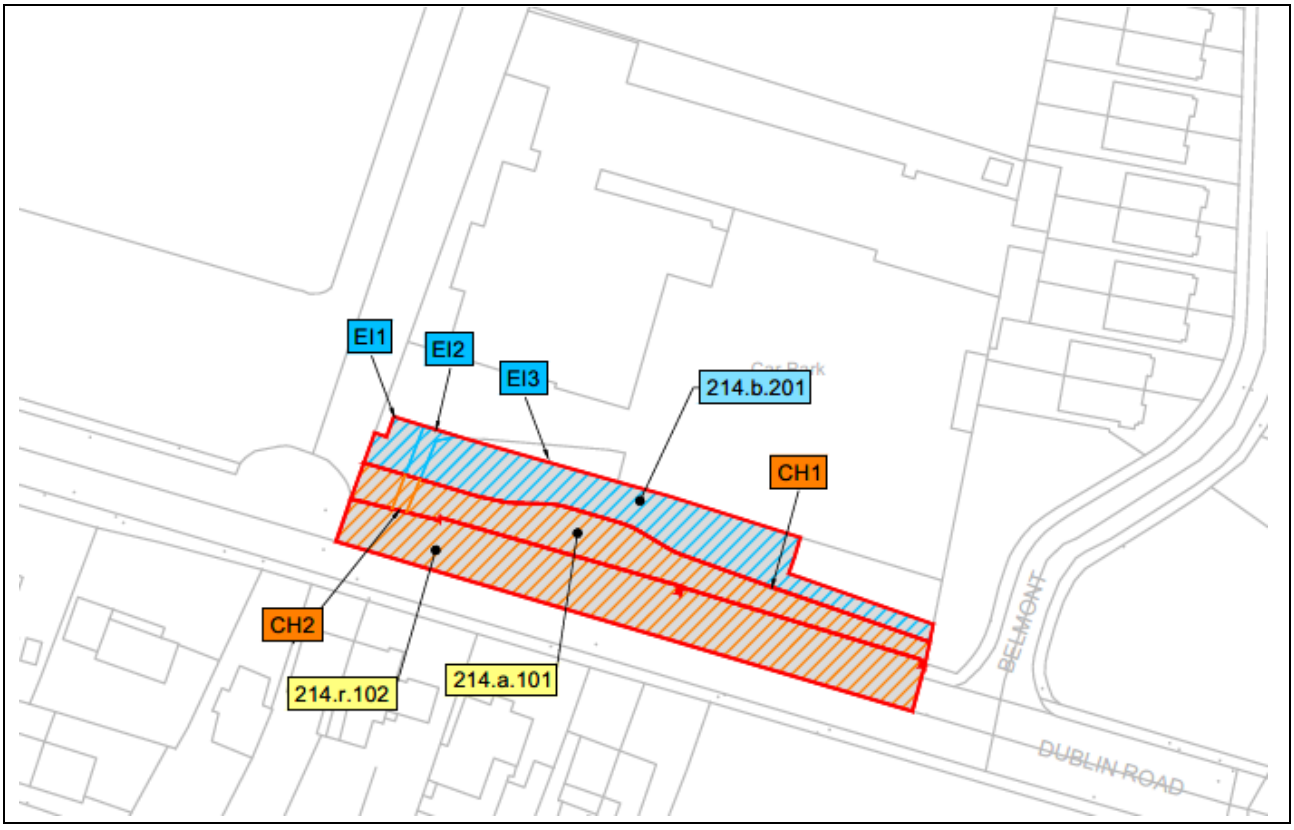



*Figure 3-4 Extract from server maps (Drawing No. BCGDR-SM-214.1)*

### Objection issues

The objection is related to the permanent loss of car park and coaches' spaces and temporary acquisition of car spaces during construction. Concern is raised as the Proposed Development will impact on hotel entrance and the construction works will cause serious disruption to trade. The submission is requiring the valuation of the permanent loss of land by a professional valuer as well as hotel's sign relocation and it is assumed that these requirements are with respect to compensation.

The submission requests the relocation of the proposed bus stop at the entrance of the hotel.

### Response

Subject to the scheme being approved and the CPO confirmed by the Board, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, GCC will pay the reasonable costs (as part of the claim) for the landowner to engage its agent/valuer in preparing, negotiating, and advising on compensation.

The concerns raised in this submission related specifically to the construction and operation of the Proposed Development and have been addressed in **Section 2.11** of this report.

## 3.6 CPO 5 - HSE

### Description of the Proposed Development at this location

Woodland Campus (Brothers of Charity site) is located in road section from Moneenageisha Junction to Skerrit Junction. Further detail on the description of the Proposed Development refer to Section 3.2 above.

### Objection issues

An objection to the CPO is made by MKO on behalf of the HSE, citing several concerns related to the Woodland Campus. These include the proposed boundary treatment, clarification between designated temporary and permanent land take, daily management of construction activities and associated mitigation measures, as well as compensation matters. The submission requests that a detailed Method Statement for boundary treatment be prepared and submitted to the HSE/Brothers of Charity for review and agreement prior to commencement of development. Clarification is also sought regarding inconsistencies in the classification of permanent v temporary land take within the Woodland Campus. Given the potential disruptions, the submission requests a comprehensive management and mitigation plan to ensure the continued safe operation, security, and access within the campus during construction. Furthermore, appropriate compensation is sought for both temporary and permanent impacts on the daily operations of the Brothers of Charity arising from the proposed works.

### Response

Refer to responses in **Section 2.6** of this report.

## 3.7 CPO 6 - HSE Merlin Park

### Description of the Proposed Development at this location

MPUH is located in Section 2 which extends from the Skerrit Junction to Doughiska Junction where the Proposed Development ties in with the Martin junction.

The intervention proposed at this location are as follows:

- Construction of continuous bus lanes in each direction;
- Upgrade exiting footpaths and provide segregated cycle track;

- Demolition of the boundary wall and fencing and reinstatement on a like for like basis along the new boundary location;
- Tree removal;
- Landscaping works
- Drainage works.

The land acquisition required is shown in the Figure 3-5Figure 3-5 below:

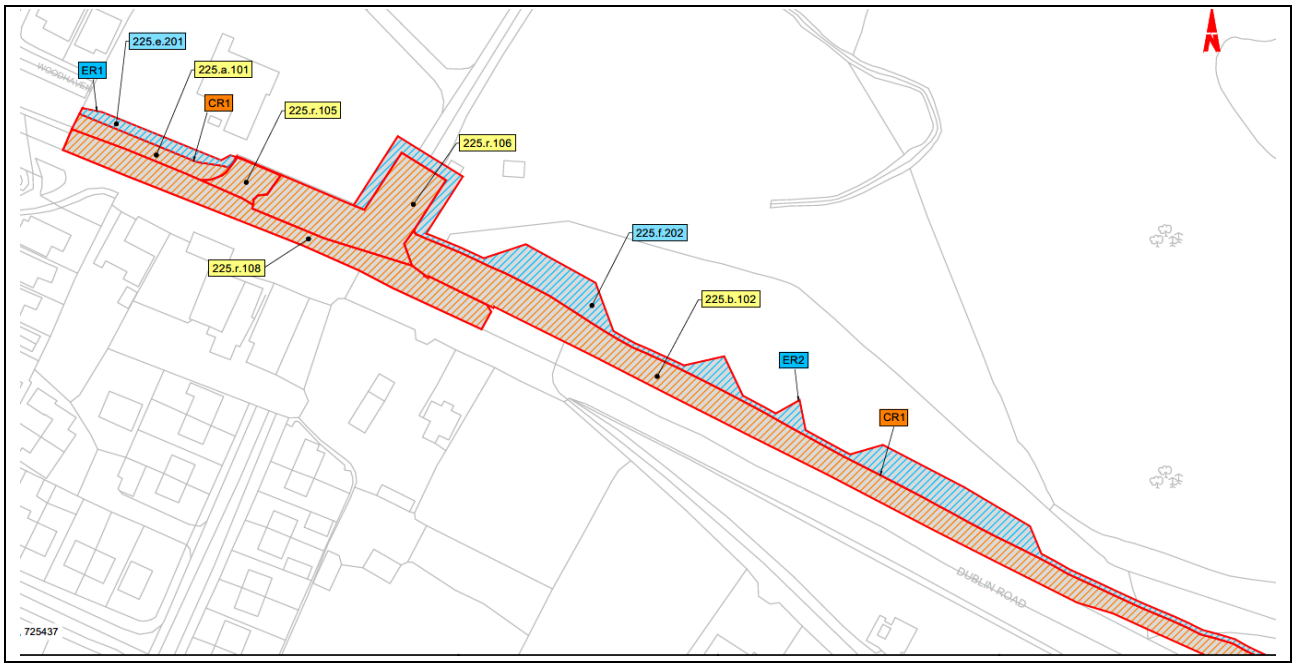



***Figure 3-5 Extract from server maps***

## Objection issues (i)

It is acknowledged that the submission fully supports the BusConnects Galway: Dublin Road project as a vital infrastructure upgrade that will promote sustainable transport in Galway and significantly aid future mobility planning at the Merlin Park University Hospital (MPUH) campus. The submission appears to have been written in order to make an observation on the application and no objection to the CPO appears to have been raised.

The submission states that the Proposed Development is inconsistent with the GTS and GCDP (Objective 4.8) by not acknowledging the planned future access to the MPUH campus and also it fails to make a cursory provision for the requisite pedestrian, cycle and public transport infrastructure at the Dublin Road/Galway Crystal junction. The submission proposes the Proposed Development to be redesigned in accordance with GTS and GCDP.

The submission needs reassurance regarding the land take particularly in relation to the additional lands which may be required for the provision of the new entrance to MPUH. The submission requests that the BusConnects project fully account for all necessary land requirements at the Galway Crystal junction, including access to MPUH, to avoid future delays and any additional CPO process.

Following a review of the documentation and mapping submitted as part of the CPO application, the submission note that temporary land take areas are to be reinstated to 'as was' condition. Our client wishes to ensure that the BusConnects Dublin Road Galway Project includes for consultation with the HSE, and that Method Statements for the reinstatement of temporary land take areas are reviewed and approved.

## Response (i)

GCC can confirm that all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the Proposed Development objectives and to construct the Proposed Development with permanent and temporary acquisitions respectively.

The temporary land take is required for the duration of the construction period to allow working space for the construction works and boundary works/and or accommodation works and will be returned after construction. It will be reinstated in the same condition as was existing.

Chapter 5 (Construction) in Volume 2 of the EIAR gives a description of the Construction Phase of the Proposed Development, including with respect to temporary land acquisition. Specifically, Section 5.5.2.1 states the following:

'*Any land temporarily acquired from a landowner will only be utilised for the purposes of undertaking boundary works or accommodation works related to the land in question. Any lands acquired temporarily to facilitate construction work will be returned to landowners on completion of the works. Existing boundary walls or fencing being relocated will be constructed to match the existing conditions, unless otherwise agreed. The removal of trees, vegetation, lawns, paving etc will be minimised in so far as practicable*.'

It goes on to state in Section 5.5.3.2 that:

*'Details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.'*

Reinstatement of property frontage including gates, railings, driveway and footpath will be on a like for like basis and detailed accommodation works plans (including Method Statements) will be prepared in advanced and will be reviewed and commented by HSE in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Development.

Matters relating to the operational impact and reinstatement of lands will be addressed through direct engagement with affected landowners during the detailed design stage. These discussions will inform the agreement of compensation and accommodation works, as appropriate.

Should the Proposed Development be approved by the Board, the appointed contractor will be required to liaise directly with HSE Merlin Park to facilitate the continued use of the existing access to the hospital during the construction stage.

It is suggested that any issues relating to the temporary and permanently land take will be addressed through fair compensation package.

Subject to the Proposed Development being approved and the CPO confirmed by the Board, a Notice to Treat may then be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process GCC will pay the reasonable costs (as part of the claim) for the landowner to engage its agent / valuer in preparing, negotiating and advising on compensation.

The submission raised a number of concerns regarding inconsistencies of the Proposed Development with the GTS and GCDP. These concerns have been addressed in **Section 2.16** of the Report.

The Proposed Development does not preclude the provision of the fourth arm. It just does not form part of the Proposed Development.

# BusConnects Galway: Dublin Road

June 2025

# Appendix A

## Drawings

BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

PROPOSED AREA
FOR TFI BIKES

DUBLIN ROAD

DUBLIN ROAD (R338)

HOTEL ACCESS

Car Park

BUS LANE

BUS

N

**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- SHARED ZONE
- BUFFER TO CYCLE TRACK
- ENHANCED PAVING
- TACTILE PAVING (RED)
- TACTILE PAVING (BUFF)
- BUS STOP LOCATIONS
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED TREES
- SITE BOUNDARY LINE
- EARTHWORKS
- EXISTING BOUNDARY
- TEMPORARY LAND ACQUISITION

**GENERAL NOTES:**

1. DIMENSIONS NOT TO BE SCALED, WRITTEN DIMENSIONS ONLY TO BE USED.
2. DRAWING SHOWS CONCEPTUAL ROAD LAYOUT BASED ON ORDINANCE SURVEY (OSI) AND IS SUBJECT TO CHANGE.
3. ROAD MARKINGS AS SHOWN ARE INDICATIVE ONLY.
4. EXISTING AND PROPOSED STREET FURNITURE NOT SHOWN.
5. PROPOSED BOUNDARIES/FENCE TREATMENT WHERE EXISTING BOUNDARIES/FENCES AFFECTED IS INDICATIVE ONLY.

CYAL50379860




0 5.0 10.0 20.0 30.0 40.0 50.0m
SCALE BAR

Notes:

DO NOT SCALE, use figured dimensions only.

All levels are referred to Ordnance Survey Datum, Malin Head.



| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
| C01 | 28/04/2025 | ML | Sketch for Discussion | ML | ML |

Project Title: BUSCONNECTS GALWAY: DUBLIN ROAD

Drawing Title: Proposed Bus Stop Relocation
ATU Proposal

Status: A1

Designed: ML
Drawn: ML
Approved: ML
Reviewed: ML

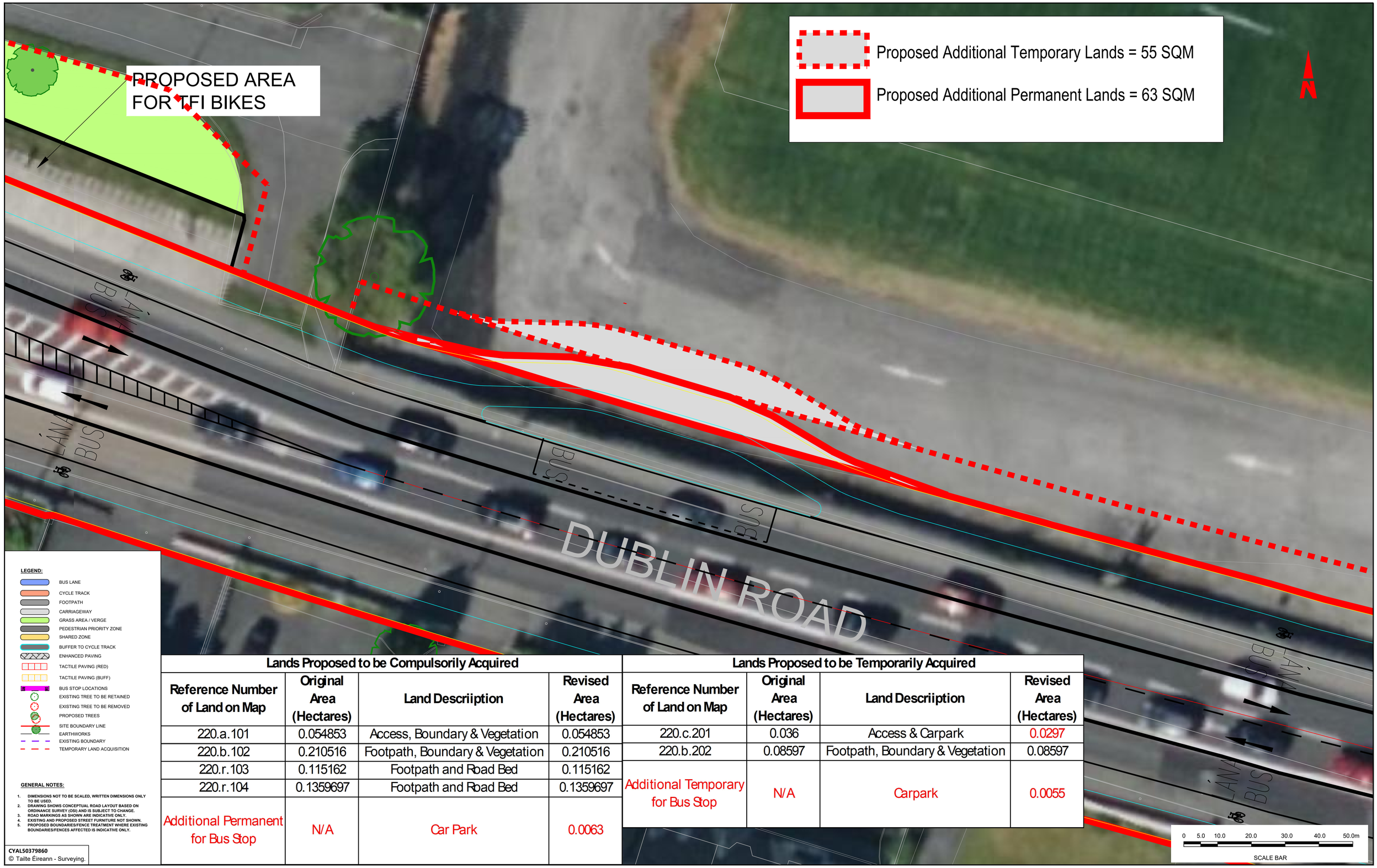
Drawing No. RPT 53/55 - Sketch Proposed Bus Stop Alterations

Scale at A1: 1:250 (1:500 @A3)

Date: May 2025

Rev: C01

File Name : S:\NTA Projects\GCC18000 1 Dublin Road Transport Corridor\05-Reports\53 & 55-Flannerys Bus Stop & ATU Bus Stop\20250606-ATU and Flannerys Drawings\3-4-RPT 55-Proposed Bus Stop Relocation ATU-Without Acc Works.dwg




**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- SHARED ZONE
- BUFFER TO CYCLE TRACK
- ENHANCED PAVING
- TACTILE PAVING (RED)
- TACTILE PAVING (BUFF)
- BUS STOP LOCATIONS
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED TREES
- SITE BOUNDARY LINE
- EARTHWORKS
- EXISTING BOUNDARY
- TEMPORARY LAND ACQUISITION

**GENERAL NOTES:**

1. DIMENSIONS NOT TO BE SCALED, WRITTEN DIMENSIONS ONLY TO BE USED.
2. DRAWING SHOWS CONCEPTUAL ROAD LAYOUT BASED ON ORDINANCE SURVEY (OSI) AND IS SUBJECT TO CHANGE.
3. ROAD MARKINGS AS SHOWN ARE INDICATIVE ONLY.
4. EXISTING AND PROPOSED STREET FURNITURE NOT SHOWN.
5. PROPOSED BOUNDARIES/FENCE TREATMENT WHERE EXISTING BOUNDARIES/FENCES AFFECTED IS INDICATIVE ONLY.

CYAL50379860


**Lands Proposed to be Compulsorily Acquired**

| Reference Number of Land on Map | Original Area (Hectares) | Land Descriiption | Revised Area (Hectares) |
|---|---|---|---|
| 220.a.101 | 0.054853 | Access, Boundary & Vegetation | 0.054853 |
| 220.b.102 | 0.210516 | Footpath, Boundary & Vegetation | 0.210516 |
| 220.r.103 | 0.115162 | Footpath and Road Bed | 0.115162 |
| 220.r.104 | 0.1359697 | Footpath and Road Bed | 0.1359697 |
| Additional Permanent for Bus Stop | N/A | Car Park | 0.0063 |

**Lands Proposed to be Temporarily Acquired**

| Reference Number of Land on Map | Original Area (Hectares) | Land Descriiption | Revised Area (Hectares) |
|---|---|---|---|
| 220.c.201 | 0.036 | Access & Carpark | 0.0297 |
| 220.b.202 | 0.08597 | Footpath, Boundary & Vegetation | 0.08597 |
| Additional Temporary for Bus Stop | N/A | Carpark | 0.0055 |

Notes:

DO NOT SCALE, use figured dimensions only.

All levels are referred to Ordnance Survey Datum, Malin Head.



| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
| C01 | 28/04/2025 | ML | Sketch for Discussion | ML | ML |

Project Title: BUSCONNECTS GALWAY: DUBLIN ROAD

Status: A1

Drawing Title: Proposed Bus Stop Relocation
ATU Proposal - Additional Lands

Designed: ML
Drawn: ML
Approved: ML
Reviewed: ML

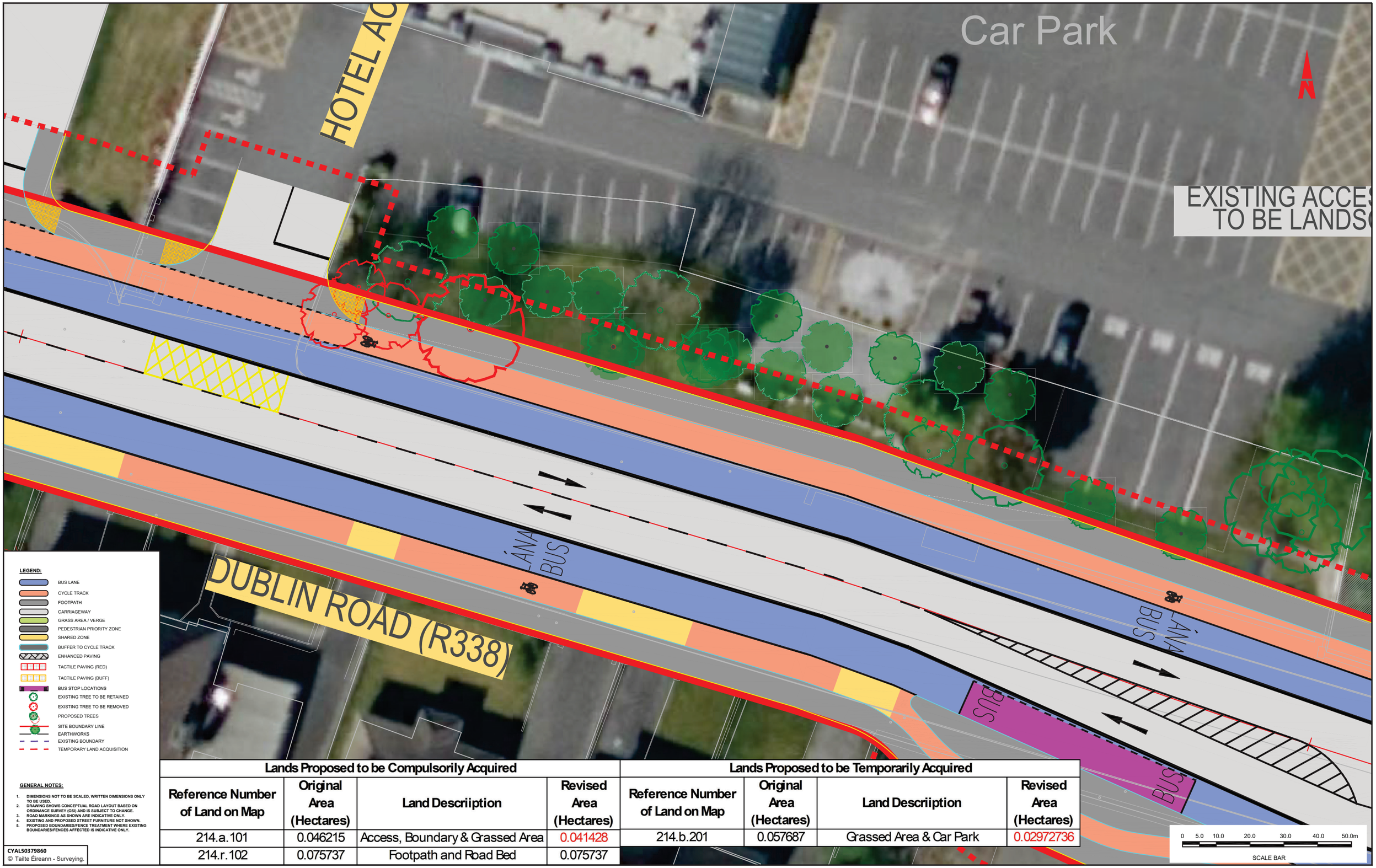
Drawing No. RPT 55 - Sketch ATU

Scale at A1: 1:125 (1:250 @A3)

Date: May 2025

Rev: C01

File Name : S:\NTA Projects\GCC180001 Dublin Road Transport Corridor\05-Reports\53 & 55-Flannerys Bus Stop & ATU Bus Stop\20250506-ATU and Flannerys Drawings\3+4-RPT 55-Proposed Bus Stop Relocation ATU-Without Acc Works.dwg




**LEGEND:**

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- SHARED ZONE
- BUFFER TO CYCLE TRACK
- ENHANCED PAVING
- TACTILE PAVING (RED)
- TACTILE PAVING (BUFF)
- BUS STOP LOCATIONS
- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- PROPOSED TREES
- SITE BOUNDARY LINE
- EARTHWORKS
- EXISTING BOUNDARY
- TEMPORARY LAND ACQUISITION

**GENERAL NOTES:**

1. DIMENSIONS NOT TO BE SCALED, WRITTEN DIMENSIONS ONLY TO BE USED.
2. DRAWING SHOWS CONCEPTUAL ROAD LAYOUT BASED ON ORDINANCE SURVEY (OSi) AND IS SUBJECT TO CHANGE.
3. ROAD MARKINGS AS SHOWN ARE INDICATIVE ONLY.
4. EXISTING AND PROPOSED STREET FURNITURE NOT SHOWN.
5. PROPOSED BOUNDARIES/FENCE TREATMENT WHERE EXISTING BOUNDARIES/FENCES AFFECTED IS INDICATIVE ONLY.

**Lands Proposed to be Compulsorily Acquired**

| Reference Number of Land on Map | Original Area (Hectares) | Land Descriiption | Revised Area (Hectares) |
|---|---|---|---|
| 214.a.101 | 0.046215 | Access, Boundary & Grassed Area | 0.041428 |
| 214.r.102 | 0.075737 | Footpath and Road Bed | 0.075737 |

**Lands Proposed to be Temporarily Acquired**

| Reference Number of Land on Map | Original Area (Hectares) | Land Descriiption | Revised Area (Hectares) |
|---|---|---|---|
| 214.b.201 | 0.057687 | Grassed Area & Car Park | 0.02972736 |

CYAL50379860



Notes:

DO NOT SCALE, use figured dimensions only.

All levels are referred to Ordnance Survey Datum, Malin Head.



| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
| C01 | 28/04/2025 | ML | Sketch for Discussion | ML | ML |

Project Title: BUSCONNECTS GALWAY: DUBLIN ROAD

Drawing Title: Proposed Bus Stop Removal
Flannerys Proposal

Status: A1

Designed: ML
Drawn: ML
Approved: ML
Reviewed: ML

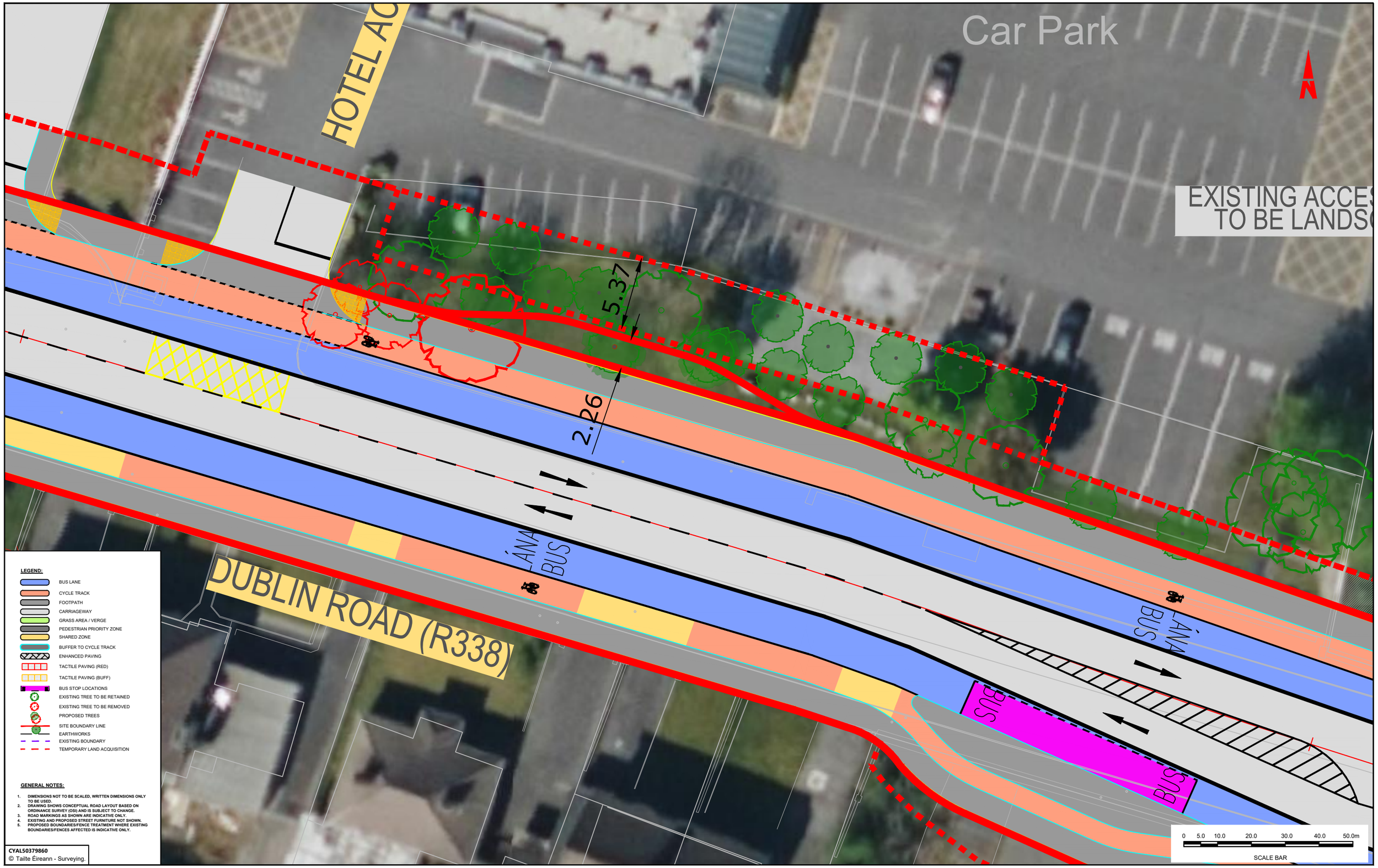
Drawing No. RPT 53 - Sketch Flannerys

Scale at A1: 1:125 (1:250 @A3)

Date: May 2025

Rev: C01

File Name : S:\NTA Projects\GCC\180001 Dublin Road Transport Corridor\05-Reports\53 & 55-Flannerys Bus Stop & ATU Bus Stop\20250506-ATU and Flannerys Drawings\RPT 53-Proposed Bus Stop Removal at Flannerys.dwg




File Name : S:\MTA Projects\GCC\180001 Dublin Road Transport Corridor\05-Reports\53 & 55-Flannerys Bus Stop & ATU Bus Stop\20250606-ATU and Flannerys Drawings\RPT 53-Proposed Bus Stop Removal at Flannerys.dwg

Notes:

DO NOT SCALE, use figured dimensions only.

All levels are referred to Ordnance Survey Datum, Malin Head.

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| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
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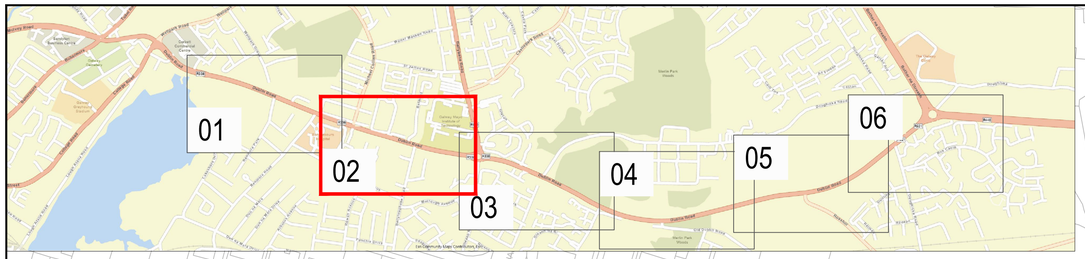
| C01 | 28/04/2025 | ML | Sketch for Discussion | ML | ML |

| | | |
|---|---|---|
| Project Title: | BUSCONNECTS GALWAY: DUBLIN ROAD | Status: A1 |
| Drawing Title: | Proposed Bus Stop Removal<br>Flannerys Proposal | |
| Designed: ML<br>Drawn: ML<br>Approved: ML<br>Reviewed: ML | Drawing No. RPT 53 - Sketch Flannerys<br>Scale at A1: 1:125 (1:250 @A3)<br>Date: May 2025 | Rev: C01 |

CPO Boundaries have been adjusted in accordance with Survey evidence.






**O.S.Ref:**
3408-05
3409-01

532767, 725999

531958, 725545

213.r.103
CF
213.b.201
213.a.101
EG
SHEET 01
SHEET 02
EH1
220.c.201
CG1
EI1
EI2
EI3
CH1
215.b.201
215.a.101
214.b.201
CI
EJ
BB1
BA1
BB1
207.b.201
EK
BA1
207.a.101
234.r.101
219.r.106
219.r.105
CG2
CK
219.r.104
220.b.102
CT
CG2
220.r.104
EH2
220.b.202
220.r.103
220.a.101
CJ1
EL1
CH2
214.r.102
214.a.101
CJ2
EL2
BB2
BB2
BA2
BA2
EL3
217.r.101
EM1
CL
216.b.201
216.r.102
216.a.101
219.a.101
219.b.201
CM1
218.r.102
218.a.101
218.a.201
CM2
219.a.102
219.b.202
EM2
219.b.203
219.a.103
221.a.101
CO2
SHEET 02
SHEET 03
EN
CO1
221.a.201
221.r.102

Car Park
BELMONT
BALLYBANE ROAD
MICHAEL COLLINS RD
MELODY'S COURT
RENNORE AVENUE
DUBLIN ROAD
MURROUGH AVENUE

## Legend:

101.a.101 — LANDS BEING PERMANENTLY ACQUIRED*
*SCHEDULE PART I (Shaded in Grey)

101.a.201 — LANDS BEING TEMPORARILY ACQUIRED**
*SCHEDULE PART II (Shaded in Grey)

AA1 AA1 AA2 AA2 — Public rights of way to be extinguished listed in the SCHEDULE PART III (Section A)

BA1 BA1 BA2 BA2 — Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)

CA — Private rights to be acquired listed in the SCHEDULE PART IV (Section A)

DA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)

EA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section C)

Project when the seal of Galway City Council was affixed here to

This_____ Day of_____2025

Chief Executive_____

Nominated Member_____

GALWAY CITY COUNCIL
**Bus Connects Galway:**
**Dublin Road**
Compulsory Purchase Order
No.BCGDR-CPO-0001-2025

| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
| C02 | 13.06.25 | GW | ISSUE FOR PLANNING | JMcM | |
| C01 | 06.12.24 | GW | ISSUE FOR PLANNING | JMcM | |

BUSCONNECTS GALWAY: DUBLIN ROAD

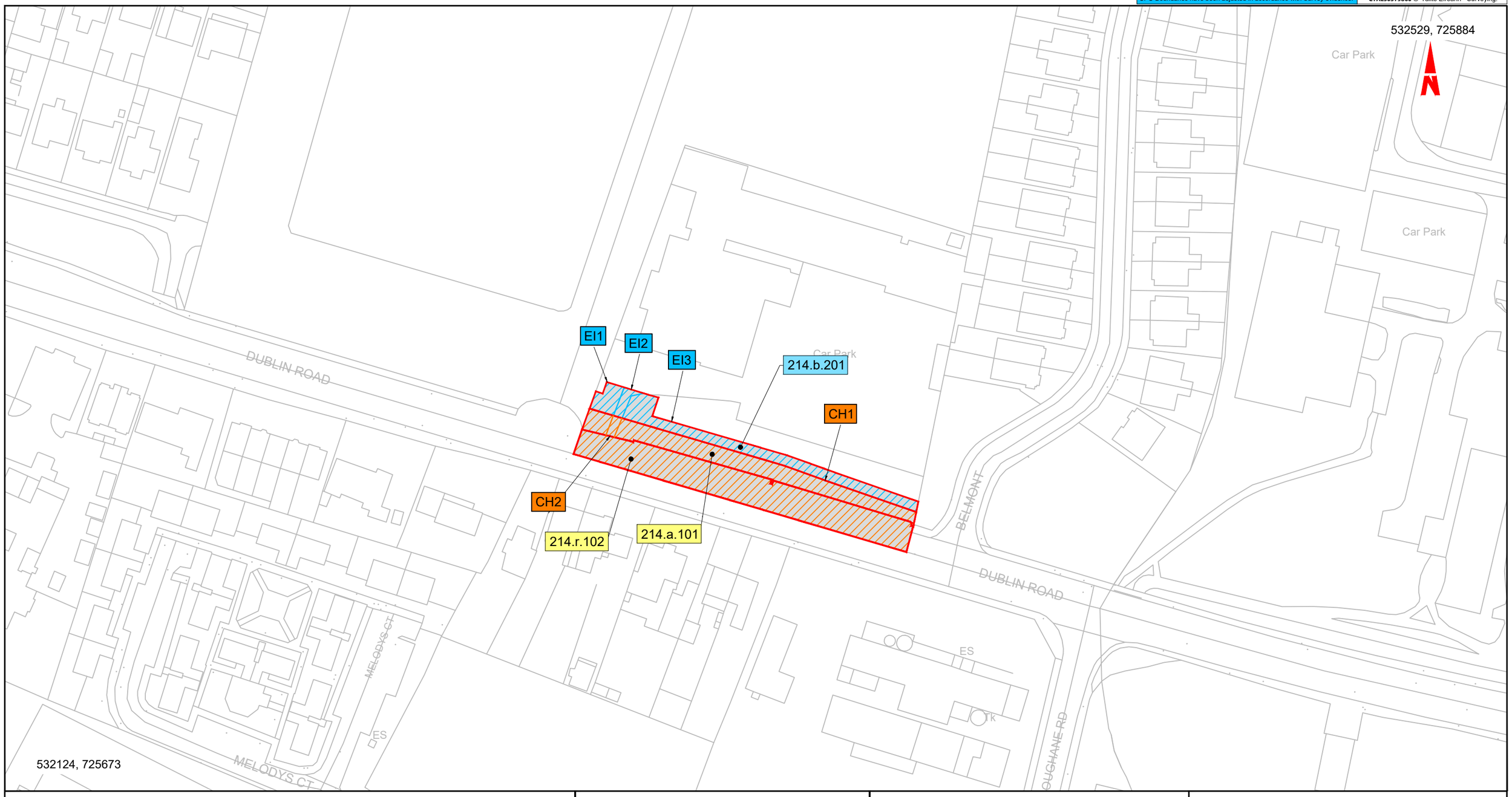
LANDS TO BE COMPULSORILY ACQUIRED
DEPOSIT MAP
SHEET 02 OF 06

A1

| | | | | | |
|---|---|---|---|---|---|
| Designed: | GW | File Name: | BCGDR-CPO-PDV_SI-XX-DR-TX-00002 | Drawing No. | Rev: |
| Drawn: | GW | Scale at A1: | 1:1000 | BCGDR-DM-02 | C02 |
| Approved: | JN | Date: | JUNE 2024 | | |
| Reviewed: | JMcM | | | | |

File Name - R:\22 Projects\22407 - BusConnects Galway - Dublin Road\00 GEN\2D Drawing\BCGDR-CPO-PDV_SI-XX-DR-TX-00002.dwg

CPO Boundaries have been adjusted in accordance with Survey evidence. | CYAL50379860 © Tailte Éireann - Surveying.




## Legend:

101.a.101 — LANDS BEING PERMANENTLY ACQUIRED*
*SCHEDULE PART I (Shaded in Grey)

BA1 / BA2 — Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)

DA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)

101.a.201 — LANDS BEING TEMPORARILY ACQUIRED**
*SCHEDULE PART II (Shaded in Grey)

CA — Private rights to be acquired listed in the SCHEDULE PART IV (Section A)

EA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section C)

**Lands to be Acquired from:**

FLANNERY'S MOTOR INNS DAC
Dublin Road,
Galway

**OS Sheets:**

3409-01

**Lands Proposed to be Compulsorily Acquired**

| Reference Number of Land on Map | Area (Hectares) | Land Description |
|---|---|---|
| 214.a.101 | 0.041424 | Access, Boundary & Grassed Area |
| 214.r.102 | 0.075737 | Footpath and Road Bed |

**Lands Proposed to be Temporarily Acquired**

| Reference Number of Land on Map | Area (Hectares) | Land Description |
|---|---|---|
| 214.b.201 | 0.034520 | Grassed Area & Capark |

GALWAY CITY COUNCIL
**BusConnects Galway:**
**Dublin Road**
Compulsory Purchase Order
No. BCGDR-CPO-0001-2025

| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
| C02 | 13.06.25 | GW | ISSUE FOR PLANNING | JMcM | JN |
| C01 | 06.12.24 | GW | ISSUE FOR PLANNING | JMcM | JN |

BUSCONNECTS GALWAY: DUBLIN ROAD
LANDS TO BE ACQUIRED
SERVER MAP
A1

| | | | |
|---|---|---|---|
| Designed: GW | File Name: BCGDR-CPO-PDV_SI-XX-DR-TX-00214 | Drawing No. BCGDR-SM-214.1 | Rev: C02 |
| Drawn: GW | | | |
| Approved: JN | Scale at A3: 1:1000 | | |
| Reviewed: JMcM | Date: JUNE 2024 | | |

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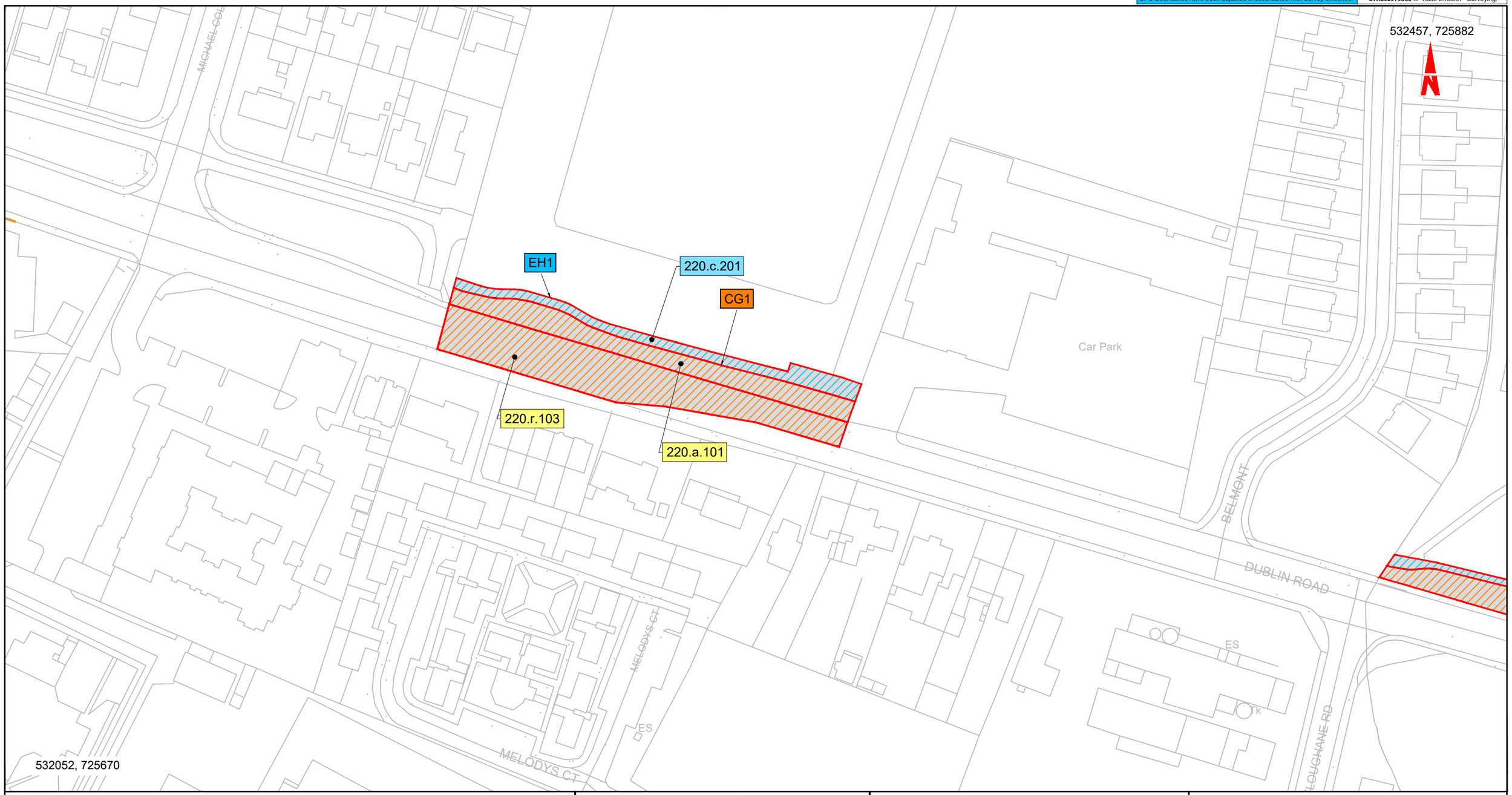
CPO Boundaries have been adjusted in accordance with Survey evidence. | CYAL50379860 © Tailte Éireann - Surveying.




## Legend:

- LANDS BEING PERMANENTLY ACQUIRED* *SCHEDULE PART I (Shaded in Grey) — 101.a.101
- LANDS BEING TEMPORARILY ACQUIRED** *SCHEDULE PART II (Shaded in Grey) — 101.a.201
- BA1 / BA2 — Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)
- CA — Private rights to be acquired listed in the SCHEDULE PART IV (Section A)
- DA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)
- EA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section C)

**Lands to be Acquired from:**

ATLANTIC TECHNOLOGICAL UNIVERSITY
ATU Galway City Campus
Dublin Road
Galway

**OS Sheets:** 3409-01

### Lands Proposed to be Compulsorily Acquired

| Reference Number of Land on Map | Area (Hectares) | Land Description |
|---|---|---|
| 220.a.101 | 0.061220 | Access, Boundary & Vegetation |
| 220.b.102 | 0.210516 | Footpath, Boundary & Vegetation |
| 220.r.103 | 0.115162 | Footpath and Road Bed |
| 220.r.104 | 0.1359697 | Footpath and Road Bed |

### Lands Proposed to be Temporarily Acquired

| Reference Number of Land on Map | Area (Hectares) | Land Description |
|---|---|---|
| 220.c.201 | 0.03499 | Access & Carpark |
| 220.b.202 | 0.08597 | Footpath, Boundary & Vegetation |

GALWAY CITY COUNCIL
**BusConnects Galway:**
**Dublin Road**
Compulsory Purchase Order
No. BCGDR-CPO-0001-2025

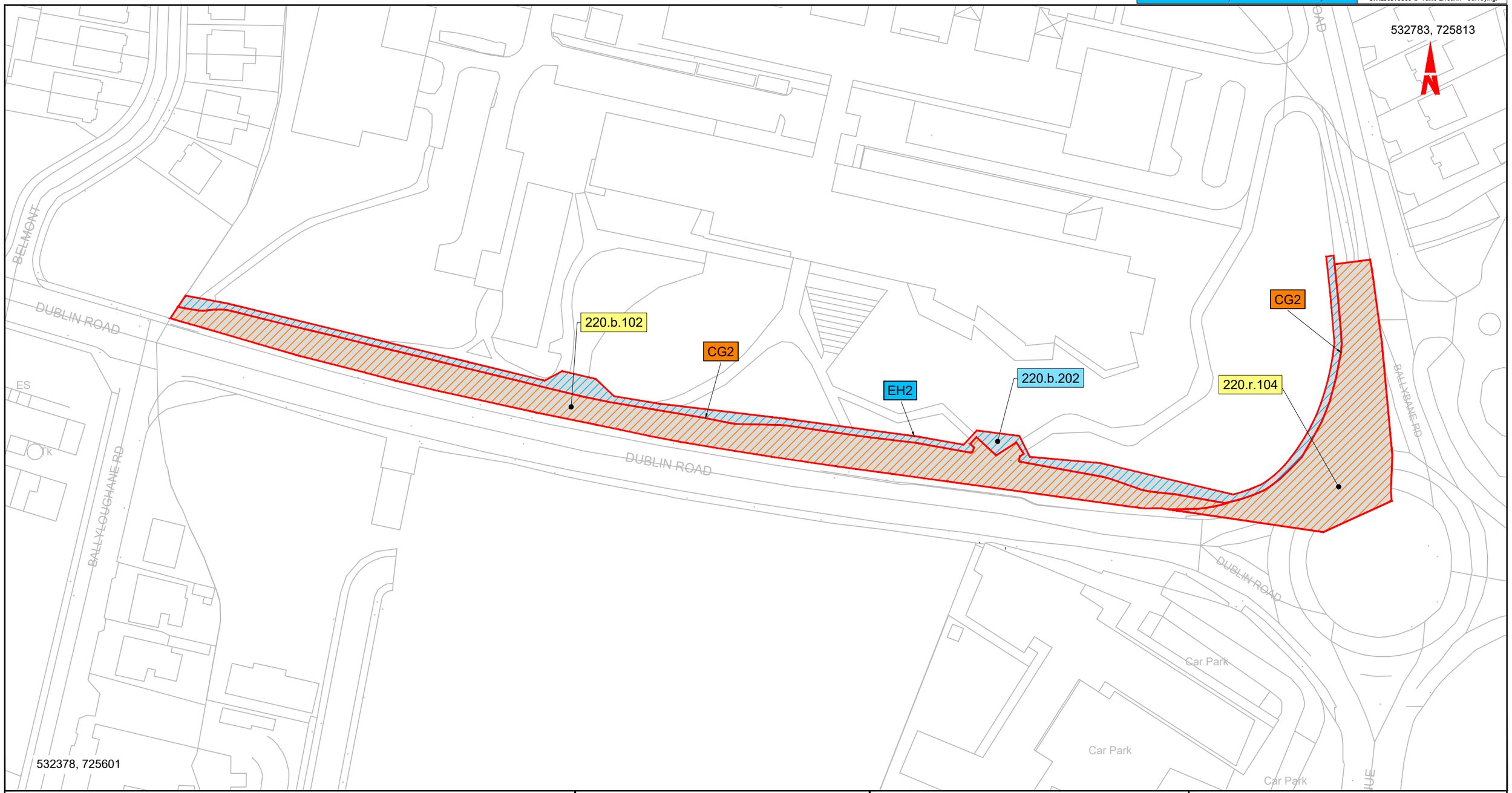
| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
| C02 | 13.06.25 | GW | ISSUE FOR PLANNING | JMcM | JN |
| C01 | 06.12.24 | GW | ISSUE FOR PLANNING | JMcM | JN |

BUSCONNECTS GALWAY: DUBLIN ROAD
LANDS TO BE ACQUIRED
SERVER MAP
A1

| | | | |
|---|---|---|---|
| Designed: GW | File Name: BCGDR-CPO-PDV_SI-XX-DR-TX-00220.1 | Drawing No. BCGDR-SM-220.1 | Rev: C02 |
| Drawn: GW | | | |
| Approved: JN | Scale at A3: 1:1000 | | |
| Reviewed: JMcM | Date: JUNE 2024 | | |

R:\22 Projects\22407 - BusConnects Galway - Dublin Road\00.GEN\2D Drawing\BCGDR\CPO-PDV_SI-XX-DR-TX-00220.1.dwg

CPO Boundaries have been adjusted in accordance with Survey evidence. | CYAL50379860 © Tailte Éireann - Surveying.




**Legend:**

LANDS BEING PERMANENTLY ACQUIRED*
*SCHEDULE PART I (Shaded in Grey)
101.a.101

LANDS BEING TEMPORARILY ACQUIRED**
*SCHEDULE PART II (Shaded in Grey)
101.a.201

BA1 BA1 BA2 BA2 — Public rights of way to be restricted or otherwise interfered with listed in the SCHEDULE PART III (Section B)

CA — Private rights to be acquired listed in the SCHEDULE PART IV (Section A)

DA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section B)

EA — Private rights to be restricted or otherwise interfered with listed in the SCHEDULE PART IV (Section C)

**Lands to be Acquired from:**

ATLANTIC TECHNOLOGICAL UNIVERSITY
ATU Galway City Campus
Dublin Road
Galway

**OS Sheets:**

3409-01

**Lands Proposed to be Compulsorily Acquired**

| Reference Number of Land on Map | Area (Hectares) | Land Description |
|---|---|---|
| 220.a.101 | 0.061220 | Access, Boundary & Vegetation |
| 220.b.102 | 0.210516 | Footpath, Boundary & Vegetation |
| 220.r.103 | 0.115162 | Footpath and Road Bed |
| 220.r.104 | 0.1359697 | Footpath and Road Bed |

**Lands Proposed to be Temporarily Acquired**

| Reference Number of Land on Map | Area (Hectares) | Land Description |
|---|---|---|
| 220.c.201 | 0.03499 | Access & Carpark |
| 220.b.202 | 0.08597 | Footpath, Boundary & Vegetation |

GALWAY CITY COUNCIL
**BusConnects Galway:**
**Dublin Road**
Compulsory Purchase Order
No. BCGDR-CPO-0001-2025

| Rev. | Date | Drawn | Description | Chk'd | Appr. |
|---|---|---|---|---|---|
| C02 | 13.06.25 | GW | ISSUE FOR PLANNING | JMcM | JN |
| C01 | 06.12.24 | GW | ISSUE FOR PLANNING | JMcM | JN |

BUSCONNECTS GALWAY: DUBLIN ROAD
LANDS TO BE ACQUIRED
SERVER MAP
A1

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|---|---|---|---|
| Designed: GW | File Name: BCGDR-CPO-PDV_SI-XX-DR-TX-00220.2 | Drawing No. BCGDR-SM-220.2 | Rev: C02 |
| Drawn: GW | | | |
| Approved: JN | Scale at A3: 1:1000 | | |
| Reviewed: JMcM | Date: JUNE 2024 | | |

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NTA

**Údarás Náisiúnta Iompair**
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

Project Ireland 2040
*Building Ireland's Future*