

IN THE MATTER OF AN APPLICATION TO
AN BORD PLEANÁLA

FOR APPROVAL OF THE BUS CONNECTS GALWAY: CROSS CITY LINK (UNIVERSITY ROAD TO
DUBLIN ROAD) COMPULSORY PURCHASE ORDER NO. CCL-CPO-001, 2022

ORAL HEARING

STATEMENT OF EVIDENCE

Introduction, Detailed assessment of the alternatives, Detailed description of works that would be facilitated
by the CPO and Response to issues raised in objections

by

Brian Burke, B.E., CEng, Arup

6 February 2024

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1. Qualifications, experience, and role in the proposed scheme

1.0 Qualifications and experience

- 1.0.0 My name is Brian Burke. I am an Associate Director with Arup and have over 20 years' experience as a Transportation Engineer. I qualified with a degree in Civil Engineering from NUI Galway in 2003 and am a Chartered member of Engineers Ireland. I have led and managed design teams for multiple transportation related schemes, including BusConnects Dublin, MacCurtain Street Public Transport Improvement Scheme, Little Island Sustainable Transport Interventions, Lough Atalia Bridge Road Lowering Project and Bothar na dTreabh (N6) Multi-Modal Corridor Improvement Scheme.
- 1.0.1 Prior to joining Arup, I was an Executive Engineer in the Galway Transportation Unit in Galway City Council for approximately 7 years.
- 1.0.2 Prior to joining Galway City Council, I worked as a Transportation Engineer in Tobin Consulting Engineers for approximately 5 years.

1.1 Role on the project

- 1.1.0 I am the Project Manager for the BusConnects Galway: Cross-City Link (University Road to Dublin Road) project.

2. The Proposed Scheme

- 2.0.0 The Proposed Scheme comprises the 'Cross-City Link', supporting sections of the 'Inner-City Access Route' and other associated traffic management measures considered necessary to enable the introduction of the Cross-City Link.
- 2.0.1 The Proposed Scheme has an overall length of approximately 6.7km. The Cross-City Link will begin from R863 University Road at the intersection of R864 Newcastle Road. It proceeds along R863 University Road, across the Salmon Weir Bridge and staying on the R863, before turning onto R866 St Francis Street /Eglinton Street, at the Galway Courthouse junction. The Proposed Scheme continues along the R866 on St. Francis Street and Eglinton Street and around the northern (R866) and eastern (R336) perimeter of Eyre Square and on to R339 Forster Street. It then continues through the Fairgreen Road Junction and along R339 College Road as far as the junction with Lough Atalia Road. From here, the Proposed Scheme continues on R339 College Road to Moneenageisha junction and terminates on R338 Dublin Road immediately prior to the entrance to the Woodlands Campus for Brothers of Charity.
- 2.0.2 The Proposed Scheme also encompasses numerous roads within the city centre including Fairgreen Road, Bothar Uí Eithir, Prospect Hill, Bothar na mBan, St. Brendan's Avenue, Headford Road, Dyke Road, Woodquay, Daly's Place, Merchants Road, Forthill Street, Queen Street and Dock Road.
- 2.0.3 The extent of the Proposed Scheme is shown in Figure 2-1.



Figure 2-1 Extent of Proposed Scheme (EIAR Diagram 1.1 extracted and reproduced in this Statement of Evidence)

3. Introduction of Witnesses

3.0 Uinsinn Finn

3.0.0 I would like to introduce Uinsinn Finn, Director of Services for Galway City Council, who will make a statement in relation to the need for the Proposed Scheme and the supporting policy for the Cross-City Link and supporting infrastructure.

3.1 Donal McDaid

3.1.0 I would now like to introduce Donal McDaid, the Project Director for the Proposed Scheme, who will make a statement in relation to the policy context, the overall scheme and the strategic and route alternative options considered.

4. Assessment of the alternatives

4.0 Design Alternatives

4.0.0 An options assessment process was undertaken for the Proposed Scheme and this was documented in an Options Assessment Report, which was submitted to An Bord Pleanála as part of the application for approval for the Proposed Scheme. This Options assessment was also presented in Section 3.4 of the EIAR.

The Options Assessment Report sets out the consideration of route scheme alternatives undertaken as part of the Proposed Scheme development. Alternatives were considered along 12 sub-sections along the route of the Proposed Scheme as set out in Figure 4-1.

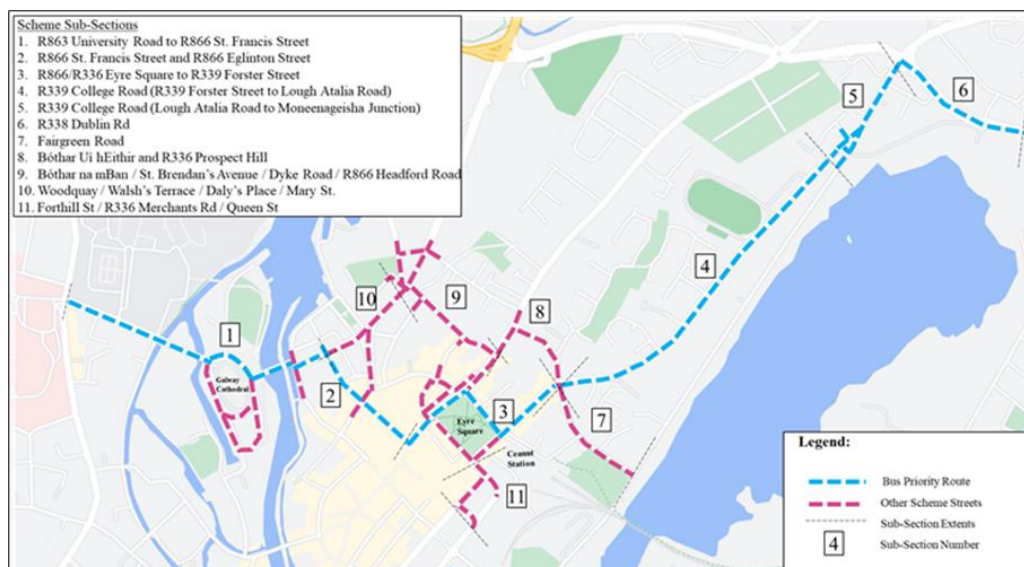


Figure 4-1 Proposed Scheme Sections (EIAR Diagram 3.13 extracted and reproduced in this Statement of Evidence)

- 4.0.1 An assessment of scheme design options prepared and considered for each section of the Proposed Scheme route was undertaken using multi-criteria analysis (MCA), incorporating the Common Appraisal Framework for Transport Projects and Programmes' (CAF) published by the Department of Transport, Tourism and Sport (DTTAS), (March 2016), and using the following criteria:
- a) Economy
 - b) Integration
 - c) Accessibility and Social Inclusion
 - d) Safety
 - e) Environment
 - f) Physical Activity; and
 - g) GTS Policies

5. Alternative Options Considered

5.0 Overview

- 5.0.0 A detailed Options Assessment Report was undertaken for the Proposed Scheme. While the GTS had established the route through the City Centre for the Cross-City Link, the Options Assessment process examined potential scheme design options along the route of the Proposed Scheme on a section-by-section basis.

- 5.0.1 Each section within the Proposed Scheme was examined and a number of options were considered. Where options were potentially and practicably feasible, these were assessed utilising the MCA process to determine the preferred option for each sub-section.

- 5.0.2 In addition to the Cross-City Link, part of the Inner-City Access Route, a section of the City Centre Access Network and other city centre streets and routes are included in the Proposed Scheme. This will accommodate proposed alterations to the transport network and the knock-on implications arising from the creation of a bus priority corridor along the Cross-City Link.
- 5.0.3 A summary of the options considered for each sub-section in which a Compulsory Purchase Order is being sought, are presented in the following sections of this Statement of Evidence.
- 5.0.4 The Options Assessment Report identified each sub-section by a Letter abbreviation route section name, e.g., University Road was noted as Route Section 'UR' in order to prevent ambiguity between route section numbers and option numbers. For the purposes of this Statement, sub-sections have been referenced by the sub-section number as identified in Figure 4-1 above and individual options have been referenced as per the Options Assessment Report.

5.1 Sub-Section 1: University Road to St. Francis Street Junction

- 5.1.0 Sub-Section 1 of the Proposed Scheme is University Road to Francis Street Junction and is presented in Figure 5-1.

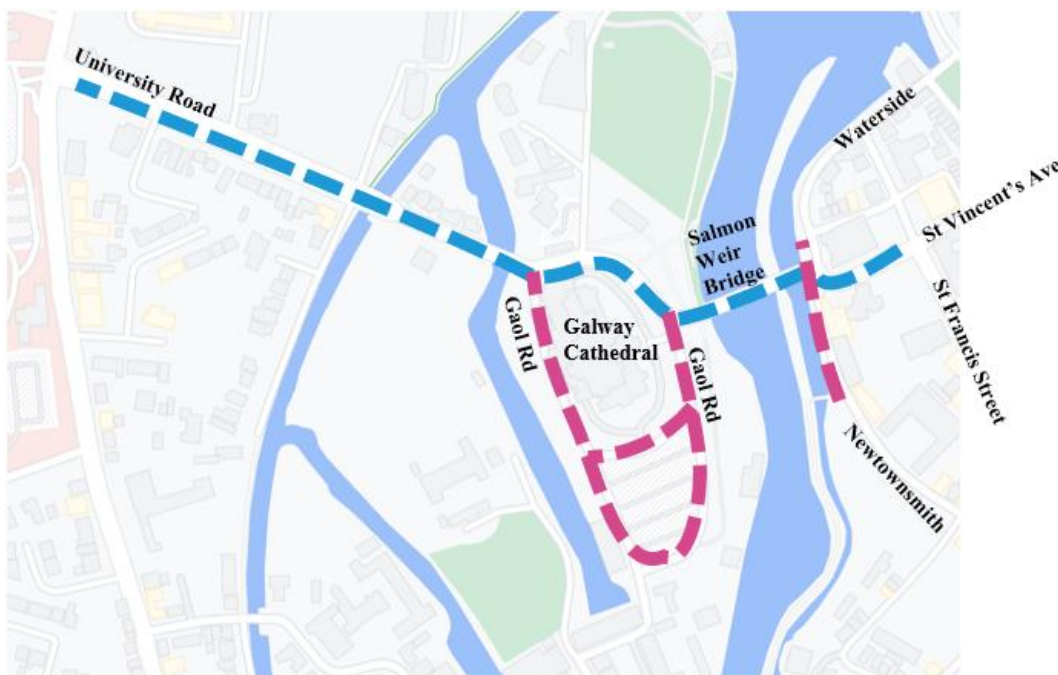


Figure 5-1 Sub-Section 1 University Road to Francis Street (EIAR Diagram 3.14 extracted and reproduced in this Statement of Evidence)

- 5.1.1 This section of the Proposed Scheme route includes the following lands / properties to be acquired as part of the Compulsory Purchase Order:
- a) Main Entrance to University of Galway (formerly National University of Ireland, Galway) (CPO plots 100.a.101, 100.b.201)
 - b) Entrance to University of Galway directly opposite Canal Road Upper (CPO Plots 100.a.102, 100.b.202)
 - c) Entrance to University of Galway at Earls Island (CPO Plots 100.c.101, 100.c.202, 100.d.201, CA, EA)
 - d) Gaol Road and vehicular exit from Galway Cathedral (CPO Plots BA, DA); and
 - e) Galway Courthouse (126.a.101, BB) which is proposed to be removed from the CPO application, with the approval of An Bord Pleanála

- 5.1.2 Along this section of the Cross-City Link, three options were assessed through the MCA process after the initial sifting of options was completed. These options were:
- 5.1.3 Option UR1: Bus Priority through demand management. This option requires restrictions on the volume of general traffic travelling along R863 University Road and over Salmon Weir Bridge through control of 'green time' offered to traffic.
- 5.1.4 Option UR2: This option restricts the movement of general traffic over the Salmon Weir Bridge and re-designating to allow for bus use only. No dedicated bus priority measures are proposed along R863 University Road. Bus priority would be achieved through the removal of through traffic from R863 University Road and Salmon Weir Bridge.
- 5.1.5 Option UR3: This option involves the provision of discontinuous bus lanes along R863 University Road where possible to do so on the approach to the existing bridge.
- 5.1.6 These bus lanes would be provided in both directions, with an inbound bus lane provided from the Eglinton Canal Bridge to the Salmon Weir Bridge, and the outbound bus lane provided from the Eglinton Canal Bridge to R864 Newcastle Road. Land acquisition along the majority of R863 University Road would be necessary for this option.
- 5.1.7 Additional alternative options considered for this section and discounted at the sifting stage included an option of providing inbound and outbound bus lanes, in addition to cycle lanes, along R863 University Road - This option would require a cross-section of a minimum of 20m. This would require the replacement of two bridges over the Eglinton Canal, the acquisition of frontage from 24 properties including removal of driveways and the demolition of part of the NUIG boundary wall. It was considered that this option would not provide any significant benefits over options UR2 and UR3 while requiring significantly more land acquisition, infrastructure provision and disruption during construction.
- 5.1.8 A further option considered was the widening or replacing the Salmon Weir Bridge to facilitate bus lanes. This could permit buses and general traffic utilise this river crossing, however the pinch point would remain along St. Vincent's Avenue where a 12m cross-section only is available. The acquisition and demolition of Galway Courthouse and / or part of the Franciscan Abbey buildings was not considered to be feasible. As such, widening the Salmon Weir Bridge would not provide sufficient bus priority relative to the infrastructure required.
- 5.1.9 The MCA process established that option UR2 is the preferred scheme option along R339 University Road, balancing the extent to which scheme objectives are met with the potential to mitigate any impacts arising.

5.2 Sub Section 3: Eyre Square to Forster Street

- 5.2.0 Sub-Section 3 of the Proposed Scheme is Eyre Square to Forster Street and is presented in Figure 5-2

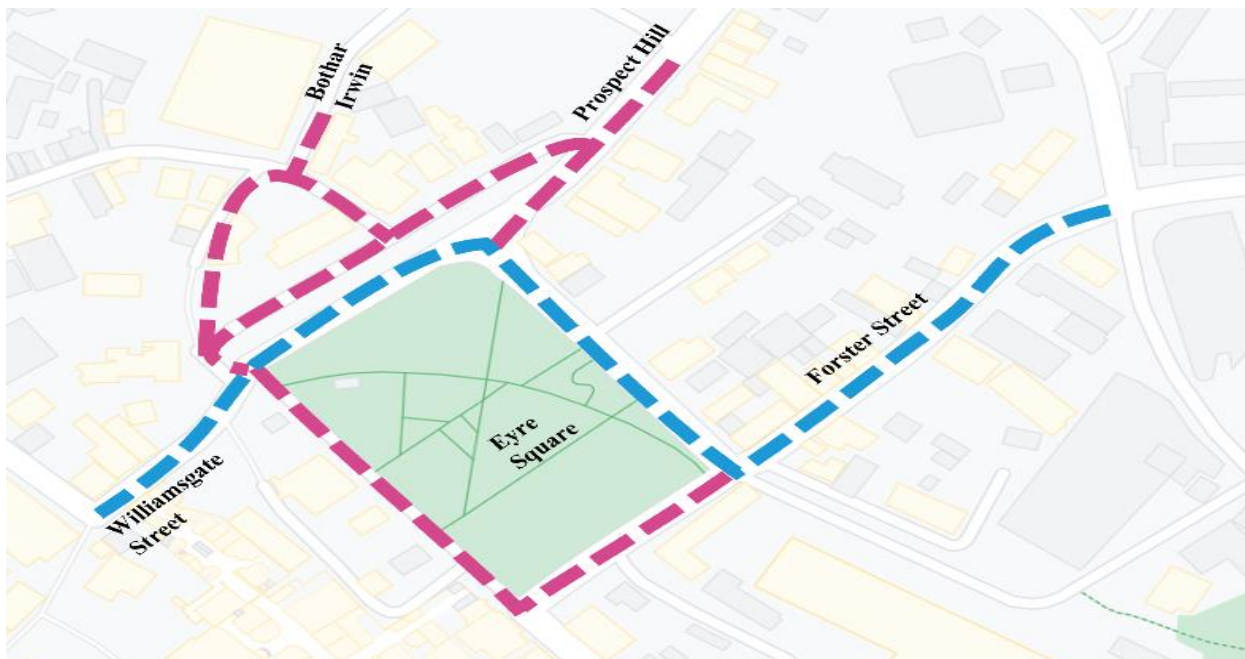


Figure 5-2 Sub-Section 3 – Eyre Square to Forster Street (EIAR Diagram 3.16 extracted and reproduced in this Statement of Evidence)

- 5.2.1 This section of the Proposed Scheme route includes the following lands / properties to be acquired as part of the Compulsory Purchase Order:
- a) The main bus exit from Ceannt Station (CPO plots 106.a.101, 106.b.101)
 - b) The entrance to Ceannt Station carpark (CPO Plot 106.a.202)
 - c) Public Road at Eyre Square North (CPO Plots BC, BD, BE)
 - d) Market Rights at Eyre Square North (EH), the permanent acquisition of which will no longer be necessary, with the approval of An Bord Pleanála. The temporary acquisition of Market Rights will remain necessary during construction.
- 5.2.2 Due to the constraints along R866/R336 Eyre Square and R339 Forster Street, road widening for the construction of bus segregation or cycle segregation was not considered a feasible option. As such, no alternate infrastructure options have been assessed for this section through the multi-criteria analysis.
- 5.2.3 Additional alternative options were considered for this section, which were discounted at the sifting stage and were not brought forward to the assessment stage.
- 5.2.4 An option was considered where R336 Forster St, R866/R336 Eyre Square, Prospect Hill and Bóthar Ui Eithir remain one-way, and one lane of dedicated bus lane provided along its entirety. This option was examined and sifted out as this would introduce unnecessary traffic onto the Cross-City Link. Traffic with no origin or destination on the Cross-City Link could route along R336 Forster Street and R336 Eyre Square East to cross the city centre, resulting in delay to public transport services.
- 5.2.5 A second option was considered whereby R866 Eyre Square North and R336 Eyre Square East would be closed and Eyre Square West reopened to vehicles. This option was examined and sifted out as although it would provide continuous public realm space connectivity between Eyre Square North, East and Kennedy Park, new bus stop facilities would be required along Eyre Square West and South and access for taxis and deliveries would also be required. This was considered to remove any benefits of opening Eyre Square West to traffic.
- 5.2.6 The preferred option brought forward was Option ES1, where Eyre Square north and east to be two-way bus only, Forster Street to be converted to two-way bus only. Access from Prospect

Hill to Eyre Square to be removed with access only permitted on to Shop Street via bollard control at designated times. This option meets the objectives of the Proposed Scheme.

5.3 Sub-Section 4: College Road from Forster Street to Lough Atalia Road

5.3.0 Sub-Section 4 of the Proposed Scheme is College Road from Forster Street to Lough Atalia Road and is presented in Figure 5-3

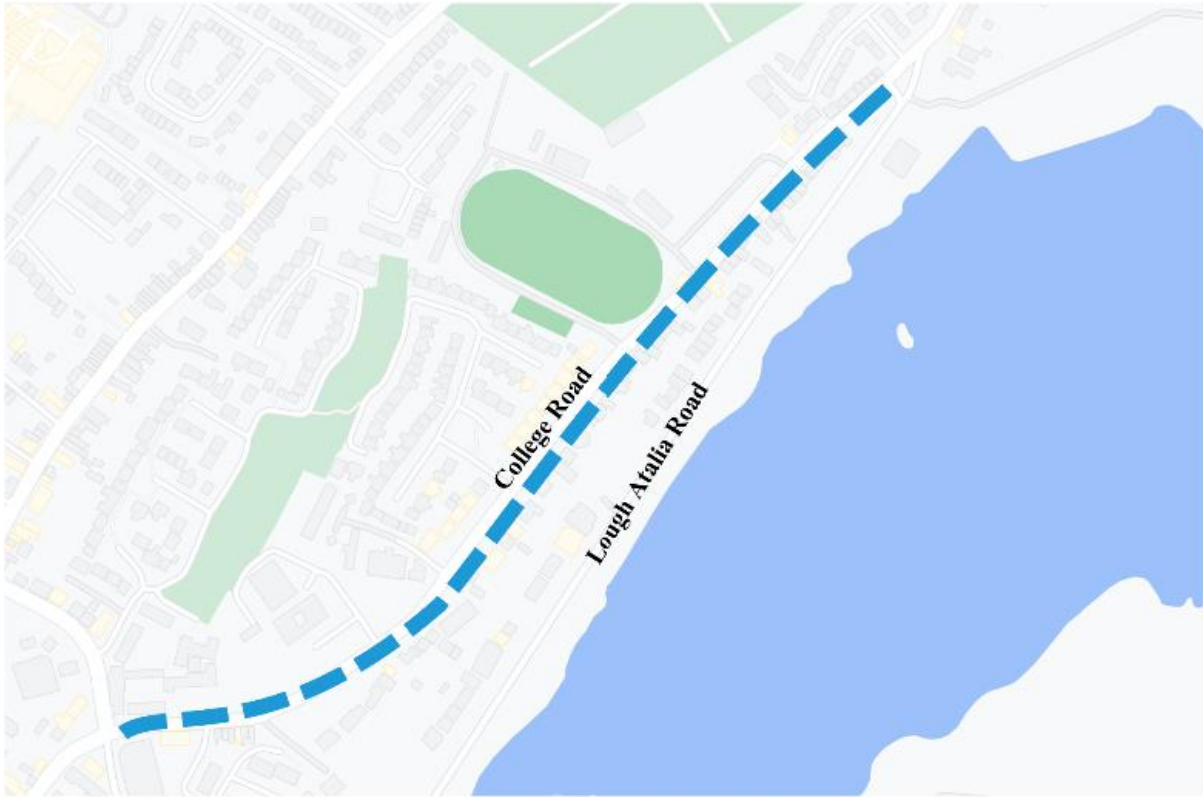


Figure 5-3 Sub-Section 4: College Road from Forster Street to Lough Atalia Road (EIAR Diagram 3.17 extracted and reproduced in this Statement of Evidence)

5.3.1 This section of the Proposed Scheme route includes the following lands / properties to be acquired as part of the Compulsory Purchase Order:

- a) The main bus entrance to Fairgreen Coach Station (CPO plots 108.a.101, 108.b.201)
- b) The entrance to Glenmore Estate (CPO Plot 111.a.101, 111.b.201, CE, ED)

5.3.2 Along this section of the Proposed Scheme, two options were analysed through the MCA process after the initial sifting of options was completed. These options were:

5.3.3 Option CR1: This option includes the provision of a bus gate on R339 College Road to restrict through movement for vehicular traffic, whilst facilitating the movement of public transport vehicles directly to and from R339 Forster Street.

5.3.4 Option CR2: The provision of dedicated bus lanes on R339 College Road. The bus lanes would be continuous along both sides of the entire length of the road. As no traffic removal would be achieved in this option, segregated cycle tracks would also be required. Significant land acquisition from property owners would be required to achieve the minimum (20m) cross section, including the Magdalene Convent, the Sportsground, frontage from a minimum of 16 no. residential properties and the acquisition and demolition of a minimum of 2 no. residential properties.

5.3.5 Additional alternative options were considered for this section, which were discounted at the sifting stage and were not brought forward to the assessment stage. These included an option of

creating a one-way system around Lough Atalia Road and R339 College Road with a bus lane on each road. This option was examined and sifted out.

- 5.3.6 This option would result in either bus services utilising a route not on the Cross-City Link, meaning inbound bus services would not serve key destinations including City Hall, Yeats College, and the Sportsground or, alternatively, city bus services would continue to utilise College Road and no benefits would be gained by the provision of bus priority on Lough Atalia Road; and
- 5.3.7 Providing back-to-back inbound and outbound bus lanes on R339 College Road with the direction of the bus lane changing at approximately at City Hall. This option was examined and sifted out as queueing of traffic on R339 College Road has been regularly observed to extend beyond this point in both directions. This option would therefore not provide the bus priority necessary for the Cross-City Link.
- 5.3.8 The MCA concluded that both options could feasibly meet the objectives of the Cross-City Link, however Option CR1 provides a less intrusive option for local residents as it will not require widening of the existing carriageway, while positively removing through traffic, creating a better environment for pedestrians and cyclists.

5.4 Sub-Section 5: College Road from Lough Atalia Road to Moneenageisha

- 5.4.0 Sub-Section 5 of the Proposed Scheme is College Road from Lough Atalia Road to Moneenageisha and is presented in Figure 5-4

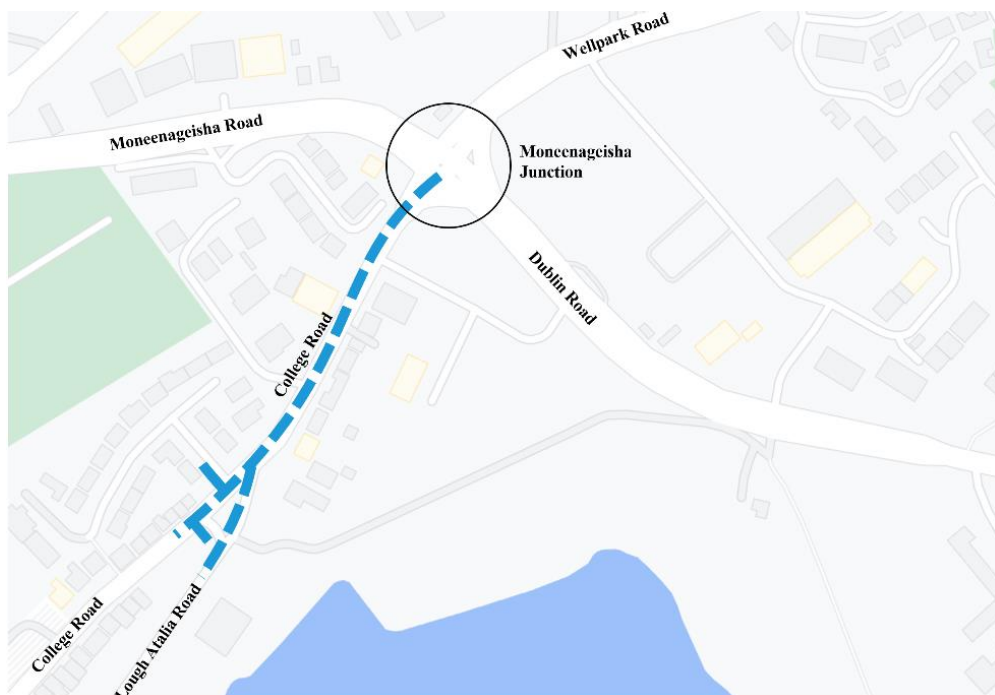


Figure 5-4 Sub-Section 5 – College Road from Lough Atalia Road to Moneenageisha (EIAR Diagram 3.18 extracted and reproduced in this Statement of Evidence)

- 5.4.1 This section of the Proposed Scheme route includes the following lands / properties to be acquired as part of the Compulsory Purchase Order:
- a) 139 College Road (CPO Plots 112.a.101, 112.a.202)
 - b) Gleann Noinin (CPO Plots 113.a.101, 113.a.202)
 - c) Circle K (CPO Plots 114.a.101, 114.a.202)

- d) Moneenageisha Court (CPO Plots 115.a.101, 115.a.202)
- e) Bay View B&B (CPO Plots 116.a.101, 116.a.202)
- f) The Huntsman Inn (CPO Plots 117.b.101, 118.a.101, 118.b.101, 118.b.203, CF, EE)
- g) Lough Atalia Road / College Road Junction Green Space (CPO Plots 102.a.101, 102.a.102)

5.4.2 This section of the Cross-City Link also overlaps with the City Centre Access Network, as identified in the Galway Transport Strategy. Along this section of the scheme, three options were analysed through the MCA process after the initial sifting of options was completed. These options were:

- a) Option CRM1: College Road, between Lough Atalia Road and Moneenageisha Road to be maintained at its current width. One outbound lane to be converted to a bus lane.
- b) Option CRM2: College Road, between Lough Atalia Road and Moneenageisha Road to be widened to provide an additional inbound raised cycle track and an outbound bus lane.
- c) Option CRM3: College Road, between Lough Atalia Road and Moneenageisha Road, to be significantly widened to provide inbound and outbound bus lanes and the provision of an inbound and outbound cycle track.

5.4.3 Additional alternative options were considered for this section, which were discounted at the sifting stage and were not brought forward to the assessment stage. These included an option of providing signal-controlled bus priority between the College Road / Lough Atalia Road junction and the Moneenageisha Junction. However, this option was not considered feasible to meet the objectives of the GTS as outbound traffic could not be gated sufficiently in one lane to keep the downstream lane clear for bus priority, as this storage capacity is necessary for the City Centre Access Network.

5.4.4 A further option considered was an alternative version of option CRM2, with the road widening to predominantly take place on the eastern side of the road. This option was examined and sifted out due to the alignment of College Road approaching Moneenageisha junction and also due to the relative proximity of 11 no. residential properties to the road edge. Widening in this direction would result in the removal of entire private frontages to properties resulting in doors opening directly onto footpaths and would not provide sufficient width to negate the requirement for land acquisition from the western side of the road. For these reasons, this option was not considered further.

5.4.5 The MCA process established CRM2 as the preferred option for this location.

5.4.6 Option CRM1 was found to have a significant negative impact on the City Centre Access Network due to the removal of an existing traffic lane. Furthermore, this option was found to have a negative impact with respect to achieving the GTS policies, specifically in relation to enabling traffic to access and move around the city centre and the ability to remove non-essential motorised traffic from the core city centre.

5.4.7 Option CRM3 was found to meet the objectives of the Proposed Scheme and presented more favourable outcomes in many instances relative to the preferred option. However, there were considerable negative impacts associated with the additional 5m of road widening relative to the preferred option.

5.4.8 It was therefore concluded that option CRM2 is the preferred route scheme option along R339 College Road, balancing the extent to which scheme objectives are met with the potential to mitigate any impacts arising.

5.5 Sub-Section 6: Dublin Road

5.5.0 Sub-Section 6 of the Proposed Scheme is Dublin Road from Moneenageisha to the Brothers of Charity and is presented in Figure 5-5.

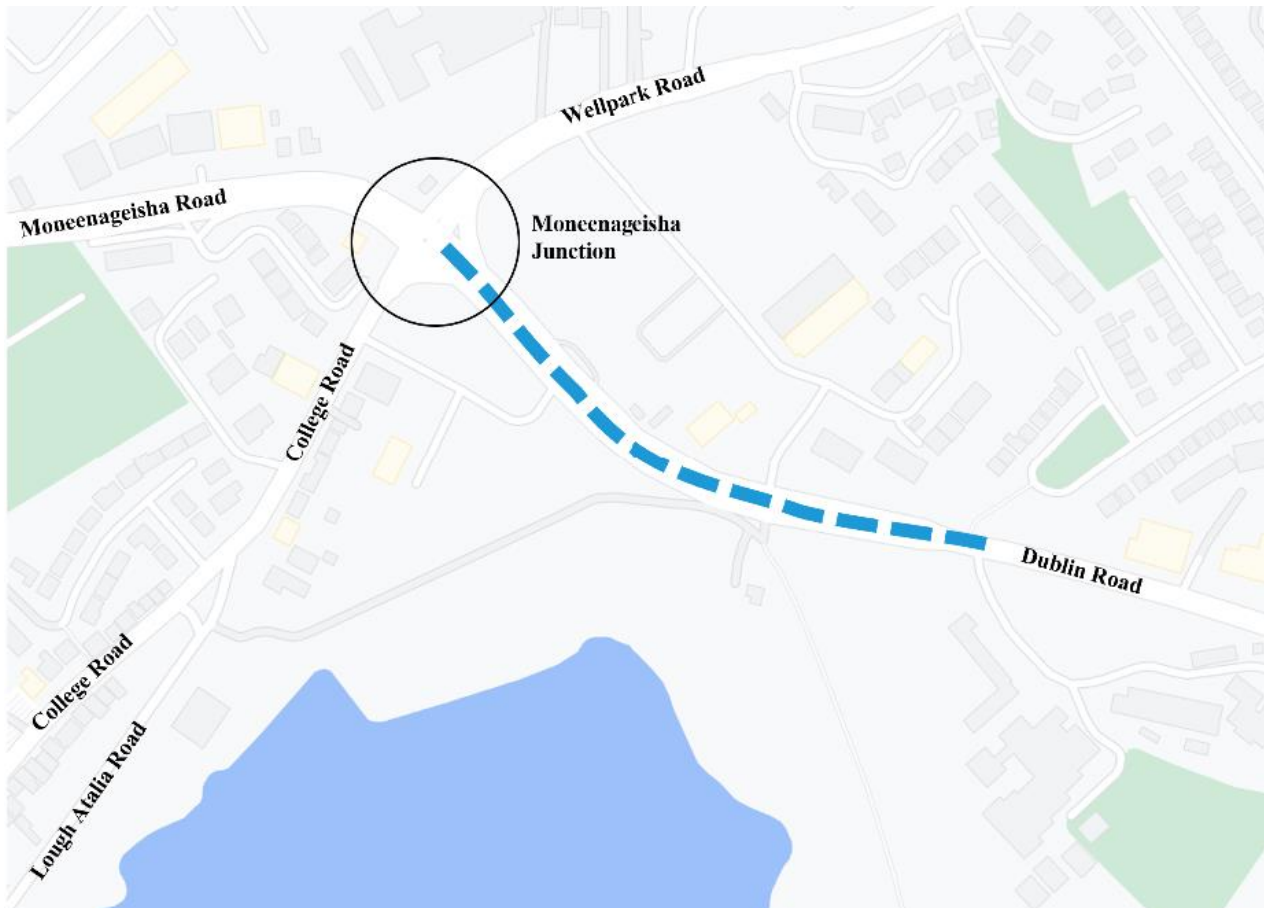


Figure 5-5 Sub-Section 6 – Dublin Road (EIAR Diagram 3.19 extracted and reproduced in this Statement of Evidence)

- 5.5.1 This section of the Proposed Scheme route includes the following lands / properties to be acquired as part of the Compulsory Purchase Order:
- a) The Huntsman Inn (CPO Plots 117.a.101, 117.a.202, 117.b.101, 118.a.102, 118.b.102, 118.b.204, 118.c.101, 118.c.202, 119.a.101, 119.a.202, CG, EF)
 - b) Dublin Road Green Areas (CPO Plots 120.a.101, 120.a.102, 120.a.103, 120.a.204, 125.a.101, 125.b.101, 125.b.202)
 - c) JC Decaux Billboard (CPO Plots 121.a.101, 121.a.202, 121.b.101)
 - d) Brothers of Charity (CPO Plots 122.a.101, 122.b.101, 122.a.202)
 - e) Wellpark / Sailin (CPO Plots 123.a.101, 123.a.202, CH, EG)
- 5.5.2 Along this section of the Proposed Scheme, two options were analysed through the MCA process after the initial sifting of options was completed. These options were:
- 5.5.3 Option DR1: Dublin Road to be maintained at its current width. One inbound lane to be converted to a bus lane. No segregated cycle facilities are proposed as part of this option due to the constraint of maintaining the existing road width.
- 5.5.4 Option DR2 In this option, bus lanes are provided in both the inbound and outbound directions. In the inbound direction, the existing two general traffic lanes are proposed to be retained as a straight-ahead lane and a right turn lane. In the outbound direction, the existing configuration is proposed to be maintained, with two vehicular lanes from Moneenageisha Road merging into a single outbound traffic lane. The outbound bus lane is proposed to be extended back to begin at the Moneenageisha junction. Segregated cycle tracks are proposed on both the inbound and outbound directions.
- 5.5.5 The MCA process established DR2 as the preferred option for this location.

- 5.5.6 The MCA identified that option DR2 clearly provides higher benefits than option DR1 and better meets the objectives required of the Proposed Scheme. However, DR1 has less environmental impact than DR2, as a result of not widening outside of the road curtilage. The extent of any such potential impacts were considered to be addressable through the EIA process and therefore not a reason to eliminate DR2 from the assessment process. DR1 was selected as the preferred route scheme option along R338 Dublin Road, balancing the extent to which scheme objectives are met with the potential to mitigate any impacts arising.

5.6 Sub-Section 7: Fairgreen Road

- 5.6.0 Sub-Section 7 of the Proposed Scheme is Fairgreen Road and is presented in Figure 5-6

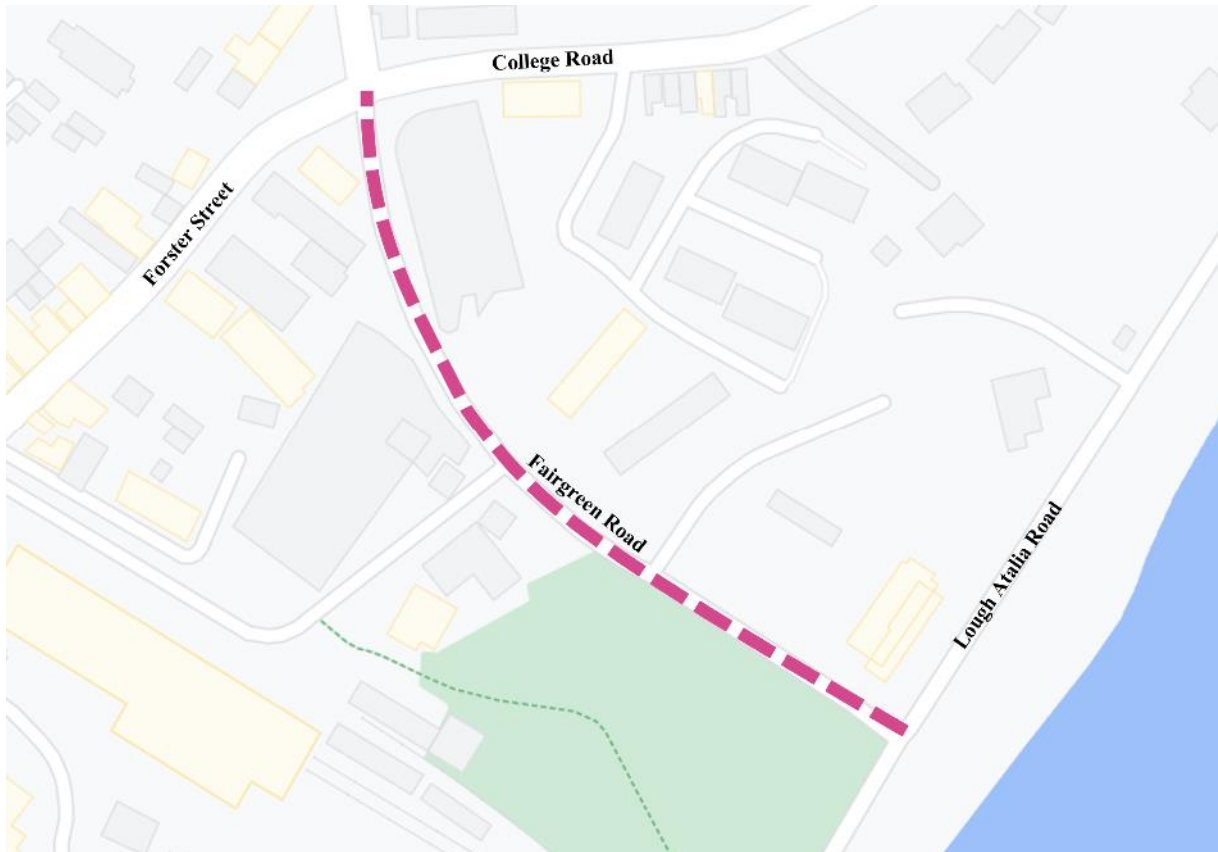


Figure 5-6 Sub-Section 7: Fairgreen Road (EIAR Diagram 3.20 extracted and reproduced in this Statement of Evidence)

- 5.6.1 This section of the Proposed Scheme route includes the following lands / properties to be acquired as part of the Compulsory Purchase Order:
- a) Fairgreen Road (CPO Plots 101.b.102, 124.a.101)
 - b) Entrance to Galmont Hotel (CPO Plots 109.a.201, 110.a.101, 110.a.202, CD, EC)
 - c) Fairgreen House Entrance (CPO Plots 107.a.101, 107.a.202, CC, EB)
 - d) Fairgreen Coach Station (CPO Plots 108.a.101, 108.b.201)
- 5.6.2 This section of the Proposed Scheme forms part of the Inner-City Access Route.
- 5.6.3 Due to the constraints along Fairgreen Road and its designation as the Inner-City Access Route, road widening or the provision of bus segregation was not considered a feasible option. As such, no alternate infrastructure options have been assessed for this section through the multi-criteria analysis.
- 5.6.4 An additional alternative option was considered for this section, which was discounted at the sifting stage and were not brought forward to the assessment stage.

- 5.6.5 This option was the converting of Fairgreen Road, R339 College Road and Lough Atalia Road into a one-way circulatory as described in Section 5.3.5. This option was examined and sifted out as Fairgreen Road forms part of the Inner-City Access Route, and it was not considered feasible to alter this street into a one-way route given its importance and function going forward providing an orbital route around the city centre for general traffic and to facilitate access routes to city centre car parks.
- 5.6.6 The preferred option for the Fairgreen Road Section of the Proposed Scheme includes the retention of the current traffic arrangement in both directions and enhanced pedestrian facilities.

5.7 Sub-Section 9 – Bóthar Na mBan / St. Brendan's Avenue / Headford Road / Dyke Road

- 5.7.0 Sub-Section 9 of the Proposed Scheme is Bóthar na mBan / St. Brendan's Avenue / Headford Road / Dyke Road and is presented in Figure 5-7

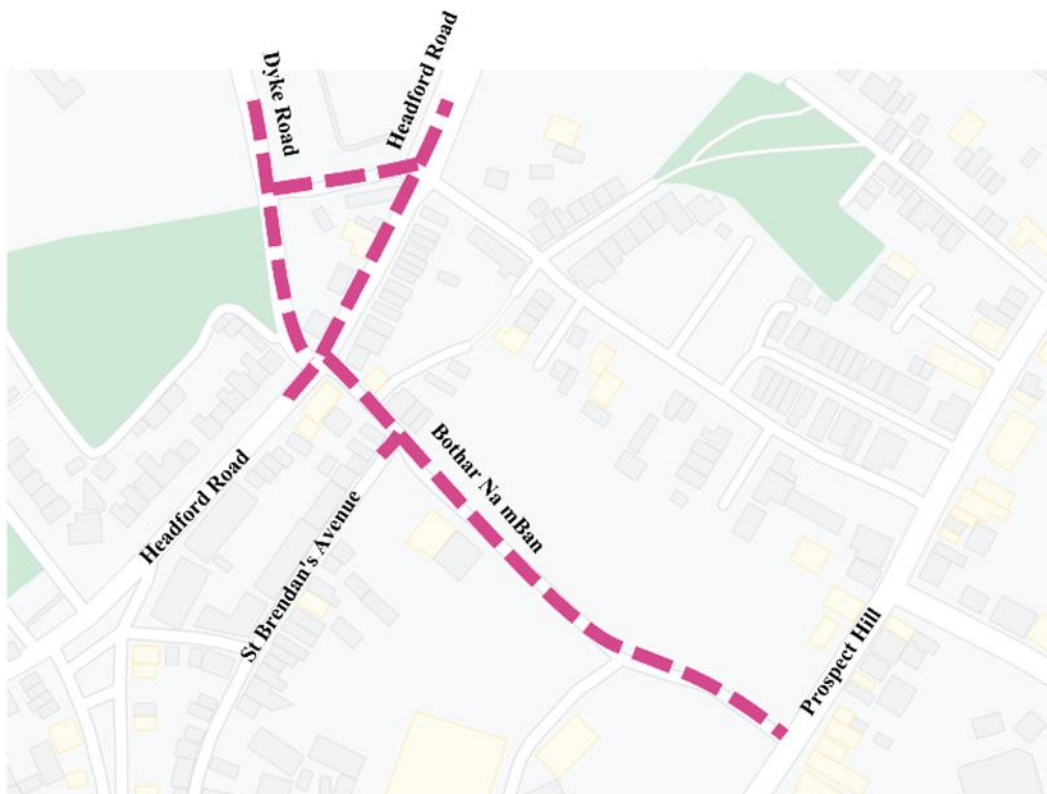


Figure 5-7 Sub-Section 9 – Bóthar na mBan / Bt. Brendan's Avenue / Headford Road / Dyke Road (EIAR Diagram 3.22 extracted and reproduced in this Statement of Evidence)

- 5.7.1 This section of the Proposed Scheme route includes the following lands / properties to be acquired as part of the Compulsory Purchase Order:
- a) Dyke Road / The Plots (CPO Plots 101.a.101, 101.a.102, 101.a.203, 101.b.101)
 - b) Dyke Road Car Park (CPO Plots 101.c.101, 101.c.202)
 - c) 5/6 Headford Road (CPO Plots 103.a.101, 103.b.101, CB)
 - d) 20 St. Brendan's Avenue (CPO Plots 104.a.101)
 - e) Galway County Council, County Hall (CPO Plots 105.a.101, 105.a.102, 105.b.101, 105.b.201)
- 5.7.2 This section of the Proposed Scheme is part of the Inner-City Access Network, as identified in the Galway Transport Strategy. Along this section, two options were analysed through the MCA process after the initial sifting of options was completed. These options were:

- 5.7.3 Option BA1: This option proposes to provide an additional pedestrian footpath on the eastern side of St. Brendan's Avenue between Bóthar Na mBan and Headford Road. Currently this road corridor is 7.3m wide and contains a single sub-standard footpath on its western side. Providing a full standard footpath on both sides of the road would require setting back the stop line for traffic on St. Brendan's Avenue back to its junction with Bóthar Na mBan, a set-back of approximately 40m. This would result in a traffic shuttle system over approximately 45m. The proposed additional footpath would create an enhanced pedestrian environment. However, the relocation of signals and the stop line would also require alterations to the control of the traffic signalling to provide sufficient inter-green time to allow cars turning left from Headford Road to pass by the traffic waiting on St. Brendan's Avenue / Bóthar Na mBan. The requirement for such a 'shuttle' situation would have a significant impact on the overall capacity of the junction.
- 5.7.4 Option BA2: This option proposes to widen St. Brendan's Avenue/Bóthar Na mBan as it approaches the junction with Headford Road in order to provide footpaths on both sides and two vehicle lanes for left turn and straight-ahead movements. This would require the acquisition and demolition of 2 no. residential properties along the south-western side of St. Brendan's Avenue to enable the works. This option would also implement a one-way traffic circulation system clockwise around the Headford Road/Dyke Road 'triangle'. A contra-flow cycle track connecting the Dyke Road to The Plots is proposed in order to maintain cyclist priority due to the implementation of a one-way vehicle circulatory. In order to provide a two-way cycle track, realigned footpaths and traffic signals at Dyke Road, road widening into The Plots and the Dyke Road car park would be necessary.
- 5.7.5 At the junction of Bóthar Na mBan with Prospect Hill, realignment of Bother Na mBan is proposed, in order to provide priority for two-way movements along the Inner-City Access Route. This would require land acquisition from Galway County Council's County Hall. This land acquisition would be necessary for both Options BA1 and BA2
- 5.7.6 Additional alternative options were considered for this section, which were discounted at the sifting stage and were not brought forward to the assessment stage. These included an option similar to BA2, with road widening to occur on the opposite side of St. Brendan's Avenue. This option would result in the acquisition of 6 no. residential properties and would further exacerbate the 'swan-neck' alignment of the road approaching the junction. Furthermore, it would create a staggered junction with Headford Road and Dyke Road rather than a crossroad junction.
- 5.7.7 A further option considered was making St. Brendan's Avenue one-way in either direction between Headford Road and Bóthar Na mBan. This option was examined and sifted out. As this street forms part of the Inner-City Access Network, diversions (likely onto St. Bridget's Place or St. Brendan's Avenue to Woodquay) would not meet the objectives of the Inner-City Access Route and would likely result in strategic traffic movements diverting onto residential streets.
- 5.7.8 A third option which was considered was a Do-Nothing Option. Due to the requirement of residential property acquisition at this location for Option BA2, a do-nothing option was also examined to fully establish the need for works at this section. As the proposed Inner-City Access Route will play a key role in managing traffic movements around the city centre, once traffic is displaced by the Cross-City Link, including retaining, and improving access to city centre car parks, it is important that an appropriate level of service for general traffic movement is provided for. Similarly, as the GTS envisages Galway as a 'walking city' and identified the need to improve and update pedestrian networks, adequate provision for pedestrians needs to be considered as part of the implementation of the Inner-City Access Route. As the footpath on eastern side of St. Brendan's Avenue is currently 1.2m wide, which is further restricted to an effective width of 0.6m in places, and there is a 23m section of road on the eastern side of St. Brendan's Avenue with no footpath present, a do-nothing option in this location was not considered feasible based on achieving the Proposed Scheme and GTS objectives.
- 5.7.9 The MCA process established BA2 as the preferred option for this location.
- 5.7.10 The MCA identified that option BA2 clearly provides higher benefits than option BA1 and better meets the objectives of the scheme.

- 5.7.11 This is largely due to the significant traffic capacity reductions on the Inner-City Access Route that would be experienced in option BA1 due to the shuttle system between Bóthar na mBan and Headford Road. This shuttle system would likely result in the Inner-City Access Route failing to function as required, resulting in congestion and delay likely across the city centre, potentially impacting on the operation of the Cross-City Link. Therefore, based on the MCA results, option BA2 was identified as the preferred route option for this part of the Inner-City Access Route required to facilitate the delivery of the Cross-City Link.

6. Description of works that would be facilitated by the CPO and responses to objections raised.

6.0 Consultation

- 6.0.0 In October 2020, Galway City Council commenced non-statutory public consultation on the Proposed Scheme. Due to the COVID-19 restrictions in place at the time, this consultation primarily consisted of virtual and on-line mechanisms.
- 6.0.1 In addition to the virtual information room, a series of engagement sessions with various stakeholders were held during the consultation period. Over 130 stakeholders were invited to 5 virtual ‘sectoral’ briefings, as part of the non-statutory public consultation. Invited stakeholders included public transport operators, community groups, emergency services, businesses, taxis operators, car park operators, educational institutions, transport consultancies, and cycling groups. A total of 36 stakeholders attended these meetings.
- 6.0.2 31 landowners were initially identified as potentially affected by the scheme including some lands in the ownership of local authorities. Letters, outlining the scheme, were sent to identified landowners on 16th October 2021. Where landowners were not readily identifiable, letters were issued to the property.
- 6.0.3 Galway City Council, using bonded search agents, carried out appropriate property ownership searches in Tailte Éireann (Property Registration Authority and Valuation Office) to identify owners or reputed owners of the relevant plots appearing in the Schedule to the CPO, such property ownership searches being updated to 29th January 2024. Galway City Council believes that it has taken all reasonable endeavours to identify such parties. Save in respect of the ownership of Folio GY 66856F [detailed at Section 6.20.14 below] the results of those searches did not indicate any owner or occupier for whom details have not been included in the CPO Schedule.
- 6.0.4 With reference to the proposed land acquisition at 139 College Road [detailed at Section 6.14 below] the Tailte Éireann search results indicate the owner of that plot as being Ms Philomena Scahill. No party with a lesser estate or interest in the property at 139 Collage Road was identified in the results of searches carried out.
- 6.0.5 Consultation meetings between Galway City Council and all landowners or reputed landowners (and / or their representatives), then known by Galway City Council to be affected by the proposed CPO, commenced in January 2021. To the best of Galway City Council’s knowledge there has been at least one such meeting between Galway City Council and each of those parties. Galway City Council believes any submission which includes a suggestion that it has failed to meaningfully communicate, is misplaced.

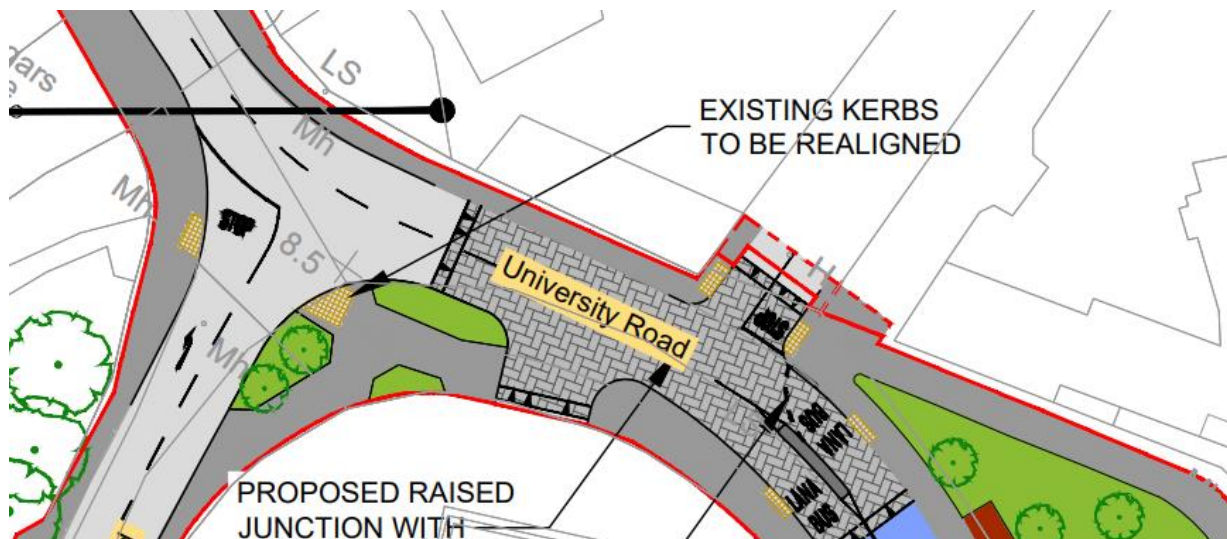


Figure 6-3 General Arrangement of Proposed Scheme at Earls Island

6.1.2 **Description of works**

6.1.3 The Proposed Scheme requires the acquisition of lands at the Main Entrance to University of Galway (formerly National University of Ireland, Galway), the entrance to University of Galway directly opposite Canal Road Upper and the entrance to University of Galway at Earls Island for the purposes of providing a raised entry treatment at the Main Entrance and a raised table at the other two entrances. A photomontage of the proposal at the Main Entrance is presented in Figure 6-4.

6.1.4 Areas of 28.6 m², 51 m² and 16.7 m² are required to be permanently acquired at these locations. Furthermore, additional areas of 106.7 m², 73.5 m² 24.1 m² and 11.1 m² are required to be temporarily acquired for the construction of the raised entry treatment / raised tables.

6.1.5 The works on the scheme that will be facilitated by the CPO include the construction of raised tables across each of the entrances to facilitate and prioritise the movement of pedestrians along University Road. In addition, construction of new drainage gullies and connections to the drainage network along University Road is necessary.

6.1.6 In addition, the private rights over the lands to be permanently acquired are also necessary to be acquired, while the private rights over the lands to be temporarily acquired are to be temporarily restricted or otherwise interfered with during the construction of the Proposed Scheme.

6.1.7 **Response to objections raised.**

6.1.8 No submissions or objections were received in relation to the CPO Plots on University Road and Fisheries Field (CPO Plots 100.a.101, 100.b.201, 100.a.102, 100.b.202, 100.c.101, 100.c.202, 100.d.201, CA, EA).

6.1.9 Subsequent to the making of the CPO, the National University of Ireland, Galway has changed the name of the university to University of Galway. Galway City Council intends to seek a corresponding amendment of the Schedule to the CPO.



Figure 6-4 Photomontage of proposed entry treatment at University of Galway Main Entrance

6.2 Galway Cathedral

6.2.0 Proposals and Extent of CPO

6.2.1 Figure 6-5 illustrates the extent of public rights of way to be restricted on Gaol Road at Galway Cathedral. Figure 6-6 presents the general arrangement of the Proposed Scheme at Galway Cathedral.



Figure 6-5 Proposed CPO at Galway Cathedral

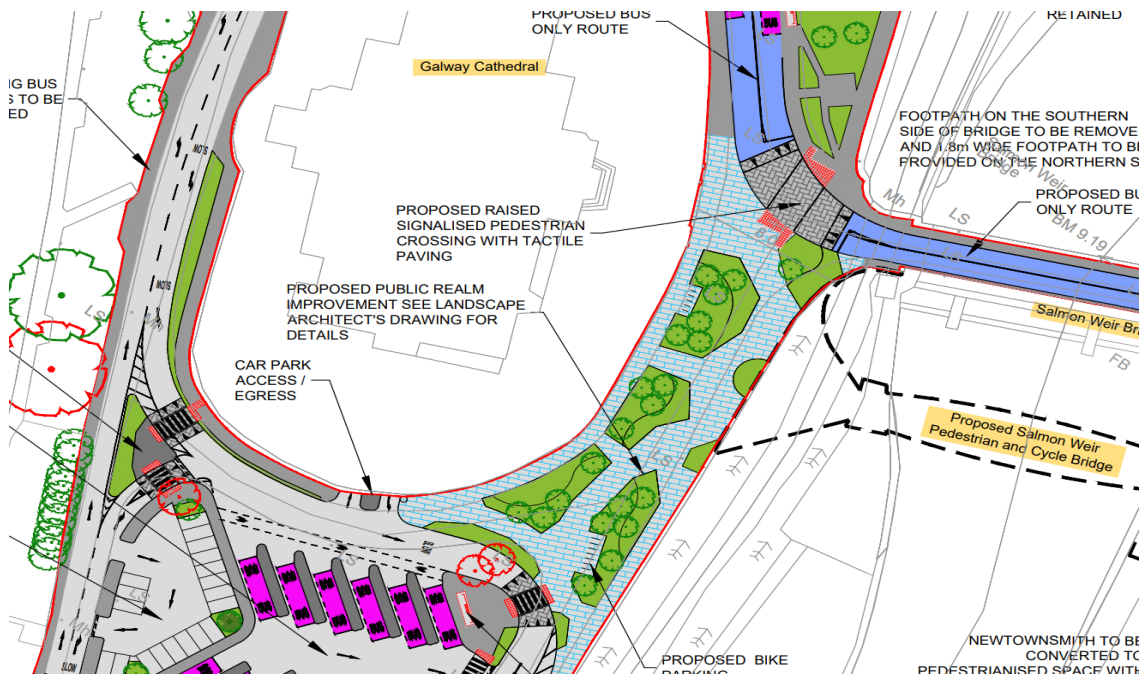


Figure 6-6 General Arrangement of Proposed Scheme at Galway Cathedral

6.2.2 **Description of works**

6.2.3 The Proposed Scheme requires the Public Rights of Way over Gaol Road, directly in front of Galway Cathedral to be removed, as traffic will no longer be permitted to pass over this area. This area is proposed to be converted to a pedestrianised plaza with landscaping. The area is indicated in green in Figure 6-5 and a photomontage of the proposed pedestrianised area is shown in Figure 6-7.

6.2.4 The existing vehicle exit from Galway Cathedral onto Gaol Road is to be relocated to the southern end of the Cathedral, adjacent to the existing entrance. This requires the Private Rights of vehicular traffic over this area to be restricted.

6.2.5 **Response to objections raised.**

6.2.6 No submissions or objections were received in relation to the public rights of way to be restricted or otherwise interfered with at Gaol Road in front of Galway Cathedral, or the Private Rights to be restricted or otherwise interfered with at Galway Cathedral entrance.



Figure 6-7 Photomontage of proposed pedestrianised area at Gaol Road

6.3 Galway Courthouse

6.3.0 **Proposals and Extent of CPO**

6.3.1 Figure 6-8 illustrates the extent of Public Rights of Way to be restricted and the permanent land acquisition initially sought at Galway Courthouse. Figure 6-9 presents the general arrangement of the initially proposed scheme at Galway Courthouse, prior to the current suggested amendments.



Figure 6-8 Proposed CPO at Galway Courthouse

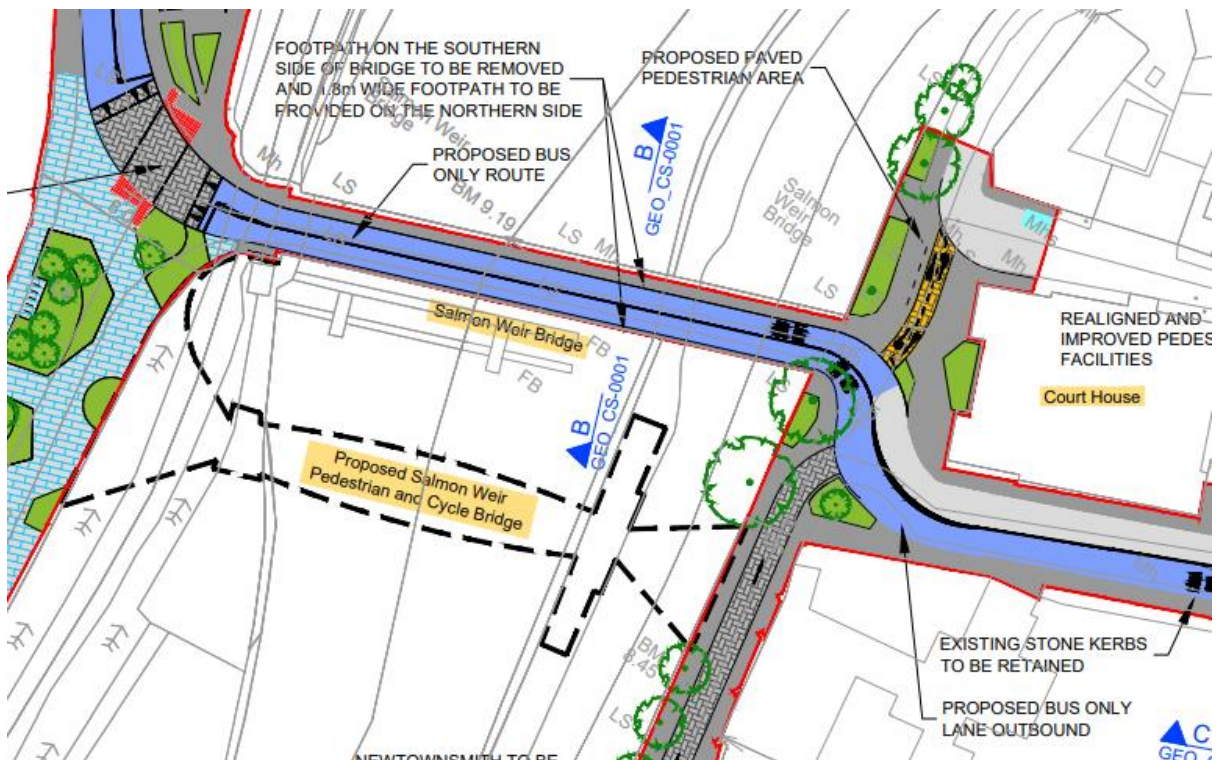


Figure 6-9 Original General Arrangement of initially Proposed Scheme at Galway Courthouse

6.3.2 Description of works

6.3.3 Having considered the proposed amendments as set out in the submission made by the Courts Service in relation to the scheme at this location, Galway City Council support An Bord Pleanála making a condition to the grant of permission which would amend the Proposed Scheme in the vicinity of Galway Courthouse. The proposed amendments are set out below in response to the objections raised. The proposed amendment would remove Plot 126.a.101 and Plot BB from the CPO Schedule.

6.3.4 The Proposed Scheme as initially submitted to An Bord Pleanála required the acquisition of lanes to the rear of Galway Courthouse and the removal of all rights of vehicular traffic (except pedal cycles or other bicycles) over a section of Waterside in order to facilitate a proposed road closure.

- 6.3.5 The proposed CPO as initially submitted included 128.8m² of lands to be acquired from the Courts Service to facilitate the proposed road closure and public realm creation to the rear of Galway Courthouse.
- 6.3.6 Furthermore, the proposed CPO as initially submitted included the Public Rights of Way over Waterside, directly to the rear of Galway Courthouse, to be removed. As traffic would have no longer be permitted to pass over this area. This area is proposed to be converted to a pedestrianised plaza with landscaping. The area is indicated in green in Figure 6-8.
- 6.3.7 The works would have comprised of the excavation of the existing parking spaces along Waterside and the construction of a pedestrian plaza including hardscape and softscape finishes.
- 6.3.8 The works that would have been facilitated by the CPO as initially submitted would include the closure of Waterside to vehicles except cycles, the construction of a two-way cycle track and hardscape and softscape finishes on a pedestrianised area.
- 6.3.9 **Response to objections raised.**
- 6.3.10 A submission was received from the Courts Services and its Agents, and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022.
- 6.3.11 A further submission from the Courts Services and its Agents was received and issued to Galway City Council on August 3rd, 2023.
- 6.3.12 The initial submission supported the overall aims of the Proposed Scheme and its general layout but raised concerns with the proposed layout to the rear of Galway Courthouse. The submission identified that Galway Courthouse has a unique set of requirements for elevated levels of security and safety and suggested that the Proposed Scheme would compromise that safe and secure operation.
- 6.3.13 The submission suggests that the removal of the direct access to the rear of the courthouse (Waterside) would impact directly on the accessibility and functionality of the courthouse. This area is used as an access point for the judiciary, courthouse staff, jury members, the Gardaí and the transfer of prisoners. The submission suggests that the Proposed Scheme, in particular the closure of Waterside as a vehicle route and creation of a pedestrian plaza would impact on the courts ability to comply with the EU Victims Directive and could present a security risk for the courthouse and general public. It is further suggested that a pedestrian plaza could potentially compromise privacy for meeting rooms to the rear of the courthouse.
- 6.3.14 The submission requested that traffic flow on Waterside, at the rear of the courthouse, be revised to allow prison vans to access St. Vincent's Avenue from the rear of the courthouse. Furthermore, the provision of a contra-flow cycle track along this section is proposed by the submission.
- 6.3.15 The submission also identified the existing carparking at the rear of the courthouse is proposed to be removed as part of the Proposed Scheme as this area is proposed to become a pedestrian plaza. The submission requests that this carparking be retained to continue to meet the needs of the Courts Services regarding access for staff, visiting judiciary and secure transport of sensitive documents.
- 6.3.16 In response to the first submission received from the Courts Service, Galway City Council indicated to An Bord Pleanála that it would have no objection to and would support An Bord Pleanála making a condition to the grant of planning permission, and subsequent alterations to the CPO Schedules, which would amend the Proposed Scheme in the vicinity of Galway Courthouse. Galway City Council suggested the following amendments, subject to the approval of An Bord Pleanála.
- 6.3.17 The Proposed Scheme shall be amended in the vicinity of Galway Courthouse, as per drawing BCG-GA-00-02-PL02, an extract of which is shown in Figure 6-10. These changes can be summarised as follows:

- a) Waterside be retained to traffic, and the proposed pedestrian plaza to the rear of Galway Courthouse be removed;
- b) The direction that traffic is permitted to travel on Waterside be reversed, from the Corrib House Tea Rooms to St. Vincent's Avenue at the rear of the courthouse;
- c) A contra-flow cycle track be provided along Waterside, from St. Vincent's Avenue to Courthouse Square;
- d) No alterations to the existing footpath and parking under the ownership of Galway Courthouse be proposed.

- 6.3.18 It is believed that the suggested alterations to the scheme as described will retain access to this area, without unduly impacting on the efficient operation of the Cross-City Link and retaining a legible network for road users locally.
- 6.3.19 The proposed amendment will remove plot 126.a.101 from the Compulsory Purchase Order Schedule Part I and plot BB from the Compulsory Purchase Order Schedule Part III (Section B).
- 6.3.20 The second submission received by the Courts Service stated that the Courts Service confirms its agreement with and adoption of Galway City Council's proposal contained in the Galway City Council response to submissions (as demonstrated in BCG-GA-00-02-PL02). However, the Courts Service also stated that, if the proposal identified by Galway City Council is not acceptable to An Bord Pleanála, the Courts Service's position in relation to the Proposed Scheme would remain as set out in the initial submission.

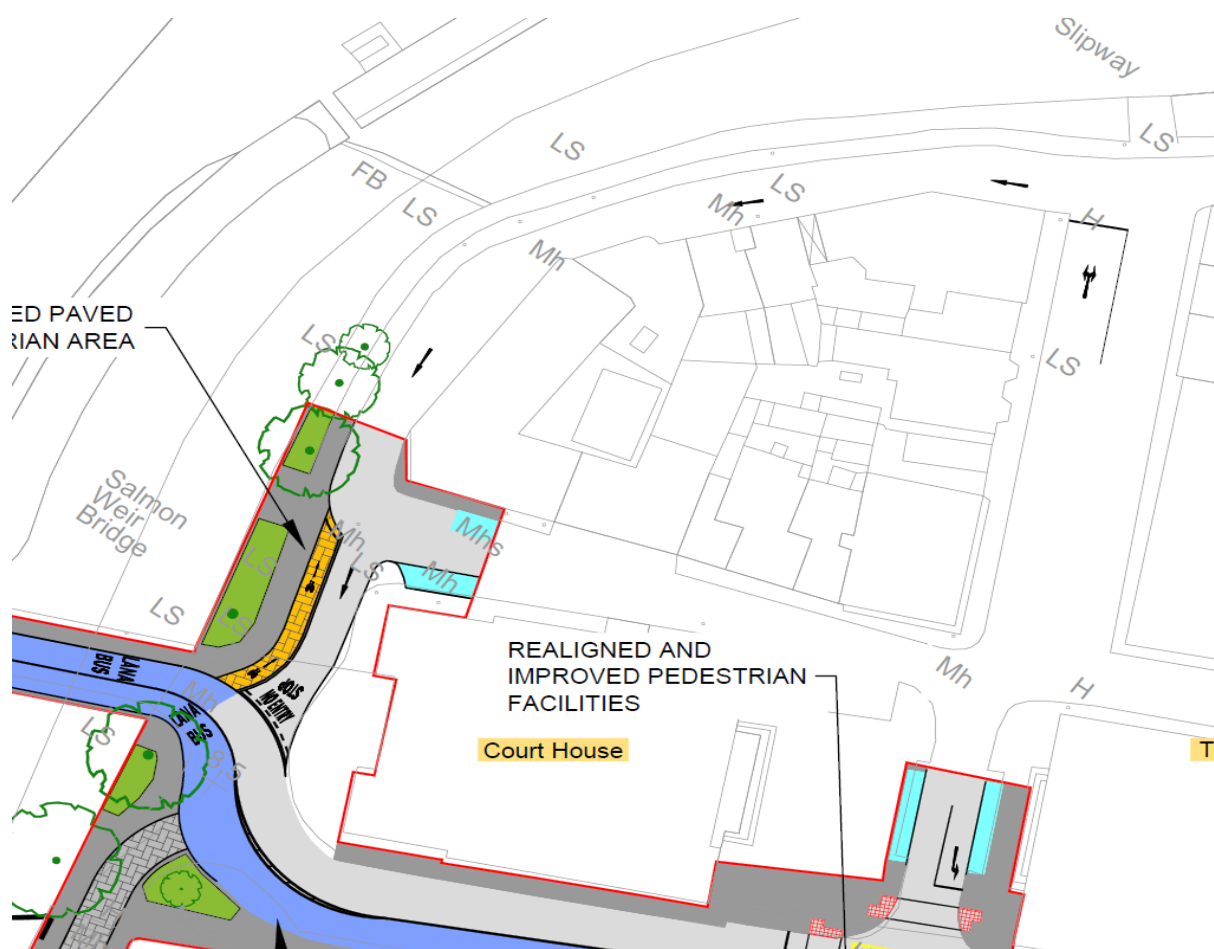


Figure 6-10 Extract from Drawing BCG-GA-00-02-PL02

6.4 Dyke Road and The Plots

6.4.0 Proposals and Extent of CPO

- 6.4.1 Figure 6-11 illustrates the extent of the permanent and temporary land acquisition at Dyke Road and The Plots. Figure 6-12 presents the general arrangement of the proposed scheme at Dyke Road and The Plots.



Figure 6-11 Proposed CPO at Dyke Road and The Plots

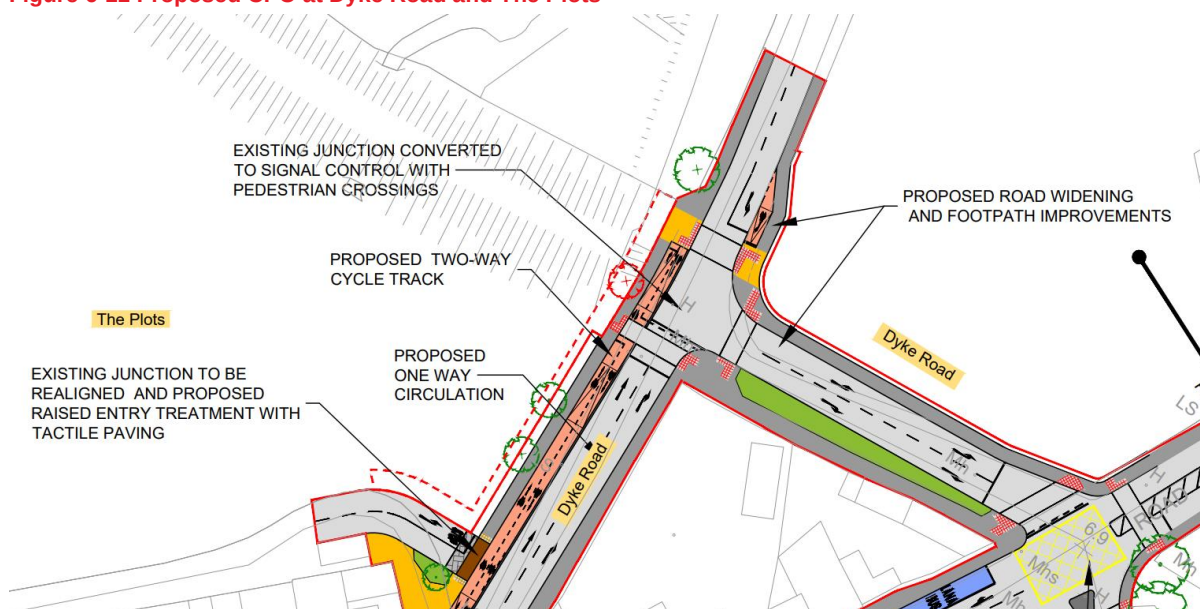


Figure 6-12 General Arrangement of Proposed Scheme at Dyke Road and The Plats

6.4.2 **Description of works**

- 6.4.3 The Proposed Scheme requires the potential acquisition of lands at Dyke Road, The Plots and Dyke Road carpark for these roads to be widened to provide an additional two-way cycle track along Dyke Road and a one-way circulatory system with signalised junctions for other vehicles. The circulator system will include a contra-flow lane for buses travelling outbound along Headford Road.
- 6.4.4 To the best of Galway City Council's knowledge, this area is in the ownership of Galway City Council. However, in the absence of documentary evidence of such ownership, these plots have been included in the CPO Schedule to afford any party, whose interest or right may be potentially acquired, restricted, or otherwise interfered with, an opportunity to make a submission.
- 6.4.5 Four areas of 91.2 m², 56.4 m², 79.5 m² and 103.8 m² are required to be permanently acquired at this location to facilitate the road widening. Furthermore, two additional areas of 171.2 m² and 140 m² are required to be temporarily acquired for the construction of the road widening.
- 6.4.6 The works along The Plots comprise of the widening of the existing roadway into a green space, with full depth road construction to provide a realigned carriageway, new two-way cycle track, a new footpath and a relocated footpath.
- 6.4.7 The works at the Dyke Road Car Park comprise of the demolition of the existing boundary wall and the construction of a new boundary wall along the revised boundary line. The relocation of parking spaces within the carpark, the realignment of the road and footpaths and the construction of a green space and the signalisation of the Dyke Road junction incorporating pedestrian crossings.
- 6.4.8 **Response to objections raised.**
- 6.4.9 No submissions or objections were received in relation to the CPO Plots at Dyke Road Car Park or The Plots on Dyke Road (CPO Plots 101.a.101, 101.a.102, 101.b.101, 101.c.101, 101.a.203, 101.c.202).

6.5 5/6 Headford Road and 20 St. Brendan's Avenue

6.5.0 **Proposals and Extent of CPO**

- 6.5.1 Figure 6-13 illustrates the extent of the permanent land acquisition at 5/6 Headford Road and 20 St. Brendan's Avenue. Figure 6-14 presents the general arrangement of the Proposed Scheme at this location.



Figure 6-13 Proposed CPO at 5/6 Headford Road and 20 St. Brendan's Avenue

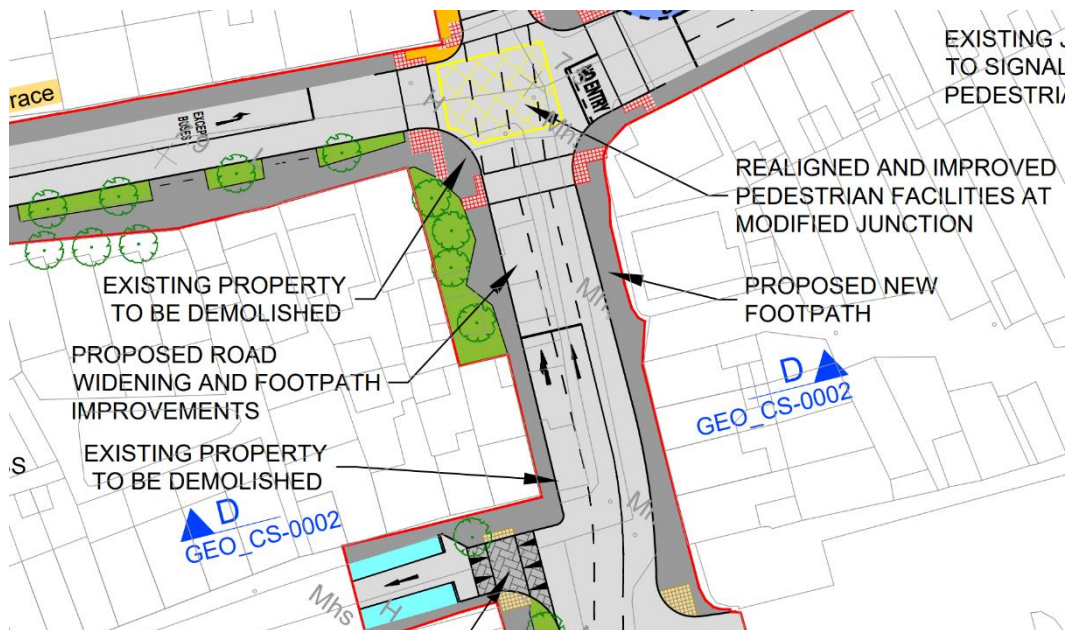


Figure 6-14 General Arrangement of Proposed Scheme at 5/6 Headford Road and 20 St. Brendan's Avenue

6.5.2 Description of works

- 6.5.3 The Proposed Scheme requires the acquisition of Properties 5/6 Headford Road and 20 St. Brendan's Avenue for the purposes of widening and realigning St. Brendan's Avenue to provide a footpath on both sides of the road. An additional vehicular lane is also proposed as part of the Proposed Scheme.
- 6.5.4 The entirety of both residential properties, including the portion of the laneway directly along the rear of 5/6 Headford Road are necessary. The works will require the acquisition and demolition of both properties.
- 6.5.5 The works on the scheme that will be facilitated by the CPO include the widening and realignment of St. Brendan's Avenue as it approaches the junction with Headford Road in order to provide footpaths on both sides of the road and two vehicle lanes for left turn and straight-ahead movements.

- 6.5.6 The existing width of 7.3m on St. Brendan's Avenue is insufficient to provide a standard footpath on both sides of the road and retain two-way traffic along the Inner-City Access Route. Photomontages of the Proposed Scheme, with the removal of both properties are shown in Figure 6-15 and Figure 6-16.
- 6.5.7 **Response to objections raised.**
- 6.5.8 Submissions were received from a representative of the owners of 5/6 Headford Road and 20 St. Brendan's Avenue, and these submissions were issued by An Bord Pleanála to Galway City Council on 6th December 2022. A further submission for each property, was received from this representative and issued to Galway City Council on August 3rd, 2023.
- 6.5.9 The issues raised in all four submissions are a matter for compensation and do not raise objections to the Proposed Scheme.



Figure 6-15 Photomontage of St. Brendan's Avenue



Figure 6-16 Photomontage of Headford Road

6.6 Galway County Council

6.6.0 Proposals and Extent of CPO

6.6.1 Figure 6-17 illustrates the extent of the permanent and temporary land acquisition at Galway County Council. Figure 6-18 and Figure 6-19 present the general arrangement of the Proposed Scheme at the car park entrance and the front of Galway County Council, County Hall respectively.



Figure 6-17 Proposed CPO at Galway County Council



Figure 6-18 General Arrangement of Proposed Scheme at Galway County Council Car Park Entrance

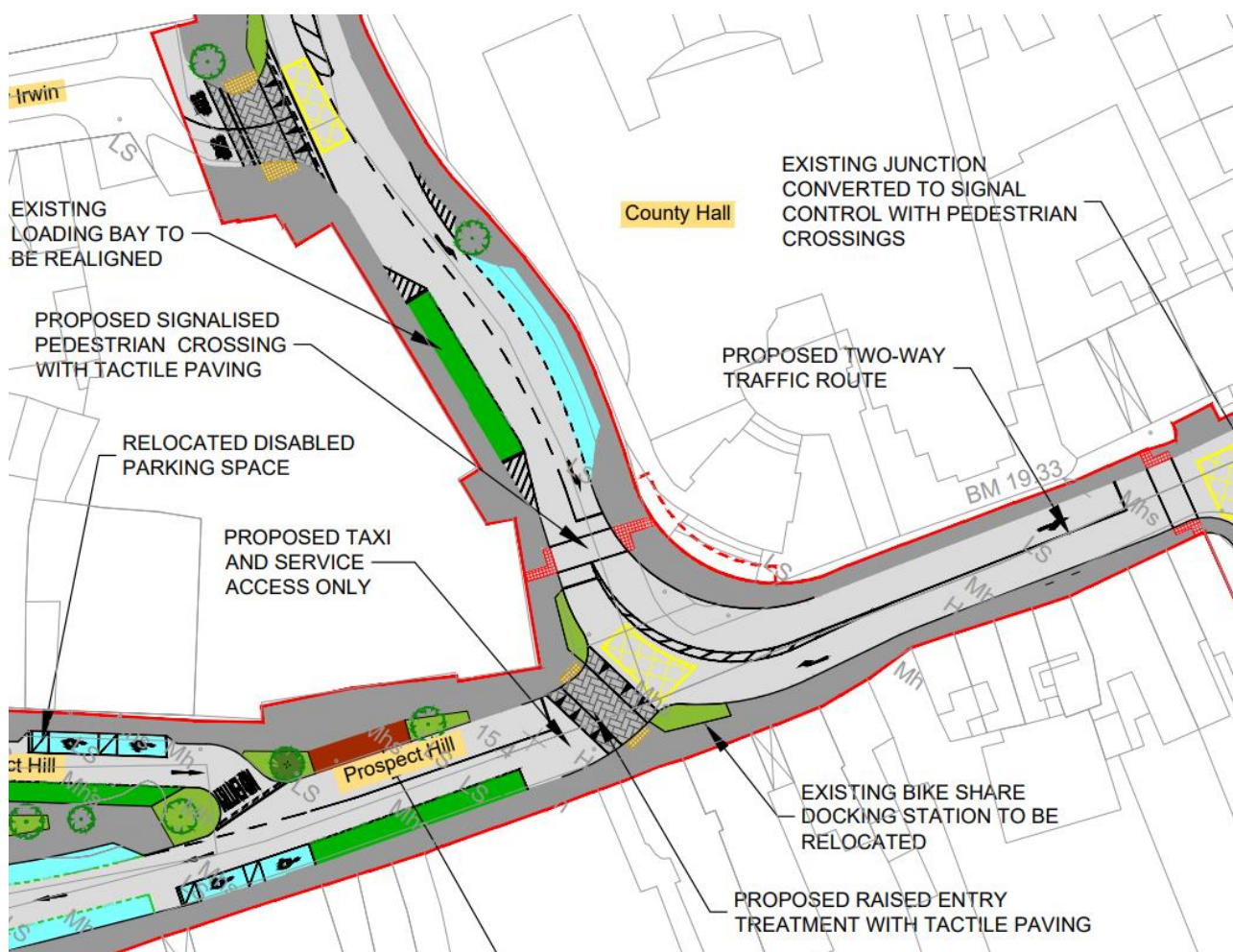


Figure 6-19 General Arrangement of Proposed Scheme at Front of Galway County Council

6.6.2 **Description of works**

6.6.3 The Proposed Scheme requires the acquisition of lands at Galway County Council's County Hall in order to realign the Inner-City Access Route between Bothar Na mBan and Prospect Hill and also for the purposes of acquiring the public road and footpath at the entrance to Galway County Council's car park. This is to remove any ambiguity regarding the ownership of the public road in this location.

6.6.4 Areas of 160.0m², 567.3m² and 52.1m² are required to be permanently acquired at these locations. Furthermore, an additional area of 42.4m² is required to be temporarily acquired for the construction of the realigned junction.

6.6.5 The works comprise the demolition of a section of the existing boundary wall and the construction of a new boundary wall along the revised boundary line. The existing steps are to be retained and the existing footpath to be set back closer to the existing steps.

6.6.6 The works on the Proposed Scheme that will be facilitated by the CPO include the realignment of the Bothar Na mBan junction with Prospect Hill in order to amend the priority at this junction, to vehicles travelling in both directions along the Inner-City Access Route. A photomontage of this realigned junction is shown in Figure 6-20.

6.6.7 **Response to objections raised.**

6.6.8 No submissions or objections were received in relation to the CPO Plots at Galway County Council, County Hall (CPO Plots 105.a.101, 105.a.102, 105.b.101, 105.b.201)



Figure 6-20 Photomontage of Realigned Prospect Hill / Bothar na mBan Junction

6.7 Eyre Square North

6.7.0 Proposals and Extent of CPO

6.7.1 Figure 6-21 illustrates the extent of the Market Rights to be temporarily acquired at Eyre Square North. Figure 6-22 presents the general arrangement of the initially proposed scheme at Eyre Square North, prior to the current suggested amendments.



Figure 6-21 Proposed CPO at Eyre Square Market

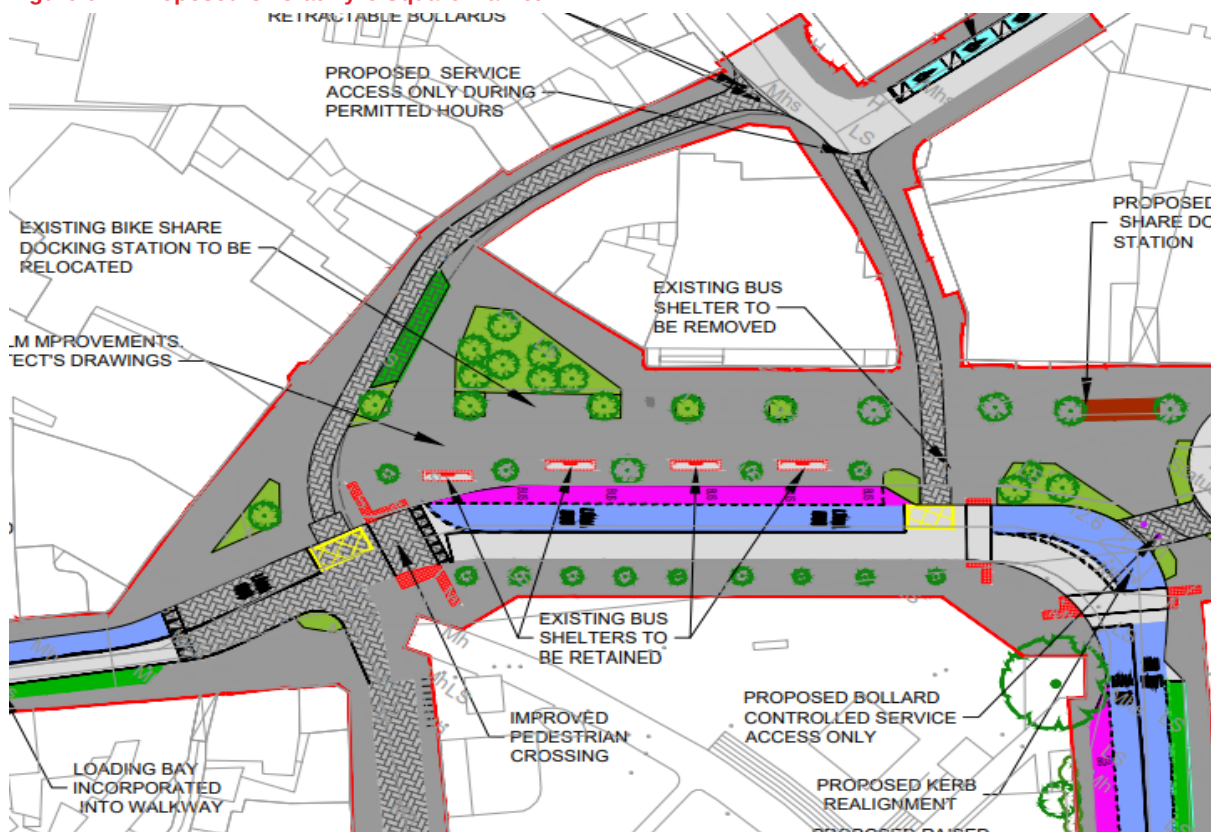


Figure 6-22 Original General Arrangement of initially Proposed Scheme at Eyre Square North

6.7.2 Description of works

6.7.3 Having considered the concerns of three submissions received relating to the proposed scheme arrangement at Eyre Square Noth, Galway City Council support An Bord Pleanála making a condition to the grant of permission which would amend the Proposed Scheme in the vicinity of Eyre Square North. The proposed amendments are set out below in response to the objections raised.

6.7.4 The Proposed Scheme as initially submitted to ABP required the acquisition of Market Rights at the area of Eyre Square North identified in Figure 6-21.

- 6.7.5 The Proposed Scheme intended to relocate the current market space from its current location to a new location southeast of its current position and running in a linear fashion, approximately in the position of the existing taxi rank.
- 6.7.6 The existing market location was proposed to be landscaped and a loading bay located along Rosemary Avenue in this vicinity.
- 6.7.7 The works that will be facilitated by the CPO would include the construction of a plaza area with hardscape and softscape finishes.
- 6.7.8 **Response to objections raised.**
- 6.7.9 Submissions were received from Jacinta McCaul, Ruby McCaul and Kieran Devaney and Family and these submissions were issued by An Bord Pleanála to Galway City Council on 6th December 2022. Further submissions from all three objectors were received and issued to Galway City Council on August 3rd, 2023.
- 6.7.10 The initial submissions raised objections to relocation of the market from its current location and raised concerns regarding the ability to continue trading under the same conditions as currently upon completion of the scheme.
- 6.7.11 In response to the first round of submissions received from the three Traders, Galway City Council indicated to An Bord Pleanála that GCC would have no objection to and would support An Bord Pleanála making an amendment to the proposed scheme by way of a planning condition, stating that the proposed scheme shall be amended in the vicinity of Eyre Square North, as per drawing BCG-GA-00-04-PL02. An extract from this drawing is presented below in Figure 6-23.
- 6.7.12 This amendment will be required to removal of a proposed landscape area in the vicinity of the existing casual trading area and the relocation of the proposed loading bay to a location south-west of the proposed in the current scheme.
- 6.7.13 However, the temporary acquisition of Market Rights will still be necessary for a period of the construction stage to complete all works in this location and no amendment to the CPO schedule is proposed.
- 6.7.14 The second submissions from the three Traders indicated their satisfaction with the proposal made by Galway City Council to An Bord Pleanála to amend the scheme in accordance with drawing BCG-GA-00-04-PL02.
- 6.7.15 The three submissions also queried the changes to access arrangements to Eyre Square arising from the proposed scheme and in particular the bollard controls proposed at Rosemary Avenue.
- 6.7.16 Rosemary venue access will also be restricted to specific permitted hours to coincide with delivery and casual trading times permitted at Eyre Square.

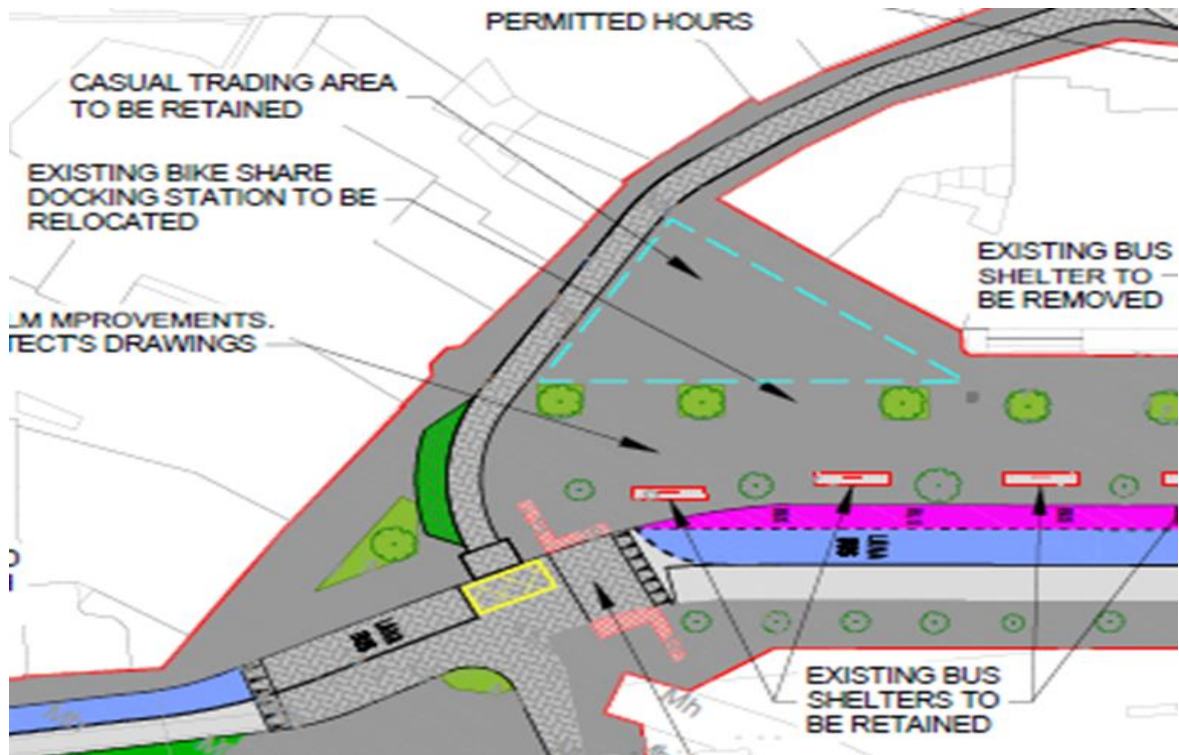


Figure 6-23 Extract from BCG-GA-00-04-PL02

6.8 Ceannt Station

6.8.0 Proposals and Extent of CPO

6.8.1 Figure 6-24 illustrates the extent of the permanent and temporary land acquisition at Ceannt Station. Figure 6-25 presents the general arrangement of the proposed scheme at Ceannt Station.

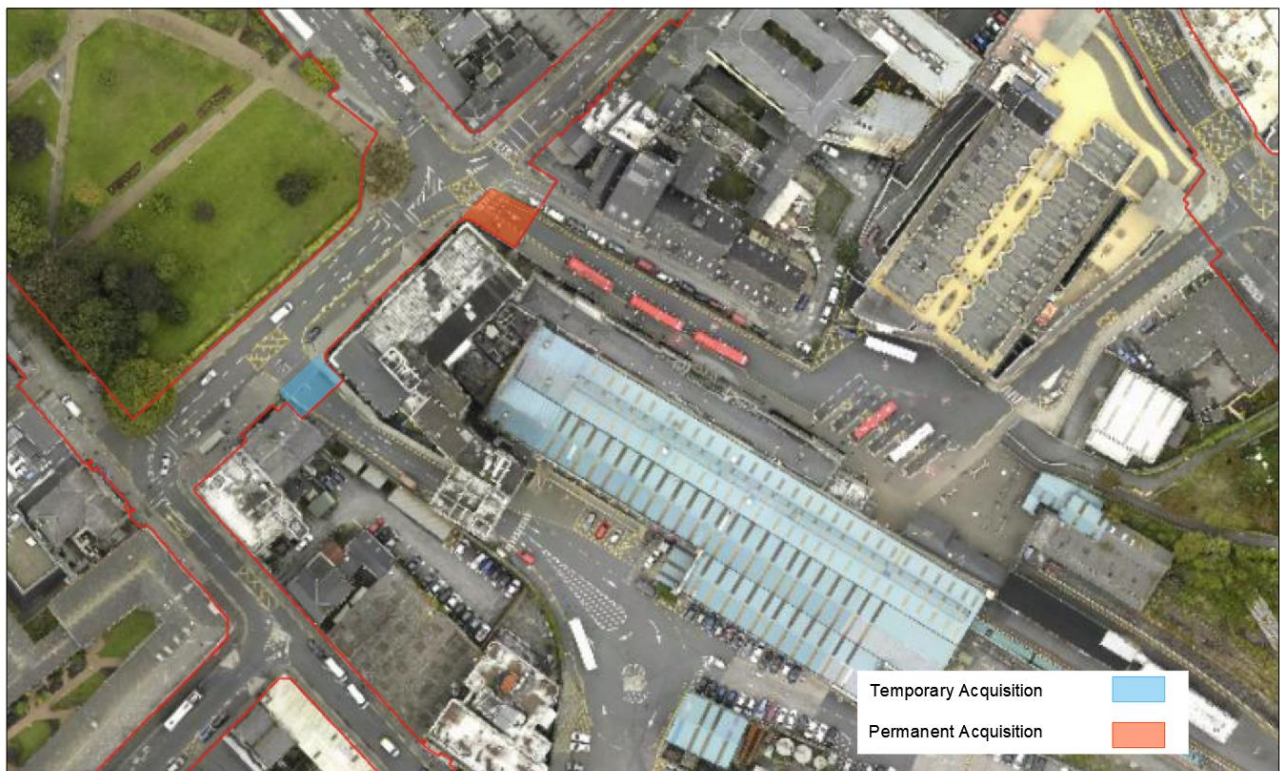


Figure 6-24 Proposed CPO at Ceannt Station

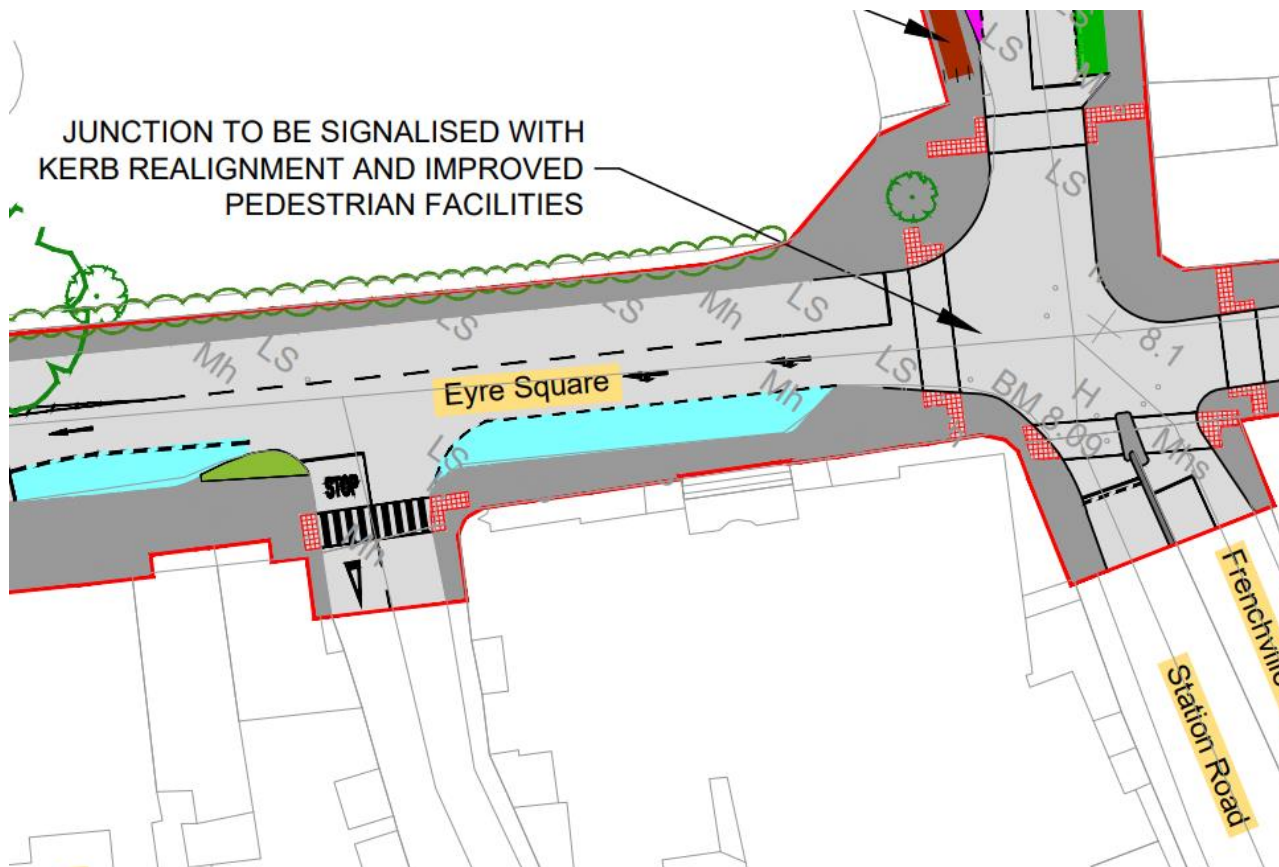


Figure 6-25 General Arrangement of Proposed Scheme at Ceannt Station

6.8.2 **Description of works**

6.8.3 The Proposed Scheme requires the acquisition of lands at Ceannt Station for the signalisation of the Forster St. / Eyre Square / Ceannt Station junction and for the purposes of providing a pedestrian crossing at the entrance to the Ceannt Station carpark.

6.8.4 Areas of 60 m² and 46.7 m² are required to be permanently acquired at the bus exit from Ceannt Station at Station Road. Furthermore, an additional area of 85.4 m² is required to be temporarily acquired for the construction of the raised entry treatment.

6.8.5 The works on the scheme to be facilitated by the CPO at the bus exit from Ceannt Station is the signalisation of the Station Road / Eyre Square / Forster Street / Frenchville Lane junction.

6.8.6 The works on the scheme to be facilitated by the CPO at the entrance to the carpark is the construction of a zebra pedestrian crossing along Eyre Square south.

6.8.7 The signalisation of this junction is due to the restricted geometry at this location to facilitate two-way movements simultaneously. It also incorporates controlled pedestrian crossings at this location.

6.8.8 The works on the lands to be acquired include the installation of traffic signals poles, heads and detection equipment for buses exiting the bus station and a controlled pedestrian crossing of Station Road and Frenchville Lane.

6.8.9 **Response to objections raised.**

6.8.10 No submissions or objections were received in relation to the CPO Plots at Ceannt Station (CPO Plots 106.a.101, 106.b.101, 106.a.202)

6.9 Fairgreen Coach Station

6.9.0 Proposals and Extent of CPO

6.9.1 Figure 6-26 illustrates the extent of the permanent and temporary land acquisition at Fairgreen Coach Station. Figure 6-27 presents the general arrangement of the proposed scheme at this location.

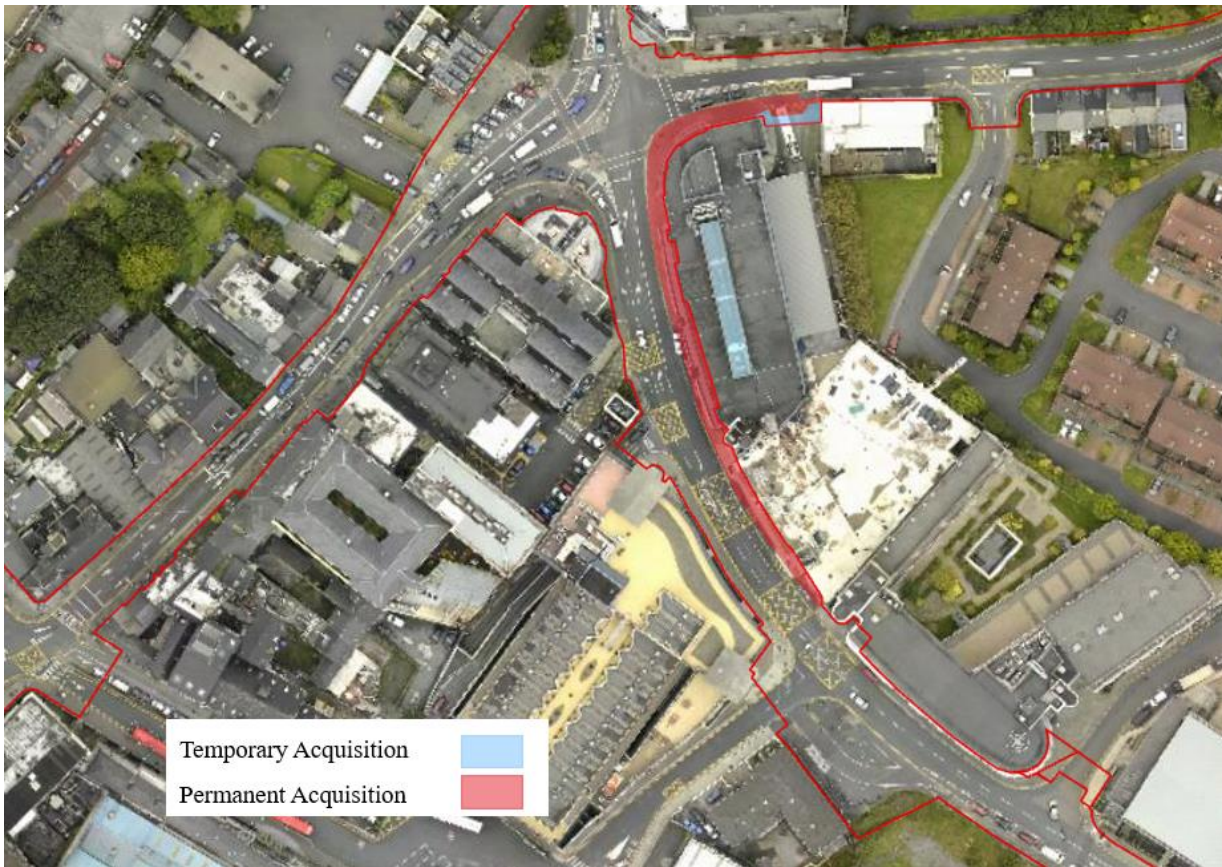


Figure 6-26 Proposed CPO at Fairgreen Coach Station

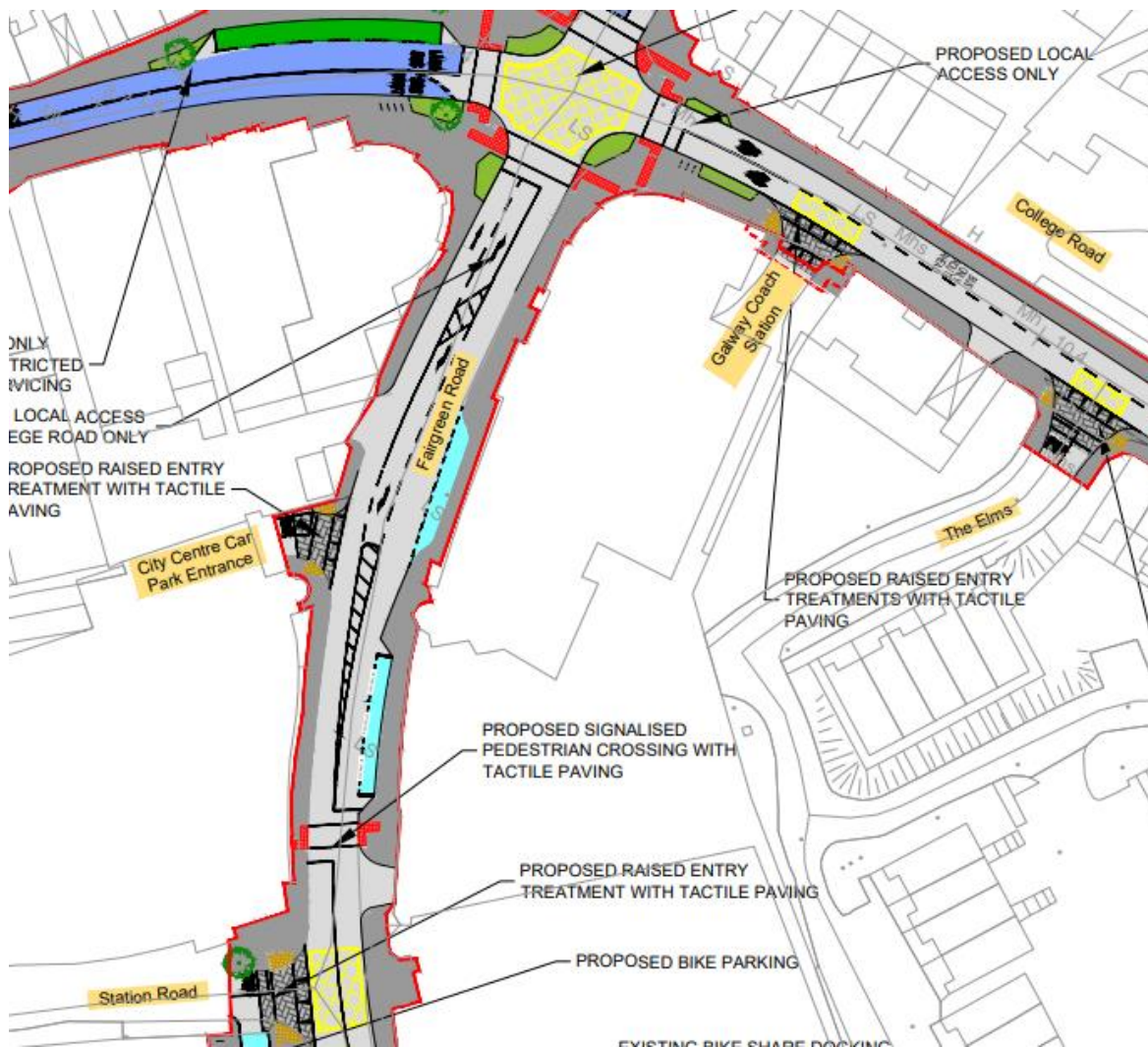


Figure 6-27 General Arrangement of Proposed Scheme at Fairgreen Coach Station and Fairgreen House

6.9.2 Description of works

- 6.9.3 The Proposed Scheme requires the acquisition of lands at Fairgreen Coach Station in order to realign and reconstruct the footpath on Fairgreen Road and install a controlled pedestrian crossing of Fairgreen road, connecting the Coach Station to Ceannt Bus and Train Station and the taxi rank on Fairgreen Road.
- 6.9.4 The Proposed Scheme also requires the acquisition of lands at Fairgreen Coach Station for the purposes of providing a raised entry treatment at the entrance for coaches to the station. In addition, construction of new drainage gullies and connections to the drainage network along College Road is necessary. A photomontage of the Proposed Scheme at Forster Street, with Fairgreen Coach Station in the background is shown in Figure 6-28.
- 6.9.5 An area of 586.8m² is required to be permanently acquired at this location. Furthermore, an additional area of 38.1m² is required to be temporarily acquired for the construction of the raised entry treatment.
- 6.9.6 The works on the scheme that will be facilitated by the CPO include the realignment and reconstruction of the footpath along Fairgreen Road, with widening in places. It will also facilitate the construction of a signal-controlled pedestrian crossing on Fairgreen Road and the construction of a raised entry treatment on College Road.
- 6.9.7 The works will require the removal of the existing footpath along the Coach Station and the realigned footpath to be constructed with concrete paving and granite kerbs.

6.9.8 Response to objections raised.

- 6.9.9 A submission was received from Colliers International on behalf of Fairgreen Coach Station Ltd. in relation to the CPO, and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022. A further submission from Colliers International, on behalf of Fairgreen Coach Station was received and issued to Galway City Council on 3rd August 2023.
- 6.9.10 Separate submissions in relation to the Proposed Scheme were also simultaneously submitted by Colliers International on behalf of Fairgreen Coach Station Ltd. in tandem with the CPO objection submissions.
- 6.9.11 The initial objection to the CPO submitted on behalf of Fairgreen Coach Station Ltd. objected on the basis that Plot 108.a.101 and Plot 108.b.201 should not have been included in the notice as both plots are not capable of being the subject of a CPO due to Galway City Council already holding title to these areas.
- 6.9.12 It is acknowledged that Galway City Council is the freehold owner of the lands known as "Fairgreen Coach Station, Galway" being the property comprised within folios 85074F and 86710F both of the Register of Freeholders Co. Galway. Plot 108.a.101 and Plot 108.b.201 are located within these lands.
- 6.9.13 Galway City Council's freehold interest in both plots is subject to an indenture of lease dated 7th December 2017 between (1) Galway City Council and (2) Fairgreen Coach Station Limited, granted for a term of nine hundred and ninety-nine (999) years from 1st January 2007 (the "Lease"). The area demised to Fairgreen Coach Station Limited pursuant to the Lease is set out in the First Schedule thereto and is more particularly outlined in the plan annexed to the Lease. Plot 108.a.101 and Plot 108.b.201 are included within the demise. Galway City Council is not legally entitled to unilaterally alter the extent of the demise granted to Fairgreen Coach Station Limited pursuant to the Lease. As Fairgreen Coach Station Limited is the party entitled / the party understood to be entitled to the lessee's interest in the Lease it is both necessary and appropriate to include Plot 108.a.101 and Plot 108.b.201 in the Schedule to the CPO.
- 6.9.14 The second submission received on behalf of Fairgreen Coach Station, objecting to the CPO, requested that the area of land intended to be permanently acquired be amended to temporary acquisition. This would require CPO Plot 108.a.101 to be returned to Fairgreen Coach Station on completion of the Proposed Scheme.
- 6.9.15 As stated above, the lands within CPO Plot 108.a.101 are within the demise granted by the Lease. Galway City Council maintains that the permanent acquisition of this footpath is necessary for purposes of the Proposed Scheme. It is intended that the Proposed Scheme infrastructure will be located on this area including a public footpath, two set-down areas, areas incorporating traffic signals for a pedestrian crossing at Fairgreen Road and tactile paving associated with traffic signals at the Fairgreen Road / Forster Street junction. Also included along College Road are proposed bicycle parking stands, a soft landscaping area and entry treatment at the vehicle entrance to Fairgreen Coach Station. So that Galway City Council may have a right of access, free from any restrictions on such right arising from the Lease, to maintain and operate these areas as part of the public road, the permanent acquisition of these areas is required.
- 6.9.16 Section 5.4.3.1 of the EIAR (Construction Chapter) describes the proposed construction works along College Road, between the Forster Street junction and Lough Atalia Road, in which the entrance to the Coach Station is located. It states that for the provision of entry treatments, the works will involve the milling of the top layer of surface course, application of bond coat and the construction of the entry treatment/raised table utilising bituminous materials. Bituminous materials have been specified for speed of construction to minimise impact on access to properties. It is anticipated that construction works in the vicinity and across entrance and exits can be constructed while maintaining access to the Coach Station. Works across entrances can be carried out at night, during short windows.

- 6.9.17 The footprint plans of the works are presented in Figure 6-27, with the heights of the footpaths and entry treatments specified in the Preliminary Design Report.
- 6.9.18 It is noted that the Proposed Scheme Landscape General Arrangement drawing BCG-LA-00-07 PL01 incorrectly identified proposed concrete sett paving at this location. Galway City Council would like to confirm that a bituminous ramp is proposed at this location.
- 6.9.19 The proposed pedestrian crossing on Fairgreen Road is located on the desire line for pedestrians. The proposed footpath adjacent to the Coach Station has been widened to accommodate waiting pedestrians and the design has taken into consideration the manoeuvrability of coaches existing from the Coach Station.



Figure 6-28 Proposed Photomontage of Proposed Scheme at Forster Street

6.10 Fairgreen House

6.10.0 Proposal and Extent of CPO

- 6.10.1 Figure 6-29 illustrates the extent of the permanent and temporary land acquisition at Fairgreen House. Figure 6-27 in the previous section presents the general arrangement of the Proposed Scheme in this location.



Figure 6-29 Proposed CPO at Fairgreen House

6.10.2 **Description of works**

6.10.3 The Proposed Scheme requires the acquisition of lands at the entrance to Fairgreen House car park (also known as City Centre Car Park) for the purposes of providing a raised entry treatment at the entrance.

6.10.4 An area of 46.5 m² is required to be permanently acquired at this location. Furthermore, an additional area of 15.6 m² is required to be temporarily acquired for the construction of the raised entry treatment.

6.10.5 The works that will be facilitated by the CPO include the construction of a raised table across the entrance to the carpark and a footpath build out on the northern side of the crossing to allow pedestrians a safe area to view traffic existing from the carpark. In addition, construction of new drainage gullies and connections to the drainage network along Fairgreen Road is necessary. The raised table will facilitate and prioritise the movement of pedestrians along Fairgreen Road.

6.10.6 In addition, the Private Rights over the lands to be permanently acquired are also necessary to be acquired, while the Private Rights over the lands to be temporarily acquired are to be temporarily restricted or otherwise interfered with during the construction of the Proposed Scheme.

6.10.7 **Response to objections raised.**

6.10.8 The CPO Schedule identified CWC Webworks Ltd. and CWC Fairgreen Ltd as the Owners or Reputed Owners of the lands in question.

- 6.10.9 A submission was received from Colliers International on behalf of Hallspace Ltd / CWC Webworks Ltd / CWC Fairgreen Ltd in relation to the CPO, and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022.
- 6.10.10 The objection suggests that from the drawings it appears that the plot reference 107.a.101 and 107.b.101 are at the entrance to an existing car park, constructed to comply with planning, therefore the proposed acquisition is surplus to the requirements of constructing the Cross City Link.
- 6.10.11 The objection also suggests that the owner of Fairgreen is Hallspace Ltd and the notice of making the order doesn't state the correct ownership.
- 6.10.12 The objection states that the effect of the CPO of lands should not be permitted to adversely affect the commercial operation of the carpark.
- 6.10.13 In response to the first item, Galway City Council notes that in order to facilitate a safer environment for all users but in particular pedestrians, it is proposed to provide a raised table crossing with tactile paving across the entrance to the car park. It is noted that the Proposed Scheme will not pose any changes to the car park operation outside of construction stage other than providing more pedestrian priority at the entrance/exit. Currently, there are no crossing facilities for pedestrians at this car-priority type entrance to the car park. It is necessary for Galway City Council to acquire ownership of these plots in order to provide an improved crossing for pedestrians. The current layout of the car park entrance is considered unsuitable to anyone who is visually impaired as there is currently no warning of them leaving the footway onto a busy vehicle entrance. It is an objective of the Proposed Scheme to facilitate a transport infrastructure network that prioritises walking and cycling and a modal shift to public transport.
- 6.10.14 In relation to the ownership, it is acknowledged that the notice enclosing the CPO to be confirmed by An Bord Pleanála, was issued to CWC Fairgreen Ltd. and CWC Webworks Ltd., as it was believed by Galway City Council that these were the parties with an interest in plots 107.a.101 and 107.b.101. While the submission indicates that Hallspace Limited has an interest in plots 107.a.101 and 107.b.101, no documentary evidence has been furnished to support the submission. It is also unknown exactly what interest Hallspace Limited claims to have in plots 107.a.101 and 107.b.101. It is noted that CWC Fairgreen Limited, CWC Webworks Ltd. and Hallspace Limited share the same registered office and also have one director in common, namely Michael Maye, who is named on the notices issued. In light of the submission, Galway City Council intends to seek an amendment of the Schedule to the CPO to add Hallspace Limited to the schedule of owners.
- 6.10.15 In response to the third item regarding the Proposed Scheme adversely affecting the commercial operation of the car park, it is accepted that when roads and streets are being upgraded as part of the Proposed Scheme, there will be some temporary disruption and impacts to access to premises along sections of the Proposed Scheme. 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.
- 6.10.16 Section 5.4.2.8 of the EIAR (Construction Chapter) describes the proposed construction works on Fairgreen Road. It states that for the provision of entry treatments, the works will involve the milling of the top layer of surface course, application of bond coat and the construction of the entry treatment/raised table utilising bituminous materials. Bituminous materials have been specified for speed of construction to minimise impact on access to properties.
- 6.10.17 It is noted that the Proposed Scheme Landscape General Arrangement drawing BCG-LA-00-07 PL01 incorrectly identified proposed concrete sett paving at this location. Galway City Council would like to confirm that a bituminous ramp is proposed at this location.
- 6.10.18 Should the Proposed Scheme be approved by An Bord Pleanála, the appointed contractor will be required to liaise directly with the operators of the Fairgreen House car park to facilitate the ongoing use of the access and egress points during the construction stage.

Fairgreen Road

Proposals and Extent of CPO

Figure 6-30 illustrates the extent of the permanent and temporary land acquisition at Fairgreen Road. Figure 6-31 presents the general arrangement of the Proposed Scheme at this location.



Figure 6-30 Proposed CPO at Fairgreen Road

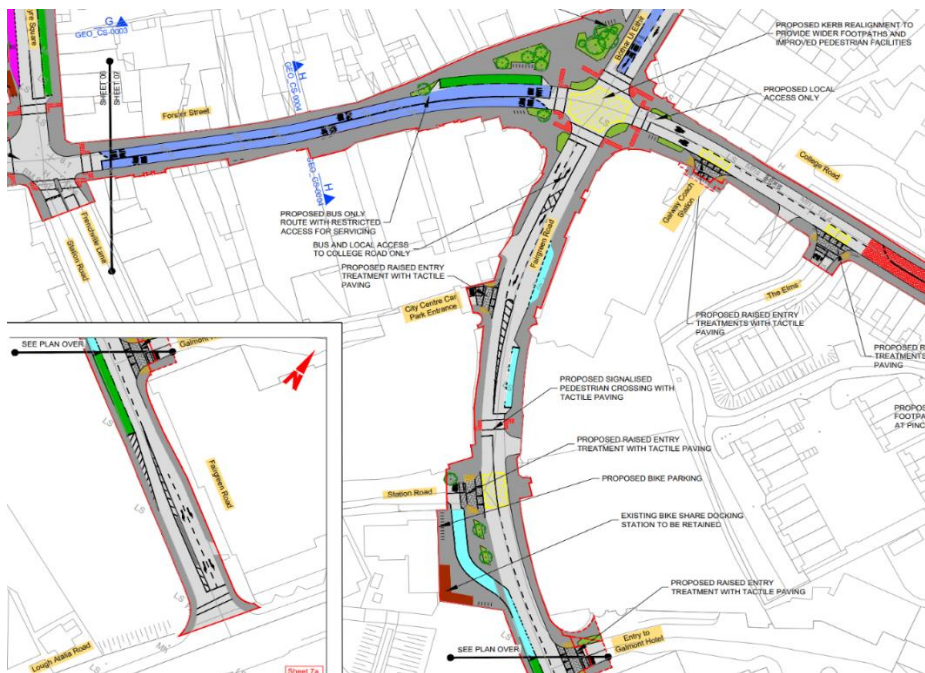


Figure 6-31 General Arrangement of Proposed Scheme at Fairgreen Road

6.11.2 **Description of works**

- 6.11.3 The Proposed Scheme requires the acquisition of lands along Fairgreen Road for the purposes of providing a raised entry treatment at the entrance to the Galmont Hotel and to ensure the lands necessary to construct the scheme are all in the full ownership of Galway City Council.
- 6.11.4 An area of 57 m² is required to be permanently acquired at the entrance to the Galmont Hotel (CPO Plot 110.a.101). Furthermore, additional areas of 39 m² (CPO Plot 109.a.201) and 81.5 m² (CPO Plot 110.a.202) are required to be temporarily acquired for the construction of the raised entry treatment.
- 6.11.5 In addition, the Private Rights over the lands to be permanently acquired are also necessary to be acquired, while the Private Rights over the lands to be temporarily acquired are to be temporarily restricted or otherwise interfered with during the construction of the Proposed Scheme.
- 6.11.6 An area of 1419.7 m² is required to be permanently acquired along Fairgreen Road (CPO Plot 124.a.101). To the best of Galway City Council's knowledge this area is in the ownership of Galway City Council. However, as no documentary evidence of such ownership is available, and as Galway Leisure Investments Limited appears as registered owner of that part of the area located on Folio GY 58655F, this plot has been included in the CPO Schedule to remove ambiguity regarding the ownership of the public road in this location.
- 6.11.7 An area of 3060.2 m² is required to be permanently acquired along Fairgreen Road (CPO Plot 124.a.101). To the best of Galway City Council's knowledge this area is in the ownership of Galway City Council. However, in the absence of documentary evidence of such ownership these plots have been included in the CPO Schedule to afford any party, whose interest or right may be potentially acquired, restricted, or otherwise interfered with, an opportunity to make a submission.
- 6.11.8 The works that will be facilitated by the CPO include the construction of raised table entry treatments, the realignment and reconstruction of footpaths and the installation of pedestrian crossings, installation of bicycle parking and landscaping. In addition, construction of new drainage gullies and connections to the drainage network along Fairgreen Road is necessary.
- 6.11.9 **Response to objections raised.**
- 6.11.10 No submissions or objections were received in relation to the CPO Plots at Fairgreen Road (CPO Plots 101.b.102, 109.a.201, 110.a.101, 110.a.202, 124.a.101, CD, EC)

6.12 Glenmore Estate

6.12.0 **Proposals and Extent of CPO**

- 6.12.1 Figure 6-32 illustrates the extent of the permanent and temporary land acquisition at Glenmore Estate. Figure 6-33 presents the general arrangement of the Proposed Scheme at this location.



Figure 6-32 Proposed CPO at Glenmore Estate



Figure 6-33 General Arrangement of Proposed Scheme at Glenmore Estate

6.12.2 Description of works

6.12.3 The Proposed Scheme requires the acquisition of lands at the entrance to Glenmore Estate for the purposes of providing a raised entry treatment.

6.12.4 An area of 10.1 m², is required to be permanently acquired at this location. Furthermore, an additional area of 51.9 m² is required to be temporarily acquired for the construction of the raised entry treatment.

- 6.12.5 The works that will be facilitated by the CPO include the construction of raised table across the entrance to Glenmore to facilitate and prioritise the movement of pedestrians along College Road. In addition, construction of new drainage gullies and connections to the drainage network along College Road is necessary.
- 6.12.6 In addition, the Private Rights over the lands to be permanently acquired are also necessary to be acquired, while the private rights over the lands to be temporarily acquired are to be temporarily restricted or otherwise interfered with during the construction of the Proposed Scheme.
- 6.12.7 **Response to objections raised.**
- 6.12.8 A submission was received from Gormancad Ltd. on behalf of Yeats College in relation to the CPO, and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022.
- 6.12.9 Yeats College are identified in the CPO schedule as an Owner or Reputed Owner of the Right to be restricted or otherwise interfered with at the entrance to Glenmore Estate.
- 6.12.10 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 notes the proposed bus gate on College Road with restrictions to certain movements at College Road which it is suggested could cause a potential traffic build-up if the necessary turning capability is not incorporated into the layout at this location. A suggestion of a mini- roundabout is raised.
- 6.12.11 The Proposed Scheme includes a signage scheme, which incorporates signage advising motorists that College Road will be local access only and not act as a through route. Vehicular access to Yeats College would continue to be accessible by vehicles after the proposed bus gate is implemented. Yeats College has the benefit of a vehicle access and onsite carpark. Should staff, parents, students, visitors and deliveries require access to Yeats College by vehicle, they can continue to do so, enter the school grounds as their destination and return to College Road.
- 6.12.12 It is noted that the submission does not appear to object to the CPO. Notwithstanding the above, it is suggested that any issues relating to the direct impact on Yeats College may be addressed through compensation.

6.13 College Road / Lough Atalia Road Junction

6.13.0 Proposals and Extent of CPO

- 6.13.1 Figure 6-34 illustrates the extent of the permanent land acquisition at College Road / Lough Atalia Road Junction. Figure 6-35 presents the general arrangement of the Proposed Scheme at this junction.



Figure 6-34 Proposed CPO of College Road/Lough Atalia Road Junction

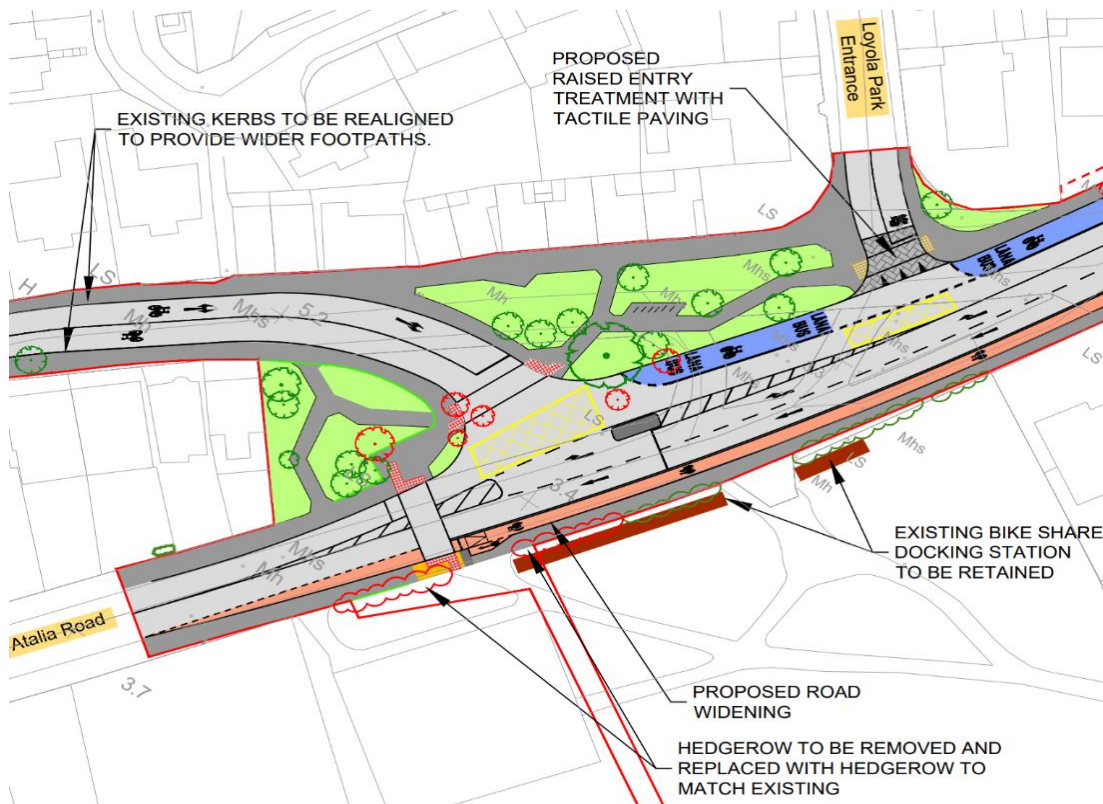


Figure 6-35 General Arrangement of Proposed Scheme at College Road / Lough Atalia Road Junction

6.13.2 Description of works

6.13.3 The Proposed Scheme requires the acquisition of lands in the vicinity of the College Road / Lough Atalia Road junction for the purposes of realigning the junction, the construction of a new drainage network and outfall and to ensure the lands necessary to construct the Proposed Scheme are all in the full ownership of Galway City Council. A photomontage of the Proposed Scheme at this junction is shown in Figure 6-36.

6.13.4 Areas of 928 m² and 269 m² are required to be permanently acquired.

6.13.5 To the best of Galway City Council's knowledge this area is in the ownership of Galway City Council. However, in the absence of documented ownership, and as the name of Stephen Doherty (address unknown) appears in the Tailte Éireann property searches relating to these lands, these plots have been included in the CPO Schedule in order to afford any party, whose interest or right may be potentially acquired, restricted, or otherwise interfered with, an opportunity to make a submission.

6.13.6 The works on the Proposed Scheme that will be facilitated by the CPO include the realignment of the College Road / Lough Atalia Road in order to facilitate a right turn manoeuvre from College Road to Lough Atalia Road arising from the introduction of a bus gate on College Road.

6.13.7 The CPO will also facilitate the installation of a new road drainage network and outfall identified as a necessary part of the works due to the re-configuration of College Road.

6.13.8 Response to objections raised.

6.13.9 No submissions or objections were received in relation to the CPO Plots at the College Road / Lough Atalia Road junction (CPO Plots 102.a.101, 102.a.102).



Figure 6-36 Photomontage of Proposed Scheme at College Road / Lough Atalia Road Junction

6.14 139 College Road

6.14.0 Proposal and Extent of CPO

6.14.1 Figure 6-37 illustrates the extent of the permanent and temporary land acquisition at 139 College Road. Figure 6-38 presents the general arrangement of the Proposed Scheme at this location.



Figure 6-37 Proposed CPO at 139 College Road

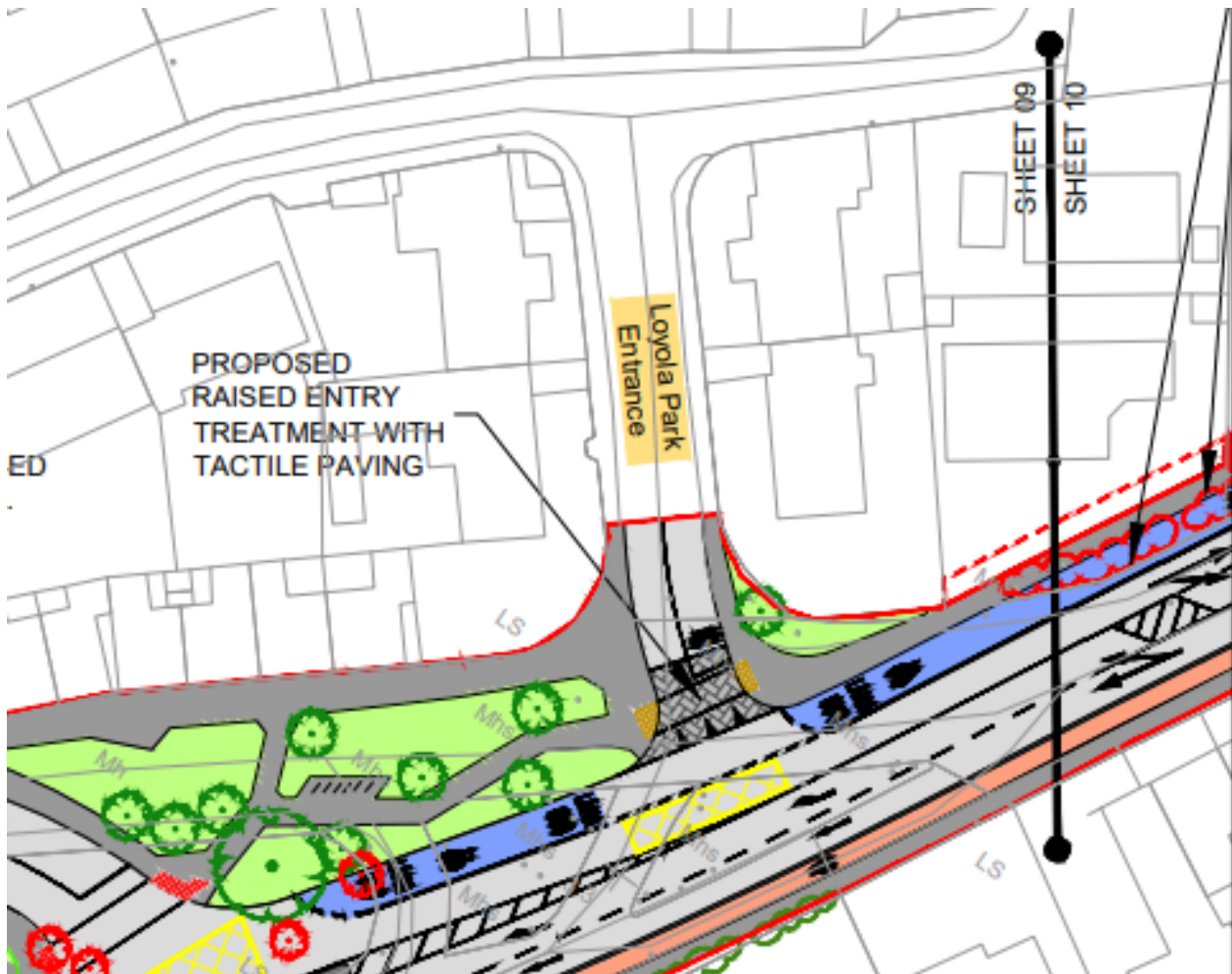


Figure 6-38 General Arrangement of Proposed Scheme at 139 College Road

6.14.2 **Description of works**

- 6.14.3 The Proposed Scheme requires the acquisition of lands at 139 College Road for the R339 College Road be widened to provide an additional inbound segregated cycle track and an outbound bus lane.
- 6.14.4 In total, 82.8 m² are required to be permanently acquired at this location to set back the boundary wall of the property to facilitate the road widening. The maximum width of land to be acquired is 4.2 m, which reduces to zero at the southern boundary. Furthermore, an additional area of 55.27 m² is required to be temporarily acquired for the construction of the road widening. This is a 2m wide strip behind the proposed relocated boundary.
- 6.14.5 The works comprise the demolition of the existing boundary wall, vehicular gate and pedestrian gate and the construction of a new boundary wall, vehicular gate and pedestrian gate along the revised boundary line. Localised landscaping to re-grade the existing garden and make good the temporary works area is proposed. Reconnection of relocated overhead utilities to the property, in conjunction with utility providers may also be necessary.
- 6.14.6 The works that will be facilitated by the CPO include the construction of the widening of College Road to include an inbound footpath, cycle track and general traffic lane, an outbound footpath, bus lane and general traffic lane and the back-to-back right turn lanes for vehicles approaching the Lough Atalia Road / College Road junction and the Moneenageisha junction.

- 6.14.7 **Response to objections raised.**
- 6.14.8 A submission was received from R.G. Emerson & Co. on behalf of Sean and Phil Scahill and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022. A further submission from R.G. Emerson & Co., on behalf of Sean and Phil Scahill was received and issued to Galway City Council on 3rd August 2023.
- 6.14.9 A submission was also made by Angela Shaw, of 139 College Road in relation to the Section 51 application, as she was not identified on the CPO Schedule at that time. This submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022. A further submission by Angela Shaw was received and issued to Galway City Council on 3rd August 2023.
- 6.14.10 The initial submission from R.G. Emerson appeared to suggest that the subject matter of the legal interest and entitlement in plots 112.a.101 & 112.a.202 is in dispute.
- 6.14.11 The submission further suggested that the documentation provided by Galway City Council lacked adequate or sufficient basis upon which the making of a compulsory purchase order in respect of plots 112.a.101 & 112.a.202 can be justified. Further, the submission stated that the making of a compulsory purchase order would be in contravention of Constitutional and European Community laws. No legal basis was set out for these assertions.
- 6.14.12 The legal basis for the CPO generally, and more specifically the application to compulsory acquire plots 112.a.101 & 112.a.202, is clearly stated in the CPO, and in Galway City Council's view, the Scheme and the CPO are a proportionate response to the community need that has been identified.
- 6.14.13 An assessment of the potential air quality impacts is included in Chapter 7 of the EIAR. It is demonstrated that predicted air quality concentrations will be in good compliance with air quality standards on College Road.
- 6.14.14 An assessment of the potential noise and vibration impacts is included in Chapter 9 of the EIAR. The assessment of these links concludes that the Proposed Scheme will result in a slight reduction in noise levels at the nearest noise sensitive receptors at the northern section of College Road.
- 6.14.15 The second submission states that Sean and Phil Scahill are identified as the owners of lands at 139 College Road, but the property is in fact occupied by Angela Shaw and no notice was served on Ms. Shaw. This submission also identifies the address of Sean and Phil Scahill to be Hazel Hill, Moyola (sic) Park, College Road in the City of Galway.
- 6.14.16 Ms. Scahill's ownership of the property is supported by the results of the property searches obtained by Galway City Council. Ms Shaw's purported interest in the property does not appear in the results of said property searches.
- 6.14.17 The initial submission from Angela Shaw stated that she is a resident of 139 College Road. It further stated that she did not appear on the CPO Schedule, and she was not consulted with in relation to the Proposed Scheme.
- 6.14.18 The second submission from Angela Shaw advised that she lives in 139 College Road and that she holds a legal interest in the property. This submission states that Ms. Shaw lives in the property alone.
- 6.14.19 Galway City Council and I held a meeting with Sean and Phil Scahill on 28th April, 2021. The meeting arose from the notice sent by Galway City Council and delivered to the Homeowner of 139 College Road. During this meeting, Sean and Phil Scahill did not advise Galway City Council that they did not reside in 139 College Road or that Ms. Shaw was the actual occupier.
- 6.14.20 In light of the submissions received by Sean and Phil Scahill and Angela Shaw, Galway City Council intends to seek an amendment of the Schedule to the CPO to add Angela Shaw to the CPO schedule as an occupier of 139 College Road.

- 6.14.21 It is further intended to amend the Schedule to the CPO to list the address of Sean and Phil Scahill as Hazel Hill, Loyola Park, College Road, Galway.
- 6.14.22 A letter has been sent to Angela Shaw, by Galway City Council, advising her of Galway City Council's intention to add her to the CPO Schedule. This letter has also informed Ms. Shaw of the Oral Hearing and invited her to participate in the Oral Hearing. This letter was delivered to Ms. Shaw on Tuesday 30th January 2024.
- 6.14.23 A letter has been sent to Sean and Phil Scahill, by Galway City Council, advising them of Galway City Council's intention to amend the CPO Schedule in relation to 139 College Road. The letter was delivered to Sean and Phil Scahill on Tuesday 30th January 2024.

6.15 Gleann Noinin Estate

6.15.0 Proposal and Extent of CPO

- 6.15.1 Figure 6-39 illustrates the extent of the permanent and temporary land acquisition at Gleann Noinin Estate. Figure 6-40 presents the general arrangement of the Proposed Scheme at this location.

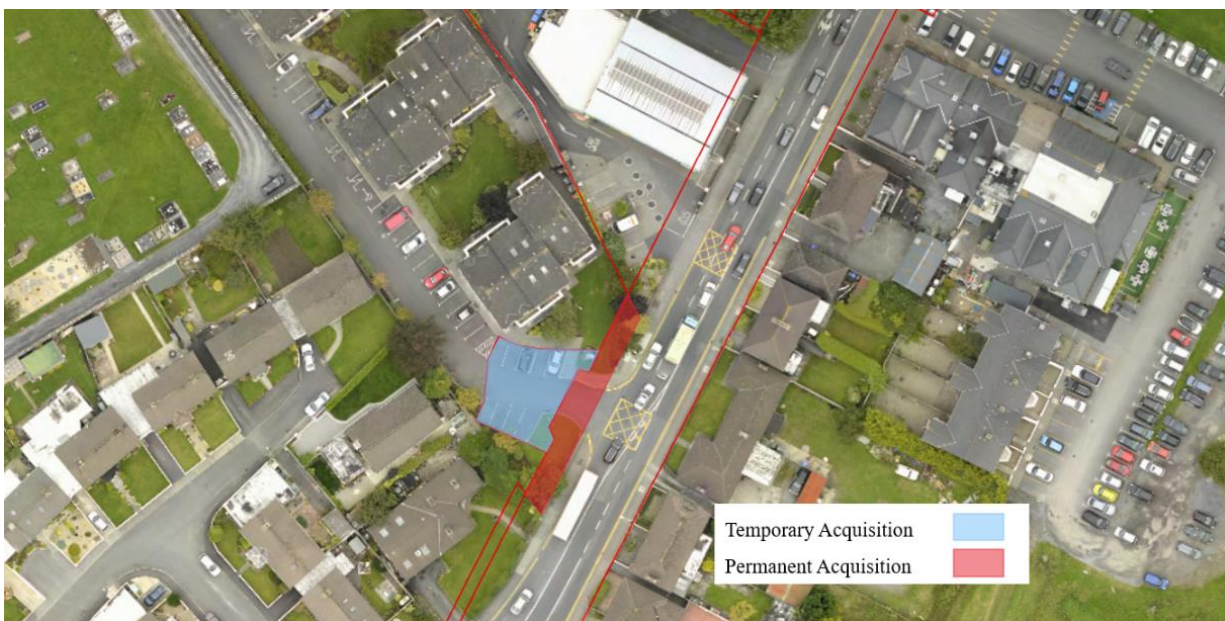


Figure 6-39 Proposed CPO at Gleann Noinin Estate

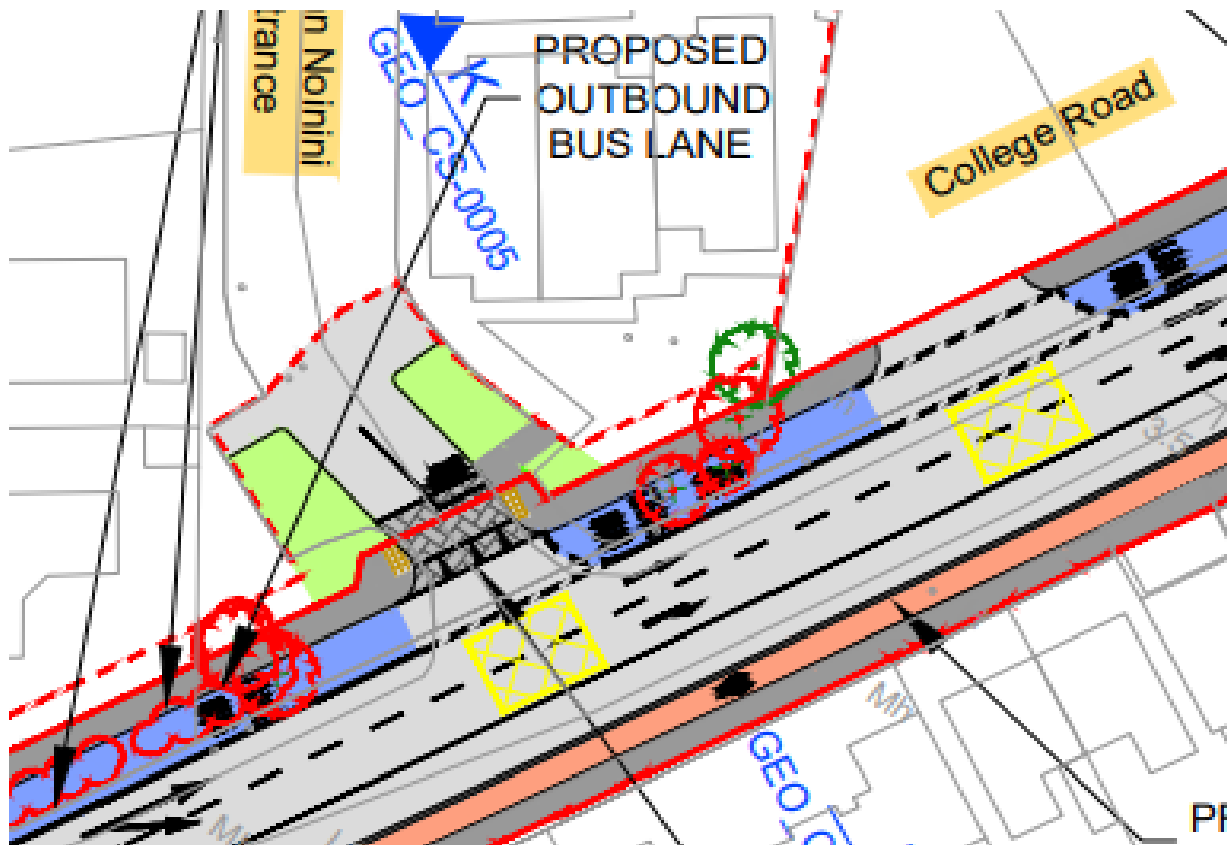


Figure 6-40 General Arrangement of Proposed Scheme at Gleann Noinin Estate

6.15.2 Description of works

6.15.3 The Proposed Scheme requires the acquisition of lands at Gleann Noinin Estate in order for the R339 College Road be widened to provide an additional inbound segregated cycle track and an outbound bus lane.

6.15.4 In total, 166.4 m² are required to be permanently acquired at this location in order to set back the boundary wall of the property to facilitate the road widening. The width of land to be acquired is 4.1m, which widens to 5.6m at the entrance to the estate to incorporate the raised pedestrian crossing across the entrance. Furthermore, an additional area of 249.6 m² is required to be temporarily acquired for the construction of the road widening and internal reconfiguration. The areas presented have been amended from those contained in the Schedule. Galway City Council intends to seek an amendment of the Schedule to the CPO to correct these areas.

6.15.5 The works comprise the demolition of the existing boundary wall and access and the construction of a new boundary wall and access along the revised boundary line. Localised landscaping to re-grade the existing garden and make good the temporary works area is proposed.

6.15.6 Additionally, amendments to existing parking spaces within the development are required, to be replaced with soft landscaped area due to their proximity to the relocated set-back entrance.

6.15.7 The works that will be facilitated by the CPO include the construction of the widening of College Road to include an inbound footpath, cycle track and general traffic lane, an outbound footpath, bus lane and two general traffic lanes.

6.15.8 Response to objections raised.

- 6.15.9 Two submissions were received relating to the Gleann Noinin Development. An Objection to the CPO was received from Padraig Conneely, who made an objection as a Landowner and Property Owner at Gleann Noinin and signed as a Director Gleann Noinin Co. Ltd. It is also noted that a second submission, relating to the Proposed Scheme was submitted by Liam Keating as the Company Secretary of the Gleann Noinin Owners Management Company. These submissions were issued by An Bord Pleanála to Galway City Council on 6th December 2022.
- 6.15.10 The CPO objection was made on the basis of the project having a negative effect on the owner's property and potential future sale of the property. The submission suggests that the proposed land acquisition includes grass/ lawn area which is fully landscaped with shrubs, planting, mature hedges and trees. A concern is also noted is increased noise levels and disturbance to residents due to increased traffic which will now be closer to the property and reduced privacy. The issue of residents crossing a busy road is also noted as a concern.
- 6.15.11 The concerns outlined are acknowledged, however it is noted that house No. 12 Gleann Noinin (that of the Objector) is found in the rear of the second block into the housing estate. The land proposed to be acquired is directly to the front of the estate but not directly in front of or visible to No. 12. It is not considered that the proposed scheme will impact on the value of no.12 as the impacts on this individual property is considered negligible.
- 6.15.12 Notwithstanding the above, impacts are anticipated on the landowner, understood to be the Gleann Noinin Management Company Ltd., and it is suggested that these issues maybe be addressed through compensation.
- 6.15.13 It is suggested in both submissions that the Proposed Scheme will result in increased noise. During construction the appointed contractor will be required to take specific noise abatement measures to the extent required to comply with the recommendations of BS 5228– 1 (BSI 2014a) and European Communities Noise Emissions by Equipment for Use Outdoors (Amendment) Regulations 2006 (S.I. No 241/2006).
- 6.15.14 When the Proposed Scheme becomes operational, predicted noise impacts on College Road concludes that the Proposed Scheme will result in a slight reduction in noise levels at the nearest noise sensitive receptors along College Road.
- 6.15.15 In respect of loss of privacy, landscaping will be provided in agreement with landowners to maintain privacy during construction and thereafter.
- 6.15.16 There are controlled crossing locations proposed either side of Gleann Noinin Estate within a reasonable distance. All four arms at the Moneenageisha junction have signalized crossings and there are two controlled crossings at Lough Atalia Road with College Road junction also. The pedestrian crossings adjacent to Gleann Noinin Estate are being maintained in line with existing conditions.

6.16 Circle K

6.16.0 Proposal and Extent of CPO

- 6.16.1 Figure 6-41 illustrates the extent of the permanent and temporary land acquisition at Circle K. Figure 6-42 presents the general arrangement of the Proposed Scheme at this location.

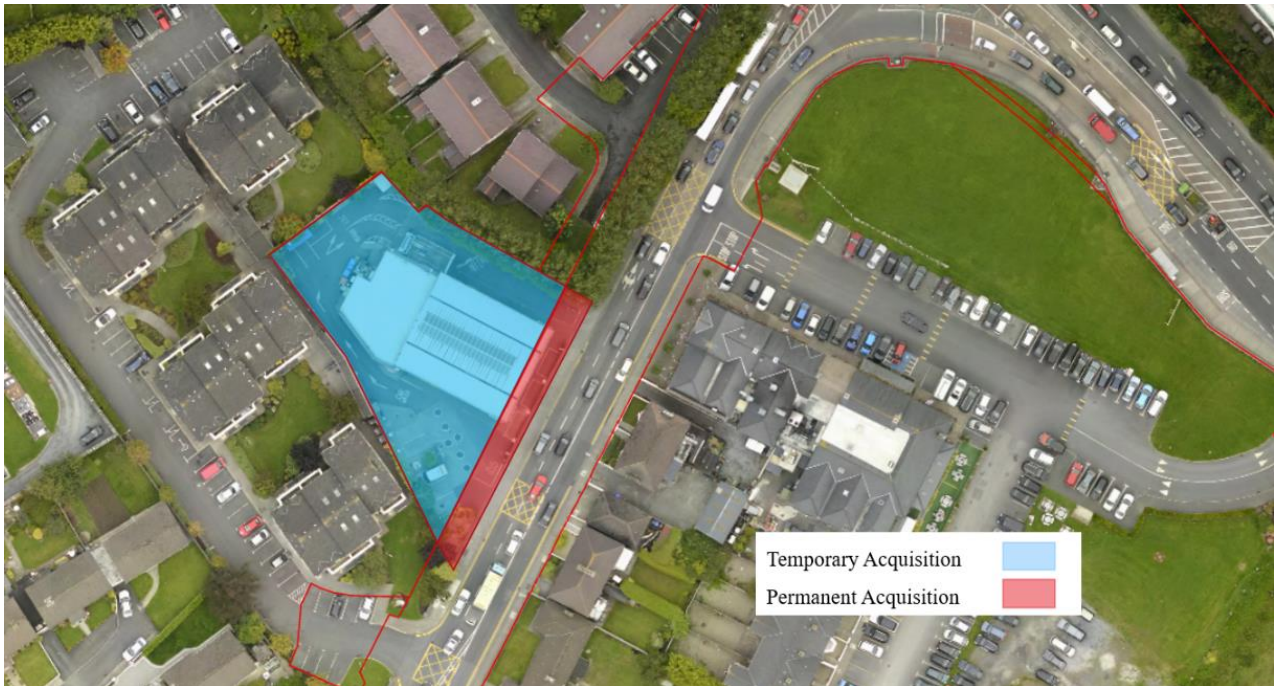


Figure 6-41 Proposed CPO at Circle K

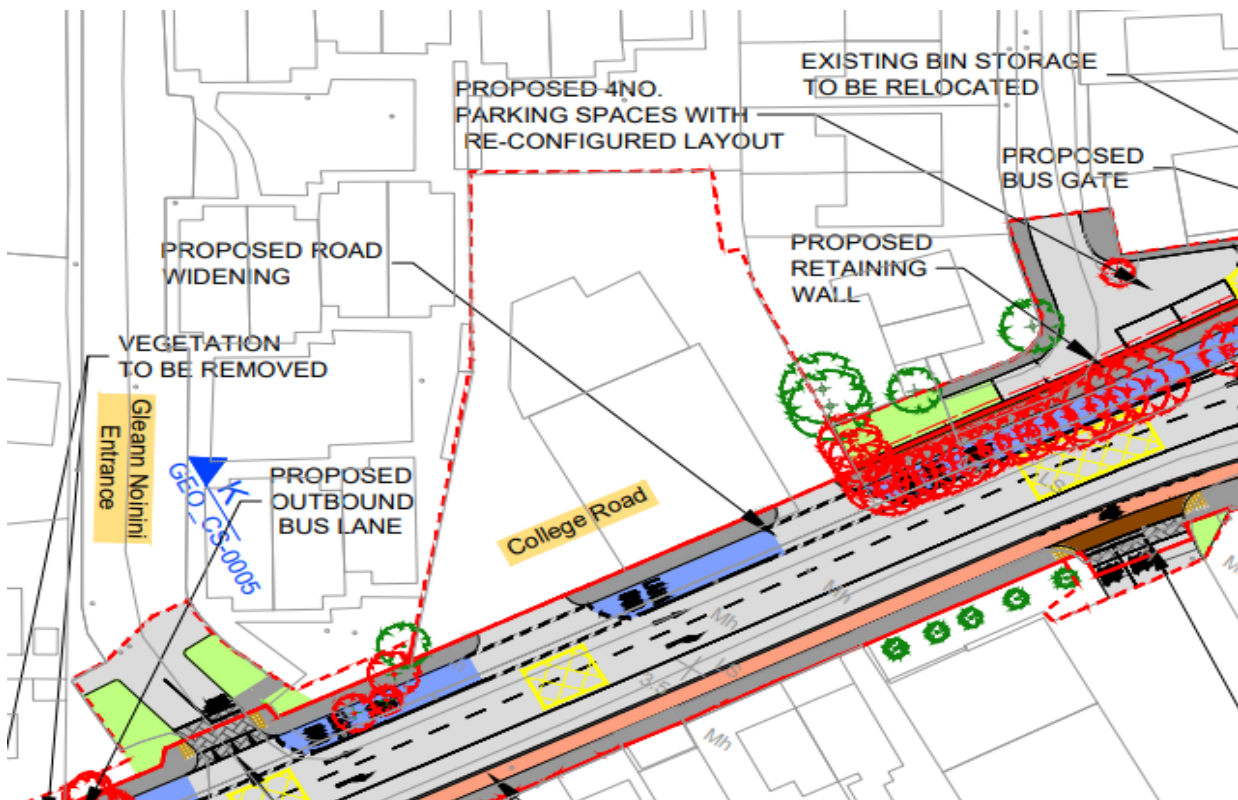


Figure 6-42 General Arrangement of Proposed Scheme at Circle K

6.16.2 Description of works

6.16.3 The Proposed Scheme requires the acquisition of lands at Circle K, College Road for the R339. College Road be widened to provide an additional inbound segregated cycle track and an outbound bus lane. A photomontage of the proposed scheme in close proximity to Circle K, facing towards Moneenageisha Junctions is shown in Figure 6-43.

6.16.4 In total, 211.5 m² is required to be permanently acquired at this location to set back the boundary wall of the property to facilitate the road widening.

- 6.16.5 This equates to an approximate width 4.2m of land to be acquired along the full frontage of this development. Furthermore, an additional area of 1457.3 m² is required to be temporarily acquired for the construction of the road widening. This is the entire remaining area of the development. The temporary acquisition of the site is necessary in order to decommission the underground tanks and pipes and the fuel pumps in order to safely complete the works.
- 6.16.6 The works comprise the demolition of the existing boundary wall and the construction of a new boundary wall along the revised boundary line. The works will include the decommissioning of all fuel tanks and systems for the duration of the works. The works will include the complete removal of two of the six underground fuel storage tanks located on the site. It will also include the removal of two of the existing pumping stations located in the forecourt of the site.
- 6.16.7 The existing canopy over the forecourt will require removal and replacement with a smaller canopy which will not overhang the relocated boundary wall and the existing display signage will be required to be set back. The removal of the two underground tanks and the removal of the two pumping stations will also require the removal and relocation of a number of underground fuel pipes and underground services within the site.
- 6.16.8 The works that will be facilitated by the CPO include the construction of the widening of College Road to provide an inbound footpath, cycle track and general traffic lane, an outbound footpath, bus lane and general traffic lane and the back-to-back right turn lanes for vehicles approaching the Lough Atalia Road / College Road junction and the Moneenageisha junction.
- 6.16.9 **Response to objections raised.**
- 6.16.10 A submission was received from Coakley O'Neill on behalf of Ard Services Limited and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022. A further submission from Coakley O'Neill, on behalf of Ard Services Limited was received and issued to Galway City Council on August 3rd, 2023.
- 6.16.11 The submission advised that the relevant lands are owned by Ard Services Limited, a subsidiary of Circle K. In light of the submission, Galway City Council intends to seek an amendment of the Schedule to the CPO to add Ard Services Limited to the schedule of owners.
- 6.16.12 The initial submission stated that Ard Services Limited are supportive of the overall Proposed Scheme but are opposed to the College Road section which will impact on the service station. The objection relates to the loss of two of the four pumps which it is claimed will greatly affect the businesses' ability to generate revenue and endanger its future commercial viability. Lessening of footfall to the station is also a concern due to reduction of road frontage caused by the permanent acquisition of land. The removal of underground tanks and the removal of the two fuel dispensers will also require the relocation of several underground fuel pipes. The removal of the underground fuel storage tank located on site will also be required as well as a canopy replacement which will fit the new boundary line. Concern is expressed about the lengthy duration of the works and inherent costs. The inbound right turning lane is suggested to have been removed by the Proposed Scheme which would further deteriorate the trading capacity of the station.
- 6.16.13 It is accepted that the Proposed Scheme will have an impact on the business and its ability to generate revenue going forward relative to the existing conditions. This project will impact the station through the proposed changes arising from the widening of College Road and the temporary closure of business during construction works on this site. It is suggested that these issues maybe be addressed through compensation.
- 6.16.14 The second submission suggested that the initial response by Galway City Council did not address the matters raised in the initial submission in any meaningful or material way and that Ard Services Limited position remains as set out in the initial submission.
- 6.16.15 Furthermore, the submission suggests that Galway City Council are misjudging and underestimating the significance of the impacts of the Proposed Scheme on Circle K and that the temporary closure of the station would impact the viability of the station into the future.

- 6.16.16 The second submission also suggests that the retention of the existing right turn lane in front of Circle K does not meet the objectives of the Proposed Scheme. The submission claims that the extension of the existing right turn lane is a key part to establishing the need for the CPO at Circle K.
- 6.16.17 In response to the first item outlined above, Galway City Council acknowledged that the Proposed Scheme would have an impact on the business and its ability to generate revenue. It was suggested that these issues could be addressed through compensation. Galway City Council, in response, did not provide any indication regarding the valuation of this compensation. Galway City Council therefore do not agree that the significance of the impacts of the Proposed Scheme are being underestimated.
- 6.16.18 In response to the second item outlined above, it is noted that the existing right turn lane along College Road is currently present along the entire frontage of Circle K. The Proposed Scheme does not extend this lane into Circle K.
- 6.16.19 The section of College Road is on both the Cross-City Link and the City Centre Access Network as set out in the Galway Transport Strategy. Objectives of the Galway Transport Strategy include:
- a) Provision of a safe and efficient plan for general traffic to access key destinations in Galway City Centre, while discouraging non-essential through traffic.
 - b) Establishment of an orbital two-way traffic route around Galway City Centre.
 - c) Localised route and junction improvement works at a number of locations to improve junction efficiency, to improve pedestrian and cyclist facilities and to incorporate priority for public transport services.
- 6.16.20 The Proposed Scheme does not intend to significantly alter the access and egress and operations of the existing service station. No prohibitions on turning movements are proposed and the existing yellow box is proposed to be replicated. Galway City Council have no objection to reinstating the centreline road markings as currently provided as part of the Proposed Scheme.
- 6.16.21 The Proposed Scheme will reduce the number of parking spaces available within the development by 4. It is possible that this number may be reduced during further design development stages.
- 6.16.22 There will be sufficient residual space within the development to construct a 15m x 5m impervious slab to permit the offloading operations of tankers within the site boundary.
- 6.16.23 The removal of the inbound cycle track in this location would not remove the requirement of land acquisition from the Circle K service station and associated impacted on underground tanks, pipes and utilities.
- 6.16.24 The Proposed Scheme in this location is considered to best meet the objectives of the Cross-City Link and the City Centre Access Network.



Figure 6-43 Photomontage of Proposed Scheme at College Road

6.17 Moneenageisha Court

6.17.0 Proposal and Extent of CPO

6.17.1 Figure 6-44 illustrates the extent of the permanent and temporary land acquisition at Moneenageisha Court. Figure 6-45 presents the general arrangement of the Proposed Scheme at this location.



Figure 6-44 Proposed CPO at Moneenageisha Court

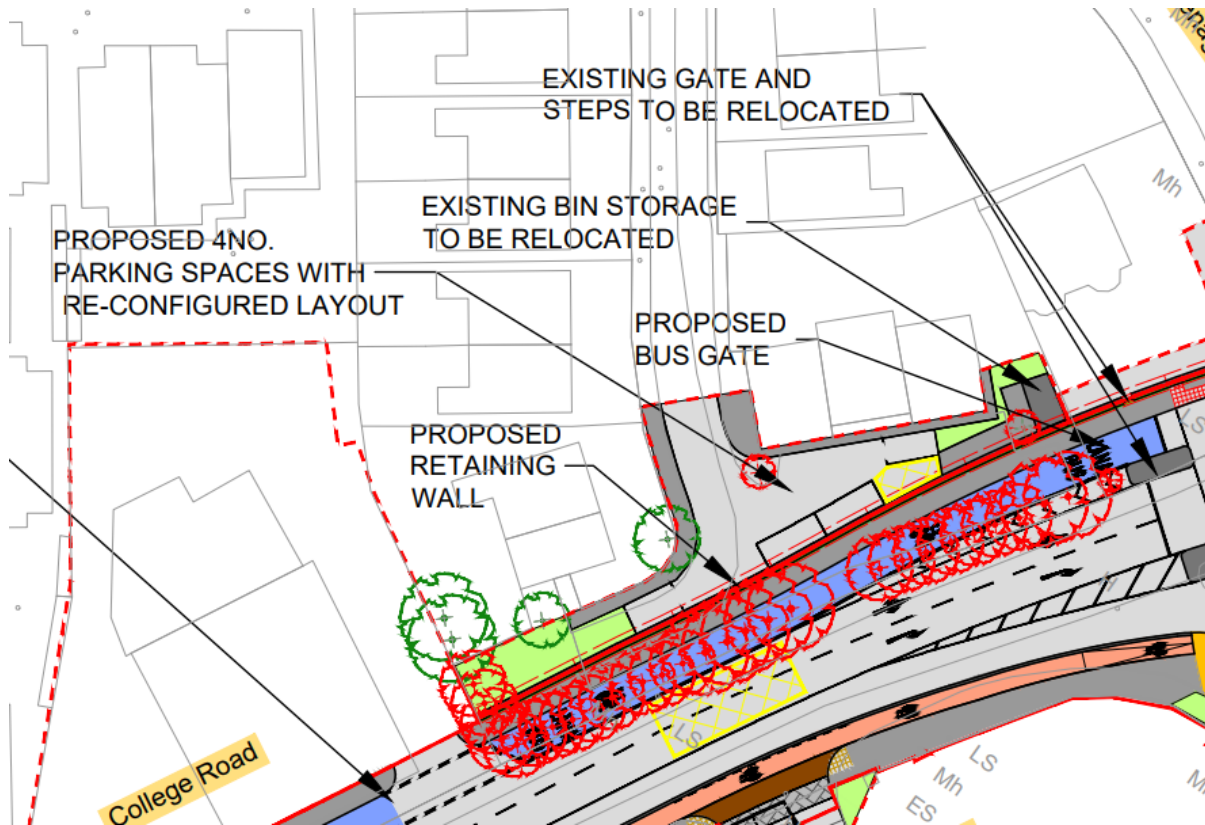


Figure 6-45 General Arrangement of Proposed Scheme at Moneenageisha Cour

6.17.2 **Description of works**

6.17.3 The Proposed Scheme requires the acquisition of lands at Moneenageisha Court Estate in order for the R339 College Road be widened to provide an additional inbound segregated cycle track and an outbound bus lane.

6.17.4 In total, 336.7 m² is required to be permanently acquired at this location in order to set back the boundary wall of the property to facilitate the road widening. The width of land to be acquired is approximately 4.7m at the southern end, which widens to approximately 7.7m at the northern end. Furthermore, an additional area of 468.7m² is required to be temporarily acquired for the construction of the road widening and internal reconfiguration.

6.17.5 The works comprise the demolition of the existing retaining boundary wall and the construction of a new retaining wall along the revised boundary line.

6.17.6 The wall will be a reinforced concrete wall and will require excavations of approximately 2.0m below existing ground level across the frontage of Moneenageisha Court with the temporary removal of the existing road parallel to College Road.

6.17.7 The works that will be facilitated by the CPO include the construction of the widening of College Road to include an inbound footpath, cycle track and general traffic lane, an outbound footpath, bus lane and two general traffic lanes.

6.17.8 **Response to objections raised.**

6.17.9 No submissions or objections were received in relation to the CPO Plots at Moneenageisha Court (CPO Plots 115.a.101, 115.a.202)

6.18 Bayview House

6.18.0 **Proposal and Extent of CPO**

6.18.1 Figure 6-46 illustrates the extent of the permanent and temporary land acquisition at Bayview House Figure 6-47 presents the general arrangement of the Proposed Scheme at this location.

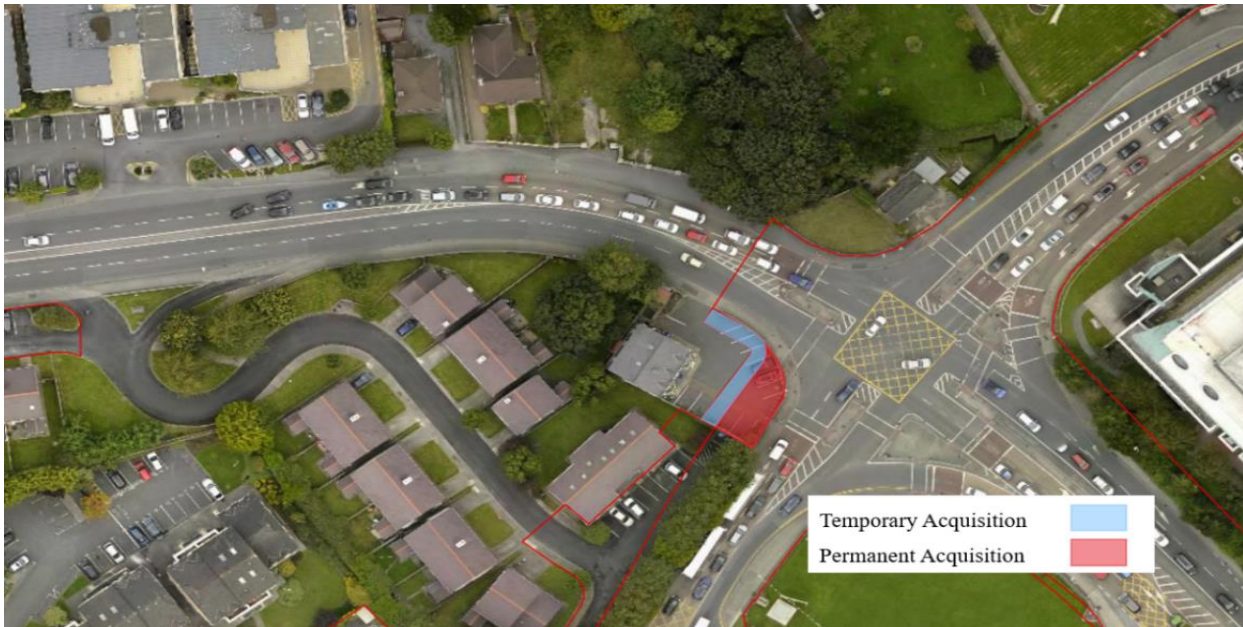


Figure 6-46 Proposed CPO at Bayview House B&B

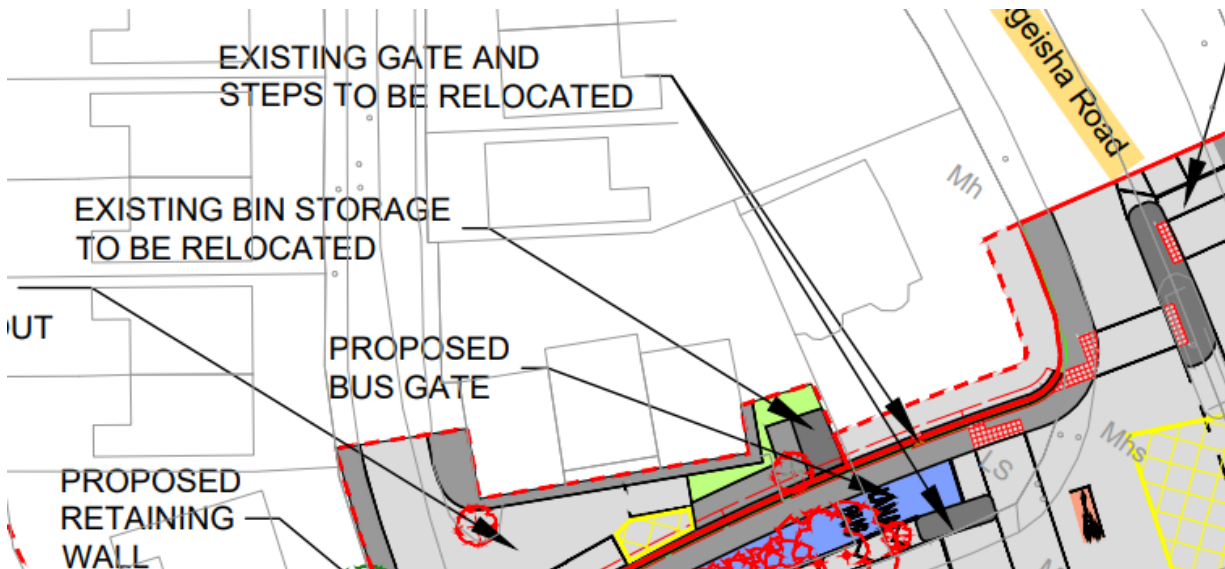


Figure 6-47 General Arrangement of Proposed Scheme at Bayview House B&B

6.18.2 Description of works

- 6.18.3 The Proposed Scheme requires the acquisition of lands at Bayview House B&B in order for the R339 College Road be widened to provide an additional inbound segregated cycle track and an outbound bus lane.
- 6.18.4 In total, 110.3 m² is required to be permanently acquired at this location in order to set back the boundary wall of the property to facilitate the road widening. The width of land to be acquired is approximately 7.7m at the southern end, which ties back to the existing boundary on the junction radius at the northern end. Furthermore, an additional area of 76.7m² is required to be temporarily acquired for the construction of the road widening and internal reconfiguration.
- 6.18.5 The works comprise the demolition of the existing retaining boundary wall and pedestrian steps and gate and the construction of a new retaining wall, pedestrian steps, and gate along the revised boundary line. Localised works to the internal car park to reconfigure and make good the temporary works area is proposed.

- 6.18.6 The works that will be facilitated by the CPO include the construction of the widening of College Road to include an inbound footpath, cycle track and general traffic lane, an outbound footpath, bus lane and two general traffic lanes and a traffic island for the bus priority traffic signals.
- 6.18.7 **Response to objections raised.**
- 6.18.8 A submission was received from MJ Designs on behalf of Olivia Heffernan of Bayview House B&B in relation to the CPO, and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022.
- 6.18.9 The Objection to the CPO related to the loss of parking at the Bayview House B&B and the commercial impacts that the proposed land acquisition will have on the property and business, during both the construction and operation of the proposed scheme.
- 6.18.10 The objection further suggested that there is no evidence in the planning application that Galway City Council examined any alternative designs for this junction. The submission suggests moving the proposed road widening southward into the green space at the Huntsman Inn in order to reduce the impact on the Bayview House B&B.
- 6.18.11 It is accepted that the CPO, if confirmed by An Bord Pleanála, will have an impact on the existing parking provision at Bayview House B&B. The Proposed Scheme will result in the permanent loss of approximately 5 no. parking spaces. There is a public car park within 350m of the Bayview B&B, however it is acknowledged that the loss of parking spaces will impact on the B&B. It is suggested that this can be addressed through compensation for the lands.
- 6.18.12 With regards to options considered, an Options Assessment Report was prepared for the Proposed Scheme where reasonable alternative options were considered. Three options were considered at College Road outside of the B&B property. The Proposed Scheme option provides a new outbound bus lane and new inbound cycle track in this location. Alternative options considered included maintaining the existing road width and converting one outbound lane to a bus lane and also an option to provide a bus lane and cycle track in both directions. Furthermore, design development was undertaken across each option selected in the options assessment report, to develop the design within the constraints. One of the constraints which required consideration is the Moneenageisha Junction and the alignment of the 4 arms of the junction. In this instance, the alignment of both College Road and Wellpark Road were considered. Realignment of College Road southwards would have an impact on alignment of opposing lanes on both of these roads, and similarly would impact on both right turn lanes onto Dublin Road.

6.19 The Huntsman Inn

6.19.0 Proposal and Extent of CPO

- 6.19.1 Figure 6-48 illustrates the extent of the permanent and temporary land acquisition at The Huntsman Inn. Figure 6-49 and Figure 6-50 present the general arrangements of the Proposed Scheme at the Huntsman Inn.

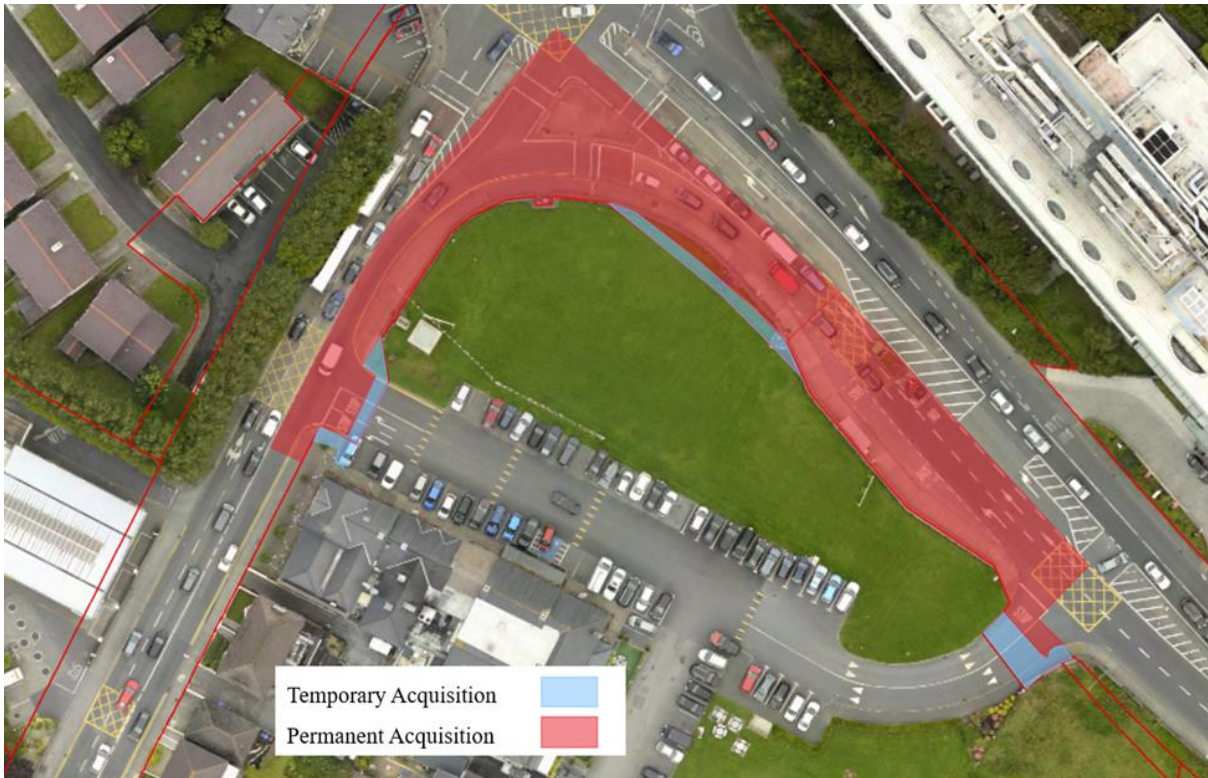


Figure 6-48 Proposed CPO at the Huntsman Inn

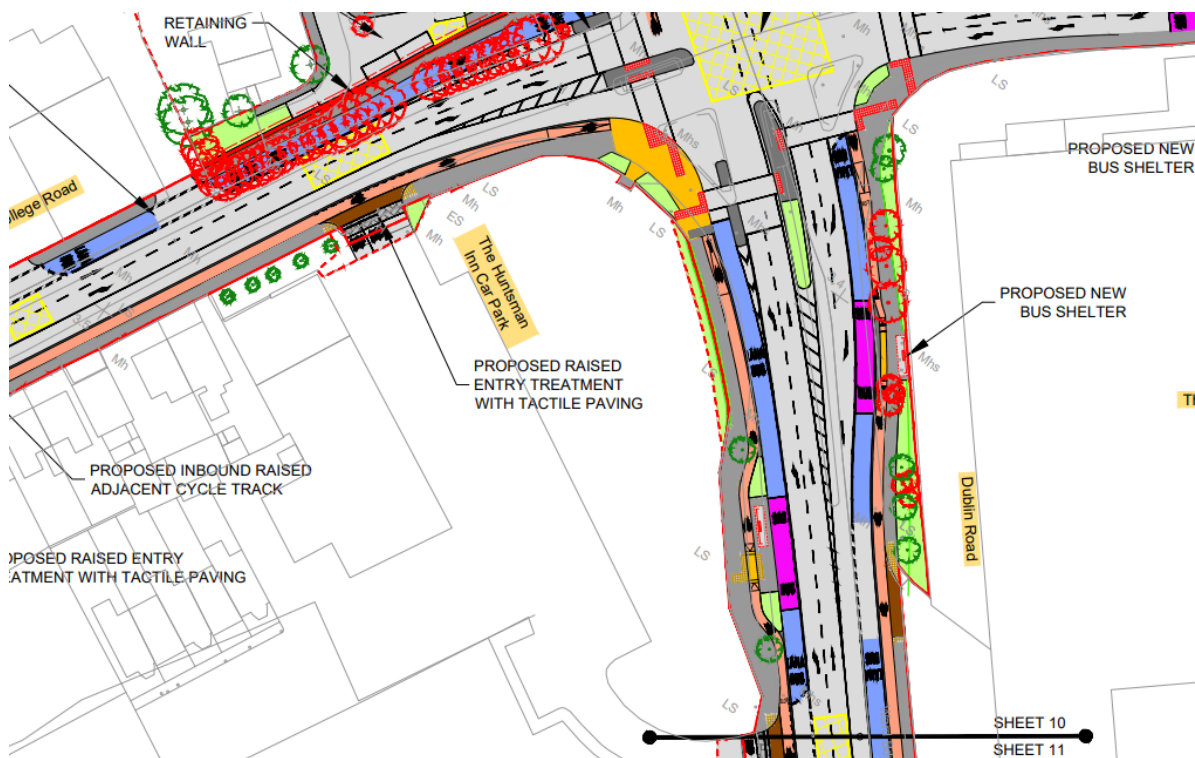


Figure 6-49 General arrangement of Proposed Scheme at The Huntsman Inn

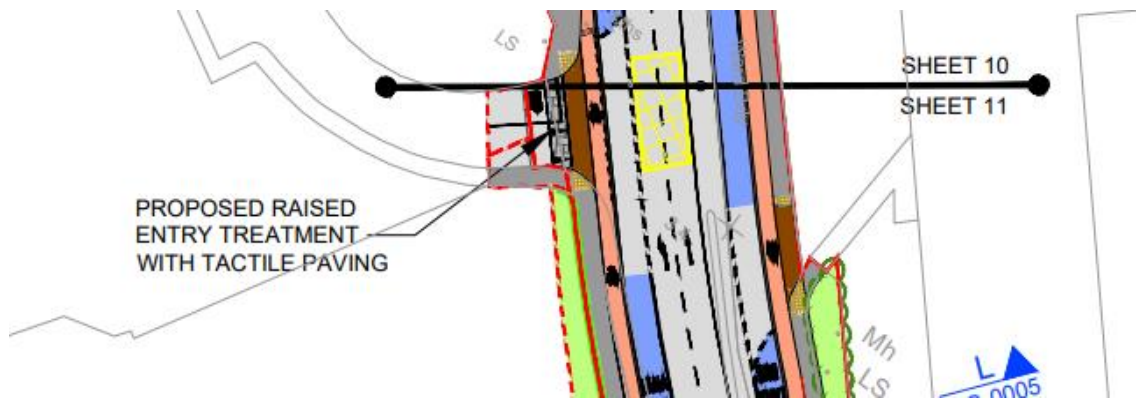


Figure 6-50 General Arrangement of Proposed Scheme at the Huntsman Inn Dublin Road Entrance

6.19.2 **Description of works**

6.19.3 The Proposed Scheme requires the acquisition of lands at the Huntsman Inn in order for the R338 Dublin Road to be widened to provide an inbound and outbound bus lane and inbound and an outbound segregated cycle track. In addition, the proposed scheme requires the acquisition of lands at the Huntsman Inn for the purposes of providing a raised entry treatment at both entrances to the Huntsman Inn.

6.19.4 Areas of 26.1m² (117.a.101), 1080.3m² (117.b.101), 305m² (118.a.101), 651.3m² (118.a.102), 25.8m² (118.b.101), 12.2m² (118.b.102), 15.8m² (118.c.101) 11.1m² (119.a.101) are required to be permanently acquired at this location in order to set back the boundary wall of the property to facilitate the road widening, in order to construct the raised entry treatments at both entrances and in order to remove any possible ambiguity regarding ownership of the public road in this location.

6.19.5 In addition, areas of 27.8m² (117.a.202), 59m² (118.b.203), 27.3m² (118.b.204), 27.8m² (118.c.202) 28.3m² (119.a.202) are required to be temporarily acquired for the construction of the road widening and entry treatments.

6.19.6 Furthermore, the Private Rights over the lands to be permanently acquired are also necessary to be acquired, while the Private Rights over the lands to be temporarily acquired are to be temporarily restricted or otherwise interfered with during the construction of the Proposed Scheme.

6.19.7 The works comprise the demolition of a section of the existing boundary wall and the construction of a new boundary wall along the revised boundary line and the construction of raised entry treatments at both entrances.

6.19.8 The works that will be facilitated by the CPO include the construction of the widening of Dublin Road to provide an inbound footpath, cycle track bus lane and general traffic lanes, an outbound footpath, cycle track, bus lane and general traffic lanes and a traffic island for the bus priority traffic signals.

6.19.9 **Response to objections raised.**

6.19.10 A submission was received from MKO on behalf of Stephen Francis of The Huntsman Inn in relation to the CPO, and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022.

6.19.11 The submission stated that Stephen Francis does not object to the CPO and supports the project. The submission requests that Galway City Council provide yellow boxes at both entrances to the Huntsman Inn as per the Proposed Scheme drawings.

6.19.12 The support of the Proposed Scheme and no objection to the CPO are acknowledged and appreciated.

- 6.19.13 Galway City Council have indicated the intention of providing a yellow box at both the entrance to the Huntsman Inn on College Road and the entrance the Huntsman Inn on the Dublin Road, as presented in both the General Arrangement drawings and in the Traffic Signs and Road Markings drawings submitted as part of the application for the Proposed Scheme. Should the Proposed Scheme be approved by An Bord Pleanála, Galway City Council undertake to provide these yellow boxes as indicated.
- 6.19.14 As referenced at Section 6.1.3 above, an updated Tailte Éireann property search dated 29th January 2024 indicates that a Sean O'Brien [care of EP Keane & Company Solicitors, 243 The Capel Building, Mary's Abbey, Capel Street, Dublin 7 and at 4th Floor, Queensgate, Dock Road, Galway] acquired an interest in the property (or part thereof). Galway City Council intends to seek an amendment of the Schedule to the CPO to include Mr O'Brien in the appropriate schedule of landowners. Galway City Council has issued correspondence to Mr. O'Brien at the address held advising him of the proposal to include him on the CPO Schedule. This letter was issued by Galway City Council to Mr O'Brien in hard copy and by email to info@keanesolicitors.ie on Wednesday 31st January 2024.

6.20 Dublin Road Green Areas

6.20.0 Proposal and Extent of CPO

- 6.20.1 Figure 6-51 illustrates the extent of the permanent and temporary land acquisition at Dublin Road Green Areas. Figure 6-52 presents the general arrangement of the Proposed Scheme at this location.



Figure 6-51 Proposed CPO at Dublin Road Green Areas

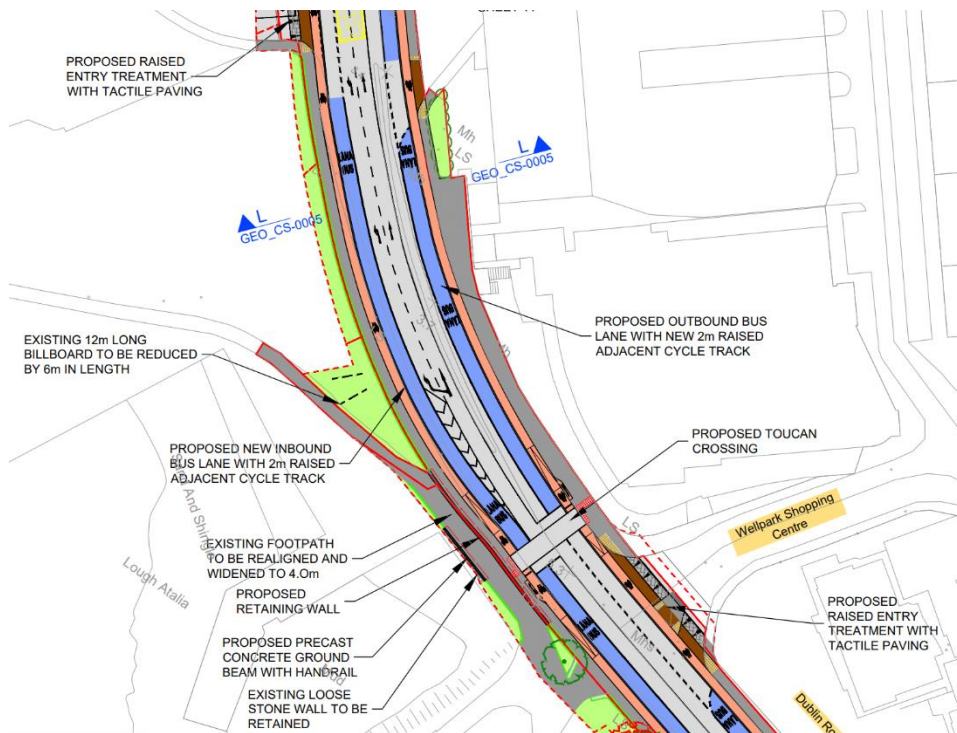


Figure 6-52 General Arrangement of Proposed Scheme at Dublin Road

6.20.2 Description of works

6.20.3 The Proposed Scheme requires the acquisition of lands at the green areas along the R338 Dublin Road, in order for this road to be widened to provide an additional inbound bus lane and inbound and outbound segregated cycle tracks. A photomontage of the Proposed Scheme along Dublin Road is shown in Figure 6-53.

6.20.4 Areas of 192.4m² (125.a.101), 41.6m² (125.b.101), 119.7m² (120.a.101), 28.5m² (120.a.102), 533.3m² (120.a.103), are required to be permanently acquired at this location in order to set back the boundary wall of the roadway to facilitate the road widening and in order to clear up any ambiguity regarding ownership of the public road in this location.

6.20.5 In addition, areas of 60.4m² (125.b.202) and 109.8m² (120.a.204) are required to be temporarily acquired for the construction of the road widening.

6.20.6 The works comprise the demolition of the existing boundary wall and the construction of a new boundary wall along the revised boundary line. Works within the green area also include the realignment and widening of the existing footpath and the construction of a retaining wall adjacent to Lough Atalia.

6.20.7 The works that will be facilitated by the CPO include the construction of the widening of Dublin Road to include an inbound footpath, cycle track bus lane and general traffic lanes, an outbound footpath, cycle track, bus lane and general traffic lanes.

6.20.8 Response to objections raised.

6.20.9 No submissions or objections were received in relation to the CPO Plots at the green areas along Dublin Road (CPO Plots 120.a.101, 120.a.102, 120.a.103, 121.b.101, 120.a.202).



Figure 6-53 Photomontage of Proposed Scheme at Dublin Road

6.21 JCDecaux Billboard

6.21.0 Proposal and Extent of CPO

6.21.1 Figure 6-54 illustrates the extent of the permanent and temporary land acquisition at the JCDecaux Billboard. Figure 6-55 presents the general arrangement of the Proposed Scheme at this location.



Figure 6-54 Proposed CPO at the JCDecaux Billboard

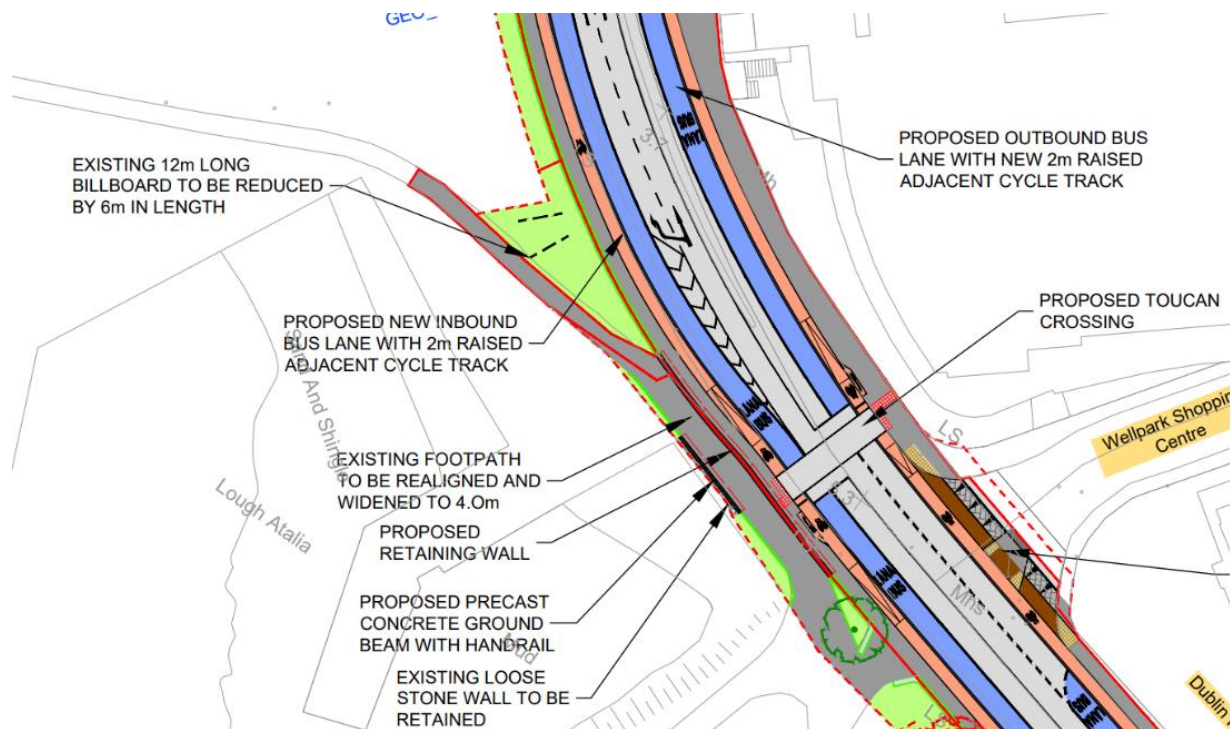


Figure 6-55 General Arrangement of Proposed Scheme at JCDecaux Billboard

6.21.2 Description of works

6.21.3 The Proposed Scheme requires the acquisition of lands and partial acquisition of an advertising billboard along the R338 Dublin Road in order for the Dublin Road be widened to provide an additional inbound bus lane and inbound and outbound segregated cycle tracks.

6.21.4 Areas of 191.1 m² and 79.2 m² are required to be permanently acquired at this location in order to set back the boundary wall of the roadway to facilitate the road widening and in order to remove any possible ambiguity regarding ownership of the public footpath to the rear of the billboard.

6.21.5 Furthermore, an additional area of 200.8 m² is required to be temporarily acquired for the construction of the road widening and the partial removal of the billboard.

6.21.6 The works comprise the demolition of the existing boundary wall and the construction of a new boundary wall along the revised boundary line. Additionally, the works require the removal of 6m in length of both sides of the existing 12m long billboard, with the remaining 6m to be maintained, during and post construction. Electrical work to the billboard lighting will also be necessary.

6.21.7 The works that will be facilitated by the CPO include the construction of the widening of Dublin Road to include an inbound footpath, cycle track, bus lane and general traffic lanes, an outbound footpath, cycle track, bus lane and general traffic lane.

6.21.8 Response to objections raised.

6.21.9 A submission was received from CBRE. on behalf of JCDecaux in relation to the CPO, and this submission was issued by An Bord Pleanála to Galway City Council on 6th December 2022.

6.21.10 Submission stated that JCDecaux do not object to the CPO and fully supports the infrastructure project. The submission requests that Galway City Council engage with JCDecaux to explore the possibility of replacing the subject advertising displays with a contract for use of Council owned land in an equivalent location within the city environs, subject to attaining the appropriate approvals.

6.21.11 The support of the Proposed Scheme and no objection to the CPO are acknowledged and appreciated.

6.21.12 Galway City Council acknowledge that there will be an impact to the proposed advertising structure, it is suggested that these issues maybe be addressed through compensation. Should JCDecaux wish to submit an application for a new sign in a different location, Galway City Council will deal with any application once submitted.

6.22 Brothers of Charity

6.22.0 Proposal and Extent of CPO

6.22.1 Figure 6-56 illustrates the extent of the permanent and temporary land acquisition at the Brothers of Charity. Figure 6-57 presented the general arrangement of the Proposed Scheme at this location.

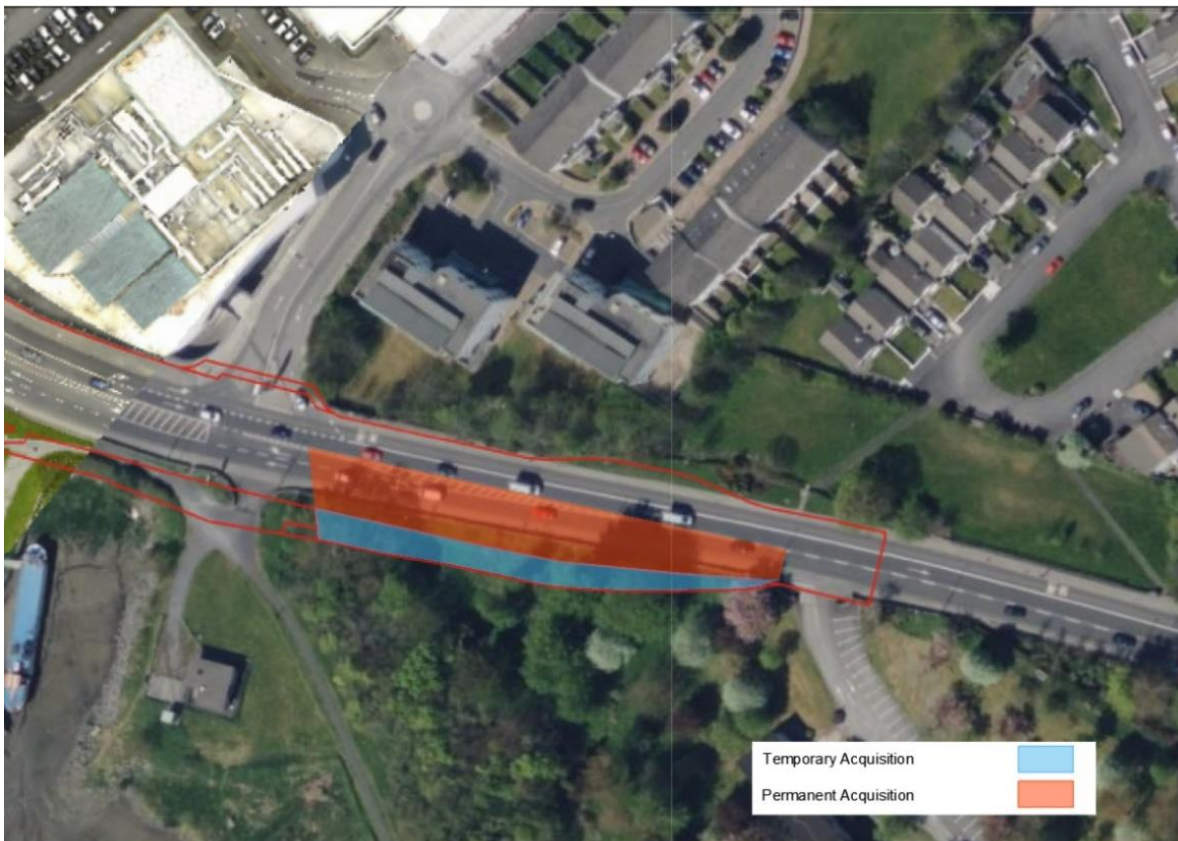


Figure 6-56 Proposed CPO at Brothers of Charity

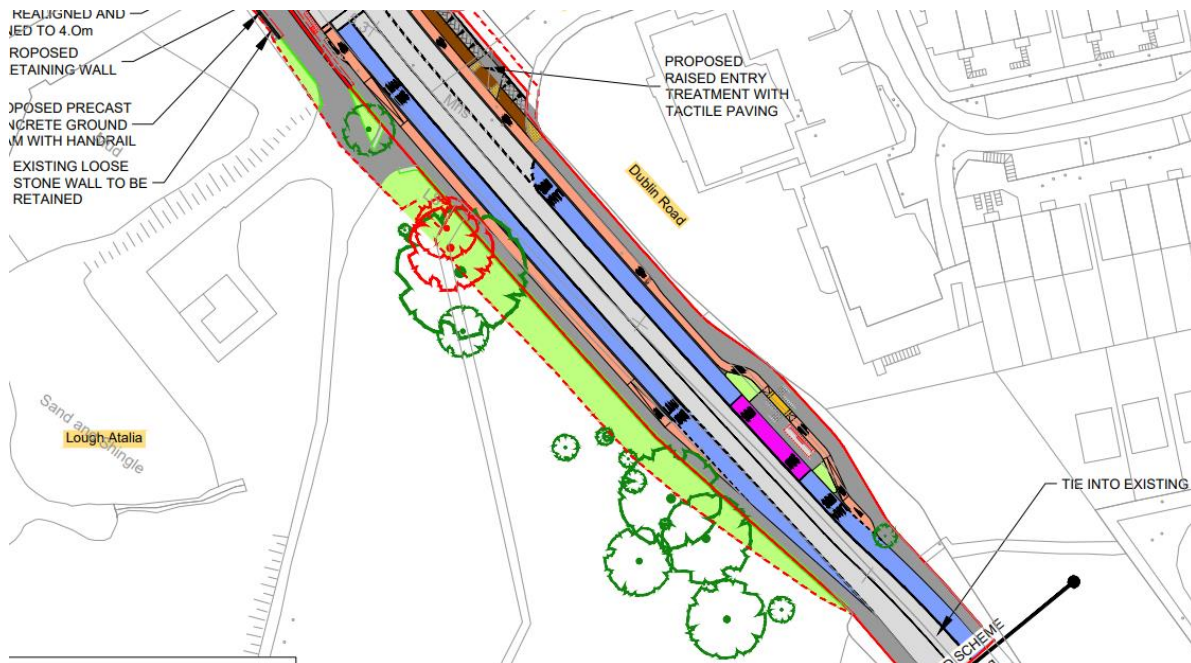


Figure 6-57 General Arrangement of the Proposed Scheme at Brothers of Charity

6.22.2 Description of works

6.22.3 The Proposed Scheme requires the acquisition of lands at Brothers of Charity along the R338 Dublin Road in order for the Dublin Road be widened to provide an additional inbound bus lane and inbound and outbound segregated cycle tracks.

6.22.4 Areas of 244.1m² and 823m² are required to be permanently acquired at this location in order to set back the boundary wall of the roadway to facilitate the road widening and in order to clear up any ambiguity regarding ownership of the public road in this location. Furthermore, an additional area of 480.4m² is required to be temporarily acquired for the construction of the road widening.

6.22.5 The works comprise the demolition of the existing boundary wall and the construction of a new boundary wall along the revised boundary line. Additionally, regrading of the lands remaining within the Brothers of Charity will be necessary to construct the embankment for the road widening. The felling of two mature trees is also required.

6.22.6 The works that will be facilitated by the CPO include the construction of the widening of Dublin Road to include an inbound footpath, cycle track, bus lane and general traffic lanes, an outbound footpath, cycle track, bus lane and general traffic lane.

6.22.7 Response to objections raised.

6.22.8 No submissions or objections were received in relation to the CPO Plots at the Brothers of Charity along Dublin Road (CPO Plots 122.a.101, 122.b.101, 122.a.202).

6.23 Wellpark / Sailin

6.23.0 Proposal and Extent of CPO

6.23.1 Figure 6-58 illustrates the extent of the permanent and temporary land acquisition at Wellpark / Sailin Estate. Figure 6-59 presents the general arrangement of the Proposed Scheme at this location.

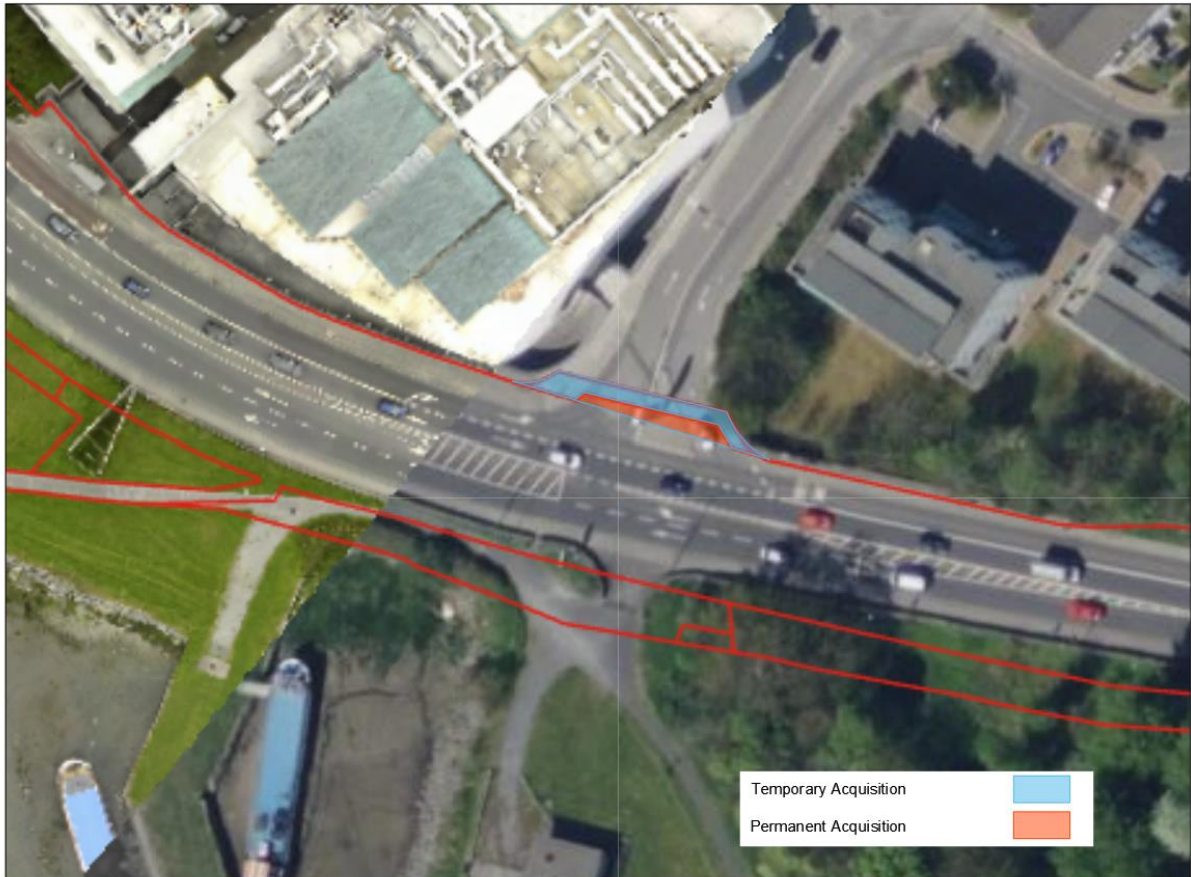


Figure 6-58 Proposed CPO at Wellpark / Sailin Estate

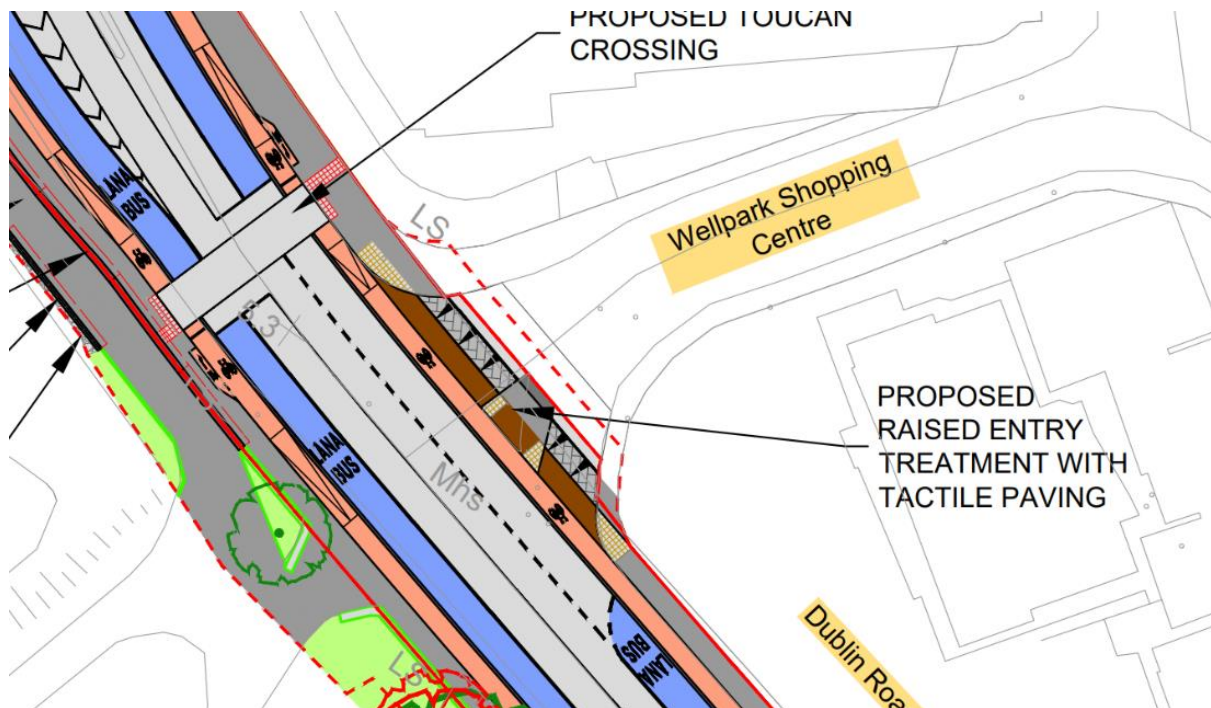


Figure 6-59 General Arrangement of Proposed Scheme at Wellpark / Sailin Estate

6.23.2 Description of works

6.23.3 The Proposed Scheme requires the acquisition of lands at the entrance to Wellpark / Sailin Estate for the purposes of providing a raised entry treatment.

- 6.23.4 An area of 36.7 m², is required to be permanently acquired at this location. Furthermore, an additional area of 66.7m² is required to be temporarily acquired for the construction of the raised entry treatment.
- 6.23.5 The works that will be facilitated by the CPO include the construction of raised table across the entrance to Wellpark / Sailin Estate to facilitate and prioritise the movement of pedestrians along Dublin Road. In addition, construction of new drainage gullies and connections to the drainage network along Dublin Road is necessary.
- 6.23.6 In addition, the Private Rights over the lands to be permanently acquired are also necessary to be acquired, while the Private Rights over the lands to be temporarily acquired are to be temporarily restricted or otherwise interfered with during the construction of the Proposed Scheme.
- 6.23.7 **Response to objections raised.**
- 6.23.8 No submissions or objections were received in relation to the CPO Plots at the entrance to Wellpark / Sailin on Dublin Road (CPO Plots 123.a.101, 123.a.202, CH, EG))