

# ***Environmental Impact Statement***

## **ADDENDA NO. 01**



### ***N4 Collooney to Castlebaldwin Proposed Road Development***





## i. PREFACE

THE FOLLOWING FORMS ADDENDUM INFORMATION AND/OR COMMITMENTS TO THE PUBLISHED ENVIRONMENTAL IMPACT STATEMENT (Dated December 2013):

### - Addenda

#### Document Control

| Status | Issued For   | Signed          | Date                          | Approved        |
|--------|--------------|-----------------|-------------------------------|-----------------|
| FINAL  | Oral Hearing | FM <sup>1</sup> | April 28 <sup>th</sup> , 2014 | EC <sup>2</sup> |

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<sup>1</sup> B.Eng., PgDip. Env., C.Eng MIEI

<sup>2</sup> B.Eng., MBA, C.Eng MIEI

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# 1 ADDENDA

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## 1.1 Outline

The following paragraph outlines how this addendum information is presented.

The relevant section of the EIS subject to the addendum information (or additional commitments) is quoted. The text is appropriately amended as follows.

Quoted text is outlined as follows:

*'Quoted text'*

Text to be deleted is crossed out:

~~Deleted~~

Amendment text is in bold within square brackets:

**[Amendment text]**

Nb. In most circumstances there will be both a deletion and an amendment. In some cases however there may only be one or the other.

## 2 Volume 2 Main Report

### 2.1 Chapter 4, Section 4.8.2.2.3 Considerations for Sealed Drainage

**TEXT POSITION:** Last Paragraph

#### 2.1.1 Published Text and addenda

*'In addition to the foregoing; Constructed Wetland/Attenuation Facilities will be sealed ~~where maintaining the permanent pool level is a concern, such locations will be verified following the detailed ground investigation contract.~~' [at Outfall locations 02, 03, 04, 05, 06, 07, 09, 10, 11, 12, 13, 15]*

#### 2.1.2 Commentary

Rather than verifying locations during detailed ground investigation, a commitment is made to seal the ponds at the identified locations.

### 2.2 Chapter 4, Table 4-13, Specific Flood Risk Assessment mitigation requirements

**TEXT POSITION:** Third row of table

#### 2.2.1 Published Text and addenda

The location of one of the culvert locations is modified.

Table 4-13: Specific Flood Risk Assessment mitigation requirements

| Study Area    | Location (approx. Ch.)   | Description   |
|---------------|--|---|
| Drumfin River | [Ch. 6,980m]<br>Ch. 7,200m;<br>Ch. 7,460m;<br><del>Ch. 7,550m;</del> | Provision of c. 1.5m diameter pipe culverts within the floodplain at crossings of existing large open drains in order to maintain the existing drainage regime and connectivity and reducing the impact of the road embankment in the flood plain |

#### 2.2.2 Commentary

The arrangement of the flood mitigation culverts is amended to improve flood plain connectivity.

### 2.3 Chapter 4, Section 4.8.5, Specific Design Mitigation Measures

**TEXT POSITION:** Add additional section to be titled 4.8.5.3 'Additional Landscape Planting'

#### 2.3.1 Published Text and addenda

##### [4.8.5.3 Additional Landscape Planting

Planting in addition to that outlined in the mitigation sections of the Landscape and Visual chapter of the EIS is proposed in the following locations:

##### 4.8.5.3.1 Boundary Treatment

Hedgerow planting as agreed with the Landscape and Visual expert (similar to hedgerow mix as per Chapter 10 of the EIS) will be provided (in agreement with the adjacent landowner) where existing agricultural fields are severed by the Proposed Road Development and where the following conditions are met:

- (1) The fenceline is not within Ecological sites/complexes as mapped on figures 12.2.1 to 12.2.8 of the EIS (volume 3);
- (2) There is no landscape mitigation already proposed within the CPO on the roadside closest to the landowner (unless it is significantly removed);
- (3) There is no existing hedgerow, tree-line or plantation present on the landowners side of the CPO;
- (4) CPO line is not on an existing boundary. Save as in agreed locations where the existing boundary requires removal to erect the fence line;
- (5) Fence line does not front onto domestic/business property or road bed;

#### 4.8.5.3.2 Screen Planting

Screen planting in the form of mature hedgerow mix will be provided between the verges of the Type 2 Dual Carriageway and the Eastern Parallel link between circa Ch. 800m and 1,800m (mainline chainages).]

### 2.3.2 Commentary

This is an additional commitment made by the Road Authority following the consideration of submissions received and consultations with land agents and effected land owners.

## 2.4 Chapter 4, Section 4.10.2.2.2 Spoil Repositories/Borrow Pits

**TEXT POSITION:** Additional point number '6' added under the paragraph on '*Material Extraction*'

### 2.4.1 Published Text and addenda

#### Material Extraction

*'The material extraction process shall generally be by machine excavation in accordance with the following general principles:'*

...

- (6) [The invert of the appropriate Spoil Repository/Borrow Pit shall not exceed the lowest level of the adjacent road centreline (less 1m). This has been calculated to be as follows:
  - a. SR/BP Type 01 No. 01: 71.5m aOD
  - b. SR/BP Type 01 No. 02: 72.5m aOD
  - c. SR/BP Type 01 No. 03: 64m aOD
  - d. SR/BP Type 01 No. 04: 69m aOD]

### 2.4.2 Commentary

A commitment made the Spoil Management Report is reaffirmed in the main body of the EIS.

## 2.5 Chapter 9, Section 9.5.1, Mitigation Measures and Environmental commitments, Construction Phase.

**TEXT POSITION:** Points 2 and 3 of the indented points

### 2.5.1 Published Text and addenda

- *'Vehicles using site roads [which have an exposed soil finish] will have their speeds restricted where there is a potential for dust nuisance at nearby properties [where the works area occurs within 200m of a sensitive location. This restriction shall apply in the following identified locations:*
  - Mainline Ch. -100m to 2,600m (and to include adjoining proposed side roads);
  - Mainline Ch. 2850m to Ch. 3200m;

- Mainline Ch. 3900m to Ch. 4300m (and to include adjoining proposed side roads);
- Mainline Ch. 5450m to Ch. 6000m (and to include adjoining proposed side roads);
- Mainline Ch. 6400m to Ch. 6800m (and to include adjoining proposed side roads);
- Mainline Ch. 7800m to Ch. 8900m (and to include adjoining proposed side roads);
- Mainline Ch. 9000m to Ch. 11300m (and to include adjoining proposed side roads);
- Mainline Ch. 11800m to Ch. 12200m;
- Mainline Ch. 12500m to Ch. 12750m (and to include adjoining proposed side roads);
- Mainline Ch. 12900m to Ch. 14500m (and to include adjoining proposed side roads).

**Additionally a further restriction of 30kph shall apply in all other instances]**

- ~~Where practicable, v~~[V]ehicles exiting the site shall make use of a wheel wash facility prior to entering onto public roads. This will ensure that mud and other wastes are not tracked onto public roads. Public roads outside the site will be regularly inspected for cleanliness, and cleaned as necessary. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions;'

### 2.5.2 Commentary

The additional commitment is made in order to reduce the potential for dust arising during construction

## 2.6 Chapter 10, Section 10.4.2.1, Visual Impact Assessment, Individual Properties.

**TEXT POSITION:** First line on the third paragraph

### 2.6.1 Published Text and addenda

The visual impacts for ~~152~~ [154] occupied properties or property groups within the view shed of the Proposed Road Development have been assessed in-the-field. Based on the visual sensitivity methodology outlined under 10.3.3.3 taking into account the 'Normal Rural Landscape' setting the receptor sensitivity for individual properties in relation to the proposed road development is considered to be range from 'High' for elevated properties where panoramic or high amenity views exist to 'Medium' for highly sheltered properties.

### 2.6.2 Commentary

Based on submissions received an additional property receptor was added. Also, a formatting error incorrectly attributed the initial number to be 152; although this is more attributable as a formatting error it is documented here for the purposes of brevity and to avoid confusion.

## 2.7 Chapter 16, Schedule of Commitments

**TEXT POSITION:** Points as they occur in the schedule of commitments are outlined below.

### 2.7.1 Published Text and addenda

**Schedule of commitments point, 9.1:** Repeat amended text verbatim as per section 2.5 of this document



## 3 Volume 3; Figures

---

### 3.1 Chapter 4 Drawings

The following describes amendments to figures in volume 3 of the EIS which form addenda to the EIS. These figures are appended to this document.

#### **Figure 4.1.1**

A farm access track is added to the north of the Toberbride (East) junction. For brevity this addition is not repeated throughout other drawings in the EIS.

#### **Figure 4.1.8 and 4.10**

The pedestrian trail is re-linked to provide the uncontrolled crossing on the Standard Single Carriageway section (at a refuge island) of the proposed N4 as opposed to the Type 2 Dual Carriageway. This will shorten the time to travel across live carriageways on the national network.

For brevity this addition is not repeated throughout other drawings in the EIS.

#### **Figure 4.9.3**

This map relocates culverts in the flood plain to further improve flood plain connectivity.

### 3.2 Chapter 10 Drawings

#### **Figure 10.1.8**

For clarity, more information is added in relation to the landscape infill site.

## 4 Volume 4 Appendices

---

### 4.1 Appendix 4.5, Outline Erosion and Sediment Control Plan: Section 5.3.1

**TEXT POSITION:** Point number 14

#### 4.1.1 Published Text and addenda

(14) Locations associated with the proposed main watercourse crossings that are at risk of flooding, based on the 1 in 100 year flood event, have been identified in the PRD Flood Risk Assessment– and are summarised in Table 5-1 below. The proposed Settlement Ponds and associated treatment measures have been as far as practicable located outside these flood areas. The settlement ponds constructed adjacent to these areas will be bunded so that the top of the bund is at least 500mm above the 1 in 100 year flood event. This will prevent the control facility for being inundated during periods of exceptionally high river levels. **[Sediment Control mats (which are biodegradable) will be applied on the road embankments as they pass through the flood plains associated with the Turnalaydan Stream and the Drumfin River. These mats shall extend as a minimum from the embankment toe to the predicted 1:100 year flood level.]**

#### 4.1.2 Commentary

An additional commitment is given in relation to controls on embankment construction through Flood Plain areas.

### 4.2 Appendix 4.5, Outline Erosion and Sediment Control Plan: Section 5.3.3.1.1

**TEXT POSITION:** Third Point

#### 4.2.1 Published Text and addenda

~~'Crossings in wet watercourses will be provided with a silt trap and a sediment immediately downstream of the crossing point~~ **[Crossing of minor watercourses in “wet watercourses” will not be permitted. Crossings in open drains (not of aquatic importance) may be done by methods such as diversions, the use of temporary dams or over-pumping];'**

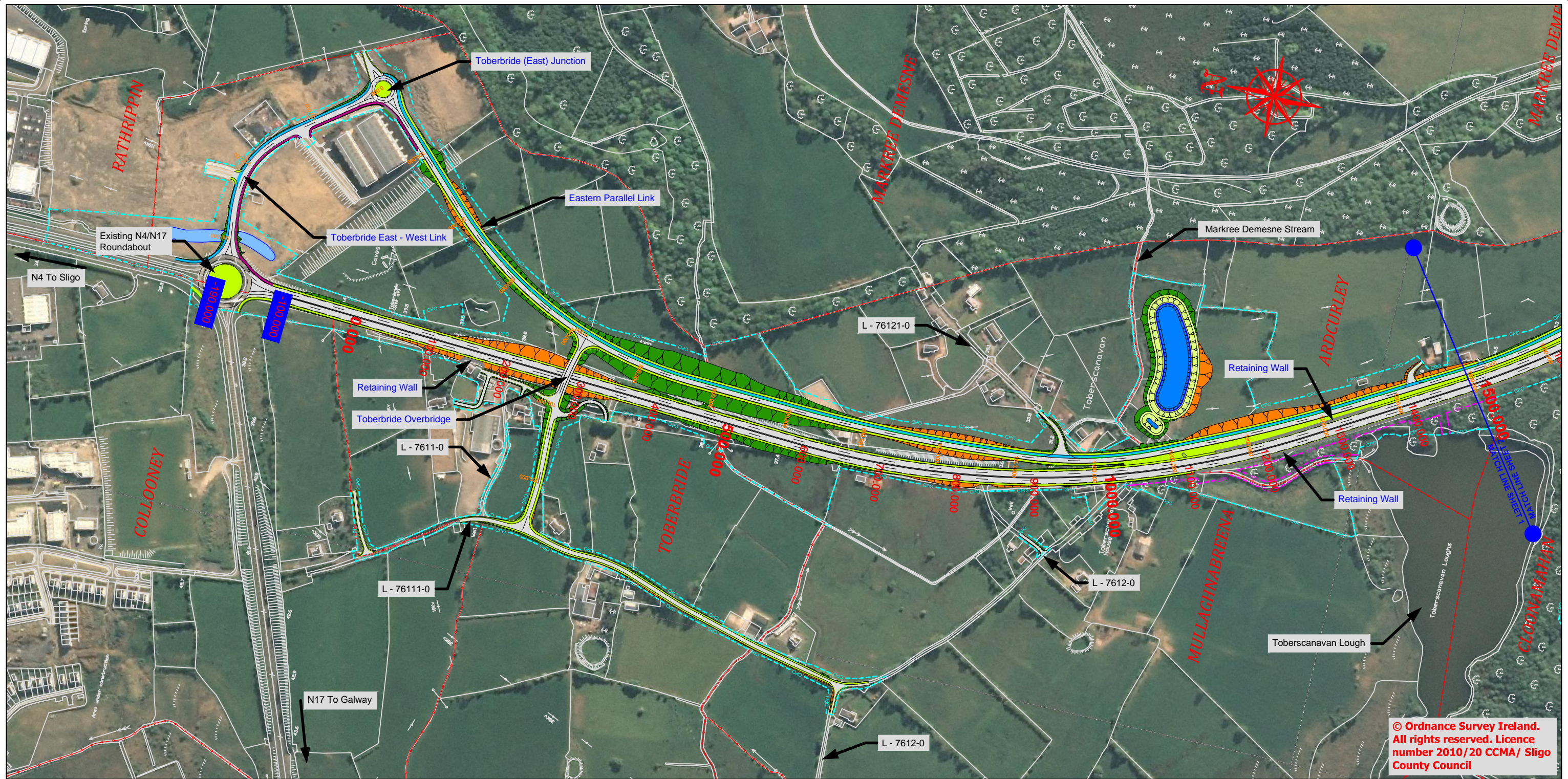
#### 4.2.2 Commentary

An additional commitment is given in relation to the crossing of wet watercourses.

## 5 Addenda Figures

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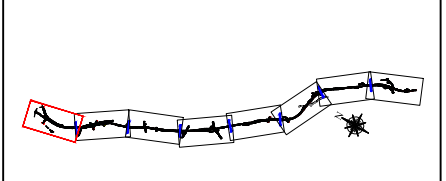


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**Legend**

- Proposed Design; Indicating Cut Section
- Proposed Design; Indicating Fill Section
- Pavement
- Verge
- Footway
- Combined Cycle/Footway
- Attenuation Pond
- Townland Boundary
- CPO Boundary
- Land Made Available (LMA)
- Townland Names
- Design Chainage
- Proposed Retaining Wall
- Constructed Wetland
- Existing Attenuation Pond
- Spoil Repository

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**NOTE:**  
All proposed road levels indicated are based on a Design prepared for Phase 3 and 4 of the NRA PMG and may be revised at the Detailed Design Stage.  
Modifications may be made to avail of opportunities to improve the design in the light of experience on the ground or other innovations provided this has no significant adverse environmental effects.



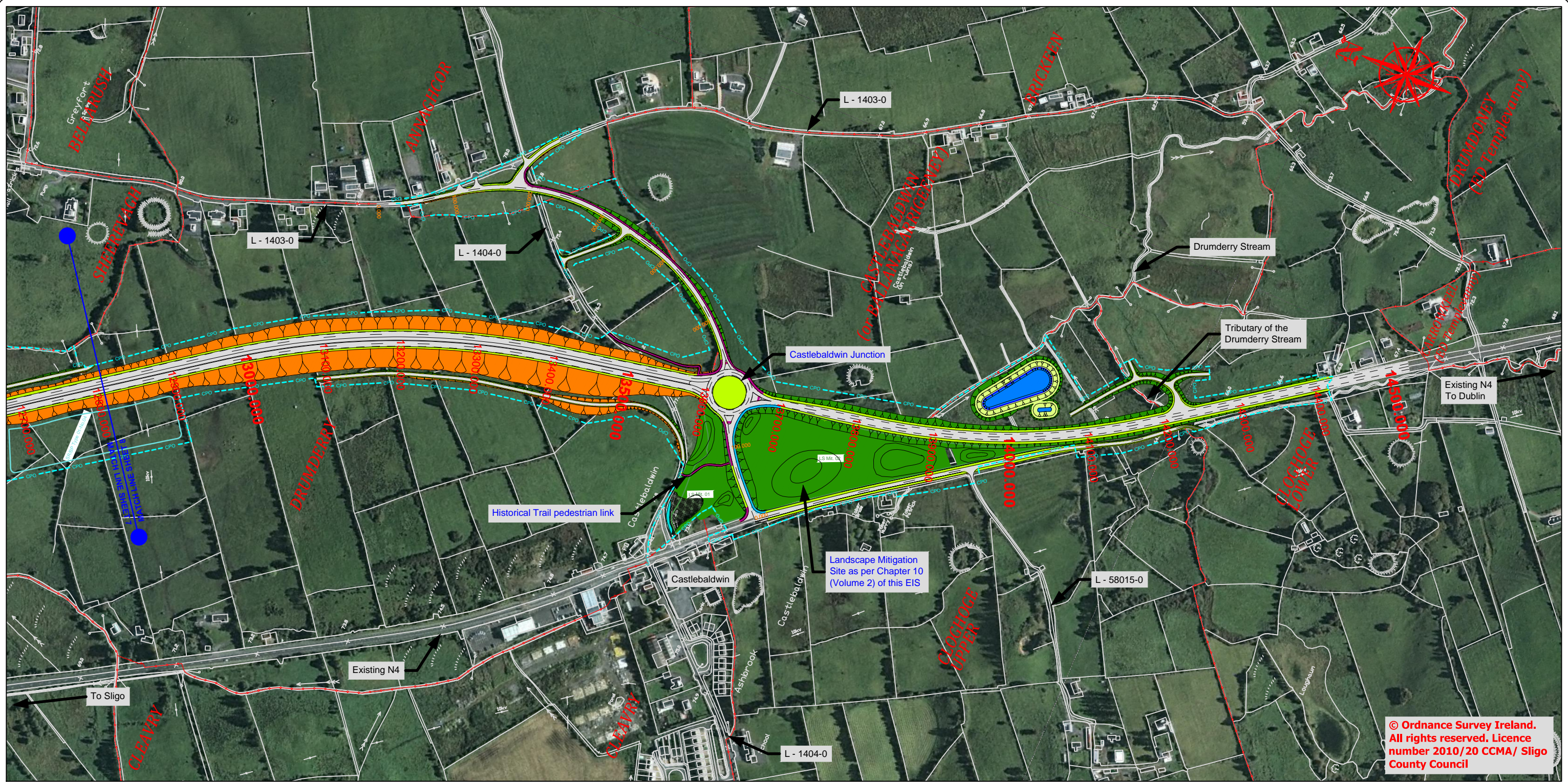
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Business Centre, Market Yard, Sligo, Ireland  
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e-mail: fmeehan@sligococo.ie



| Date       | By | Revision  |
|------------|----|---|
| April 2014 | FM | This is an addenda to the EIS as described in Addenda Sheet No. 01.               |
|            |    | A farm access link has been added to the north of the Toberbride (East) Junction. |
|            |    |   |
|            |    |   |
|            |    |   |
|            |    |   |

|   |                              |                             |                       |
|---|------------------------------|-----------------------------|-----------------------|
| <b>Project</b><br>N4 Collooney to Castlebaldwin Proposed Road Development |                              |                             |                       |
| <b>Title</b><br>Design Overview: Plan Mainline<br>Ch. -190m to Ch. 1,480m |                              |                             |                       |
| <b>Scales (@A3)</b><br>H 1:5,000 V 1:500                                  | <b>Date</b><br>December 2013 | <b>Job No.</b><br>SO/01/150 |                       |
| <b>Design</b><br>FM   | <b>Drawn</b><br>BR           | <b>Checked</b><br>FM        | <b>Approved</b><br>AS |

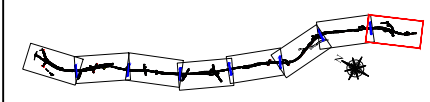
Figure No.:  
Fig.: 4.1.1  
Sheet 1 of 8



**Legend**

- Proposed Design; Indicating Cut Section
- Proposed Design; Indicating Fill Section
- Pavement
- Verge
- Footway
- Combined Cycle/Footway
- Attenuation Pond
- Townland Boundary
- CPO Boundary
- Land Made Available (LMA)
- LACKAGH 8,300,000
- TOWNLAND NAMES
- Design Chainage
- Proposed Retaining Wall
- Constructed Wetland
- Existing Attenuation Pond
- Spoil Repository

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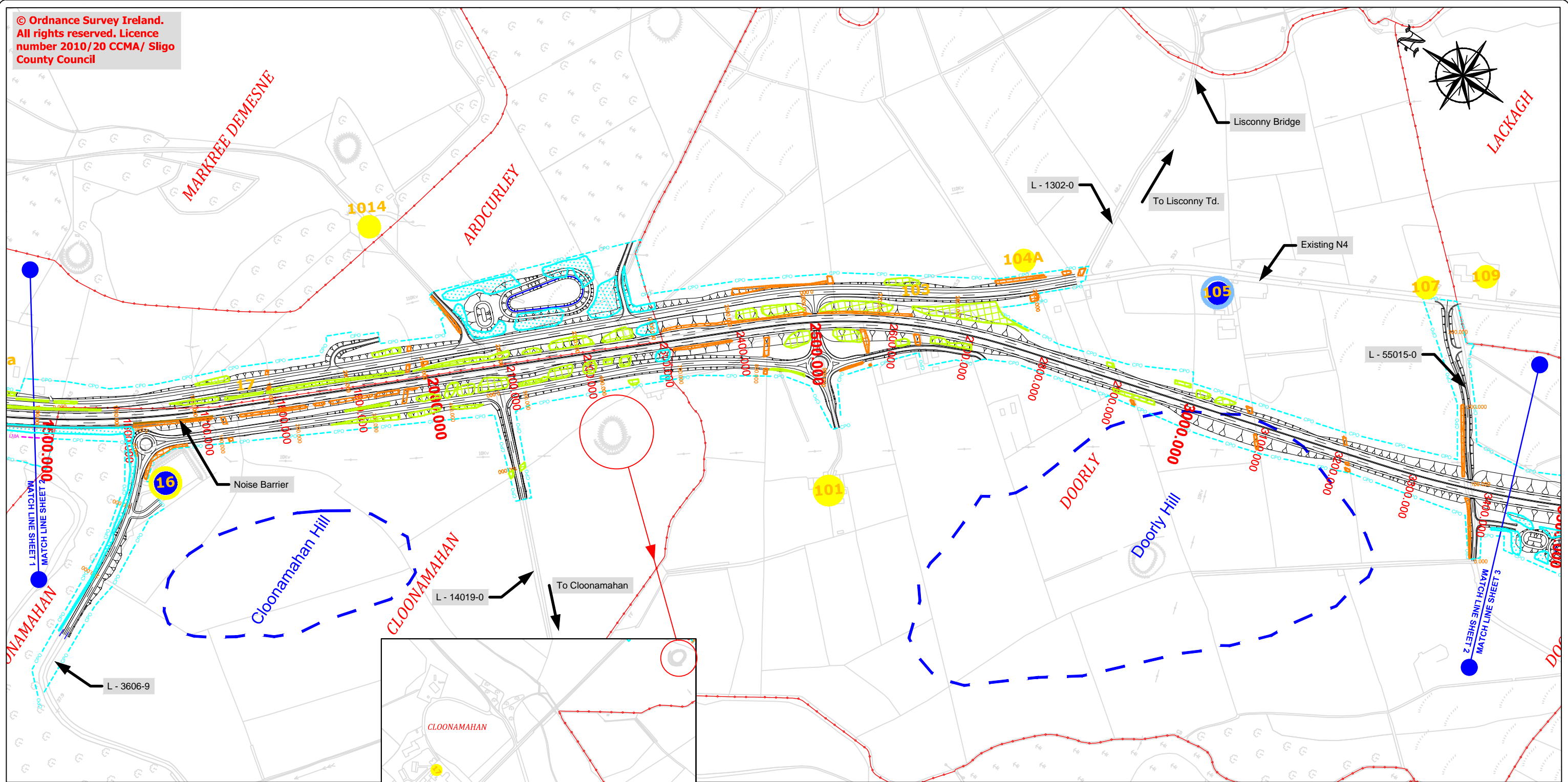


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e-mail: fmeehan@sligococo.ie

| Date       | By | Revision  |
|------------|----|---|
| April 2014 | FM | This is an addenda to the EIS as described in Addenda Sheet No. 01.   |
|            |    | The historical trail pedestrian link has been re-linked to provide the uncontrolled crossing on the Standard Single Carriageway section of the proposed N4. |
|            |    |   |
|            |    |   |
|            |    |   |
|            |    |   |

|   |                              |                             |                       |
|---|------------------------------|-----------------------------|-----------------------|
| <b>Project</b><br>N4 Collooney to Castlebaldwin Proposed Road Development   |                              |                             |                       |
| <b>Title</b><br>Design Overview: Plan Mainline<br>Ch. 12,810 to Ch. 14,523m |                              |                             |                       |
| <b>Scales (@A3)</b><br>H 1:5,000 V 1:500                                    | <b>Date</b><br>December 2013 | <b>Job No.</b><br>SO/01/150 |                       |
| <b>Design</b><br>FM   | <b>Drawn</b><br>BR           | <b>Checked</b><br>FM        | <b>Approved</b><br>AS |

Figure No.:  
Fig.: 4.1.8  
Sheet 8 of 8



- Legend**
- Mitigation Measures**
- High canopy woodland mix
  - Low canopy woodland mix
  - Riparian Woodland mix
  - Feature planting - semi-mature tree planting
  - Hedgerow mix
  - Mature Hedgerow mix
  - Shrub mix underplanting
  - Mature High Canopy Woodland and Shrub mix
  - Solid Screen / Noise Barrier

- Post mitigation assessment of Visual Impact**  
(Full circle - before mitigation / ring - after mitigation)
- Significant Adverse
  - Moderate Adverse
  - Slight Adverse
  - Imperceptible
  - Slight Positive
  - 102 Property Number

- Townland Boundary
- CPO Boundary
- Land Made Available (LMA)
- Retaining Wall
- LACKAGH 8,300,000
- Townland Names
- Design Chainage
- Constructed Wetland
- Existing Attenuation Pond
- Spoil Repository
- Landscape Mitigation Site

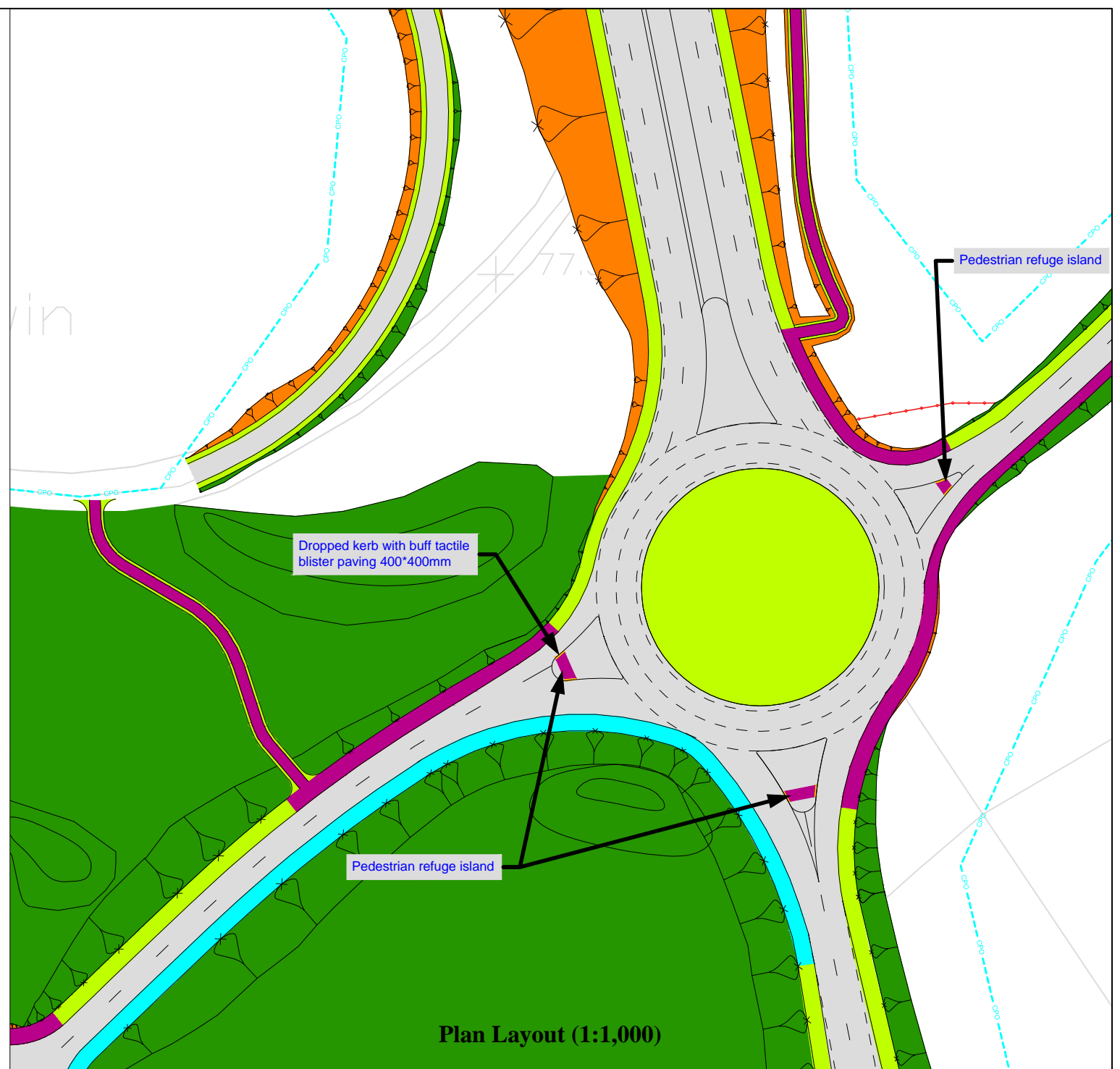
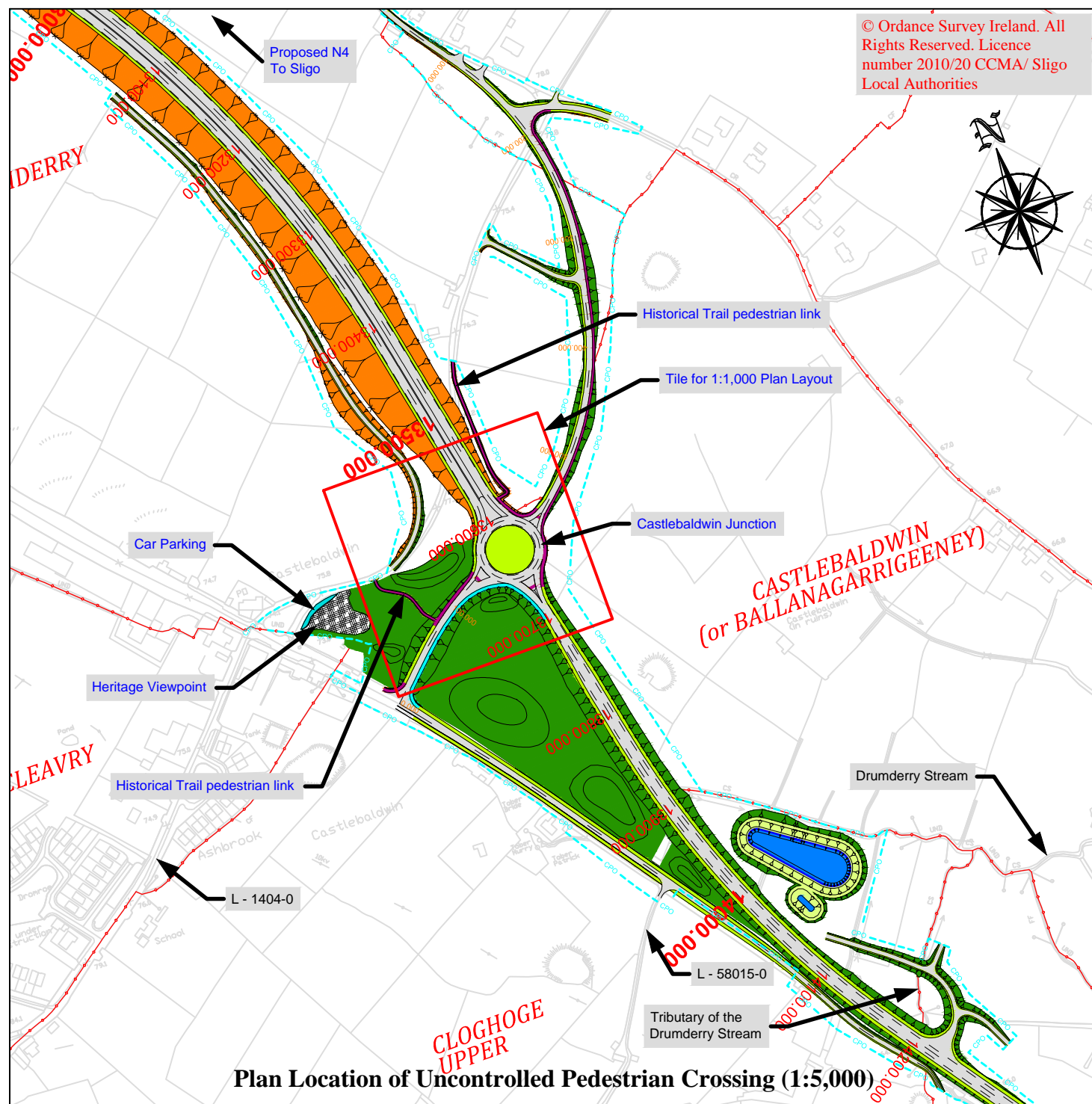
**NOTE:**  
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| Date       | By    | Revision  |
|------------|-------|---|
| April 2014 | FM/CW | This is an addenda to the EIS as described in Addenda Sheet No. 01.                         |
|            |       | Based on submissions received, an additional receptor is added north-east of c. Ch. 1,950m. |
|            |       |   |
|            |       |   |
|            |       |   |
|            |       |   |

|  |                                 |                             |
|--|---------------------------------|-----------------------------|
| <b>Project</b><br>N4 Collooney to Castlebaldwin Proposed Road Development        |                                 |                             |
| <b>Title</b><br>EIS, Chapter 10 Drawings: Landscape and Visual Impact Assessment |                                 |                             |
| <b>Scales (@A3)</b><br>1:5,000   | <b>Date</b><br>December 2013    | <b>Job No.</b><br>SO/01/150 |
| <b>Assessment &amp; Mapping</b><br>MosArt  | <b>Design Team Review</b><br>FM | <b>Approved</b><br>AS       |



**Legend/Notes:**

- Proposed Design: Indicating Cut Section
- Proposed Design: Indicating Fill Section
- Pavement
- Verge
- Footway
- Combined Cycle/Footway
- Attenuation Pond
- Townland Boundary
- CPO Boundary
- Land Made Available (LMA)
- Townland Names
- Design Chainage
- Constructed Wetland

**NOTE:**

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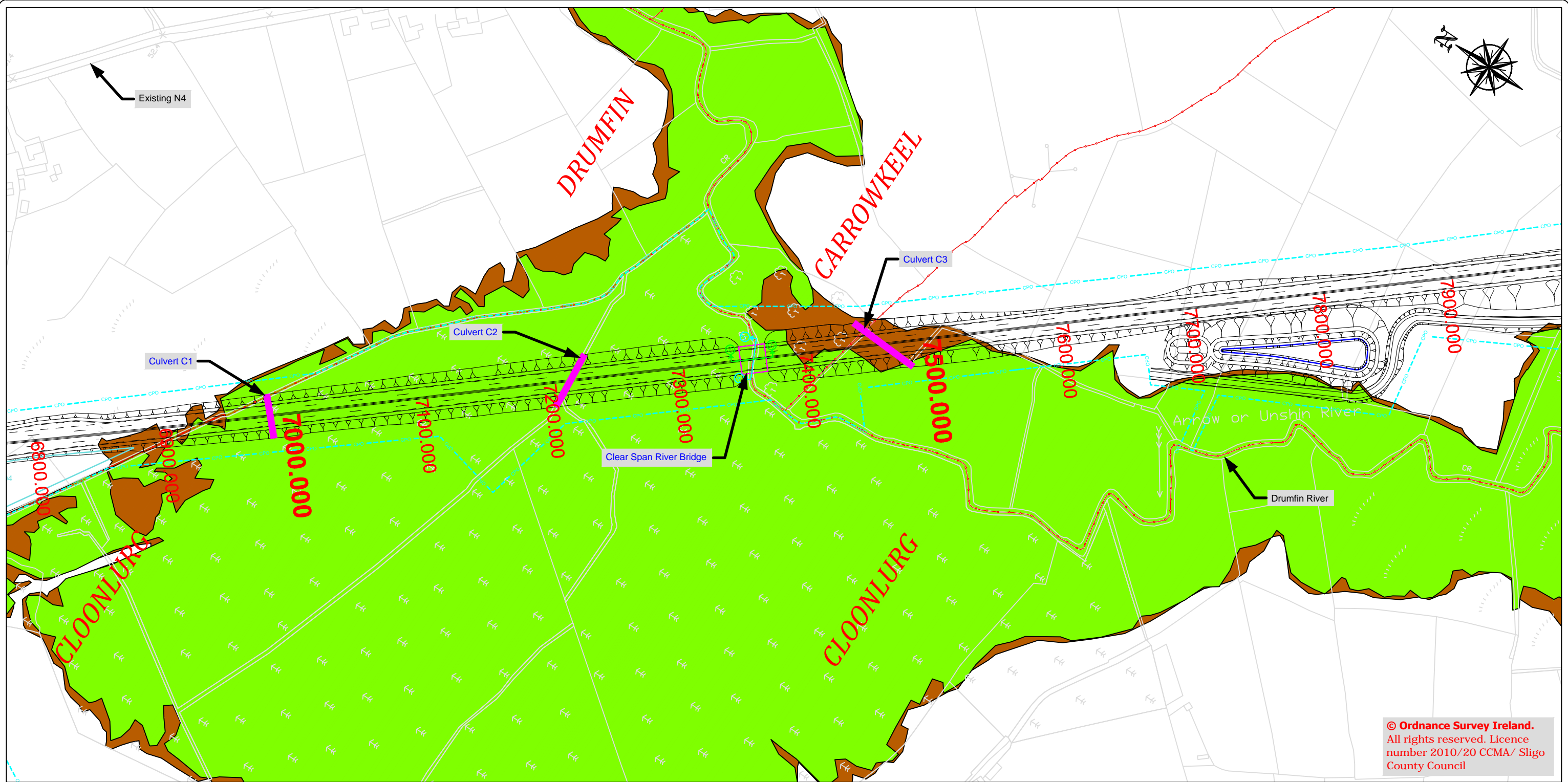
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| Date       | By | Revision  |
|------------|----|---|
| April 2014 | FM | This is an addenda to the EIS as described in Addenda Sheet No. 01.   |
|            |    | The historical trail pedestrian link has been re-linked to provide the uncontrolled crossing on the Standard Single Carriageway section of the proposed N4. |
|            |    |   |
|            |    |   |
|            |    |   |
|            |    |   |

|  |             |                       |                      |
|--|-------------|-----------------------|----------------------|
| Project<br>N4 Collooney to Castlebaldwin Proposed Road Development |             |                       |                      |
| Title<br>Uncontrolled Pedestrian Crossing                          |             |                       |                      |
| Scales (@A3)<br>As Shown   |             | Date<br>December 2013 | Job No.<br>SO/01/150 |
| Design<br>FM   | Drawn<br>JF | Checked<br>FM         | Approved<br>AS       |

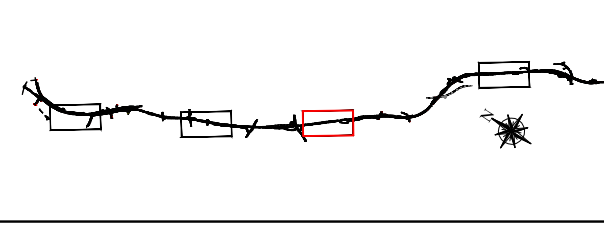
Figure No.:  
Fig.: 4.10





**Legend**

|  |                                 |  |                            |
|--|---------------------------------|--|----------------------------|
|  | Flood Zone A (1:100 yr storm);  |  | Townland Boundary;         |
|  | Flood Zone B (1:1000 yr storm); |  | CPO Boundary;              |
|  | Constructed Wetland;            |  | Land Made Available (LMA); |
|  |                                 |  | LACKAGH<br>8,300.000       |
|  |                                 |  | Proposed Culvert;          |
|  |                                 |  | Townland Names;            |
|  |                                 |  | Design Chainage;           |
|  |                                 |  | Revision;                  |

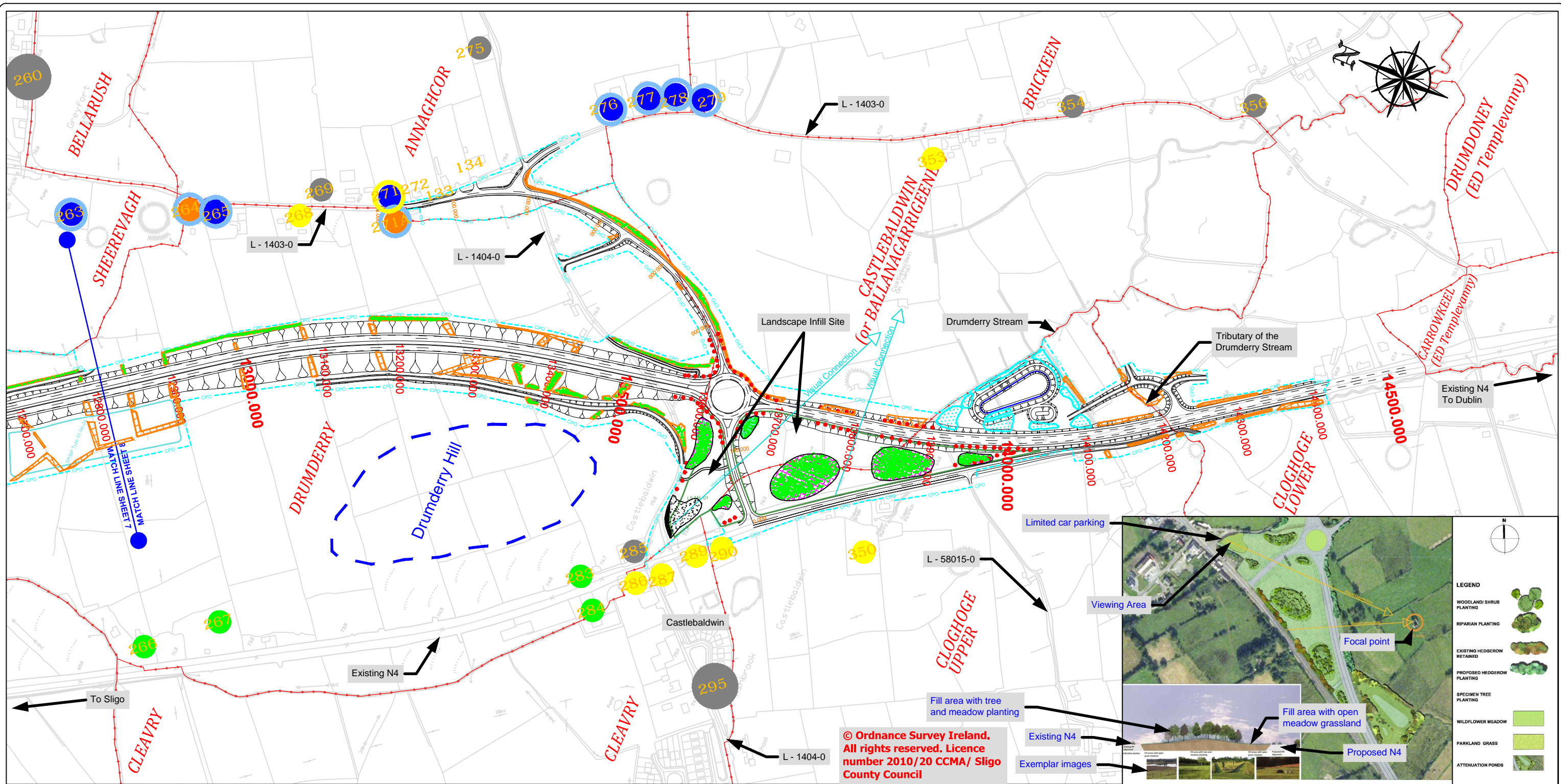


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| Date       | By | Revision  |
|------------|----|---|
| April 2014 | FM | This is an addenda to the EIS as described in Addenda Sheet No. 01.                       |
|            |    | Culverts have been relocated in the flood plain area to improve flood plain connectivity. |
|            |    |   |
|            |    |   |
|            |    |   |
|            |    |   |

|  |                          |                            |
|--|--------------------------|----------------------------|
| Project<br>N4 Collooney to Castlebaldwin Proposed Road Development |                          |                            |
| Title<br>Flooding: Flood Risk Mitigation (Drumfin River)           |                          |                            |
| Scales (@A3)<br>1:3,000  | Date<br>December 2013    | Job No.<br>SO/01/150       |
| Design<br>HydroE   | Design Team Review<br>FM | Approved<br>AS             |
|  |                          | Figure No.:<br>Fig.: 4.9.3 |



- Legend**
- Mitigation Measures**
- High canopy woodland mix
  - Low canopy woodland mix
  - Riparian Woodland mix
  - Feature planting - semi-mature tree planting

- Hedgerow mix
- Mature Hedgerow mix
- Shrub mix underplanting
- Mature High Canopy Woodland and Shrub mix
- Solid Screen / Noise Barrier

- Post mitigation assessment of Visual Impact**  
(Full circle - before mitigation / ring - after mitigation)
- Significant Adverse
  - Moderate Adverse
  - Slight Adverse
  - Imperceptible
  - Slight Positive
  - 102 Property Number

- Townland Boundary
- CPO Boundary
- Land Made Available (LMA)
- Retaining Wall
- Townland Names
- Design Chainage
- Constructed Wetland
- Existing Attenuation Pond
- Spoil Repository
- Landscape Mitigation Site

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**NRA**

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e-mail: fmeehan@sligococo.ie

| Date       | By    | Revision  |
|------------|-------|---|
| April 2014 | FM/CW | This is an addenda to the EIS as described in Addenda Sheet No. 01.<br>The landscape image in the lower right corner is enhanced for clarity. |
|            |       |   |
|            |       |   |
|            |       |   |
|            |       |   |
|            |       |   |

|  |                                 |  |
|--|---------------------------------|--|
| <b>Project</b><br>N4 Collooney to Castlebaldwin Proposed Road Development        |                                 |  |
| <b>Title</b><br>EIS, Chapter 10 Drawings: Landscape and Visual Impact Assessment |                                 |  |
| <b>Scales (@A3)</b><br>1:5,000   | <b>Date</b><br>December 2013    | <b>Job No.</b><br>SO/01/150                        |
| <b>Assessment &amp; Mapping</b><br>MosArt  | <b>Design Team Review</b><br>FM | <b>Approved</b><br>AS                              |
|  |                                 | <b>Figure No.:</b><br>Fig.: 10.1.8<br>Sheet 8 of 8 |

