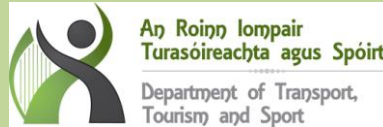


Environmental Impact Statement

ERATTA NO. 01



N4 Collooney to Castlebaldwin Proposed Road Development



i. PREFACE

THE FOLLOWING FORMS ERRATA TO THE PUBLISHED ENVIRONMENTAL IMPACT STATEMENT (Dated December 2013):

It is divided into two parts simply titled

- **Main Errata; and**
- **Errata which are formatting or printing errors**

Document Control

Status	Issued For	Signed	Date	Approved
<i>FINAL</i>	<i>Oral Hearing</i>	<i>FM¹</i>	<i>April 28th, 2014</i>	<i>EC²</i>

¹ *B.Eng., PgDip. Env., C.Eng MIEI*

² *B.Eng., MBA, C.Eng MIEI*

TABLE OF CONTENTS

1	OUTLINE	1
2	PART 1: VOLUME 2; MAIN REPORT	3
2.1	Chapter 4, Environmental Design Features, Section 4.8.5.1.4, Toberscanavan Loughs	3
2.2	Chapter 4, Specific Flood Risk Assessment mitigation measures, Table 4-13, First row	3
2.3	Chapter 4, Construction of the Proposed Road Development, Section 4.10.5, Temporary Access and Construction Traffic	4
2.4	Chapter 6, Mitigation Measures & Environmental Commitments: Section 6.5	4
2.5	Chapter 7, Proposed Mitigation and Avoidance measures: Section 7.5.1, Construction Phase	4
2.6	Chapter 8, Table 8-8,	5
2.7	Chapter 8, Mitigation Measures & Environmental Commitments, Section 8.5.1	5
2.8	Chapter 8, Table 8-13,	7
2.9	Chapter 12, Description of Likely impacts, Section 12.4.5.2, Markree Demesne Stream (Toberscanavan Lough Outflow)	7
2.10	Chapter 12, Residual Impacts, Table 12-24:	8
2.11	Chapter 14, Description of Likely impacts, Section 14.4.3.5.1, Construction Phase	8
2.12	Chapter 14, Mitigation Measures and Environmental Commitments: Section 14.5.2.3.2, Hydrology	9
2.13	Chapter 14, Mitigation Measures and Environmental Commitments: Section 14.5.2.3.3, Water Quality	9
2.14	Chapter 16, Schedule of Commitments	9
3	PART 1: VOLUME 3; FIGURES	10
3.1	Chapter 4	10
3.2	Chapter 8 Drawings	10
3.3	Chapter 10	10
4	PART 2: VOLUME 2; MAIN REPORT	12
4.1	Chapter 3, Comparison of Route Options: Section 3.3.1.2, Economic	12
4.2	Chapter 3, Comparison of Route Options: Section 3.3.1.3.7 Socio Economic Impacts, Table 3-13	12
4.3	Chapter 7, Methodology: Section 7.2	12
4.4	Chapter 7, Methodology: Section 7.2.2	13

4.5	Chapter 9, Description of Likely Impacts: Section 9.4.5, Operational Phase – Regional Air Quality	13
4.6	Chapter 9, Description of Likely Impacts: Section 9.4.6.1, “Do Nothing Scenario – Climate”	13
4.7	Chapter 10, Section 10.6.2, Predicted Residual Impacts for individual properties.	14
4.8	Chapter 10, Summary: Section 10.7.1	15
4.9	Chapter 11, Introduction: Section 11.1,	15
4.10	Chapter 13, Full Chapter	15
4.11	Chapter 14, Full Chapter	15
4.12	Chapter 14, Description of Likely Impacts: Section 14.4.3.6.2, Toberscanavan Well	16
4.13	Chapter 14, Description of Likely Impacts: Section 14.4.3.6.3, Doorly Well, West	16
4.14	Chapter 14, Description of Likely Impacts: Section 14.4.3.6.5, Kingsbrook Well	16
5	PART 2: VOLUME 3; FIGURES	17
5.1	Chapter 4	17
5.2	Chapter 15	17
6	PART 2: VOLUME 4; APPENDICES	18
6.1	Appendix 4.2, Flood Risk Assessment: Table 24	18
7	ERRATA PART 1 AND PART 2 FIGURES	20

1 Outline

The following paragraph outlines how this errata is presented.

The relevant section of the EIS subject to the errata 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 other.

ii. Part 1: Main Errata

2 PART 1: Volume 2; Main Report

2.1 Chapter 4, Environmental Design Features, Section 4.8.5.1.4, Toberscanavan Loughs

TEXT POSITION: Paragraph 4

2.1.1 Errata to Published Text

~~'A general outline of the aforementioned weir detail is provided in Figure 4.9.1 (volume 3 of this EIS). The weir is designed to replicate the existing invert level (29.26m aOD) of the current upstream invert of the 1200mm diameter pipe culvert. This weir level shall be adjustable to a minimum elevation of 28.96m aOD, which is in cognisance of local opinion that the historical low water lake levels were lower preceding roadwork's carried out to the existing N4 in the 1980's. Any lowering of this weir plate level (29.26m aOD) shall only be done in stages which shall be agreed in advance with the local authority in consultation with the NPWS. The effect of these drops shall be assessed based on:~~

- ~~—an examination of continuous lake level water monitoring results (carried out over a minimum of two years);~~
- ~~—an examination of the effects on the riparian habitats based on the baseline habitat results;~~
- ~~—any associated resulting flood risk occurring downstream;~~

~~Only when it is assessed that effects are not considered to result in an increase in the impact significance assessed in Chapter 12 of this EIS (not significant at a local scale) should an additional drop be considered in consultation with the NPWS; by the same respect if the resulting impact is considered to be higher, then the weir level shall be returned to its previous position and fixed at that point. The same approach will apply to any subsequent drops of the weir plate. Any further modifications shall be subject to a separate consent procedure.'~~
[The weir shall be a permanent structure incorporating fish pass facilities such as rock ramps and eel brush boards]

2.1.2 Commentary

Figure 4.9.1 is also amended accordingly. The errata is provided so that there can be no uncertainty about future low and mean water levels within the Lough and the effects this could potentially have on riparian Annex I Priority habitats including 'Alluvial Forests with alder and ash'.

2.2 Chapter 4, Specific Flood Risk Assessment mitigation measures, Table 4-13, First row

TEXT POSITION: First Row of table

2.2.1 Errata to Published Text

Table 4-13: Specific Flood Risk Assessment mitigation requirements

Study Area	Location (approx. Ch.)	Description
Markree Demesne Stream	5m upstream of the culvert proposed at c. Ch. 1,100m.	Provision of a V notch weir to maintain the low water levels as described in section 4.8.5.1.4 of this EIS.
	At selected locations carried out within the limits of the landtake downstream of the culvert outlet.	Clearance of dense vegetation carried out in accordance with the measures described in Chapter 12 of this EIS.

2.2.2 Commentary

Amendment is as a result of the previous amendment in section 4.8.5.1.4 of the EIS.

2.3 Chapter 4, Construction of the Proposed Road Development, Section 4.10.5, Temporary Access and Construction Traffic

TEXT POSITION: Second Paragraph

2.3.1 Errata to Published Text

*'Primary access to the site for all construction vehicles will be provided from the existing N4[. **Designated points for access will be provided on the online section between Toberbride and Doorly. Points of access for the offline section will be provided**] at Doorly, Ardloy and Castlebaldwin. The route is a National Primary Route and, generally, of sufficient width and condition to accommodate construction traffic without causing adverse effects to nearby property or delays for road users. It is anticipated that construction traffic will also use a haul road along the road corridor itself, for access. The use by construction traffic of local roads L55015-0, L55016-0, L5502-0, L1502-32, L5402-0, L54033-0 and the L5401-0 will be limited to activities associated with construction of the bridges [save that in the case of the L5502-0 where access will be required to initially gain access (site preparation) to the Spoil Repository/Borrow Pit]'*

2.3.2 Commentary

Construction access arrangements regarding the L5502-0 are confirmed, i.e. access will be required to initially gain access to the spoil repository/borrow pit site for site preparation works. Construction access arrangements are also differentiated between the online and offline sections.

2.4 Chapter 6, Mitigation Measures & Environmental Commitments: Section 6.5

2.4.1 Errata to Published Text

TEXT POSITION: First bullet point

- *'~~Encourage construction traffic to use new alignment where possible~~' [Construction traffic will access the Greenfield site via controlled points as defined in chapter 4 of the EIS, haulage requirements will occur principally within the limits of the lands made available];*

2.4.2 Commentary

This text is provided in order to reaffirm commitments made in chapter 4 of the EIS.

2.5 Chapter 7, Proposed Mitigation and Avoidance measures: Section 7.5.1, Construction Phase

2.5.1 Errata to Published Text

TEXT POSITION: Third Paragraph

'The NRA code of practice Guide to Process and Code of Practice for National Road Projects Planning and Acquisition of Property for National Roads will be adhered to [with respect to the points outlined below] ~~with respect~~ [in relation] to all land potentially impacted by the construction of the Proposed Road Development. These measures include the following:'

2.5.2 Commentary

This text is provided in order to confirm that certain sections of the aforementioned guidelines relating to monetary compensation do not now form part of the NRA/IFA agreement and are not now to be complied in accordance with government policy.

2.6 Chapter 8, Table 8-8,

TEXT POSITION: Details relating to R009 and R010

2.6.1 Errata to Published Text

Table 8-8: Predicted Noise Levels for Years 2017 and 2032 for “Do Minimum” and “Do Something” Scenarios

Receiver Location Reference	Opening Year 2017		Mitigation Required?	Design Year 2032		Mitigation Required?
	Predicted Noise Level			Predicted Noise Level		
	Do Minimum	Do Something		Do Minimum	Do Something	
	L _{den}	L _{den}		L _{den}	L _{den}	
R009	61 [59]	61 [60]	No	62 [60]	62	No [Yes]
R010	65	68	Yes	65 [66]	68	Yes

2.6.2 Commentary

A review of noise modelling information results in a minor amendment to noise levels which requires mitigation to be provided for R009.

2.7 Chapter 8, Mitigation Measures & Environmental Commitments, Section 8.5.1

TEXT POSITION: Location R009 is inserted at the beginning of the section with according paragraph number changes.

2.7.1 Published Text and Errata

[8.5.1.1 Location R009

The proposed mitigation measure for Location R009 consists of a 2 metre high 145 metre long barrier on the east side of the proposed scheme. The location of this barrier is shown in Fig. 8.1.1 contained within volume 3.

With this mitigation measure in place, the predicted result for the year 2032 Do Something scenario is reduced to within 60dB L_{den}. This means that the conditions for noise mitigation are no longer satisfied, and therefore the mitigated noise level satisfies the adopted criterion.]

‘8.5.1.1[2] Location R010

The proposed mitigation measure for Location R010 consists of a 3.5 metre high 45 metre long barrier on the east side of the proposed scheme. The location of this barrier is shown in Fig. 8.1.1 contained within volume 3.

With this mitigation measure in place, the predicted result for the year 2032 Do Something scenario is 65dB L_{den}. This means that Condition (b) of the Design Goal (refer to section 8.1.2) is no longer satisfied, and therefore the mitigated noise level satisfies the adopted criterion.

8.5.1.2[3] Location R016

The proposed mitigation measure for Location R016 consists of a 1.5 metre high 95 metre long barrier on the west side of the Proposed Road Development. The location of this barrier is shown in Fig. 8.1.2 contained within volume 3.

With this mitigation measure in place, the predicted result for the year 2032 Do Something scenario is 60dB L_{den} . This means that Condition (a) of the Design Goal (refer to section 8.1.2) is no longer satisfied, and therefore the mitigated noise level satisfies the adopted criterion.

8.5.1.3[4] Location R119

The proposed mitigation measure for Location R119 consists of a 4.0 metre high 145 metre long barrier on the east side of the Proposed Road Development. The location of this barrier is shown in Fig. 8.1.3 contained within volume 3.

With this mitigation measure in place, the predicted result for the year 2032 Do Something scenario is 60dB L_{den} . This means that Condition (a) of the Design Goal (refer to section 8.1.2) is no longer satisfied, and therefore the mitigated noise level satisfies the adopted criterion.

8.5.1.4[5] Location R227

The proposed mitigation measure for Location R227 consists of a 2.0 metre high 190 metre long barrier on the south side of the Proposed Road Development. The location of this barrier is shown in Fig. 8.1.6 contained within volume 3.

With this mitigation measure in place, the predicted result for the year 2032 Do Something scenario is 60dB L_{den} . This means that Condition (a) of the Design Goal (refer to section 8.1.2) is no longer satisfied, and therefore the mitigated noise level satisfies the adopted criterion.

8.5.1.5[6] Location R254

The proposed mitigation measure for Location R254 consists of a 4 metre high 200 metre long barrier on the north side of the Proposed Road Development. The location of this barrier is shown in Fig. 8.1.7 contained within volume 3.

With this mitigation measure in place, the predicted result for the year 2032 Do Something scenario is 60dB L_{den} . This means that Condition (a) of the Design Goal (refer to section 8.1.2) is no longer satisfied, and therefore the mitigated noise level satisfies the adopted criterion.'

2.7.2 Commentary

A review of noise modelling information results in a minor amendment to noise levels which requires mitigation to be provided for R009.

2.8 Chapter 8, Table 8-13,

TEXT POSITION: Details relating to R009 and R010

2.8.1 Published Text and Errata

Table 8-13: Predicted Noise Levels for Years 2017 and 2032 for “Do Minimum” and “Do Something” Scenarios taking into account the proposed mitigation measures

Receiver Location Reference	Opening Year 2017		Mitigation Required?	Design Year 2032		Mitigation Required?
	Predicted Noise Level			Predicted Noise Level		
	Do Minimum	Do Something		Do Minimum	Do Something	
	L _{den}	L _{den}		L _{den}	L _{den}	
R009	61 [59]	59 [59]	No	62 [60]	62 [60]	No
R010	65	68 [65]	No	65 [66]	65	No

2.8.2 Commentary

The amended table outlines the residual effects of providing the additional barrier as described in the foregoing section.

2.9 Chapter 12, Description of Likely impacts, Section 12.4.5.2, Markree Demesne Stream (Toberscanavan Lough Outflow)

TEXT POSITION: fifteenth line to end of paragraph.

2.9.1 Errata to Published Text

~~‘...This weir level shall be adjustable to a minimum elevation of 28.96m aOD, which is in cognisance of local opinion that the historical low water lake levels were lower preceding roadwork’s carried out to the existing N4 in the 1980’s. Any lowering of this weir plate level (29.26m aOD) shall only be done in stages which shall be agreed in advance with the local authority in consultation with the NPWS. The effect of these drops shall be assessed based on:~~

- ~~—an examination of continuous lake level water monitoring results (carried out over a minimum of two years);~~
- ~~—an examination of the effects on the riparian habitats based on the baseline habitat results;~~
- ~~—any associated resulting flood risk occurring downstream;~~

~~Only when it is assessed that effects are not considered to result in an increase in the impact significance assessed in Chapter 12 of this EIS (not significant at a local scale) should an additional drop be considered in consultation with the NPWS; by the same respect if the resulting impact is considered to be higher, then the weir level shall be returned to its previous position and fixed at that point. The same approach will apply to any subsequent drops of the weir plate.’~~ [The weir shall be a permanent structure incorporating fish pass facilities such as rock ramps and eel brush boards]

2.9.2 Commentary

This is a result of the errata occurring in section 4.8.5.1.4 of the EIS.

2.10 Chapter 12, Residual Impacts, Table 12-24:

TEXT POSITION: First Row of Table.

2.10.1 Errata to Published Text

Operational Impacts					
Key Ecological receptor	Proposed Activity	Characterisation of unmitigated impact on the feature	Significance without mitigation and confidence level	Mitigation and Enhancement	Residual significance and confidence level
Toberscanav an Lough	No further operational impacts affecting this habitat are expected.	Impacts are characterised as being at a local scale with no further operational impacts anticipated.	Operational impacts are informed by the Hydrological and Hydrogeological Assessment (Chapter 14) and are evaluated as certain and potentially significant in the local context with regard to groundwater quality, groundwater contributions and surface run-off.	The Drainage Design (Chapter 4) and mitigation measures specified in the Hydrological and Hydrogeological Assessment (Chapter 14) provide operational stage mitigation for the effective protection of surface water and groundwater. There will be no road run-off or surface water discharge to this waterbody. The proposal to allow for a potential incremental change to water levels via an adjustable weir includes the requirement that no significant change be affected on the receiving environment in the local context, and requires consultation with the NPWS (Section 4.8.5.1.4 of the EIS).	Residual impacts affecting ecological interests during the operational phase are assessed as not being significant in the local context.

2.10.2 Commentary

This is a result of the errata occurring in section 4.8.5.1.4 of the EIS.

2.11 Chapter 14, Description of Likely impacts, Section 14.4.3.5.1, Construction Phase

TEXT POSITION: Fourth paragraph, 10th to 13th lines

2.11.1 Errata to Published Text

'The Proposed Road Development passes through the surface and groundwater catchment of the identified turlough and lake complex, which is at an elevation of approximately 60maOD, and the nearest proposed road cut 9 is to extend to ~~68.5~~ [70.157] maOD.'

2.11.2 Commentary

The error as outlined is recorded as an errata although it is more attributable as a formatting error.

2.12 Chapter 14, Mitigation Measures and Environmental Commitments: Section 14.5.2.3.2, Hydrology

TEXT POSITION: First line of indented point.

2.12.1 Errata to Published Text

- *Flow monitoring of streams DX1 to DX10 [11] is to be undertaken during construction on a monthly basis and for up to one year after construction, in order to ensure the impact on baseline flows is minimised.*

2.12.2 Commentary

The error as outlined is recorded as an errata although it is more attributable as a formatting error.

2.13 Chapter 14, Mitigation Measures and Environmental Commitments: Section 14.5.2.3.3, Water Quality

TEXT POSITION: First line of indented point.

2.13.1 Errata to Published Text

- *Streams DX1 to DX10 [11] and selected groundwater monitoring boreholes are to be monitored during construction on a monthly basis and for up to one year after construction, in order to minimise the impact on baseline hydrochemistry;*

2.13.2 Commentary

The error as outlined is recorded as an errata although it is more attributable as a formatting error.

2.14 Chapter 16, Schedule of Commitments

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

2.14.1 Errata to Published Text

Schedule of commitments point, 6.1:	Repeat errata verbatim as per section 2.4 of this document
Schedule of commitments point, 7.4:	Repeat errata verbatim as per section 2.5 of this document
Schedule of commitments point, 8.1:	Repeat errata verbatim as per section 2.7 of this document
Schedule of commitments point, 14.4:	Repeat errata verbatim as per section 2.12 and 2.13 of this document

3 PART 1: Volume 3; Figures

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

3.1 Chapter 4

Figure 4.9.1

The amendment to the weir proposal described in section 2.1 (section 4.8.5.1.4) of this document is amended.

3.2 Chapter 8 Drawings

Figure 8.1.1

An additional noise mitigation barrier is provided to reduce noise impacts on receptor R009.

3.3 Chapter 10

Figure 10.1.5

This map extends alluvial wet woodland planting to increase compensatory measures for the Flora, fauna and Fisheries Chapter.

- i. Part 2: Errata which are formatting or printing errors

4 PART 2: Volume 2; Main Report

4.1 Chapter 3, Comparison of Route Options: Section 3.3.1.2, Economic

TEXT POSITION: Paragraph 2

4.1.1 Errata to Published Text

'Based on the estimates, Donegal National Roads Design Office (as part of the Route Selection Report) carried out a Cost Benefit Analysis on each of the route options. The results of the exercise are outlined in Table 3-4 and revealed that the benefits of the most economical option would be much less in the overall term of the project where compared with ~~Option 1~~ [Option 4] which would deliver the highest level of benefits. It was indicated that the Preferred Route would provide benefits which would be in the order of 14% less than those provided by ~~Option 1~~ [Option 4].

4.1.2 Commentary

The error as outlined is a formatting one. The routes are correctly ranked in Table 3-4.

4.2 Chapter 3, Comparison of Route Options: Section 3.3.1.3.7 Socio Economic Impacts, Table 3-13

TEXT POSITION: Third row of table

4.2.1 Errata to Published Text

Table 3-13: Socio-Economic, route options Rank

Route Option	Rank
Option 1	3
Option 2	3
Option 3	2 [4]
Option 4	2
Option 5	2
Option 6	1
Option 6+	1

4.2.2 Commentary

The error as outlined is a formatting one. The correct ranking is described in the preceding paragraph of the EIS and in table 3-16.

4.3 Chapter 7, Methodology: Section 7.2

TEXT POSITION: Paragraph 2

4.3.1 Errata to Published Text

'Of the ~~thirty-six~~ [forty one] properties directly impacted by the Proposed Road Development, ~~fourteen~~ [fifteen] properties were identified as requiring landowner consultation. The property survey involved consultation with landowners and a walkover survey of the affected properties. Consultation consisted of the completion of a detailed property survey of each property.'

4.3.2 Commentary

The error as outlined is a formatting one. The number of properties are correctly referred to elsewhere in the chapter.

4.4 Chapter 7, Methodology: Section 7.2.2

TEXT POSITION: First line

4.4.1 Errata to Published Text

'Consultation with property owners took place in August 2013. ~~Two~~ [Three] property owners were unavailable at the time of the assessment. A roadside survey of the affected properties was undertaken.'

4.4.2 Commentary

The error as outlined is a formatting one.

4.5 Chapter 9, Description of Likely Impacts: Section 9.4.5, Operational Phase – Regional Air Quality

TEXT POSITION: Third line

4.5.1 Errata to Published Text

'...model (V1.03c, July 2007). The results (~~See Error! Reference source not found.~~ [See Table 9-20]) indicate that the impact of the...

4.5.2 Commentary

The error as outlined is a formatting one.

4.6 Chapter 9, Description of Likely Impacts: Section 9.4.6.1, “Do Nothing Scenario – Climate”

TEXT POSITION: First and Second lines

4.6.1 Errata to Published Text

'Predicted “do nothing” emissions of CO₂ in the region of the proposed N4 are provided in ~~Error! Reference source not found.~~ [Table 9-20].

4.6.2 Commentary

The error as outlined is a formatting one.

4.7 Chapter 10, Section 10.6.2, Predicted Residual Impacts for individual properties.

TEXT POSITION: Concluding paragraph

4.7.1 Published Text and addenda

Following successful completion of mitigation measures as proposed, the residual visual impact is expected to be considerably reduced for the 154 assessed occupied properties from what has been depicted at the pre-mitigation assessment. A summary of the likely residual impact is presented in Table 10-14 below. On examination of these findings, the following summary can be made:

- The number of dwellings where Significant Adverse visual impacts occur will reduce from ~~15~~ **[16]** dwellings (~~10~~**[10.5]**% of assessed properties) to ~~6~~ **[7]** dwellings (~~4~~**[4.5]**% of the properties assessed) following completion and establishment of mitigation measures. The highest adverse impacts to visual amenity remain where the Proposed Road Development is elevated and located in very close proximity to existing properties.
- Moderate Adverse impacts are anticipated to arise at 19 (12.5%) of the houses assessed, slightly less from the pre-mitigation assessment. This is due to a downgrading of impacts levels from Significant Adverse to Moderate Adverse and Moderate Adverse to Slight Adverse pre-mitigation levels for a number of properties following establishment of mitigation measures.
- Slight Adverse visual impacts may be experienced in a further ~~66~~ **[67]** (43.5)% of the properties, increasing from the 35.5% of dwelling houses or housing clusters where this impact level occurred prior to mitigation. These receptors will not experience a critical level of impact. This increase is due to down grading of impacts levels from Moderate Adverse pre-mitigation levels for a number of properties following establishment of mitigation measures.
- A large proportion of residential receptors (~~40~~**[39.5]**%) will continue to experience imperceptible or positive visual impacts post mitigation.

Table 4-1: Summary of likely impacts at dwellings before and after mitigation

Impact level	No. of properties pre mitigation	Percentage of total pre mitigation	No. of properties post mitigation	Percentage of total post mitigation
Profound Adverse	0	0%	0	0%
Significant Adverse	15 [16]	10 [10.5] %	6 [7]	4 [4.5] %
Moderate Adverse	22	14.5%	19	12.5%
Slight Adverse	54 [55]	35.5%	66 [67]	43.5%
Imperceptible	40	26%	40	26%
Slight Positive	21	14 [13.5] %	21	14 [13.5] %
Moderate Positive	0	0%	0	0%

Overall, therefore, the proposed mitigation measures should bring about a considerable reduction in visual impacts for many local residents with a sizable majority of impacts (~~82~~**[83]**%) in the 'Positive' to 'Slight Adverse' range. A number of 'Significant Adverse' visual impacts remain at the locations as shown on figures 10.1.1 to 10.1.8 (volume 3). A table summarising pre and post mitigation impacts for each assessed property is provided in Appendix 10.1 contained within volume 4 of this EIS.

4.7.2 Commentary

The error as outlined is a formatting one. An additional receptor (Slight Adverse Impact) is added due to submissions received, this addition is more appropriate in the Addenda Report, however for brevity and to avoid confusion in relation to the overall number of receptors, it is included here.

4.8 Chapter 10, Summary: Section 10.7.1

TEXT POSITION: Last sentence of paragraph

4.8.1 Errata to Published Text

...*'In these locations post mitigation landscape impacts range from 'Moderate [to Significant] Adverse' at Springfield, Ardloy Bridge and Cloonymeenaghan to 'Moderate to Significant Adverse' at Drumderry Hill.'*

4.8.2 Commentary

The error as outlined is a formatting one. Correct impact ratings are provided in section 10.6.1 under Residual Impacts.

4.9 Chapter 11, Introduction: Section 11.1,

TEXT POSITION: Third paragraph, first line

4.9.1 Errata to Published Text

'The Proposed Road Development will directly impact on 92 [91] farms by either sub-dividing them or reducing the area of the farm'.

4.9.2 Commentary

The error as outlined is a formatting one. 91 represent's the correct figure as outlined elsewhere in the chapter.

4.10 Chapter 13, Full Chapter

TEXT POSITION: Various points throughout the chapter.

4.10.1 Errata to Published Text

Two formatting errata are repeated throughout the chapter and are explained below:

- In numerous places throughout the chapter, references which should display as superscript (i.e. ²⁵) are displayed as full numbers. An example of this is in point number 2 of section 13.2.6 in referencing the 'NRA Guideines58'. This should read 'NRA Guidelines^[58]'
- In numerous places throughout the chapter, references are made to a landscape infill site as being 'LS-MI-04'. This should read throughout as ['SR-LI-04'].

4.10.2 Commentary

This is a repetitive formatting error occurring throughout the chapter.

4.11 Chapter 14, Full Chapter

TEXT POSITION: Various points throughout the chapter.

4.11.1 Commentary

Two formatting errata are repeated throughout the chapter and are explained below:

- In numerous places throughout the chapter, references which should display as superscript (i.e. ²⁵) are displayed as full numbers. An example of this is in point number 1 of section 14.2.2 in referencing the 'NRA Guideines58'. This should read 'NRA Guidelines^[58]'

- In numerous places throughout the chapter, references are made to a landscape infill site as being 'LS-MI-04'. This should read throughout as ['SR-LI-04'].

4.12 Chapter 14, Description of Likely Impacts: Section 14.4.3.6.2, Toberscanavan Well

TEXT POSITION: Second line of paragraph (Point 1).

4.12.1 Errata to Published Text

- (1) *'The Proposed Road Development will obliterate the spring well at Toberscanavan. The importance of protecting the groundwater supply at ~~Carrownagark~~ [Toberscanavan] is rated as **medium**, the magnitude of this impact is rated as **large**, and therefore the significance of this impact is rated as **significant**.'*

4.12.2 Commentary

The error as outlined is a formatting one. The section heading text is correct.

4.13 Chapter 14, Description of Likely Impacts: Section 14.4.3.6.3, Doorly Well, West

TEXT POSITION: Third line of paragraph (Point 1).

- (1) *'The abstraction rate from the Doorly (west) well is unknown. The recharge area for this well is likely to extend southwest towards the top of the hill in Doorly townland. The nearest proposed road cut does not intercept the water table; therefore no impact to the ~~Carrownagark group water scheme~~ [well] is anticipated.'*

4.13.1 Commentary

The error as outlined is a formatting one. The section heading text is correct.

4.14 Chapter 14, Description of Likely Impacts: Section 14.4.3.6.5, Kingsbrook Well

TEXT POSITION: Fifth line of paragraph (Point 1).

- (1) *'The abstraction rate from the Kingsbrook well is unknown but the well is used to supply approximately 70 head of cattle with drinking water. The recharge area for this well is likely to extend west towards the top of the hill in Kingsbrook townland. The nearest proposed road cut does not intercept the water table but the road does pass through the contributing area for the well; therefore no significant impact to the ~~Carrownagark group water scheme~~ [well] is anticipated.'*

4.14.1 Commentary

The error as outlined is a formatting one. The section heading text is correct.

5 PART 2: Volume 3; Figures

The following describes amendments to figures in volume 3 of the EIS which form errata (as a result of printing errors) to the EIS. These figures are appended to this document.

5.1 Chapter 4

Figure 4.9.2

This map corrects printing errors in the flood plain mapping. The new map now corresponds to maps which are included in the Flood Risk Assessment Report (Appendix 4.2).

Figure 4.9.4

This map corrects printing errors in the flood plain mapping. The new map now corresponds to maps which are included in the Flood Risk Assessment Report (Appendix 4.2).

Figure 10.1.1

Receptor 10a at c. Ch. 1,450m is removed from the map. This is a printing error and is not referenced to in the EIS.

5.2 Chapter 15

Figure 15.2.2

This map corrects printing errors in relation to the location of R298. The location which was originally based on NIAH coordinates has been extended to fully cover the gate lodge.

6 Part 2: Volume 4; Appendices

6.1 Appendix 4.2, Flood Risk Assessment: Table 24

TEXT POSITION: Table 24

6.1.1 Published Text and errata

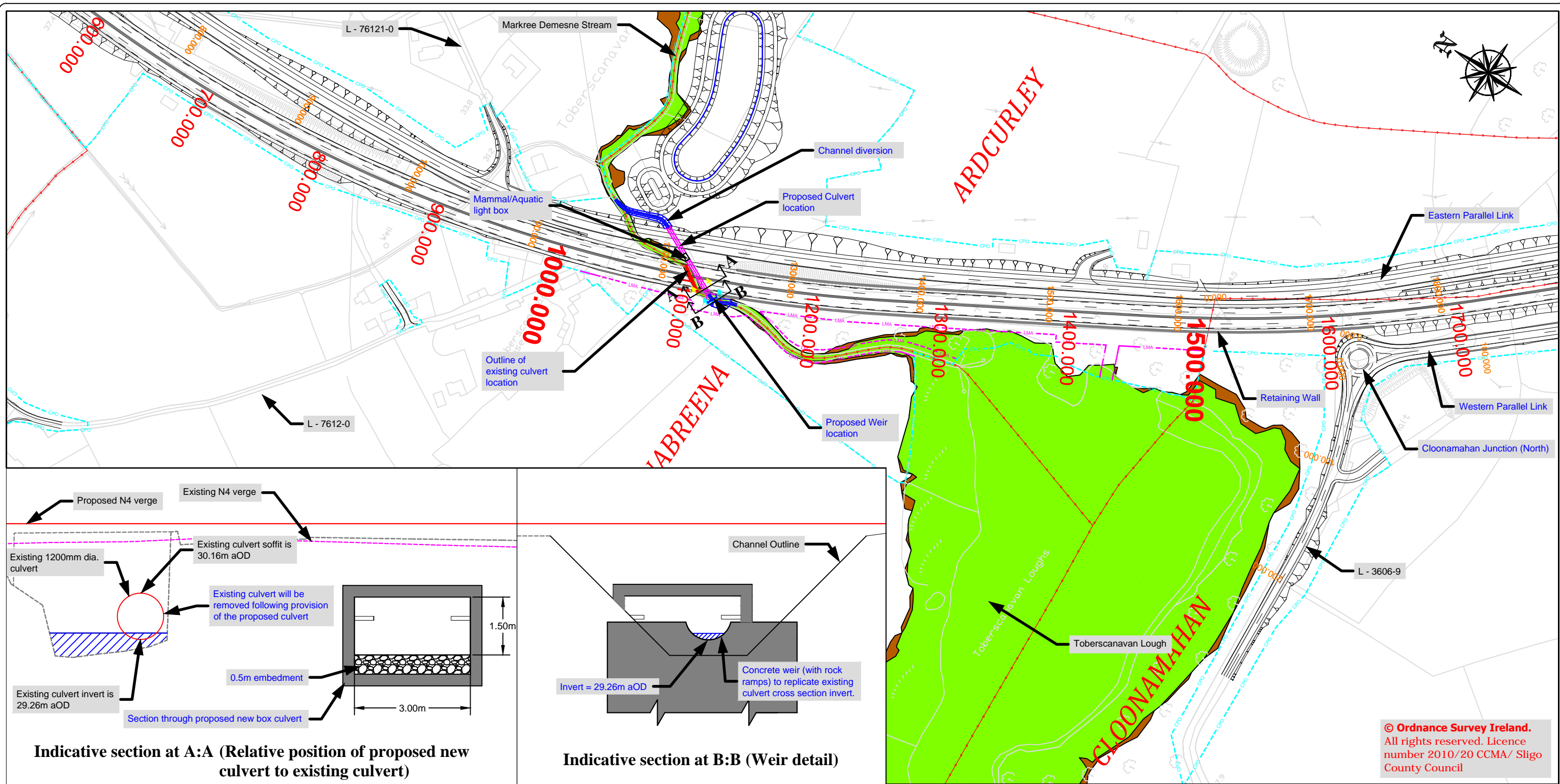
Table 24: Lissycoyne Stream Pre and Post Construction Scenario Flood levels (steady state flow conditions) (mOD)

Design Flow: Q100		
XS	Pre-Construction Scenario	Post Construction Scenario
201	65.05	65.08 [65.05]
191	63.74	63.83 [63.75]
Design Flow: Q1000		
XS	Pre-Construction Scenario	Post Construction Scenario
201	65.05 [65.08]	65.08
191	63.75 [63.83]	63.85

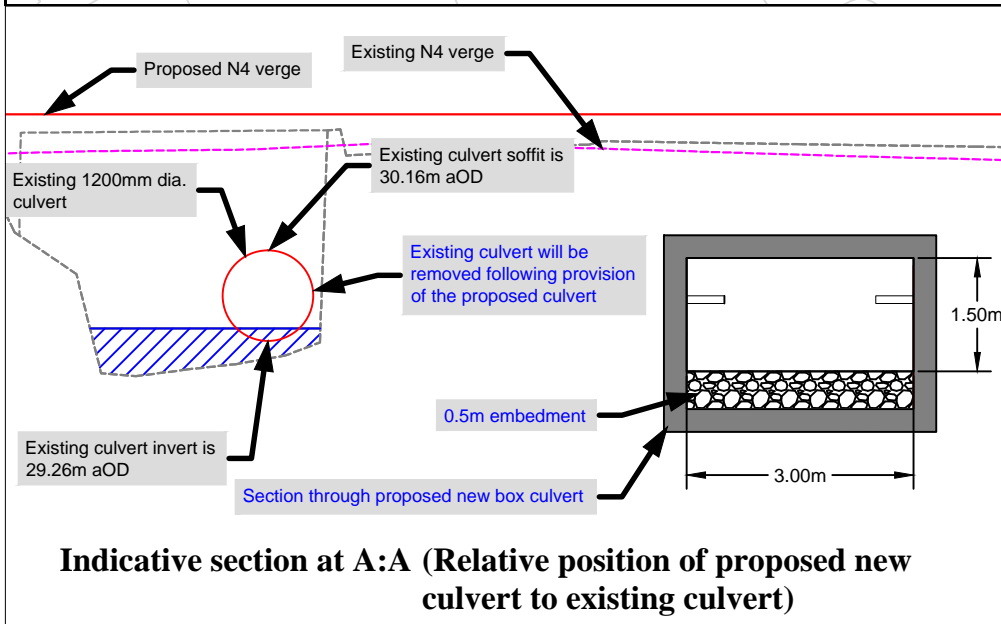
6.1.2 Commentary

The error as outlined is a formatting one. The results referred to in the main body text is correct.

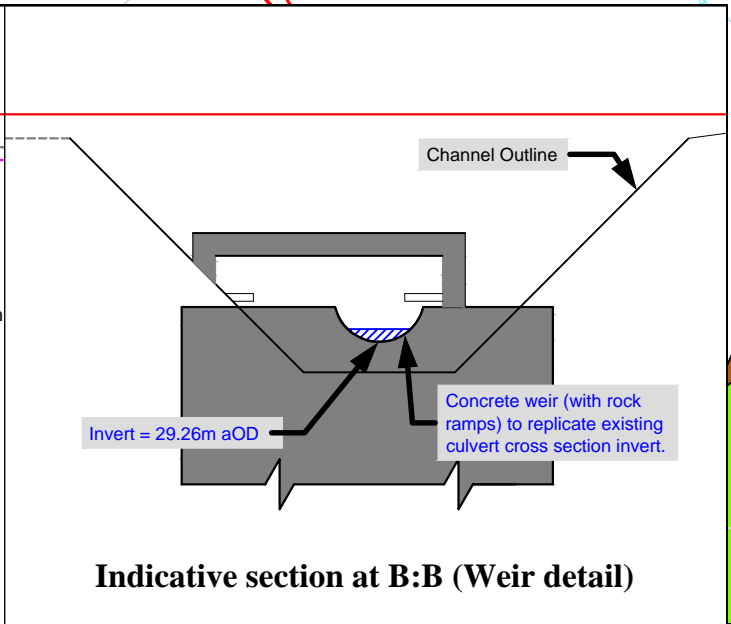
7 Errata Part 1 and Part 2 Figures



© Ordnance Survey Ireland.
All rights reserved. Licence number 2010/20 CCMA/ Sligo County Council



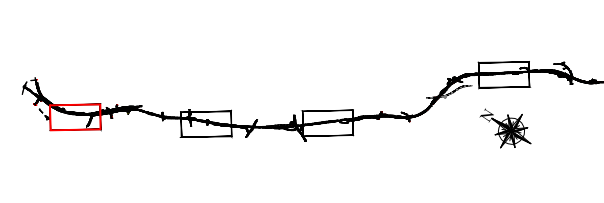
Indicative section at A:A (Relative position of proposed new culvert to existing culvert)



Indicative section at B:B (Weir detail)

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
			8,300.000
			Retaining Wall;
			Townland Names;
			Design Chainage;
			Retaining Wall;

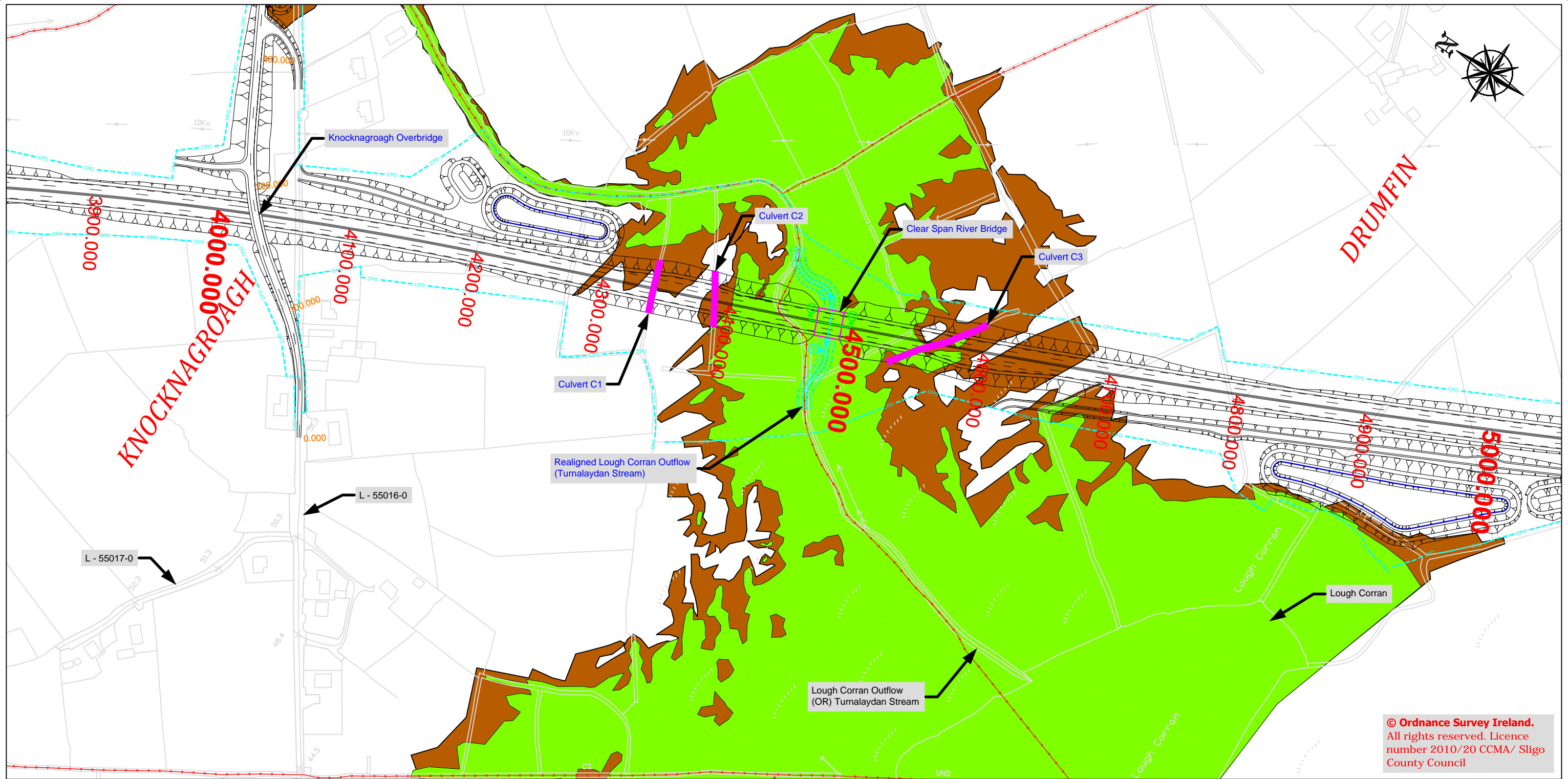


NOTE:
All proposed road levels indicated are based on a Design prepared for Phase 3 and 4 of the NRA PMG and may be revised at the Detailed Design Stage.
Modifications may be made to avail of opportunities to improve the design in the light of experience on the ground or other innovations provided this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

No other use of this material may be made without the licence of the copyright holder in accordance with Section 74(3) of the Copyright and related Rights Act, 2000.

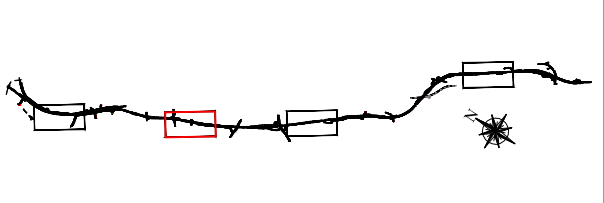
Date	By	Revision
April 2014	FM	This is an errata to the EIS as described in Errata Sheet No. 01.
		The previously referred to adjustable weir is replaced by an unadjustable one with rock ramp weir approaches.
		The culvert is moved slightly further to the south. The weir location is not modified.

Project N4 Collooney to Castlebaldwin Proposed Road Development		
Title Flooding: Flood Risk Mitigation (Toberscanavan Loughs/Markree Demesne Stream)		
Scales (@A3) 1:3,000	Date December 2013	Job No. SO/01/150
Design HydroE/FM	Design Team Review FM	Approved AS
		Figure No.: Fig.: 4.9.1



© Ordnance Survey Ireland.
All rights reserved. Licence number 2010/20 CCMA/ Sligo County Council

	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 8,300.000 Townland Names;
			Design Chainage;
			Proposed Culvert;



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.

No other use of this material may be made without the licence of the copyright holder in accordance with Section 74(3) of the Copyright and related Rights Act, 2000.

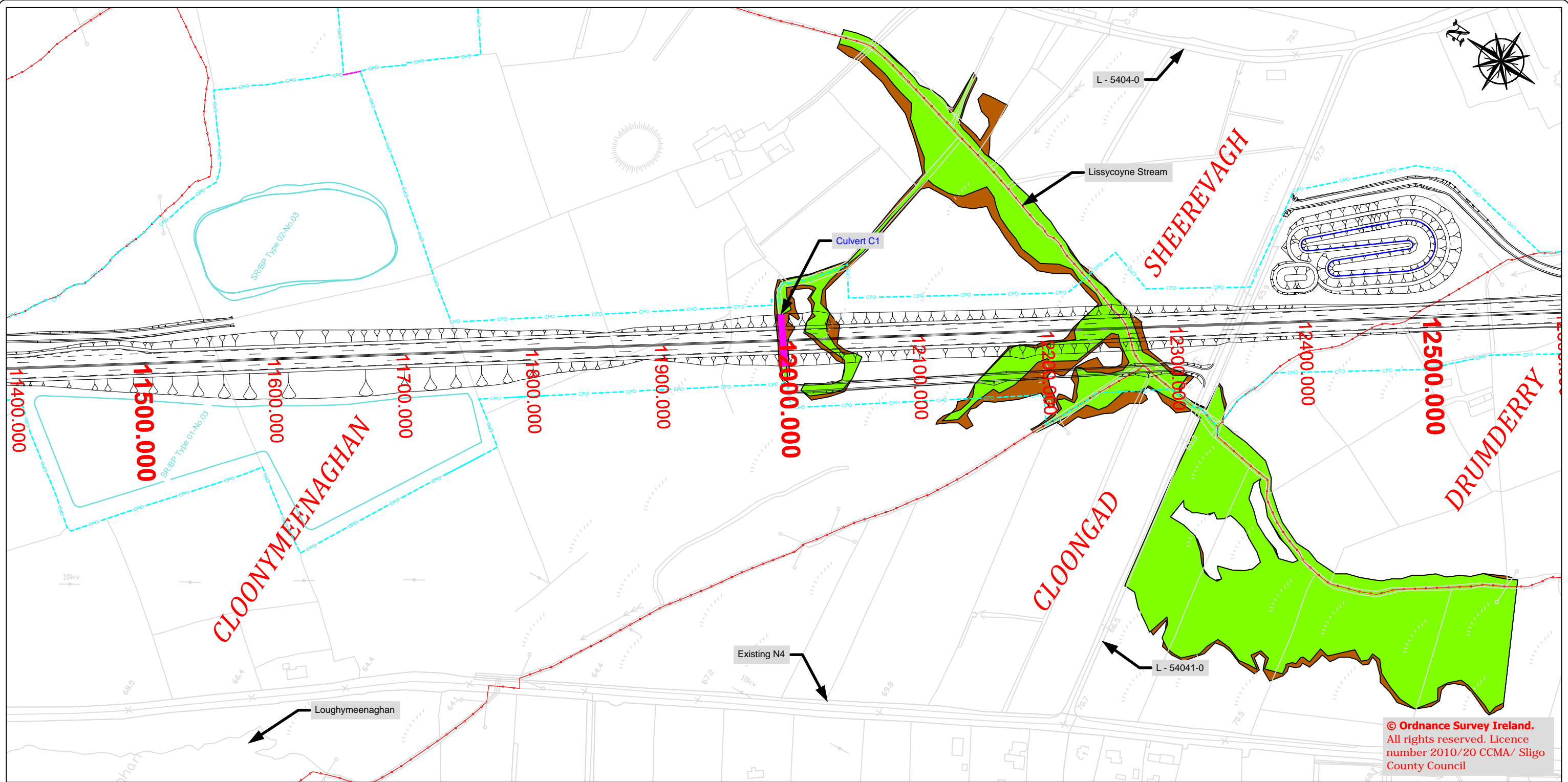


National Road Design Department
Sligo County Council
Business Centre, Market Yard, Sligo, Ireland
Tel: 071 91-11975;
e-mail: fmeehan@sligococo.ie



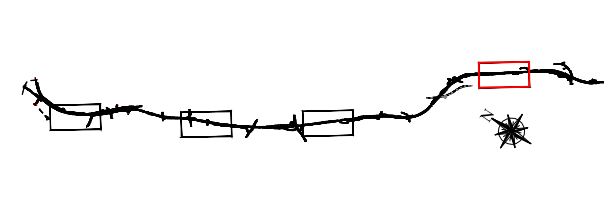
Date	By	Revision
April 2014	FM	This is an eratta to the EIS as described in Eratta Sheet No. 01. Printing errors to the flood plain mapping have been corrected.

Project N4 Collooney to Castlebaldwin Proposed Road Development		
Title Flooding: Flood Risk Mitigation (Turnalaydan Stream)		
Scales (@A3) 1:3,000	Date December 2013	Job No. SO/01/150
Design HydroE	Design Team Review FM	Approved AS
Figure No.: Fig.: 4.9.2		



© Ordnance Survey Ireland.
All rights reserved. Licence number 2010/20 CCMA/ Sligo County Council

Legend	
	Flood Zone A (1:100 yr storm);
	Flood Zone B (1:1000 yr storm);
	Constructed Wetland;
	Townland Boundary;
	CPO Boundary;
	Land Made Available (LMA);
	LACKAGH 8,300.000
	Proposed Culvert;
	Spoil Repository/Borrow Pit;



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.

No other use of this material may be made without the licence of the copyright holder in accordance with Section 74(3) of the Copyright and related Rights Act, 2000.



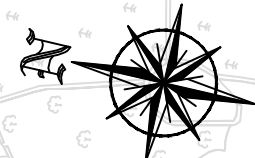
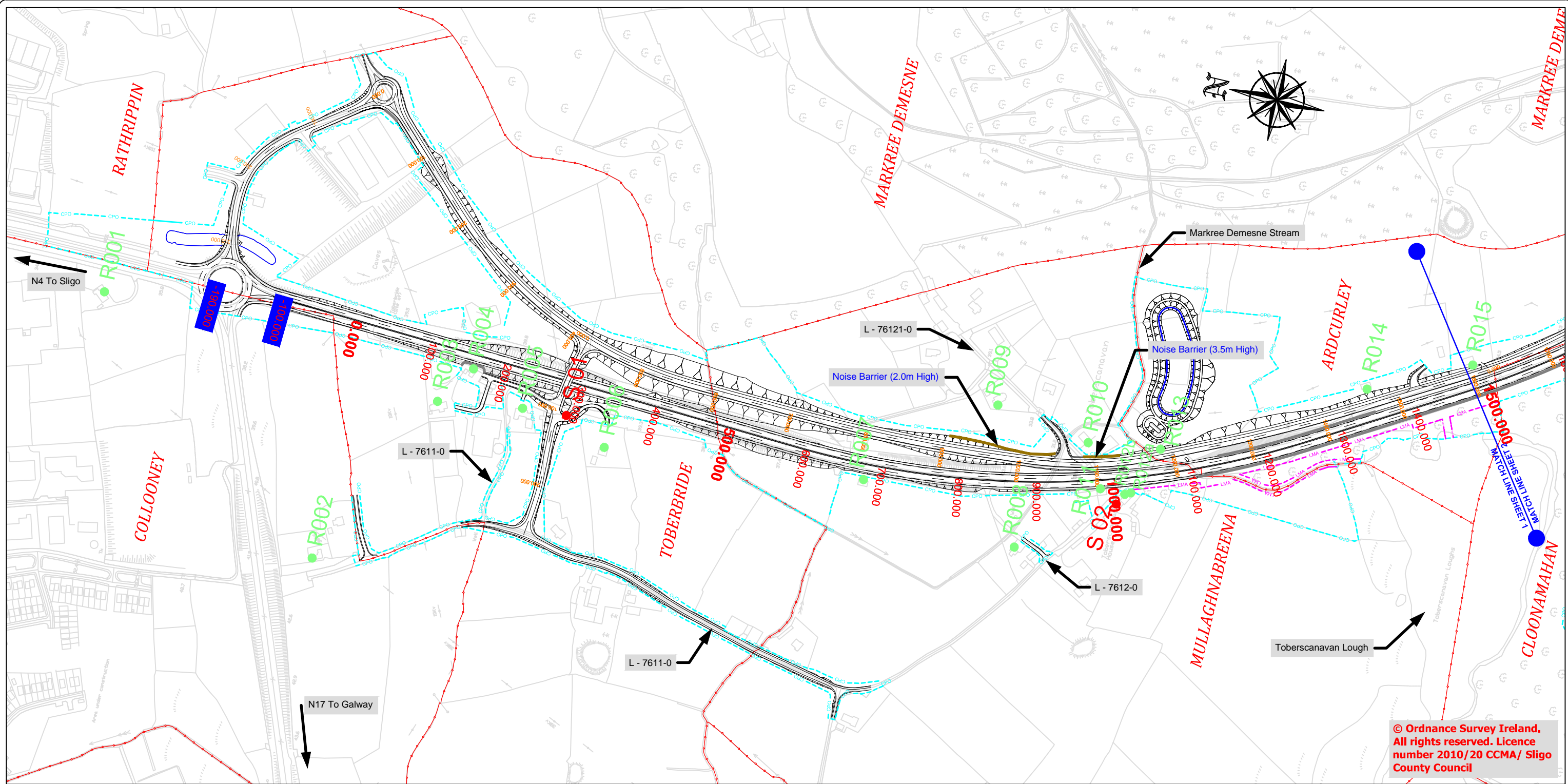
SLIGO COUNTY COUNCIL
NRA
National Road Design Department
Sligo County Council
Business Centre, Market Yard, Sligo, Ireland
Tel: 071 91-11975;
e-mail: fmeehan@sligococo.ie



Date	By	Revision
April 2014	FM	This is an errata to the EIS as described in Errata Sheet No. 01. Printing errors to the flood plain mapping have been corrected.

Project N4 Collooney to Castlebaldwin Proposed Road Development		
Title Flooding: Flood Risk Mitigation (Lissycoyne Stream)		
Scales (@A3) 1:3,000	Date December 2013	Job No. SO/01/150
Design HydroE	Design Team Review FM	Approved AS

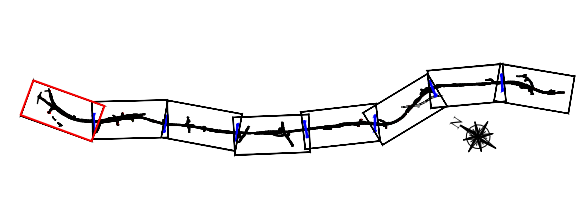
Figure No.:
Fig.: 4.9.4



© Ordnance Survey Ireland.
All rights reserved. Licence
number 2010/20 CCMA/ Sligo
County Council

Legend

- S04 Baseline Survey Location
- R255 Baseline Survey Location
- Proposed Noise Barrier (Mitigation) Location
- 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:
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.

No other use of this material may be made without the licence of the copyright holder in accordance with Section 74(3) of the Copyright and related Rights Act, 2000.

An Roinn Iompair
Turasoireachta agus Spóirt
Department of Transport,
Tourism and Sport

NRA
An tÚdaráis um Boithre Náisiúnta
National Roads Authority

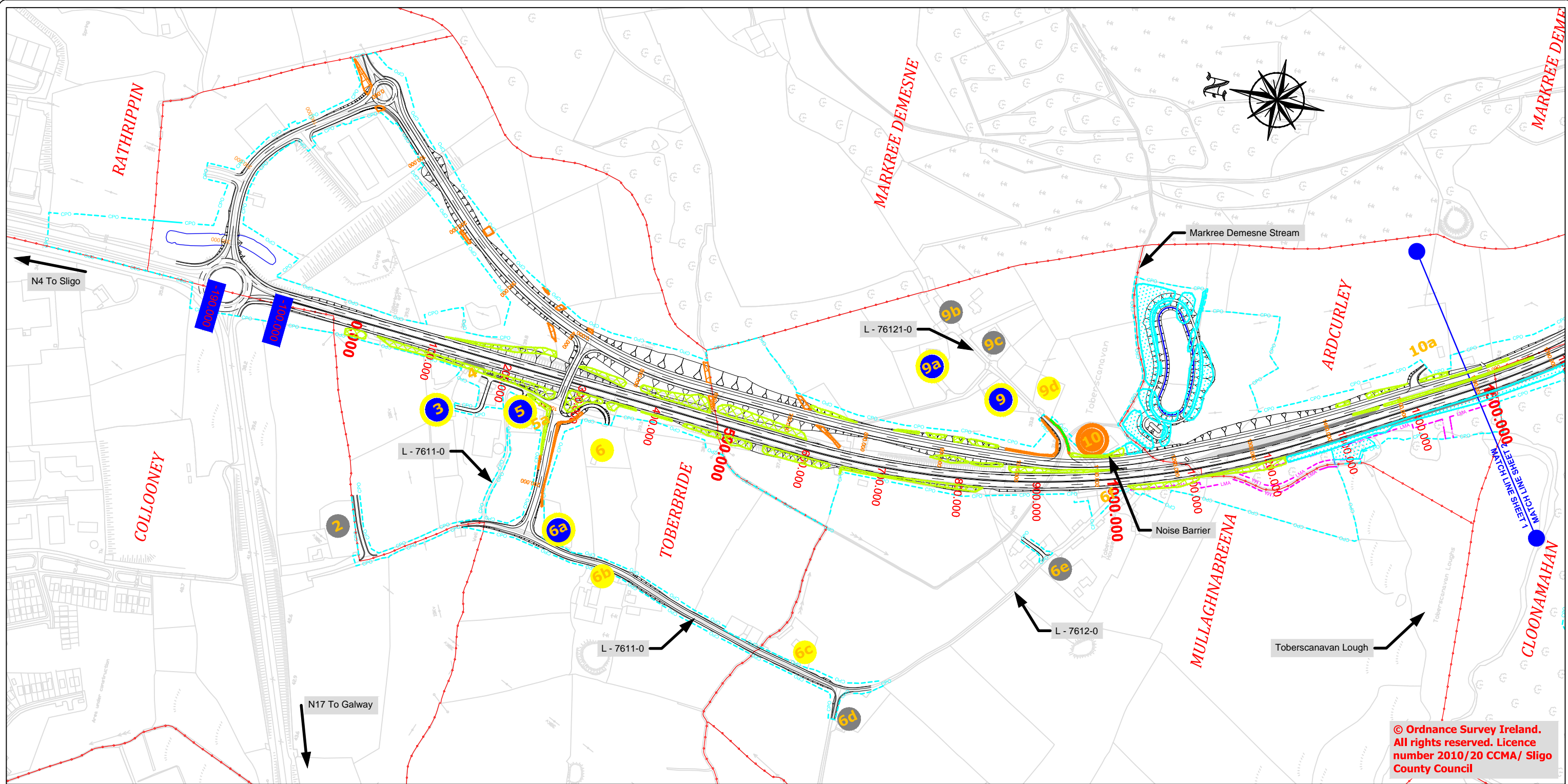
SLIGO
COUNTY COUNCIL
NRA

National Road Design Department
Sligo County Council
Business Centre, Market Yard, Sligo, Ireland
Tel: 071 91-11975;
e-mail: fmeehan@sligococo.ie

Date	By	Revision
April 2014	FM	This is an eratta to the EIS as described in Eratta Sheet No. 01.
		An additional barrier is provided to mitigate impacts to R009

Project N4 Collooney to Castlebaldwin Proposed Road Development		
Title EIS, Chapter 8 Drawings: Noise & Vibration Impact Assessment		
Scales (@A3) 1:5000	Date December 2013	Job No. SO/01/150
Assessment & Mapping AWN	Design Team Review FM	Approved AS

Figure No.:
Fig.: 8.1.1
Sheet 1 of 8



© Ordnance Survey Ireland.
All rights reserved. Licence
number 2010/20 CCMA/ Sligo
County Council

Legend
Mitigation Measures

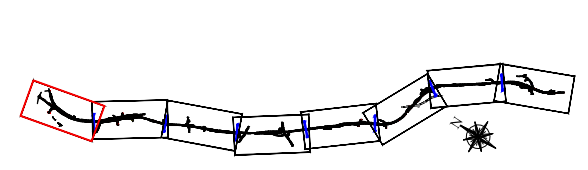
- Hedgerow mix
- Mature Hedgerow mix
- High canopy woodland mix
- Low canopy woodland mix
- Riparian Woodland mix
- Feature planting - semi-mature tree planting
- Shrub mix underplanting
- Mature High Canopy Woodland and Shrub mix
- Solid Screen / Noise Barrier

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:
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.

No other use of this material may be made without the licence of the copyright holder in accordance with Section 74(3) of the Copyright and related Rights Act, 2000.

National Road Design Department
Sligo County Council
Business Centre, Market Yard, Sligo, Ireland
Tel: 071 91-11975;
e-mail: fmeehan@sligococo.ie

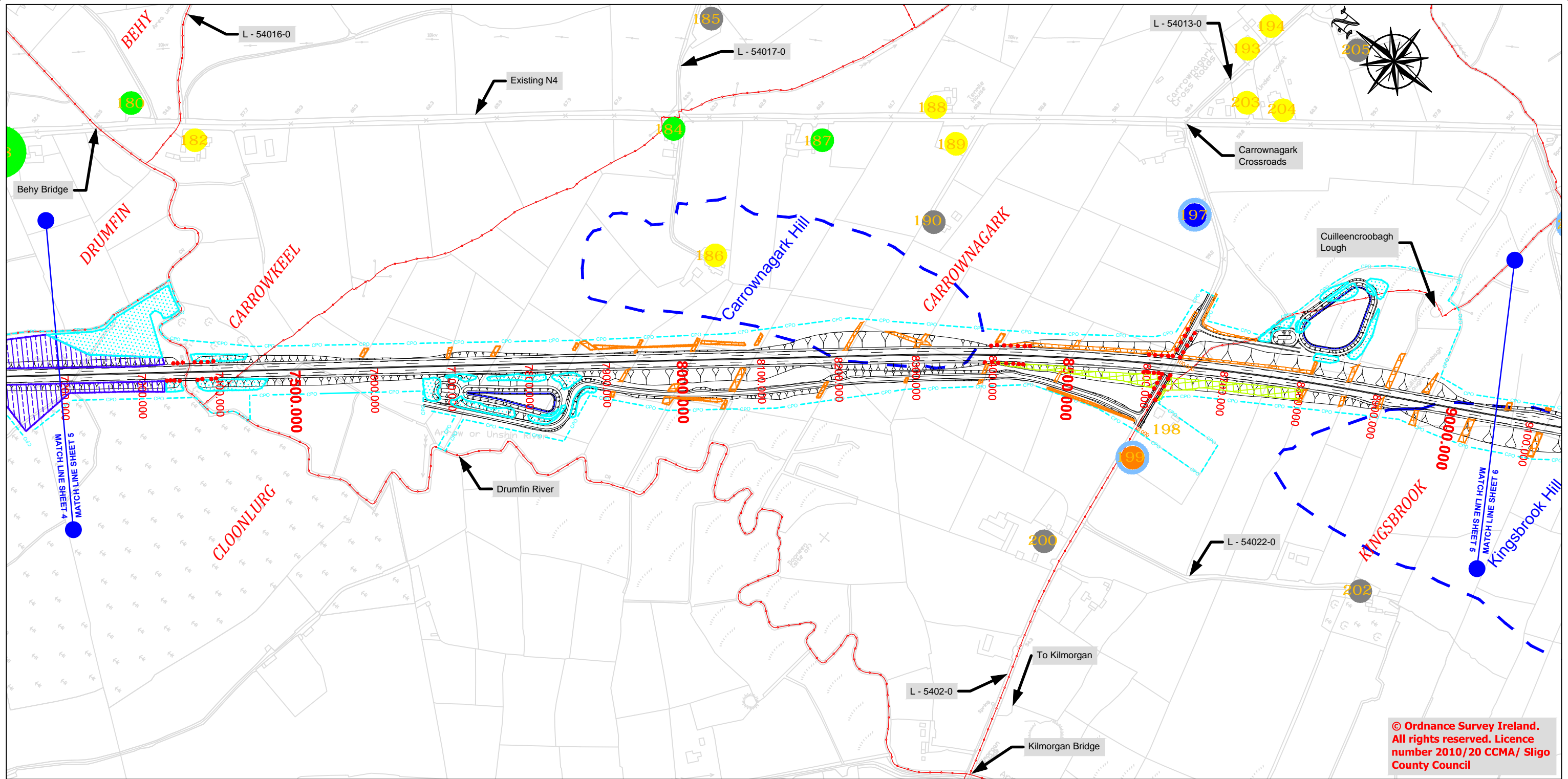
Date	By	Revision
April 2014	FM/CW	This is an eratta to the EIS as described in Eratta Sheet No. 01. Receptor 10a at c. Ch. 1,450m is removed from the Map.

Project N4 Collooney to Castlebaldwin Proposed Road Development

Title EIS, Chapter 10 Drawings: Landscape and Visual Impact Assessment

Scales (@A3) 1:5,000	Date December 2013	Job No. SO/01/150
Assessment & Mapping MosArt	Design Team Review FM	Approved AS

Figure No.: Fig.: 10.1.1
Sheet 1 of 8



© Ordnance Survey Ireland. All rights reserved. Licence number 2010/20 CCMA/ Sligo County Council

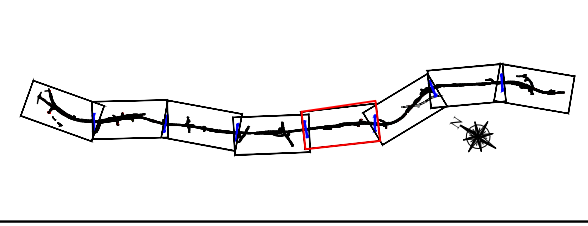
Legend
Mitigation Measures
 High canopy woodland mix
 Low canopy woodland mix
 Riparian Woodland mix
 Feature planting - semi-mature tree planting

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:
 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.
 No other use of this material may be made without the licence of the copyright holder in accordance with Section 74(3) of the Copyright and related Rights Act, 2000.



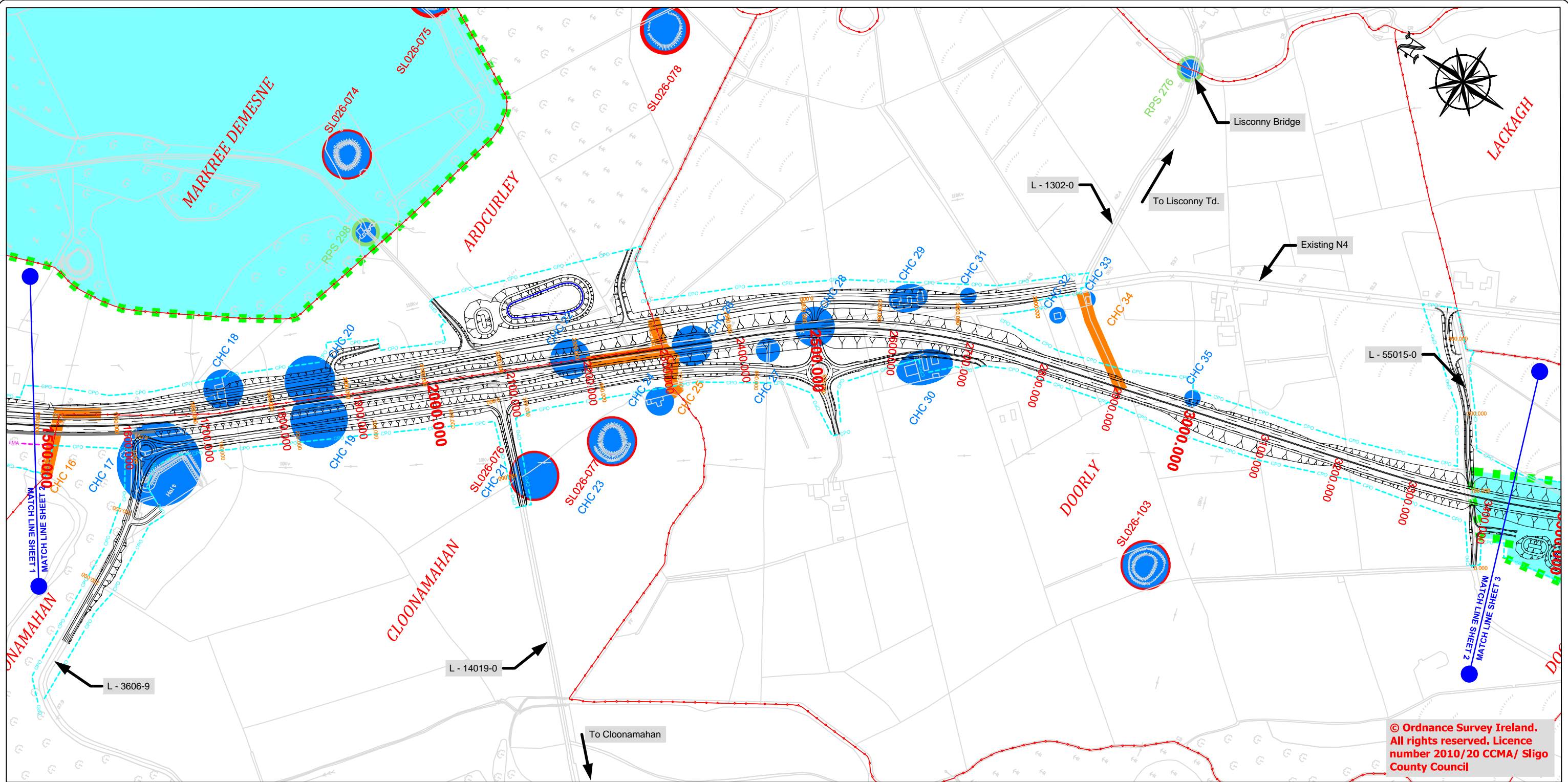
National Road Design Department
 Sligo County Council
 Business Centre, Market Yard, Sligo, Ireland
 Tel: 071 91-11975;
 e-mail: fmeehan@sligococo.ie



Date	By	Revision
April 2014	FM/CW	This is an errata to the EIS as described in Errata Sheet No. 01. The Riparian woodland mix is extended in the vicinity of the Drumfin River crossing.

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

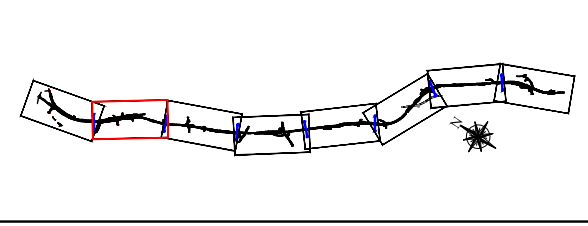
Figure No.:
Fig.: 10.1.5
Sheet 5 of 8



© Ordnance Survey Ireland.
 All rights reserved. Licence number 2010/20 CCMA/ Sligo County Council

Legend

- Recorded Monuments
- Record of Protected Structures
- Cultural Heritage Constraint Sites
- Townland Boundary
- CPO Boundary
- Land Made Available (LMA)
- Townland Names
- Design Chainage
- Constructed Wetland
- Existing Attenuation Pond
- Spoil Repository
- Landscape Mitigation Site



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.

No other use of this material may be made without the licence of the copyright holder in accordance with Section 74(3) of the Copyright and related Rights Act, 2000.

An Roinn Iompair
 Turasóireachta agus Spóirt
 Department of Transport, Tourism and Sport

SLIGO COUNTY COUNCIL NRA
 National Road Design Department
 Sligo County Council
 Business Centre, Market Yard, Sligo, Ireland
 Tel: 071 91-11975;
 e-mail: fmeehan@sligococo.ie

Date	By	Revision
April 2014	FM	This is an errata to the EIS as described in Errata Sheet No. 01.
		The circle depicting the RPS number (298) for the Gate Lodge has been modified to fully encompass the Gate Lodge.

Project N4 Collooney to Castlebaldwin Proposed Road Development

Title EIS, Chapter 15 Drawings: Archaeology, Architectural & Cultural Heritage Impact Assessment

Scales (@A3) 1:5,000	Date December 2013	Job No. SO/01/150
Assessment & Mapping ADS	Design Team Review FM	Approved AS

Figure No.: Fig.: 15.2.2
Sheet 2 of 8