



N4 Realignment

Cloonamahon to Castlebaldwin

Route Selection Report

Appendix 3 (Agronomy)

Appendix 3A
(Sligo Rural Renewal Project)

Appendix 3B (Prescribed Bodies)



AGRONOMY REPORT

PROJECT: PROPOSED N4 REALIGNMENT
N.R.A. PROPOSED DEVELOPMENT.

LOCATION: DOORLA -TO- CASTLEBALDWIN.

INSTRUCTING
AGENTS: SLIGO COUNTY COUNCIL.
ROADS DESIGN OFFICE,
RIVERSIDE,
SLIGO.

PRESENTED BY: MURPHY & SONS AUCTIONEERS LTD.
NO. 12 CASTLE STREET,
SLIGO.

PREPARED BY: JOHN MURPHY B.Agr.Sc.

CONTENTS

1. INTRODUCTION
2. OPTION 1.
3. OPTION 2.
4. OPTION 3.
5. OPTION 4.
6. OPTION 5.
7. CONCLUSIONS.

INTRODUCTION:

In accordance with the instructions received from Sligo County Council, I have inspected the five proposed options between Doorla and Castlebaldwin with a view to reporting generally and of estimating the extent of the severance to the land holdings along the various options.

The report deals with extent of the severance only and categories into mild, moderate and severe.

The main focus of this report is to assess the impact the various options will have from an agricultural view point as opposed to the impact from a residential/commercial view point.

Maps and land ownership details have been supplied by Sligo County Council and I have referred to these together with my local knowledge while preparing the report.

I propose to assess each option separately and present my conclusions on same.

OPTION 1:

The first section of this proposed option begins at Doorla and continues south, veering off the present N4, through Knocknagroagh, Drumfin, crossing a county road and onto the townland of Cloonlurg where it crosses another public road.

In then veers south east through Kilmorgan, Carns, crossing two public roads, Ardlee, Coolskeagh, Leecarrow and onto Cleavry.

The final section veers east to rejoin the present N4 at Cloghoge, while crossing a county road west of Castlebaldwin village.

The Severance along this route is as follows:-

SECTION 1: DOORLY -TO- CLOONLURG.

A lot of this section runs through poor land and immediately east of Lough Corran.

In general severance along this section is mild although there are a number of farms severely severed.

SECTION 2: CLOONLURG -TO- CLEAVRY.

The holdings along this section suffer mild to moderate severance although there are four cases of severe severance.

The land quality along this section of proposed road is reasonable.

SECTION 3: CLEAVRY -TO- CLOGHOGE.

This section suffers mild to moderate severance.

In general the route is one of moderate severance with most farms having dry stock enterprises.

The land along this route is of poor to reasonable quality with a fair amount of marshy land.

The route crosses six public roads.

OPTION 2:

The second option, like option 1 is west of the present N4 but generally not as far west as the first option.

It begins at Doorly and continues in line with option one to Drumfin, crossing two public roads.

It then veers east through Cloonlurg, Carrownagark, Kingsbrook, Aghalenane, Ardloy and Cloonskeagh crossing three public roads.

The final section of this option is in line with option 1 from Cloonskeagh to Cloghoge where it rejoins the present N4 south of Castlebaldwin.

The severance along this route is as follows:-

SECTION 1: DOORLY -TO- DRUMFIN.

This section runs east of Lough Corron and severance is severe to moderate.

SECTION 2: DRUMFIN -TO- CLOONSKEAGH.

The severance along this stretch will be moderate with approx. three forms being severely severed.

SECTION 3: CLOONSKEAGH -TO- CLOGHOGE

This section suffers mild to moderate severance.

In general this route option will suffer moderate to severe severance.

The land along this route option is reasonable in quality with areas liable to flooding. There are a number of lakes close to option 2.

OPTION 3:

This section begins at Doorly and veers east of the present N4. It continues through Lackagh and Drumfin, rejoining the present N4 south of Drumfin crossroads.

It then continues along the line of the present N4 to Castlebaldwin. This section will involve road widening only with a small section of land severance at Ardloy (Estate: Richard Taylor).

The severance along this route is as follows:-

SECTION 1: DOORLY -TO- DRUMFIN.

The severance along this stretch is mild to moderate.

SECTION 2: DRUMFIN -TO- CLOGHOGE.

This section involves road widening and therefore there is no severance (except for one case mentioned above).

In general this option will suffer the least severance as it predominantly runs in line with the present roadway.

OPTION 4:

The first section of this option begins at Doorly and continues east of the present N4 through Lackagh and onto Drumfin.

The second section extends from Drumfin through Murillyroe, Behy, Carrowkeel, Knockadoo, Carrownagark, Tawnagh, Springfield, Cloonymeenaghan, Sheerevagh, to Drumderry.

The final section of this option extends from Drumderry through Castlebaldwin (east of village) and rejoins the present N4 at Cloghoge.

The severance along this route is as follows:-

SECTION 1: DOORLY -TO- DRUMFIN.

This section of the route option will suffer mild to moderate severance.

SECTION 2: DRUMFIN -to- DRUMDERRY.

There is mild to moderate severance along this stretch with a couple of farms being severely severed.

SECTION 3:

DRUMDERRY -TO- CLOGHOGE.

There is moderate severance along this section of the route.

In general this option will have mild to moderate severance with most of the farms having dry stock enterprises.

The land along this route is of good quality.

This option will cross six public roads.

OPTION 5:

The first section of this option is from Doorly to Drumfin and is similar to option 4 (section 1).

The second section of this option extends from Drumfin through Murillyroe, Carrowkeel, Ogham, Tawnagh, White hill, Cloonymeenaghan, Sheerevagh and Drumderry.

The final section of this option from Drumderry to Cloghoge is similar to the final section of option 4.

The severance along this route is as follows:-

SECTION 1: DOORLY-TO- DRUMFIN.

This section of the route will suffer mild to moderate severance.

SECTION 2: DRUMFIN -TO- DRUMDERRY.

This section will suffer moderate to severe severance.

SECTION 3: DRUMDERRY -TO- CLOGHOGE.

There is moderate severance along this section of the route.

In general this option will suffer moderate to severe severance with less holdings being mildly affected. The majority of these farms are drystock farms.

The land along the line of this option is of good quality.

Should this option be selected it will cross five public roads.

CONCLUSION

There are five options and without doubt that of least severance is option No. 3.

This is due to the fact that most of this option runs along the line of the present N4 and therefore will entail road realignment only.

This is followed by option No. 4 as it will have mild to moderate severance and the ground is of good quality.

OPTION 1: Would be next as it covers a greater number of small holdings and therefore would have less impact on the farming community. These would then be followed by Option 5 and 2 in that order.

My conclusion is that in order of least severance the route options would be as follows:-

NO. 1: OPTION 3

NO. 2: OPTION 4

NO. 3: OPTION 1

NO. 4: OPTION 5

NO. 5: OPTION 2

SIGNED THIS DATY 9TH MAY 2001.

JOHN P. MURPHY B.Agr. Sc.
MURPHY & SONS M.I.A.V.I.



MURPHY & SONS AUCTIONEERS LTD.

12 Castle Street,
Sligo, Co. Sligo
Tel: 071-42118/45321
Fax: 071-44485
Mobile: 087-2533240

Wolfe Tone Square,
Tubbercurry,
Co. Sligo.
Tel: 071-85068
Fax: 071-86075
Mobile: 086-2626278

Auctioneers, Valuers,
Estate Agents, Insurance Brokers,
Agricultural Consultants,
Property Consultants.
e mail: murphys@iol.ie
Web Page: www.iol.ie/~murphys

Life Agent for:

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Your Ref

Our Ref

Reply To:

AGRONOMY REPORT

PROJECT:

PROPOSED N4 REALIGNMENT
N.R.A. PROPOSED DEVELOPMENT
- PREFERRED ROUTE

LOCATION:

DOORLY - TO - CASTLEBALDWIN

INSTRUCTING AGENTS:

SLIGO COUNTY COUNCIL
ROADS DESIGN OFFICE
BRIDGE STREET
SLIGO

PRESENTED BY:

MURPHY & SONS AUCTIONEERS LTD.,
NO 12 CASTLE STREET.,
SLIGO

PREPARED BY:

JOHN MURPHY B. AGR. SC.

CONTENTS

- 1. INTRODUCTION**

- 2. PREFERRED ROUTE**

- 3. CONCLUSION**

INTRODUCTION:

In accordance with the instructions received from Sligo County Council, I have inspected the preferred route between Doorly and Castlebaldwin with a view to estimating the impact on the land holdings along this route.

The report analyses the impact from an agricultural perspective as opposed to residential/commercial interests.

Sligo County Council have supplied maps and land ownership details and I have referred to these together with my local knowledge while preparing the report.

PREFERRED ROUTE:

The realigned road will depart to the western side of the existing No 4 route at Doorly and extend southwards through Knocknagreagh, Drumfin, Cloonlurg, Carrowkeel, Carrownagark, Kingsbrook and Aghalenane.

At this point the preferred route travels eastwards crossing the existing N4 and on through Ardloy and Springfield. It then veers southwards again through Tawnagh, Cloonymeenaghan, Sheerevagh, Drumderry, by passing Castlebaldwin village to the east and returning to the existing N4 route at Cloghoge.

The preferred route will cross over nine local roads - L 55015, L 55016, L 5502, L 1502-32, L 5402, L 54033, L 5401, L 54041 and L 1404 together with the existing N4 route.

It is proposed to construct seven underpasses and one grade separated junction on the local roads, with an underpass on the existing N4.

These measures will assist in limiting the disturbance to landowners.

CONCLUSION:

The preferred route affects approximately 49 landowners in total.

It is my opinion that 35 (thirty five) of these will suffer, mild severance, 4 (four) will suffer mild/moderate severance, 6 (six) moderate severance, 2 (two) moderate to severe severance and 2 (two) severe severance.

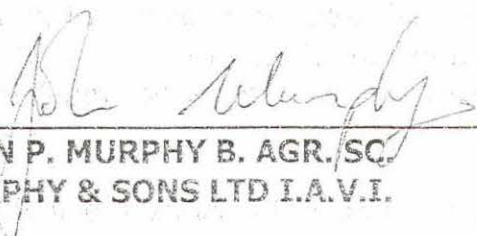
The majority of the farmers along the preferred route carry on dry stock enterprises.

Arising out of my inspection I believe that a considerable amount of the holdings are very mildly affected i.e. 71.5% mildly severed, 8% mild to moderate severance, 12.5% moderate severance 4% moderate to severe severance with 4% severely affected.

I recommend that a detailed study and analysis of the affects of this proposed N4 realignment on the local agricultural community is carried out at the design stage.

In general, approximately three quarters of the landowners directly affected by the preferred route will suffer mild severance; therefore this proposal should be very acceptable to all concerned.

DATED THIS 20TH DAY OF FEBRUARY 2002



**JOHN P. MURPHY B. AGR./SC.
MURPHY & SONS LTD I.A.V.I.**

Appendix 3A

Profile of the Lough Arrow Region

Lough Arrow is a region suffering from the visible signs of rural decline. Persistent migration and emigration have resulted in changes to the demographic structure of the population. These changes have resulted in a declining and ageing population. This rural decline is manifested throughout the region in many ways.

The Lough Arrow Region is situated in South East Sligo. It is a rural area with outstanding natural beauty and is rich in archaeology and steeped in history and mythology. The area also has many natural resources, lakes, rivers, mountains and forests, making it one of the most scenic locations in Co. Sligo.

It covers an area of approximately 100 square miles and has five community bases. The area consists of nine District Electoral Divisions (DEEDs) which are socially, economically and culturally based around five community bases: Castlebaldwin, Ballinacrad, Highwood, Glen and Creevagh.

The area does not have any towns or even large villages and indeed the three villages in the area are merely "cross-roads". However even though the area is rural it is more or less enclosed on both sides by two major routes, the N4 which connects Dublin and Sligo and the R284 which is the Sligo/Cavan Road. Consequently the area is readily accessible by road, being just an average of eighteen miles from Sligo, ten from Boyle, six from Ballymole and 100 miles from Dublin. Each town mentioned has a railway station and also has the advantage of being close to Knock International Airport and Stranhill airport which services domestic flights away. The area has many links with each of the above towns and would be mainly dependant on them for many services.

Demographics

The region had a population of 2267 in 1996. The population of the region has been in steady decline over the years. Between 1986 and 1991 the population declined by almost 8%. From 1991 to 1996 this decline slowed considerably to just over 2%. It is significant to note that the region was experiencing this decline at a time when Sligo town's population increased by 2%.

Those who have left the region have been from the 15-44 age cohorts. The result of this movement away from the region is an ageing population profile. Figures show a disproportionate number of people who live in the area are aged over 65. In total there are 8% more people in the region in the 44-65+ age cohorts. These changes have had manifestations on the demand for services for this age group. Also, over a quarter of those aged 65+ live alone. The area according to 1996 census figures had 9% fewer people aged from 0-44 than did Sligo County or Ireland as a whole. In essence the population of the region is ageing.

There are 763 households in the region. Of these 33 belong to, or are in the process of tenant purchase agreements from Sligo County Council. The remainder are privately owned. Although identified as a serious problem in the region, the extent of dereliction has not been comprehensively surveyed. One study conducted by ACE, however, revealed that in a two mile radius of Castlebaldwin (an area typical of the region as a whole) there were 24 vacant houses and 6 holiday homes. A voluntary housing association (RISIPOND) has built 14 houses to facilitate persons on the Local Authority housing list.

This results of the region's declining and ageing population is manifested in many ways. There are a large number of derelict sites in the area and large numbers of people living alone, particularly those aged over 65. Small retail businesses such as shops and post offices are closing. Schools are also closing. Farming is in severe decline and many houses are vacant and being used as holiday homes.

Economic Activity

Unemployment in the area is relatively low. However, the precise level of unemployment is difficult to assess due to the number working non-viable farms, farming part-time and people moving from the area to find work elsewhere. Another factor is the large number of people employed on FAS Community Employment Schemes.

The region is traditionally dependent on agriculture for its economic survival. There is a growing and worrying trend towards non-farm employment in Sligo or Boyle as farms have become non-viable. The drumlin landscape and heavy marshy low-lying land is typical of the region. Almost 4 in 10 farms are between 10 and 20 hectares, showing the difficulty for these farmers to depend on full-time farming for their income. There are few alternative agricultural enterprises in the area. Already the 'exodus from the land' has resulted in 'blanket forestry', closed dwellings, holiday homes and elderly people living alone.

There is very little industrial activity in the area apart from mushroom growing, the manufacture of monumental sculptures, and furniture manufacturing.

Despite the suitability of the area to tourism development it is only in recent years that accommodation, services and leisure activities have been developed in this regard. There exists much potential for the development of tourism related enterprise and private individuals are responding to funding opportunities available for this development.

While some businesses have closed in recent years notably grocery shops and post offices, there has also been an upsurge in the number of new businesses which have been facilitated by EU supports for their development.

A survey undertaken by the Sligo Rural Renewal Project identified over 130 non-farming full and part-time micro-enterprises operating in the region.

Appendix 3B



**An Roinn Ealaíon, Oidhreachta,
Gaeltachta agus Oileán**
Department of Arts, Heritage,
Gaeltacht and the Islands

Oifig an Aire
Office of the Minister



Dún Aimbirgin, 43/49 Bóthar Mespil,
Baile Átha Cliath 4, Éire
43/49 Mespil Road, Dublin 4, Ireland

Teileafón +353 1 647 3000
Facsuimhir +353 1 647 3101
E-mail aire@ealga.ie
Glao Áitiúil 1890 474 847

Our Ref: Cor: 625/2002

20 March 2002

(Please quote our reference number on all correspondence)

S. Concannon, Uasal
Director of Services
Sligo County Council
Infrastructural Services Section
Governor's House
St. Anne's Place
Sligo



A chara

On behalf of Ms. Síle de Valera, T.D., Minister for Arts, Heritage, Gaeltacht and the Islands I wish to acknowledge receipt of your correspondence of 4 March 2002, regarding N4 Realignment Cloonamahon to Castlebaldwin – Public Consultation for Preferred Route.

Your correspondence has been brought to the attention of the Minister.

Yours sincerely


Mary Hurley
Mary Hurley
Private Secretary





**An Roinn Ealaíon, Oidhreachta,
Gaeltachta agus Oileán**
Department of Arts, Heritage,
Gaeltacht and the Islands

Dúchas
The Heritage Service

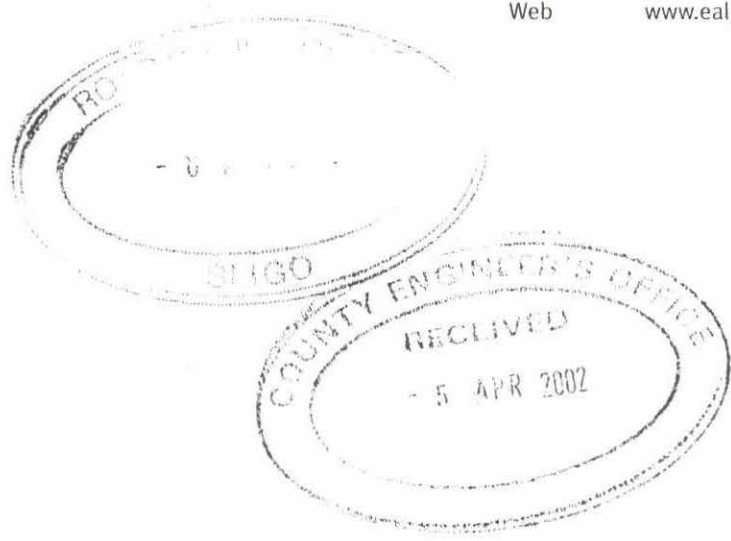
F.P.O. *Tim Daniel*

Rannóg na Niarratas Forbartha
Development Applications Section



1. bunnad 56
M
05-04-02
7 Plás Ely, Baile Átha Cliath 2, Éire
7 Ely Place, Dublin 2, Ireland

Teileafón +353 1 647 3000
Facsimhír +353 1 678 8116
Glao Áitiúil 1890 474 847
Web www.ealga.ie



Our Ref: DAS – G2002/162

Director of Services
Sligo County Council
Infrastructural Services Section
Governor's House,
St. Anne's Place
Sligo

**Re: N4 Realignment Cloonamahon to Castlebaldwin –
Public Consultation for Preferred Route**

A Chara,

I wish to acknowledge receipt of your letter of 4th March 2002 in connection with the above.

A copy of your letter has been referred to the relevant sections of this Department and further correspondence will issue in due course.

If you have any queries regarding this matter please contact the undersigned.

Mise le meas

Teresa Halloran
Teresa Halloran
Development Applications Section
02/04/02



**An Roinn Ealaíon, Oidhreachta,
Gaeltachta agus Oileán**
Department of Arts, Heritage,
Gaeltacht and the Islands

Dúchas
The Heritage Service

D. Byrne

Rannóg na Niarratas Forbartha
Development Applications Section



7 Plás Ely, Baile Átha Cliath 2, Éire
7 Ely Place, Dublin 2, Ireland

Teileafón +353 1 647 3000
Facsuimhir +353 1 678 8116
Glao Áitiúil 1890 474 847
Web www.ealga.ie

T. Conell Sr
N
24-05-02

Our Ref: G2002/159

Ms. S. Concannon
Director of Services
Sligo County Council
Infrastructural Services Section
Governor's House
St. Anne's Place
Sligo



Re: N4 Realignment Cloonmahon to Castlebaldwin –Public Consultation for Preferred Route

A Chara

We refer to your correspondence of 4 March 2002 in relation to the above-proposed development. Outlined below are this Department's recommendations from a nature conservation perspective.

This Department recommends that the route be checked for badger setts and bat roosts especially in derelict buildings

Mise le meas

Neil Mc Donough
Neil Mc Donough
Development Applications Section
22 May, 2002

To / K. n. Daniel SAS
27/5/2
your attention please
T. Conell Sr



**An Roinn Ealaíon, Oidhreachta,
Gaeltachta agus Oileán**
Department of Arts, Heritage,
Gaeltacht and the Islands

Dúchas
The Heritage Service

F.A.O. *En Daniel Seo. T. baird 50*
D. Conrion



11
21-05-02

Rannóg na Niarratas Forbartha
Development Applications Section

7 Plás Ely, Baile Átha Cliath 2, Éire
7 Ely Place, Dublin 2, Ireland

Teileafón +353 1 647 3000
Facsimhír +353 1 678 8116
Glao Áitiúil 1890 474 847
Web www.ealga.ie

Our Ref: G2002/162



Ms. S. Concannon
Director of Services
Sligo County Council
Infrastructural Services Section
Governor's House
St. Anne's Place
Sligo



**Re: N4 Realignment Cloonmahon to Castlebaldwin –
Public Consultation for Preferred Route**

A Chara

We refer to recent correspondence in relation to the above. Outlined below are this Department archaeological (terrestrial) recommendations:-

Archaeological (terrestrial)

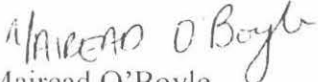
The brief for the archaeological section of the Environmental Impact Assessment is to be drawn up by the Project Archaeologist for the National Roads Authority (NRA). In this context, the National Roads Authority and the Minister of Arts, Heritage, Gaeltacht and the Islands have agreed a Code of Practice to protect and record the archaeological heritage affected by road schemes.

Route options for all such road schemes are subject to assessments of the impact that may result on the heritage, including the archaeological heritage. The route chosen for the new road will be subject to a detailed archaeological assessment to identify all elements of the archaeological heritage that would be impacted on by the construction of the road. Every effort is made to select a route that avoids direct impacts on such monuments and sites. In addition, the policy is that all previously unknown sites that cannot be avoided must be preserved by record, i.e. by archaeological excavation and recording. Many methods are used to try to identify previously unrecorded sites to ensure they are recorded. Also works carried out for the construction of the road, in areas where it has not been possible to carry out sufficient archaeological investigations to identify unrecorded sites, are monitored by archaeologists to identify and record such sites.

Under the Code of Practice a number of NRA funded Project Archaeologists have been appointed to various Roads Regional Design Offices. Mr Roger Wynne Linnard is in place in Roscommon County Council's National Roads Design Office.

However , this application is also being assessed from an nature conservation perspective and these recommendations will be forwarded to you when they are to hand.

Mise le meas


Mairead O'Boyle
Development Applications Section
10/05/02



**An Roinn Ealaíon, Oidhreachta,
Gaeltachta agus Oileán**
Department of Arts, Heritage,
Gaeltacht and the Islands

Dúchas
The Heritage Service

*K. M. Paul G. O. P.
D. Morrison*

Rannóg na Niarraitas Forbartha
Development Applications Section



7 Plás Ely, Baile Átha Cliath 2, Éire
7 Ely Place, Dublin 2, Ireland

Teileafón +353 1 647 3000
Facsimhír +353 1 678 8116
Glao Áitiúil 1890 474 847
Web www.ealga.ie

Our Ref: G2002/162

Mr S. Concannon
Director of Services
Sligo County Council
Infrastructural Services Section
Governor's House
St. Anne's Place
Sligo



Re: N4 Realignment Cloonmahon to Castlebaldwin-Public Consultation for Preferred Route

Dear Mr Concannon

We refer to recent correspondence in relation to the above. Enclosed is a copy of this Department's archaeological (underwater) recommendations.

Archaeological (underwater)


The County of Sligo is of high archaeological and cultural importance. With an increase in road development this cultural resource is at a risk of being disturbed or destroyed. The line proposed for this road route is crossing a sensitive archaeological landscape.

It is therefore advised by this Department that as part of the archaeological assessment recommended for this road scheme, any rivers that will be crossed by this road should be assessed with regard to any known or potential underwater archaeology there may be existing within these watercourses.

The assessment should involve a desktop study, a site survey and a dive/wading survey with metal detection. This should be licensed to this Department under the National Monuments Acts 1930-1994. A copy of the report should then be forwarded to the Underwater Archaeology Unit, the Licensing Section of this Department and the National Museum of Ireland for review.

In addition this application is also being assessed from a nature conservation and archaeological (terrestrial) perspective and our comments will be forwarded in due course. Our architectural recommendations were forwarded to you 15 April 2002.

Yours sincerely


Mairead O'Boyle
Development Applications Section
18/04/02



T. Connell SB
The North Western Regional Fisheries Board

Bord Iascaigh Reigiúnach an Iarthuaiscirt

Ardnaree House, Abbey Street, Ballina, Co. Mayo
Tel.: (096) 22788 Fax: (096) 70543 e-mail: nwrfb@iol.ie

09-04-02

our ref:

your ref:

date: 8 Apr, 2002

Mr. S. Concannon
Director of Services
Sligo County Council
Governor's House
St. Annes Place
Sligo



Re: N4 Realignment – Cloonamahon to Castlebaldwin

Dear Mr. Concannon

With reference to the above, I wish to confirm that two Board staff recently attended the public consultation meeting in Collooney on 8 March, 2002.

We wish to bring to your attention the fact that the preferred route will cross the Kilmorgan River, a tributary of the Lough Arrow/Ballisodare River system. While the point of crossing is not an important location on the river, there are good spawning areas upstream and downstream of this location and it would be important, therefore, that the Board be fully consulted, on site, in advance of the works being carried out. The Board's main concern would be in relation to the possibility of damage to downstream spawning/nursery areas as a result of siltation arising from construction works.

The preferred route runs close to Lough Coran which may have potential for development as a fishery if access can be provided from the new road. The Board will investigate further the possibility in this regard but we would ask you to bear in mind the possibility of developing access to the lake as part of the construction project.

The person to contact in relation to the above is the Board's Inspector for the Sligo District, Mr. Declan Feeney, who can be contacted at 071-46197 or mobile number 087-2518215.

Yours sincerely

VINCENT ROCHE
Chief Executive Officer
sec-n4-42



F.A.O. K.M. Donnell S.E.S.
D. Hession

T. Connolly SE
M
24-04-02



AN TAISCE

THE NATIONAL TRUST FOR IRELAND

The Tailors' Hall Back Lane Dublin 8 Telephone 01 4541786 Fax 01 4533255

Website: www.antaisce.org



S. Concannon,
Director of Services,
Sligo County Council,
Infrastructural Services Section,
Governor's House,
St. Ann's Place,
Sligo.

April 22nd, 2002.

Re.: N4 Alignment, Cloonmahon to Castlebaldwin.

Public consultation for preferred route.

Dear Mr. Concannon,

Thank you for your letter and map enclosure on public consultation for proposed N4 alignment.

The proposed realignment has a wide ranging series of impacts:

1. Contribution to increased greenhouse gas emissions through encouragement of increase in level of road vehicle based mobility dependence;
2. Severance of farms and land holdings;
3. Removal of hedgerows and existing ground topography, with consequent effect on natural heritage;
4. Impact on archaeological sites;
5. Impact on landscape.

However, we are unable to comment on the specific impacts of this proposal, because no information has been presented to us which would justify the abandoning of the existing road and the creation of a new road, independent of the existing N4. We would consider that any intervention with regard to the N4 should be limited to the bypassing of existing towns and villages where appropriate.

Lack of Justification for Construction of New Roads Independent of Existing.

The roads proposals under the National Development Plan for a system of new motorways and dual carriageways independent of the existing road system was put forward in 1999 without any environmental or economic cost benefit analysis, or justification on the basis of road vehicle capacity. While endorsing the 1998 National Roads Need Strategy, the road proposals in the NDP go considerably beyond that of the 1998 National Roads Need Strategy and new construction, independent of the existing road network. The 1998 Roads Needs Strategy prepared by MC O'Sullivan, Engineering Consultants, was, in any case, technically flawed, because it failed to address the necessary greenhouse gas abatement measures under the Kyoto

Protocol. It was further flawed because it was based on the principle of accommodating and providing for additional road capacity based on projected vehicle growth, without providing for the alternative of enhancing rail use, not only on existing lines, but also by restoring redundant lines and creating new lines.

None of the new road plans now being put forward under the National Development Plan can be justified either on the basis of the National Roads Need Strategy, which is, in the first place, technically redundant and, therefore, nothing more than an historical document, and, in the second place, being exceeded by projections under the NDP, which have no transport or engineering basis. Furthermore, none of the road proposals currently being pursued under the NDP have been reconciled with the objectives of the Department of the Environment published, National Climate Change Strategy, Ireland, October 2000, with regard to the assessment of greenhouse gas generation in transport infrastructural projects.

The principle effect of the National Plan in terms of land use and transport will be the accelerated investment in roads, the transport section of the plan being entirely road based outside the Dublin Area. The only rail investment outside Dublin is simply the overdue upgrading of track which should have been carried out under the first major draw down of Structural Funds in the early 1990s. The core argument is that the maintenance and sustaining of the economic boom requires the development of a motorway system on the capacity scale and density equivalent to a country like Belgium. It is surprising that none of the consultants who have lobbied against the maintenance of the national rail system for the last two decades have expressed any concern for a need for a National Cost Benefit Analysis of the proposed National Motorway Programme. While it may seem logical for Ireland to achieve the sort of motorway development, which Italy and Germany both initiated in the 1930s, this comes at a time when the practical, economic and environmental basis of a road vehicle centred transport is being radically appraised.

- The practical concern is that a road vehicle based transport system creates a progressive demand for a progressive increase in road space construction, which becomes, in turn, a spiralling continuum where congestion will always be ahead of new road investment.
- It is no longer an environmentally sustainable strategy in view of
 - (i) the contribution of road vehicles, including LPG, to the depletion of finite fossil fuel reserves;
 - (ii) the contribution of road vehicles to rising CO₂ emission levels in breach of Kyoto greenhouse gas limits.

The progress made by the road vehicle and fuel industry on “efficiency” is being progressively overtaken by the increase in vehicle numbers, use and emissions for the long-term foreseeable future under current projections.

Apart from the immediate environmental impact of the road, in terms of construction and landscape and traffic generation, the extraction of quarried hard core material and use in production of cement steel and concrete is an integral environmental impact.

We are concerned that the cumulative impact of road proposals, including offsite impact on quarries.

We would draw your attention to the reasoned Opinion of the 27th July, 2001, from the European Commission with regard to project splitting.

Yours sincerely,



Ian Lumley,
Heritage Officer, An Taisce.