



OCSC

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MULTIDISCIPLINARY CONSULTING ENGINEERS

G467: N83 BRIDGE STREET DUNMORE

PLANNING REPORT

For
Galway County Council

30 June 2025

NOTICE

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TABLE OF CONTENTS

1	INTRODUCTION	5
1.1	PROJECT BRIEF	5
1.2	DESCRIPTION OF WORKS	7
2	BACKGROUND AND NEED FOR THE SCHEME.....	9
3	EXISTING TRAFFIC.....	11
4	PROPOSED SCHEME DETAILS	13
4.1	SCHEME BENEFIT	13
4.2	HORIZONTAL AND VERTICAL ALIGNMENT	13
4.3	CROSS-SECTION AND CONSIDERATION FOR ALL TYPES OF ROAD USERS.....	14
5	PLANNING AND DEVELOPMENT REGULATIONS	19
5.1	PLANNING DESCRIPTION	20
5.2	COMPLIANCE WITH PLANNING REGULATIONS	21
5.3	LIASION WITH PLANNING OFFICIALS	21
6	CONSIDERATIONS	22
6.1	GALWAY COUNTY COUNCIL DEVELOPMENT PLAN POLICIES & OBJECTIVES ...	22
6.2	COMMUNITY.....	25
6.3	DESIGNATED AREAS	25
6.4	FLORA AND FAUNA – BATS, MAMMALS, BIRDS ETC.....	26
6.5	ARCHAEOLOGY, ARCHITECTURE AND CULTURAL HERITAGE	27
6.6	LANDSCAPE AND VISUAL IMPACT	27
6.7	HYDROLOGY AND HYDROGEOLOGY	27
6.8	NOISE.....	28
6.9	AIR QUALITY AND CLIMATE.....	28
6.10	GROUND INVESTIGATION.....	28
6.11	FLOOD RISK ASSESSMENT.....	29
7	CONSTRUCTION AND OPERATIONS PHASE MITIGATION MEASURES	30
8	SUMMARY & CONCLUSIONS.....	31
9	VERIFICATION	32

APPENDICES

APPENDIX A PROPOSED CONCEPT DESIGNS

LIST OF FIGURES

Figure 1.1: Extent of Scheme	6
Figure 1.2: Existing Road Condition	8
Figure 1.3: Existing Narrow Carriageway	8
Figure 3.1: Traffic Count Locations	11
Figure 3.2: ADT for Traffic Counter on N83 (between Tuam and Dunmore)	12
Figure 4.1: DMURS Carriageway Geometric Parameters	14
Figure 4.2: Typical Cross Section	15
Figure 4.3: Public Realm Design	17
Figure 6.1: Transport Network	23
Figure 6.2: Sustainable Places for People	24

1 INTRODUCTION

1.1 PROJECT BRIEF

O'Connor Sutton Cronin Multidisciplinary Consulting Engineers (OCSC) with The Paul Hogarth Company Landscape Architects, have been appointed by Galway County Council (GCC) for Dunmore Regeneration scheme incorporating road improvement upgrading and realignment design for the existing N83 & R328 and junction. The works will require a Planning Application under Part 8 of the Planning Act. Galway County Council will give notice of the proposed works to be carried out in Dunmore, Co Galway, as outlined in Figure 1.1 below, in accordance with the requirements of the Planning and Developments Act 2000 (and as amended) and Planning and Development regulations 2001 (and as amended).



Figure 1.1: Extent of Scheme

1.2 DESCRIPTION OF WORKS

The N83 Bridge Street Dunmore Rural Regeneration is proposed to incorporate works as outlined below:

- Demolition of Buildings on Bridge Street and Barrack Street to allow the realignment of the N83;
- New Public Realm along Bridge Street linking the Town Square with the Sinking River;
- A new artistic Mural and interpretive art within the extended public realm;
- Provision of all ancillary works, public lights, services, boundaries, street furniture and amenities;
- Improvements to the road, footpath, and vulnerable road user facilities on High Street and Bridge Street which form part of the N83;
- Improvements to the road, footpath, and vulnerable road user facilities on Castle Street and Barrack Street which form part of the R328;
- The incorporation of traffic signals at junction of High Street / Castle Street / Bridge Street / Barrack Street;
- The provision of pedestrian facilities with road crossings;
- Provision of broadband infrastructure;
- Protection of the environment in the course of these works.

OCSC on behalf of Galway County Council initiated a Constraints Study & Route Options Report for the completion of the road upgrading works in Dunmore. The existing general alignment presents difficulties to road users on the National Secondary Route and Regional Route as is shown in

Figure 1.2.



Figure 1.2: Existing Road Condition



Figure 1.3: Existing Narrow Carriageway

2 BACKGROUND AND NEED FOR THE SCHEME

Dunmore, rich in history, is situated 15 km northeast of Tuam close to the Galway and Mayo. It is on the N83 A Strategic National link in Galway. The original fort was a stronghold of the ancient O'Connor Kings, later dispossessed by the Norman de Berminghams. They built a stone castle beside the Sinking River here after the conquest of 1235. The ruins of an old Augustinian church, founded by Walter de Bermingham, are on the eastern side of the town. Dunmore is noted for its large number of ring forts, circular earthen enclosures of early farmers.

Two arterial routes traverse the village centre consisting of a portion of the N83 National Secondary route and a portion to the R328 Regional route.

Both roads are mainline routes with the N83 starting at its junction with the N6 at Galway and finishing at its junction with the N17 south of Knock Airport via High Street and Bridge Street within the proposed project works area.

The R328 starting from its junction with N17 at Ballindine East in the county of Mayo and its junction with N63 at Moylough in County Galway via Castle Street and Barrack Street within the proposed project works area.

Galway relies heavily on its public road network for transportation. The NSS identifies the M6 national primary route as a strategic linking corridor and the N17/N18 as a strategic radial corridor. The Regional Planning Guidelines for the West Region designates the N/M6 and N17/18 as the main access routes in the region and the N83 as an important inter-regional route as national secondary road within County Galway.

The R328 as a regional road supports the Galway economy by providing a link between the national roads of N17 and N63. This regional road links Dunmore and the region and connects it to other national routes. The route provides for traffic movement without the introduction of unnecessary traffic into residential or amenity areas.

The implementation of any schemes to enhance the Village will require to demonstrate compliance of the scheme with National and Local Policy documents.

N83 Bridge Street is presently between 3.4 and 4.5 metres wide. There is a necking effect which leads to an informal STOP/GO arrangement and occasional mounting of the footpath by vehicles.

The geometry of the junction at The Square also excludes large vehicles from turning left or right onto Bridge Street. HGVs must therefore do an unnecessary loop through the town.

- The roadway is too narrow to accommodate all the current legal road user movements;
- The pedestrian facilities are not conducive to the promotion of walking or the street facing businesses;
- There is significant under-utilisation of buildings and some dereliction along Bridge Street;
- The junction at The Square cannot accommodate all movements leading to HGVs looping the town;
- The visibility and crossing facilities at the T-junction of Sion Hill/Bridge St and Church Street at the Bridge Bar are compromised.

The constraints on this section of N83 has identified the need for the road to be improved for continuation of two-way traffic including Heavy Goods Vehicles. This upgrading is fundamental to facilitate the regeneration of Dunmore and through traffic. This will contribute to the vibrancy of Dunmore. This aspect has been critical to the funding allocation on this scheme and is paramount to the design solution proffered for the traffic.

Fundamental to the scheme's progression will be Galway County Council's submission of a Section 177AE Application to An Bord Pleanála in the interest of protection of the Environment.

Furthermore, the village of Dunmore lacks good quality, useable pedestrian spaces. The principal civic space in Dunmore is The Square, located to the immediate southwest of the application site. However, the Square is dominated by vehicles, both moving and parked. This greatly limits its suitability and appeal for use by pedestrians and cyclists. The dominance of vehicles and lack of pedestrian space and outdoor seating dissuades people from socialising there. This also affects ability to accommodate other uses, such as outdoor stalls, events and activities.

Safe, vibrant and inviting civic spaces are a key component of thriving villages, helping to support community life and local businesses. The creation of a new pedestrianised civic space associated with the upgrade of the N83 would therefore greatly contribute to the regeneration of Dunmore.

3 EXISTING TRAFFIC

In order to inform this assessment, Tracsis were contracted to carry out traffic surveys at the following locations:

Table 3-1: Traffic Survey Locations

Junction	Location	Contractor	Date	Times
1	N83/ The Green	Tracsis	25/02/2020	07:00 – 19:00
2	R328 Barrack St./ Barrack Sq.	Tracsis	25/02/2020	07:00 – 19:00
3	N83 High St./ Bridge St./R328 Barrack St./Castle St.	Tracsis	25/02/2020	07:00 – 19:00
4	N83 Bridge St./ Sion Hill/ R360	Tracsis	25/02/2020	07:00 – 19:00

The exact locations of these junctions can be seen in *Figure 3.1*.

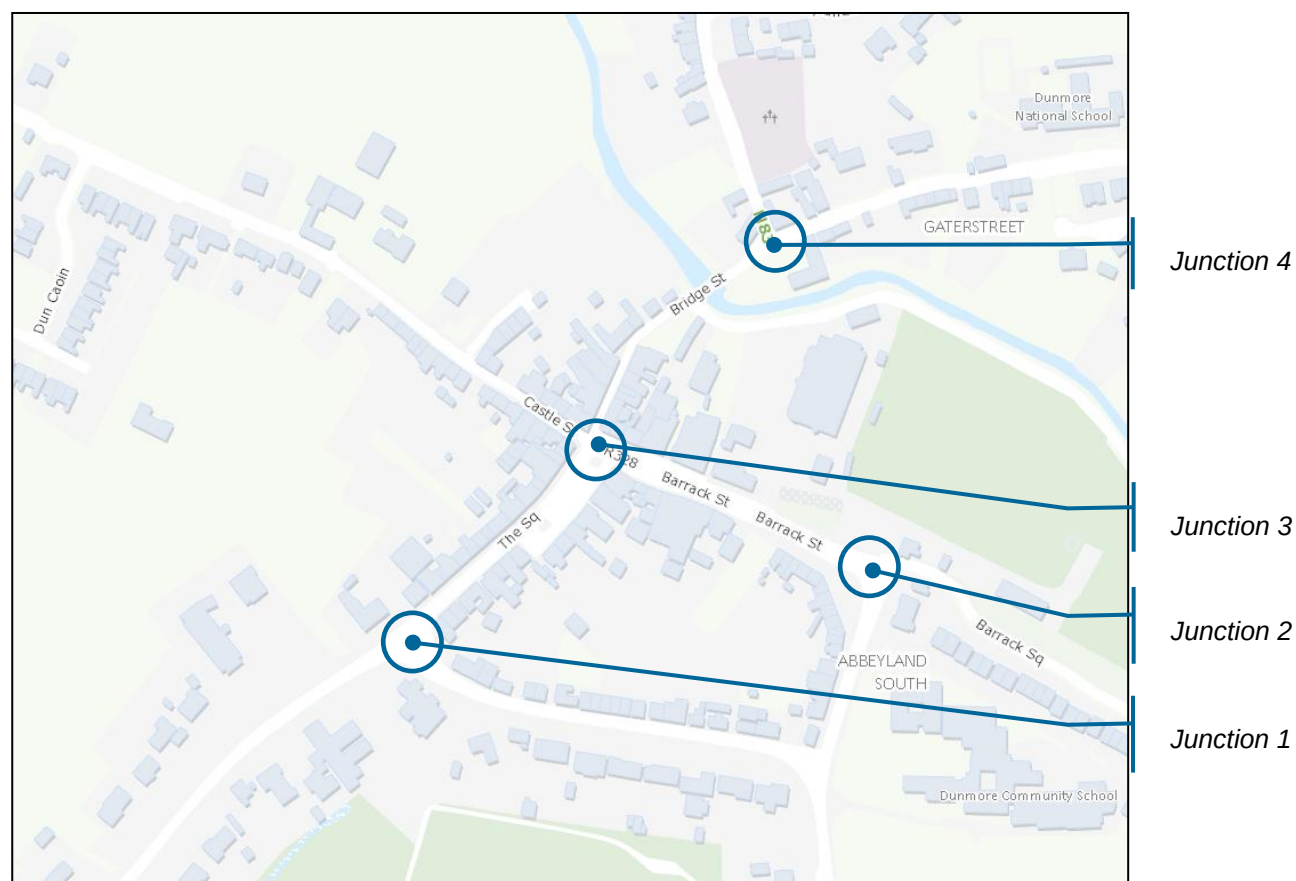


Figure 3.1: Traffic Count Locations

The surveys took the form of 15-minute interval junction turning counts and were carried out on Tuesday 25th February 2020 between the hours of 07:00 and 19:00.

A seven-fold classification system was used as follows:

- Bicycle;
- Motorcycle;
- Car;
- Light Goods Vehicle;
- Heavy Goods Vehicle (Class OGV 1);
- Heavy Goods Vehicle (Class OGV 2);
- Bus (PSV).

In addition to the above, the following were also recorded:

- Pedestrian crossing counts at each arm of each junction over 15 minute intervals;
- Queue length surveys recording the maximum queue lengths observed on a per lane basis at each approach of each junction over 5 minute intervals.

A full copy of the results of all traffic surveys can be found in *Appendix A* of this junction assessment report.

It must be noted that, as surveys were carried out in 2020, which is outside of the acceptable limit for assessment. As a result, the Average Daily Traffic (ADT) figures from a TII Traffic Counter located along the N83 approximately 7km from the assessment site was used to determine the appropriate growth factor. The most recent 2024 ADT value was compared against the 2020 ADT value, which gave a growth factor of 1.35. This factor was then applied to the 2020 survey data.

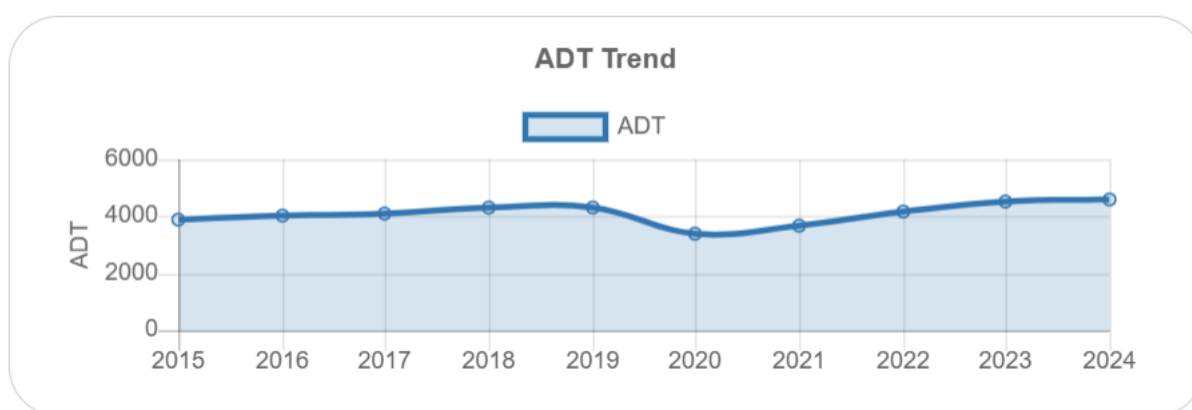


Figure 3.2: ADT for Traffic Counter on N83 (between Tuam and Dunmore)

4 PROPOSED SCHEME DETAILS

The site inspections, discussions with Galway County Council project team and the data gathered on the preliminary investigations informed the design process. A route options assessment using Multi Criteria Analysis in accordance with the TII procedures outlined took place. The design has evolved from a combination of the foregoing, the use of DMURS and TII design standards as required where appropriate using values consistent with the design speed of 50 kph. The scheme details incorporate horizontal, vertical and cross section details with pavement and foundation design in accordance with the DN-PAV-03021.

4.1 SCHEME BENEFIT

The road improvement involves the upgrade of the N83 route and the R328 Regional route incorporating specifically the upgrade Bridge Street for the comfort and safety of all road users. As identified earlier in this report Bridge Street currently has a width of between 3.4 and 4.5 metres and restricts the ability of larger vehicles to freely traverse the route. The objective includes the need to deal with Street widths, junctions at Castle Street/High Street/ Barrack Street/Bridge Street. This objective will also include the upgrading of the pedestrian facilities, regenerate the village centre and provide safer access for all road users.

The design has addressed the junction and private accesses and their requirements for visibility splays. The design has taken account of drainage from road surface, sustainability and identified required outfalls.

4.2 HORIZONTAL AND VERTICAL ALIGNMENT

4.2.1 DMURS DESIGN

The alignment of the N83 and the R328 will be designed so that so that the geometric elements, including horizontal and vertical curvature of the carriageway and sight stopping distance will be in accordance with DMURS and TII guidance where appropriate having values consistent with the design speed of 50 kph.

The relevant horizontal and vertical geometric design values are highlighted in DMURS figure 4.1 below for the 50 kph Design Speed highlighted with the red outline. A standard carriageway cross fall of 2.50% will be adopted generally.

Horizontal Curves						
Design Speed (km/h)	10	20	30	40	50	60
Side Friction Factor (F)	0.300	0.300	0.300	0.25	0.214	0.184
Min. radius with adverse camber of 2.5%	3	11	26	56	104	178
Min. radius with superelevation of 2.5%	3	11	22	46	82	136

VERTICAL CURVATURE						
Design Speed (km/h)	10	20	30	40	50	60
Crest Curve K Value	N/A	N/A	N/A	2.6	4.7	8.2
Sag Curve K Value	N/A	N/A	2.3	4.1	6.4	9.2

Figure 4.1: DMURS Carriageway Geometric Parameters

4.3 CROSS-SECTION AND CONSIDERATION FOR ALL TYPES OF ROAD USERS

The area of Bridge Street where a new design is implemented will have the standard lane width on the Arterial Street in the range of 2.75m to 3.5m. Within this range the preferred values are 3.0m and 3.25m. The selected value of 3.25 has been chosen for Dunmore in view of the wider function of the routes to accommodate the traffic in the region. The carriageway widths will remain consistent for upgraded sections and transition to existing road cross sections at tie-ins.

4.3.1 PROPOSED TYPICAL SECTIONS

The road is considered as consisting of two main elements. The carriageway and footpath on west and public realm design on east of the road. As noted previously the pavement width is 6.5 metres and footpath are 3.0m.

4.3.2 PEDESTRIANS

Sustainable urban environments are for people who are living in, working in, moving through or just visiting the area. Pedestrians are the most vulnerable of all road users, as they include children, old, disabled people as well as able bodied people. The design of Dunmore centre aims for the optimum pedestrian Quality of Service consistent with the standards. The width of the footpath has been determined using the Cycle Design Manual where 3m is considered the appropriate width.

DMURS recognises the importance of assigning higher priority to pedestrians without unduly compromising vehicle movement, to create secure, connected places that work for all members of the community. Walking will improve health and well-being and will provide greater opportunities for interaction which promote neighbourliness and community growth.

The anticipated traffic volume of pedestrians at Dunmore is of low volume and 3.0m standard width for the Pedestrians is deemed appropriate.

Considering all the above, the standard cross-section for Bridge Street Dunmore with the pedestrian way is as outlined in Figure below.

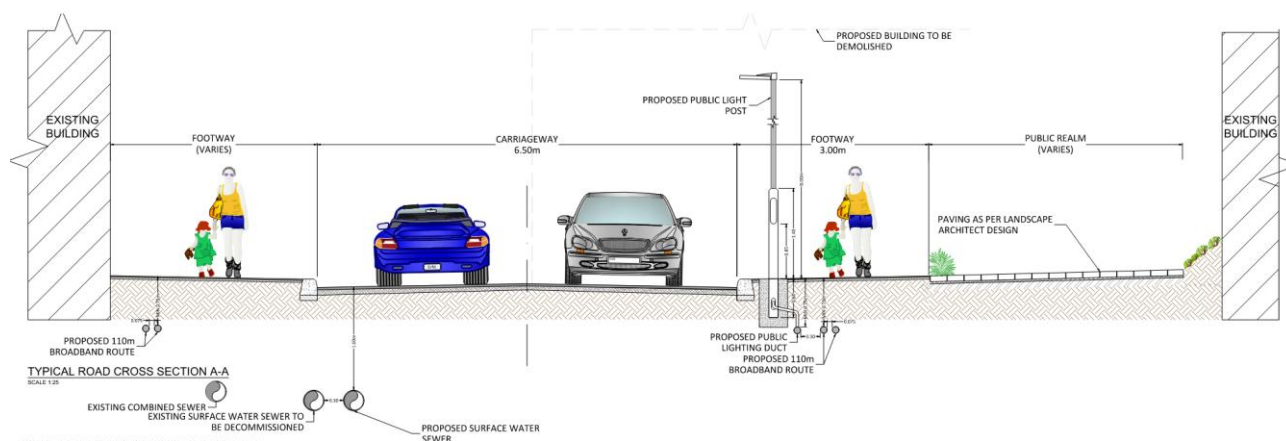


Figure 4.2: Typical Cross Section

4.3.3 JUNCTIONS

The scheme involves major junctions, one at village centre Castle Street / High Street / Barrack Street / Bridge Street. The primary principle in the design of junctions will be to provide junctions that are safe and consistent with existing layouts to present a uniformity of approach to drivers and all road users. In addition, junctions will have sufficient capacity to accommodate design year peak traffic flows thus optimising network capacity.

The primary junction strategy objectives will be:

- To facilitate all road user movements efficiently, effectively and safely;
- To provide safe crossing for pedestrians at desired lines;
- To optimise road safety by ensuring adequate visibility and consistency;
- To ensure capacity for the intend volumes of traffic;
- To function as traffic calming measures;
- To provide an economic solution, so that the cost of implementing the design will be, to the maximum possible extent, offset by the economic benefits derived;
- To optimise road construction costs;
- To minimise environmental impacts, such as impacts on the Sinking River, protected species, air pollution and engine noise, by minimising fuel consumption through reductions in the number of speed changes and the number of stop/starts required;
- One principle function of junctions design in Dunmore will be to manage road space to allow all movements be implemented.

All junctions designed as part of the works on the N83 and R328 will be designed in accordance with DMURS where a balanced design approach will be used. All arms of junctions require a crossing. The key junctions within the scope of works are the crossroads in Dunmore centre (crossroads at High Street/Barrack Street/Bridge Street/Castle Street). The existing private access point to properties will be facilitated. During the design, particular attention will be given to the village centre crossroads and the ability to accommodate all road user movements.

4.3.4 PUBLIC REALM DESIGN

Public realm design concept has been developed by The Paul Hogarth Company and concept can be seen in Figure 4.3.



Figure 4.3: Public Realm Design

A new civic space for Dunmore will be created where existing buildings are proposed for removal. The key objectives of this space are:

- To provide a safe and attractive space in the village centre for people to walk, sit and socialise
- To create space that can be used for small events, such as pop-up coffee carts, market stalls, outdoor gatherings and performances.
- To introduce artwork and interpretation of the village's history, including the stories of buildings to be removed.
- To introduce greenery and sustainable urban drainage, underpinning the climate resilience of the space while providing wildlife

The space will consist of areas paved in natural stone and exposed aggregated pavers. This will provide a durable and high-quality surface for pedestrians that supports its civic function as a place to walk and hold small events. The paving will feature integrated bands across the space that demarcate the footprint of buildings to be removed. These will be constructed using reclaimed rubble from the site.

Street trees will provide visual structure and wildlife habitat in the paved area, while also reducing the visual impact of backland buildings. Planting beds will line with south-eastern boundary of the site, while rain garden beds will also be located alongside the road. These, as well as bollards, will be used to keep the space safe for pedestrians by preventing vehicular access. Locked collapsible bollards will feature in the site however, so to enable the occasional access of vehicles for maintenance and special events. Bench seating will be provided beneath the trees atop a gabion wall constructed using rubble from the demolished buildings.

At the southern end of the space a new wall is required to support the structure of the retained three storey building on Barrack Street. This will follow the geometry of the building gable so that it fits into its urban context and does not detract from heritage buildings in the vicinity. This wall will then be used as a canvas for a large mural painted by a professional artist. The subject matter of the mural will be discussed and agreed with the local community.

In the centre of the civic space will be an area of paving suitable for outdoor seating, gatherings and market stalls. A small kiosk building is proposed for the centre of this space. This structure, which echoes the historic building in The Square, will be multifunctional and therefore suitable for range of different uses. It will be serviced with electricity and plumbing, making it suitable a wide range of possible uses by the local community and businesses. Loose tables and chairs associated with the kiosk would help to support its use, for example as a coffee dock or outdoor eatery.

At the north-eastern end of the space will be a rain garden. This lush green space will accommodate sustainable urban drainage that collects surface water from the civic space. It will be planted with native plant species that attract and support wildlife. Interpretative panels will help explain the purposes of the rain garden to the public, as well as the types of wildlife it attracts. A feature tree will also be planted within the rain garden, providing a focal point for the space and visual link with the adjacent river corridor and pathway.

Finally, a timber fence will be constructed along the north-eastern boundary of the site. This will visually screen the adjacent brownfield site and be used for artworks and interpretative panels to be developed with the community. While not part of this application, it would be hoped that the future development of the adjacent brownfield site would replace the fence and provide active frontage onto the civic space.

5 PLANNING AND DEVELOPMENT REGULATIONS

The legislation primarily applicable for the implementing of the planning process for this scheme will be the Planning and Development Act 2024 incorporating associated amendments, the Planning and Development Regulations 2001 with associated amendments. The Roads Acts 1993 with associated amendments.

Section 177AE of the Planning and Development act 2000 (as amended) requires that where an appropriate assessment is required in respect of development by a local authority, the authority shall prepare a NIS and the development shall not be carried out unless the Bord has approved the development with or without modifications. Section 177V of the Planning and Development Act 2000 (as amended) requires that the appropriate assessment shall include a determination by the Bord as to whether or not the proposed development would adversely affect the integrity of a European site and the appropriate assessment shall be carried out by the Board before consent is given for the proposed development.

The Habitats Directive provides legal protection for habitats and species of European importance. The overall aim of the Habitats Directive is to maintain or restore the “favourable conservation status” of habitats and species of European Community Interest. These habitats and species are listed in the Habitats and Birds Directives (Habitats Directive as above and Directive 2009/147/EC on the conservation of wild birds) with Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated to afford protection to the most vulnerable of them. These two designations are collectively known as European Sites. Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect such sites. Article 6(3) establishes the requirement for AA. These requirements are implemented in the Republic of Ireland by the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) and the Planning Development Act 2000 (as amended).

Appropriate assessment was introduced by the EU Habitats Directive as a way of determining during the planning process whether a project is likely to have a significant effect on one of the Natura 2000 sites so far designated (i.e. the candidate SAC's and SPA's), or their conservation objectives. In this case the site is Lough Corrib (Site Code 0297) which includes many of its feeding rivers, including the Sinking River. The Appropriate Assessment screening has been undertaken by Enviroguide Consulting and impacts deemed to occur on the SAC addressed. The report is included as a separate document.

5.1 PLANNING DESCRIPTION

The National Planning Framework incorporates the National Development Plan which contains the context for Regional Spatial and Economic Strategies taking account of local Authority County and City Development Plans in a manner that will ensure national, regional and local plans align. The planning hierarchy for improvement of the N83 & R328 requires compliance and consistency with the current Galway County Development Plan 2022-2028 adopted. The Galway County Development Plan sets out a number of Specific Regeneration & Transportation and Accessibility Policies and Objectives to support works at Dunmore.

The Development Plan identifies that it must include several mandatory objectives which are set out which includes the development and renewal of areas in need of regeneration.

The County's Spatial Strategy builds on the principles established in the previous Galway County Development Plan 2022-2028, and the frameworks provided by the National Spatial Strategy and the Regional Planning Guidelines for the West Region 2010-2022. The preferred option is primarily a structured approach to the future development of the County, building strong urban centres, facilitating job creation and regeneration, supporting the rural economy and carefully managing the County's environmental, heritage and natural assets, while avoiding exacerbation of flood risk.

The Development Plan includes a number of policies with some of the more relevant outlined here.

Strengthened Rural Economies and Communities Rural areas play a key role in defining identity, in driving the economy and a high-quality environment and must be a major part of the strategic development aimed for by the 2040 Development policy. Spatial planning guides, informs and influences the choices we make, and such planning must be supported by a significant commitment of investment resources, while also allowing for the flexibility to respond to future challenges.

Many Galway Transportation and Planning Studies (GPTS) initiatives undertaken previously are relevant and have informed subsequent policy documents and national guidelines such as the National Development Plan, the National Spatial Strategy, the Regional Planning Guidelines (RPG) for the West Region and have also informed the spatial/settlement strategies and the transportation strategy of Galway County Development Plan. The integration of land use and transportation shall continue to be the overarching strategic aim of the Galway County Development Plan 2022-2028.

The R328 is adjacent to the Atlantic Corridor with potential fulfilment of the aims of the GCDP and the NDP to contribute to the Roads Network linkage.

5.2 COMPLIANCE WITH PLANNING REGULATIONS

Section 179 of the Planning and Development Act 2000 identifies that Galway County Council shall not affect any development within its functional area which contravenes materially the development plan. The Section 177AE application is to be submitted to An Bord Pleanála in compliance with planning requirements.

5.3 LIASION WITH PLANNING OFFICIALS

O'Connor Sutton Cronin met with Galway Project Team and the Officials of Galway Planning department and have discussed the policies applicable for considerations in proposing this scheme.

6 CONSIDERATIONS

6.1 GALWAY COUNTY COUNCIL DEVELOPMENT PLAN POLICIES & OBJECTIVES

GCTPS 1 – Galway County Transport & Planning Study and Galway Transportation Strategy.

It is a policy objective of Galway County Council to support and facilitate the implementation of the Galway County Transport & Planning study and Galway Transport & Planning Study across all modes of transport.

GCTPS 3 – Sustainable Transport

The County will seek to support a variety of measure which will reduce car dependency for residents and will specifically seek to improve access to sustainable transport choices (including responsive and “flexible” modes) for those residents in rural areas of the County.

Objective GCTPS 4 – Walking and Cycling

Support for, and enhancement of, existing and new walking and cycling networks as the “first choice” for shorter local journeys and to link settlements within the county and to Galway City.

Objective GCTPS 7 – Improvements to Road Network

The County will manage and maintain the efficient and safe operation of the road network under its control and will work with TII and NTA to identify locations on national network where targeted improvements may be required to address specific issues.

Objective ILUTP 1 Sustainable Transportation

Encourage transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and ‘walkable communities’ and Active Travel, together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movements.

Objective NR 3 – Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA)

Require all applications for significant development proposals which have the potential to impact on the National Road Network to be accompanied by a Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA), carried out by suitably competent persons in accordance with the TII's Traffic and Transport Assessment Guidelines and TII Publications GE-STY -01024 (Road Safety Audit) respectively.

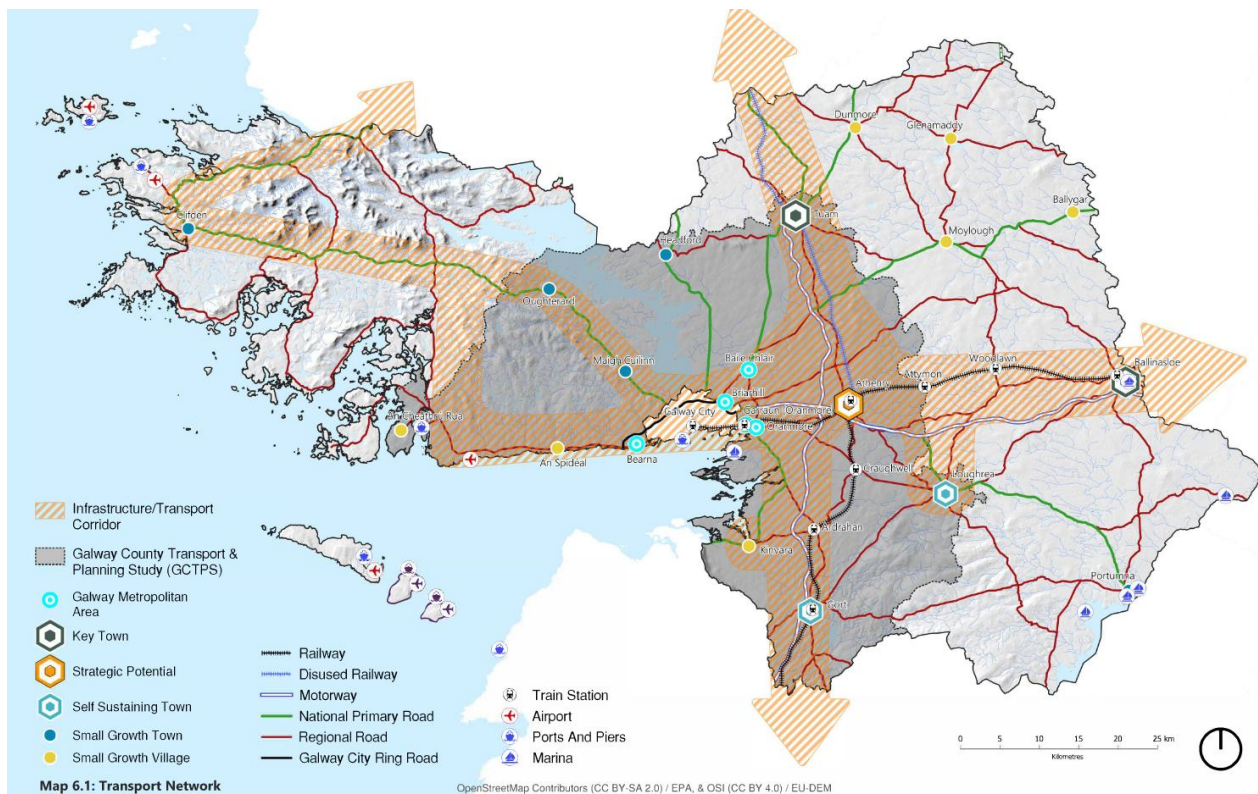


Figure 6.1: Transport Network

Objective ICT 1 – Infrastructure and Communications Technology

Support and facilitate the delivery of high-capacity ICT infrastructure, broadband connectivity and digital broadcasting, throughout the County in line with the Galway County Digital Strategy 2020 – 2023, in order to ensure economic competitiveness for the enterprise and commercial sectors and in enabling more flexible work practices i.e. remote working, smart hubs etc.

Objectives PM 1 – Placemaking

To promote and facilitate the sustainability development of high-quality built environment where there is a distinctive sense of place in attractive streets, spaces and neighbourhoods that are accessible and safe places for all members of the community to meet and socialise.

Objectives PM 2 – Regeneration

To prioritise projects and proposals which will result in both social and economic rejuvenation and regeneration within towns and villages. The Planning Authority will leverage the variety of funds available including LIHAF, Urban and Rural Regeneration and Development Funds, Climate Activation Funda and Disruptive Technologies Fund in pursuance of this objective.

Objectives PM 13 – Public Realm Opportunities

Promote enhanced and increased public realm opportunities including the shared use of spaces, for outdoor experiences, with a priority on pedestrian uses.

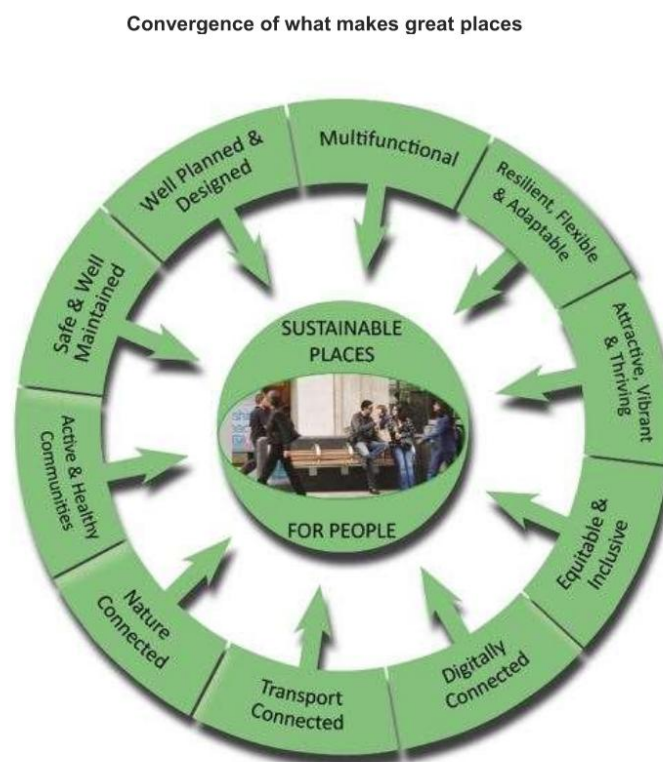


Figure 6.2: Sustainable Places for People

Objectives LP 1 – Light Pollution

To require that all developments shall ensure lighting schemes are designed so that excessive light spillage is minimised to ensure light pollution in the surrounding environment including residential amenity, wildlife and near public road is limited. Such lighting schemes shall be agreed and submitted with planning authority.

Objectives FL6 - Surface Water Drainage and Sustainable Drainage Systems (SuDs)

Maintain and enhance, as appropriate, the existing surface water drainage system in the County. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of SuDs in all new developments. Surface water run-off from development sites will be limited to predevelopment levels and planning applications for new developments will be required to provide details of surface water drainage and sustainable drainage systems proposals.

6.2 COMMUNITY

The RPGs provide a framework for the long-term strategic development of the West Region through setting out goals, policies and objectives in relation to population targets, housing, infrastructure, economic development, environment, amenities, social infrastructure and community development, ensuring the successful implementation of the NSS at regional, County and local level.

The Galway County Development Plan must also include a number of mandatory objectives which includes the provision, or facilitation of the provision, of services for the community.

The Galway County Development Plan was prepared in accordance with the legislation and European Directives and was also informed by a wide range of other legislation, EU Directives, policy documents, guidelines and public consultation including those where in public consultation issues raised by the local community.

6.3 DESIGNATED AREAS

County Galway is located on the west coast of Ireland in the province of Connacht and extends to an area of 6,148km². County Mayo is located to its north, Counties Roscommon and Offaly to its east, County Tipperary to its southeast and County Clare to its south. Its natural boundaries are Galway Bay to the west, the River Shannon to the east and Lough Derg to the southeast. Galway City, Roscommon, Mayo and Galway together form part of the west region of Ireland, with Galway City as the nearest designated gateway and Tuam town as the hub town for the County, as designated under the NSS.

Tuam's role as a Hub is to interact with and complement the Gateway of Galway City and drive development in rural north-east Galway. The Regional Planning Guidelines for the West Region 2010 - 2022 underpin this role and describe the town as an important industrial and agricultural centre for mid-Connacht. The Tuam Local

Area Plan 2011-2017 makes provision for the development needs of Tuam to reach its minimum residential targets as set by the Regional Planning Guidelines 2010 and to cater for the commercial, industrial, social and leisure requirements of this growing population.

Both roads are mainline routes with the N83 starting at its junction with the N6 at Galway and finishing at its junction with the N17 south of Knock Airport via High Street and Bridge Street within the proposed project works area.

The R328 starting from its junction with N17 at Ballindine East in the county of Mayo and its junction with N63 at Moylough in County Galway via Castle Street and Barrack Street within the proposed project works area.

Galway, due to its peripheral location relies heavily on its public road network for transportation. The NSS identifies the M6 national primary route as a strategic linking corridor and the N17/N18 as a strategic radial corridor. The Regional Planning Guidelines for the West Region designates the N/M6 and N17/18 as the main access routes in the region and the N83 as important inter-regional route as national secondary road within County Galway.

The R328 as a regional road supports the Galway economy by providing a link between the national roads of N17 and N63. This regional road links Dunmore and the region and connects it to the national routes. The route provides for traffic movement without the introduction of unnecessary traffic into residential or amenity areas.

6.4 FLORA AND FAUNA – BATS, MAMMALS, BIRDS ETC.

It is acknowledged in the GCDP that solutions to address Galway Gateway Traffic and Transportation issues are required to encourage balanced local, regional and national sustainable development and to maintain and increase safety for all road users. However, all feasible alternatives to address these issues must be assessed, including non-road alternatives, multimodal options, new infrastructure and/or upgrades of existing networks. However, any such transportation solutions must be cognisant of the high environmental status of an area and the high level of environmental protection afforded to designated European Sites in the study area. The N83 and R328 improvements are substantially on-line local improvement however OCSC were cognisant of the Sinking River status.

6.5 ARCHAEOLOGY, ARCHITECTURE AND CULTURAL HERITAGE

The GCDP has a Strategic aim for Heritage to Enhance and protect the built heritage and natural environment, including buildings, archaeology, landscape and biodiversity, within the County. Copies of the Record of Monuments and Places for County Galway are available from Galway County Council's Planning Department and through Galway County Libraries and the current scheme is not impacting on those monuments. Communities have perceptions of the landscape they inhabit. The perceptions arise from intrinsic attributes such as visual beauty, ecology, archaeology, social history, religious sites, mythology and traditional settlement patterns and community values. The application to An Bord Pleanála under Section 177 AE of Planning Act will outline any impact on the Sinking River or any special area of conservation. GCC will ensure that the provision and maintenance of the trees to be provided shall comply with the requirements of Irish National Forestry Standard 2024.

Works on the N83 & R328 will have regard to Archaeology & Development: Guidelines for Good Practice for Developers and any site intrusions will take cognisance of the regulations and governing legislation.

6.6 LANDSCAPE AND VISUAL IMPACT

While aware the Sinking River is adjacent to the current proposals, they are not located in an area identified as "Focal Points/Views" in the Landscape Character Assessment of County Galway or in Class 4 and 5 designated landscape areas and no visual impact assessment of the development is required. This will be balanced against the need to develop the key strategic infrastructure of the road scheme.

6.7 HYDROLOGY AND HYDROGEOLOGY

The scheme is in a village surrounded by predominately rural area and while a public water supply exists any works will aim to achieve a comprehensive record of any groundwater sources utilised locally. The development will be governed by the requirements of the Water Framework Directive and will comply with the Water Action Plan 2024 'River Basin Management Plan' objectives to avoid any impact on local safe / clean water.

6.8 NOISE

Galway County Council being the designated Action Planning authority under Article 7 of the Environmental Noise Regulations, has completed the Noise Action Plan 2019-2023 are not applicable in the case of the N83 or the R328 as the threshold is 3 million vehicles passages per year. GCDP also adopt a similar level and the N83 & R328 only represents a fraction of this level. Notwithstanding this, the posted speed limit in Dunmore is 50 Km/h.

6.9 AIR QUALITY AND CLIMATE

The GCDP identifies that Air quality in Ireland is of a high standard across the country and is among the best in Europe, meeting all EU air quality standards in 2010. This was due largely to prevailing clean Atlantic air and lack of large cities and heavy industry. While GCDP has objectives to encourage landscaping and deciduous tree planting in an environmentally sensitive manner within towns and villages as a means of air purification, the filtering of suspended particles and the improvement of their micro-climate this is more associated with emissions from buildings. All designs and analysis in relation to the N83 & R328 improvement scheme has taken account of climate change. The provision of alternative facilities for road users in the Dunmore village area will encourage change of mode of transport. The implementation of the construction contract will encourage use of renewable /eco-friendly materials subject to procurement constraints.

6.10 GROUND INVESTIGATION

A site investigation to investigate subsurface conditions utilising a variety of investigative methods in accordance with the project specification will be undertaken. The scope of the work included the following:

- i) Project site visit to observe existing conditions
- ii) Trial Pits to a maximum depth of 1.65m BGL.
- iii) Slit Trenches to identify existing services.
- iv) Geotechnical Laboratory testing.
- v) Factual Report

Intrusive investigations of trial pits and slit trenches will be undertaken to determine the sub surface conditions at the proposed site with regular sampling and in-situ testing to facilitate the geotechnical descriptions and to enable laboratory testing to be carried out on the soil samples recovered during excavation and drilling.

The exploratory hole locations coordinates, and elevation of the locations will be recorded.

Samples will be selected from the exploratory holes for geotechnical testing to assist in the classification of soils and to provide information for the proposed design. Geotechnical testing consisting of California Bearing Ratio (CBR) tests will be carried out. The ground conditions encountered during the investigation will be summarised with reference to in situ and laboratory test results. The full details of the strata encountered during the ground investigation will be provided in the exploratory hole logs in the site investigation report. The soil conditions encountered will be assessed for design of pavement. The full site investigation report will be available for inspection on completion if required.

6.11 FLOOD RISK ASSESSMENT

The scheme is classed as urban. This classification has been decided based on the village setting. The area has positive drainage to deal with road and hard standing and is subject to a high number of vehicles utilising the arterial routes and delivering to the local premises and schools. For this catchment a closed system is to be used, where the run-off is conveyed to a pipe network via gullies along the carriageway edge. The proposed scheme is to utilise the existing sustainable drainage systems, with the addition of separators to improve water quality of run-off prior to discharging to a local watercourse. These sustainable drainage systems will also act as a conveyance system for the run-off. Galway County Development plan states that a 1 in 100-year rainfall event can be designed for in urban areas.

7 CONSTRUCTION AND OPERATIONS PHASE MITIGATION MEASURES

The appointed Contractor will be required to submit a Construction Management Plan (CMP) to GCC for approval prior to commencement of the works. The CMP defines the physical and legal limitations within which the development works on the existing public road, footpaths, properties and the surrounding areas is undertaken. This development and its scope and extent are similar to that of standard development on Road Construction and incorporates demolition of buildings. The construction contract will have a detailed specification and contract documents and will incorporate any requirements that evolve from this planning process or the Section 177AE. The construction will generally take place during normal construction hours (In general the hours in which vehicles will arrive and depart will coincide with the expected site working hours of 7.00am to 7.00pm in the evening) within a six day week and overnight (24 hr) working where required will be subject to Galway County Council approval. The hours are to be subject to agreement with GCC. Where work will need to be undertaken outside of normal hours GCC and the local neighbours will be notified a number of weeks in advance and the approval of GCC is required.

All works on public roads will be undertaken in agreement with GCC and the requirements of the Traffic Management and in Particular Chapter 8 will be fully risk assessed and implemented in accordance with approvals. A construction programme will be developed when a contractor is appointed and issues such as those mentioned below will form part of approved issues with Galway County Council:

- Erection of site offices.
- Site clearance and erection of site security.
- Boundary treatments.
- Entrance details.
- The general public facilities.
- The construction methodology.
- General contract implementation

The contractor will be required as part of his contract to implement all environmental aspects of the contract and avoid any nuisance value to residents or road users. The construction contract will be required to adhere to all sustainable requirements of the Development Plan and to deal with all construction waste in accordance with sustainability and environmental legislation.

8 SUMMARY & CONCLUSIONS

The Section 177AE Application for proposed road improvement works on N83 & R328 regeneration of Dunmore Co. Galway to be submitted by Galway County Council to An Bord Pleanála in accordance with the requirements of proper planning and development of the area, planning legislation and in compliance with Galway County Development Plan. An Bord Pleanála will assess and evaluate that it has been demonstrated that the development aligns with and supports the protection of the Environment in compliance with national, regional and local planning policies and objectives. Potential impacts, including environmental, traffic and archaeology will be fully assessed as part of detailed design, and it is determined that the proposed works implement all protection and mitigations to protect the receiving environment.

In achieving the overall design objectives to improve alignment, increase flexibility for road users and regeneration of village centre, the proposed scheme delivers the following benefits for the road users:

- Improved Road Network;
- New Public Realm along Bridge Street linking the Town Square with the Sinking River;
- Attractive environment that accommodates local residents;
- Enhanced pedestrian access;
- Safer environment for all users, particularly for those with disabilities;
- Improved environment after dark;
- Improved arrangement for servicing and deliveries for local premises;
- Improved Landscape arrangement;
- Improved manoeuvrability on junctions;
- Improved services and broadband facilities.

It is therefore recommended that the Council proceed with a Section 177AE Application to An Bord Pleanála for the proposal as outlined in this Planning report and illustrated on the accompanying drawings.

9 VERIFICATION

This report was compiled and verified by:

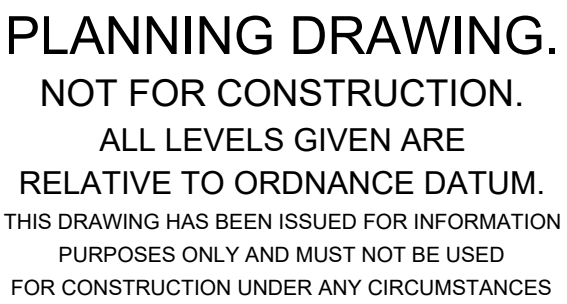
Suhas HS BEng (Civil), M. Tech (Transportation), MIEI

Civil Engineer

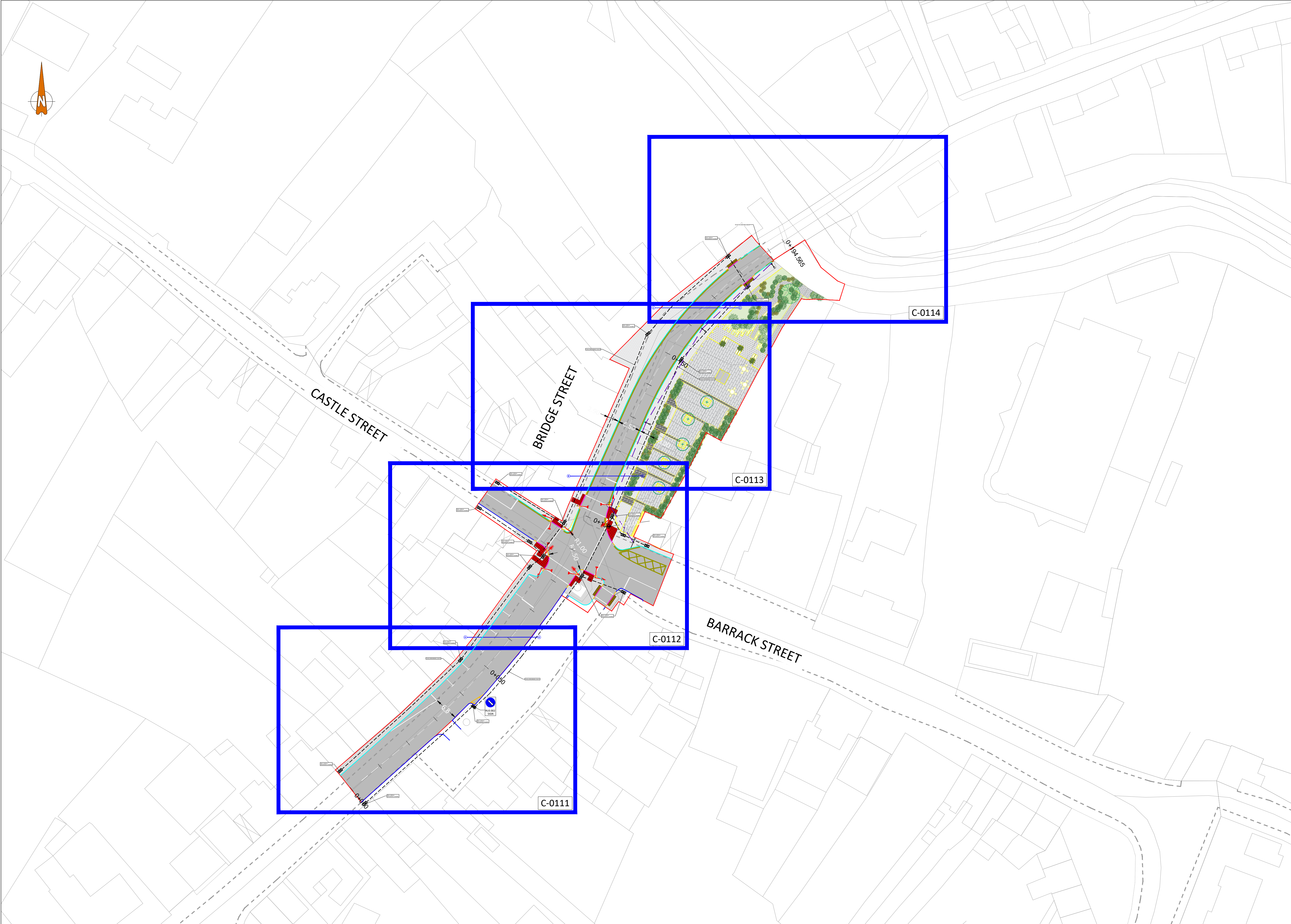
O'Connor Sutton Cronin & Associates



Appendix A **PROPOSED CONCEPT DESIGNS**



- Client: GALWAY COUNTY COUNCIL
- Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION
- Title: SITE LOCATION MAP
- | Code | Originator | Zone | Level | Type | Role | Number | Status | Revision |
|---------------|------------|------|--------------------|------|------------|--------|--------------|----------|
| G467- | OCSC | XX | XX | DR | C | 0100 | S4 | P01 |
| Date: MAY '23 | | | Scale @ A1: 1:1000 | | Drn by: BC | | Chkd by: SHS | |
| | | | | | | | Aprvd by: AH | |



LEGEND:

PROPOSED ROAD	
PROPOSED FOOTPATH	
INSITU CONCRETE STANDARD KERB 125mm UPSTAND TO TII-CC-SCD-01102	
INSITU CONCRETE TRANSITION KERB TO TII-CC-SCD-01102	
INSITU CONCRETE DROPPED KERB 0-6mm UPSTAND TO TII-CC-SCD-01102	
EXISTING KERB	
INSITU CONCRETE KERB RUBBING STRIP 180mm BY 250mm UPSTAND	
PUBLIC LIGHTING DUCTING	
SITE NOTICE	

ROAD MARKINGS.	
	STOP LINE 300mm WIDE TO TSM RRM 017
	WORDED 'STOP' MARKING TO TSM M114
	CONTINUOUS SINGLE CENTRE LINE 100mm WIDE TO TSM RRM 001
	WARNING CENTRE LINE 100mm WIDE TO TSM RRM 002D
	DOUBLE YELLOW LINE (TSM RRM 008)
	PARALLEL PARKING BAY TO TSM RRM 011
	PEDESTRIAN CROSSING LINE TO TSM M131
	YELLOW BOX TO TSM RRM 020
TACTILE PAVING.	
	RED COLOURED TACTILE PAVING TO CONTROLLED PEDESTRIAN CROSSING
	BUFF COLOURED TACTILE PAVING TO UNCONTROLLED PEDESTRIAN CROSSING
TRAFFIC SIGNALS.	
	RS 115mm DIAMETER RETENTION SOCKET
	RTS 001 PRIMARY
	RTS 001 SECONDARY
	RPC 004 PEDESTRIAN SIGNAL HEAD

Sports Ground

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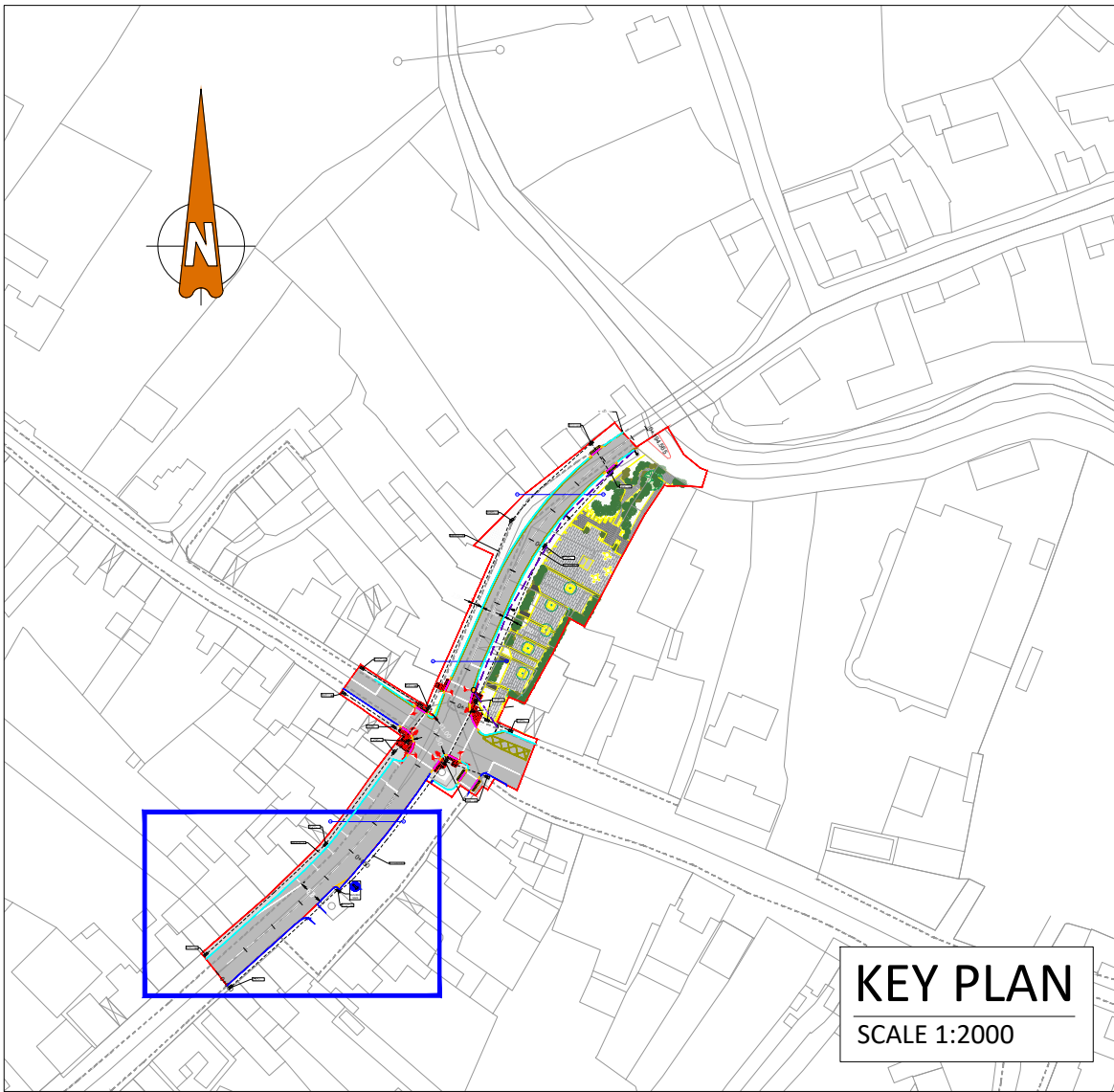
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Client:	GALWAY COUNTY COUNCIL						
Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION						
Title:	GENERAL ARRANGEMENT LAYOUT KEY PLAN						
Code	Originator	Zone	Level	Type	Role	Number	Status
G467	OCSC	XX	XX	DR	C	0110	S4
Date:	MAY '25	Scale:	A1:1:500	Drn by:	BC	Chkd by:	SHS
				Aprvd by:	AH		



LEGEND:

PROPOSED ROAD

PROPOSED FOOTPATH

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125mm UPSTAND TO THI-CC-SCD-01102

INSITU CONCRETE TRANSITION KERB
TO THI-CC-SCD-01102

INSITU CONCRETE DROPPED KERB
0-6mm UPSTAND TO THI-CC-SCD-01102

EXISTING KERB

INSITU CONCRETE KERB RUBBING
STRIP 180mm BY 250mm UPSTAND

PUBLIC LIGHTING DUCTING

SITE NOTICE

ROAD MARKINGS.	
	STOP LINE 300mm WIDE TO TSM RRM 017
	WORDED 'STOP' MARKING TO TSM M114
	CONTINUOUS SINGLE CENTRE LINE 100mm WIDE TO TSM RRM 001
	WARNING CENTRE LINE 100mm WIDE TO TSM RRM 002D
	DOUBLE YELLOW LINE (TSM RRM 008)
	PARALLEL PARKING BAY TO TSM RRM 011
	PEDESTRIAN CROSSING LINE TO TSM M131
	YELLOW BOX TO TSM RRM 020
TACTILE PAVING.	
	RED COLOURED TACTILE PAVING TO CONTROLLED PEDESTRIAN CROSSING
	BUFF COLOURED TACTILE PAVING TO UNCONTROLLED PEDESTRIAN CROSSING
TRAFFIC SIGNALS.	
	RS 115mm DIAMETER RETENTION SOCKET
	RTS 001 PRIMARY
	RTS 001 SECONDARY
	RPC 004 PEDESTRIAN SIGNAL HEAD



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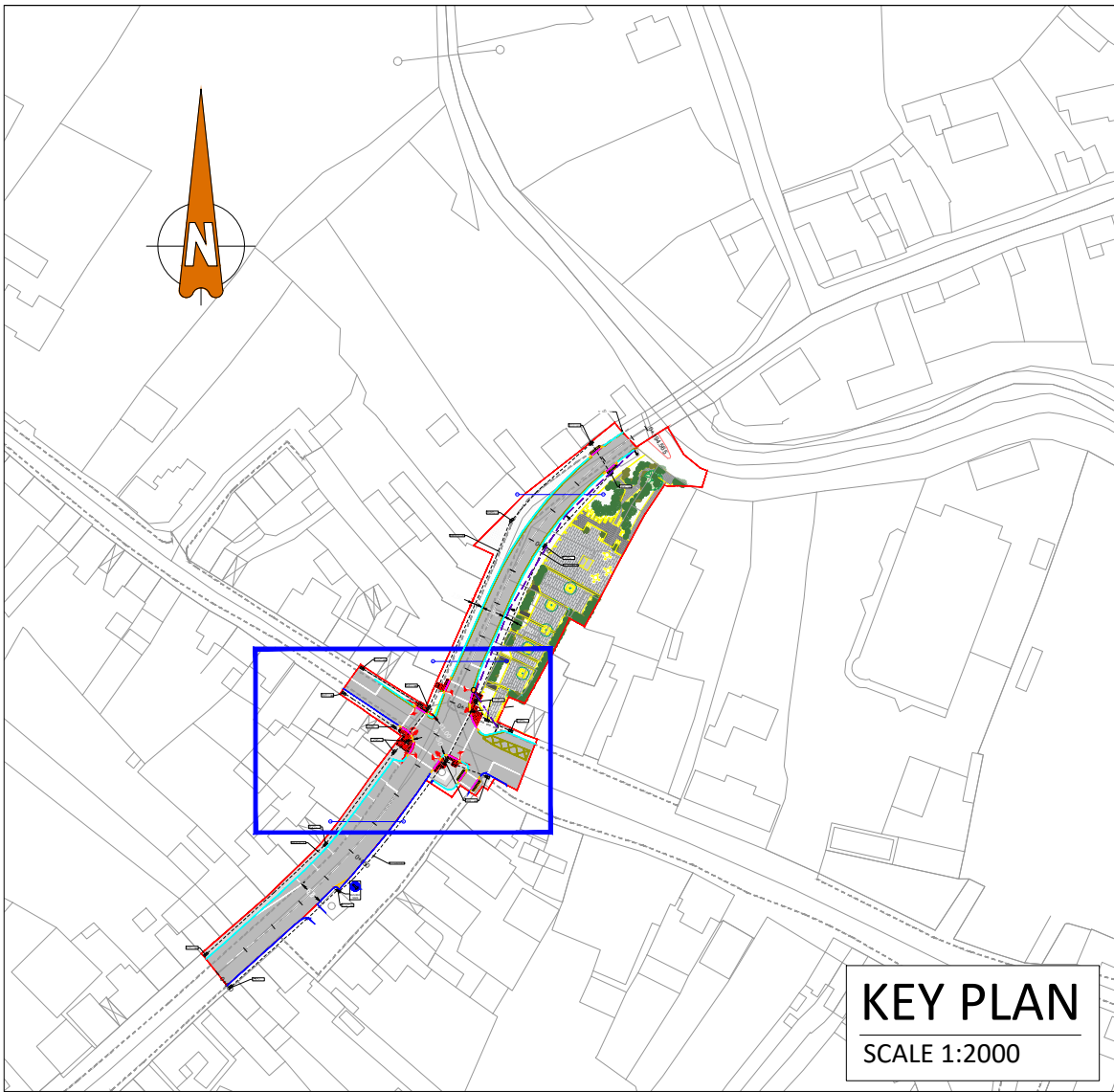
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Client:	GALWAY COUNTY COUNCIL						
Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION						
Title:	GENERAL ARRANGEMENT LAYOUT SHEET 1 OF 4						
Code	Originator	Zone	Level	Type	Role	Number	Status
G467	OCSC	XX	XX	DR	C	0111	S4
Revision		P01					
Date:		MAY '25		Scale @ A1: 1:100		Drn by: BC Chkd by: SHS Aprvd by: AH	



LEGEND:

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PROPOSED FOOTPATH
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INSITU CONCRETE TRANSITION KERB
TO TII-CC-SCD-01102
INSITU CONCRETE DROPPED KERB
0-6mm UPSTAND TO TII-CC-SCD-01102
EXISTING KERB
INSITU CONCRETE KERB RUBBING
STRIP 180mm BY 250mm UPSTAND
PUBLIC LIGHTING DUCTING
SITE NOTICE

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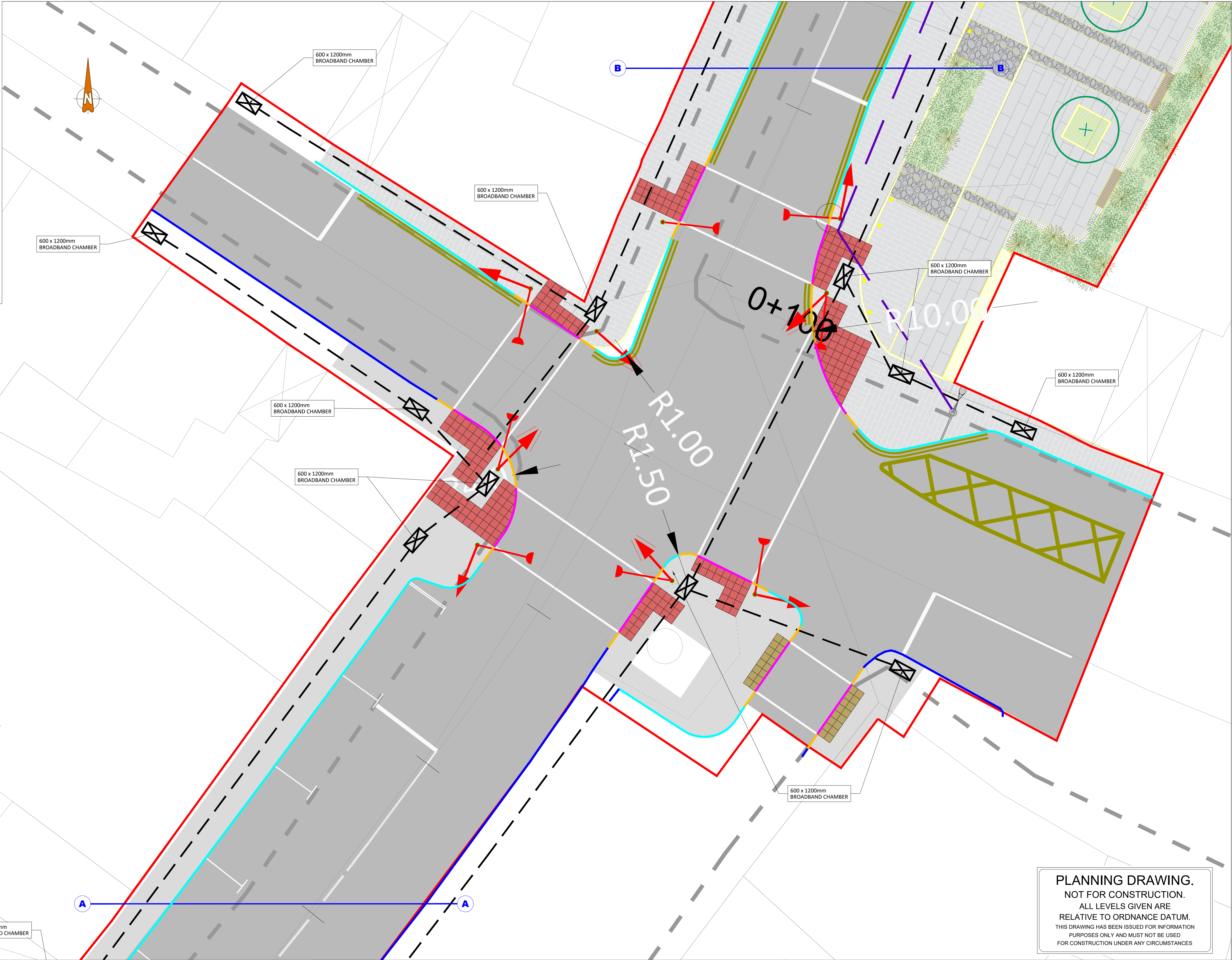
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WARNING CENTRE LINE 100mm WIDE TO
TSM RRM 002D
DOUBLE YELLOW LINE (TSM RRM 008)
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TACTILE PAVING.

RED COLOURED TACTILE PAVING TO
CONTROLLED PEDESTRIAN CROSSING
BUFF COLOURED TACTILE PAVING TO
UNCONTROLLED PEDESTRIAN CROSSING

TRAFFIC SIGNALS.

RS 115mm DIAMETER RETENTION SOCKET
RTS 001 PRIMARY
RTS 001 SECONDARY
RPC 004 PEDESTRIAN SIGNAL HEAD



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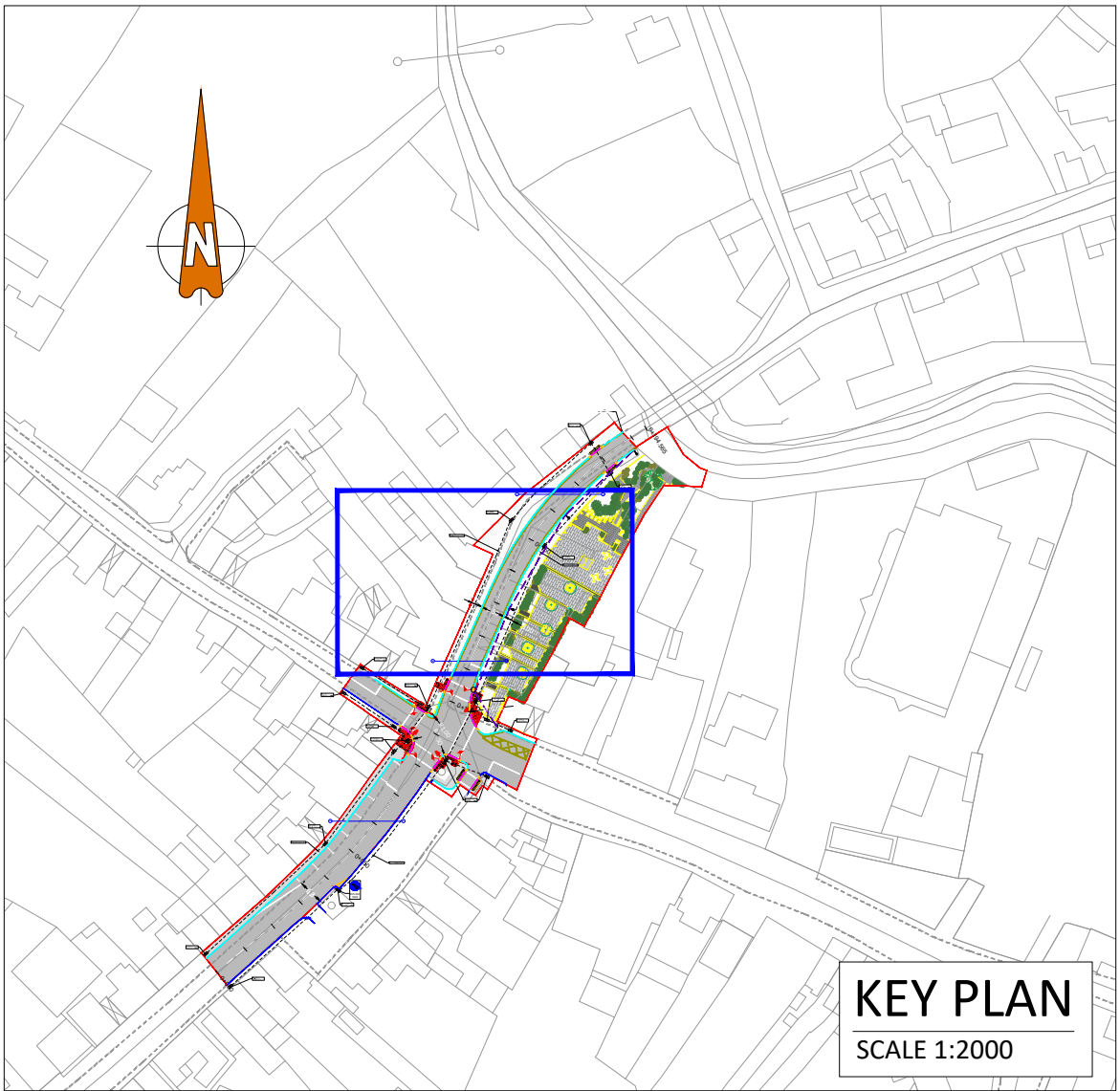
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Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION

Title: GENERAL ARRANGEMENT LAYOUT
SHEET 2 OF 4

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	0112	S4	P01
Date: MAY '25 Scale @ A1:1:100		Drn by: BC		Chkd by: SHS		Aprvd by: AH		



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TO TII-CC-SCD-01102
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INSITU CONCRETE KERB RUBBING
STRIP 180mm BY 250mm UPSTAND
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ROAD MARKINGS.

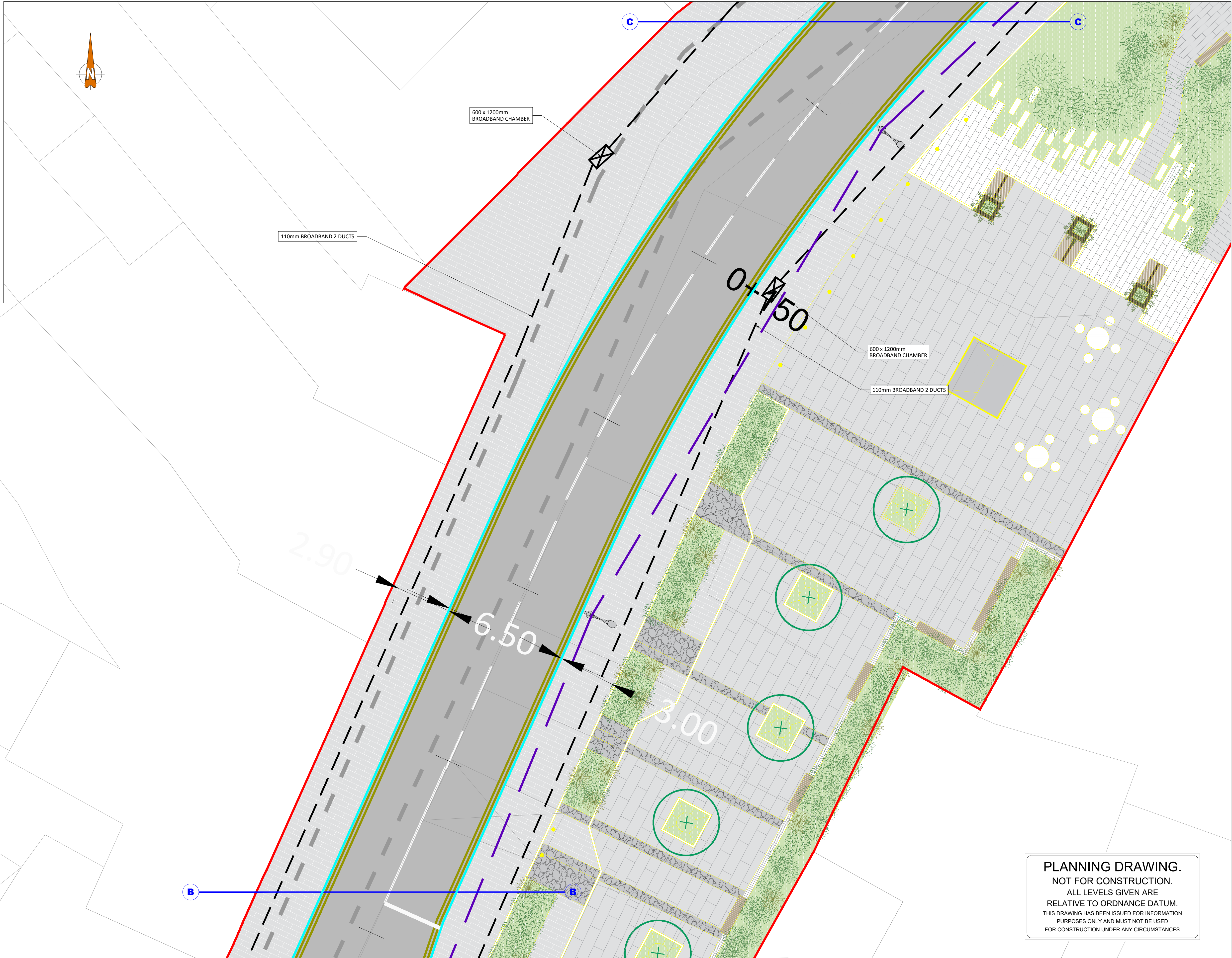
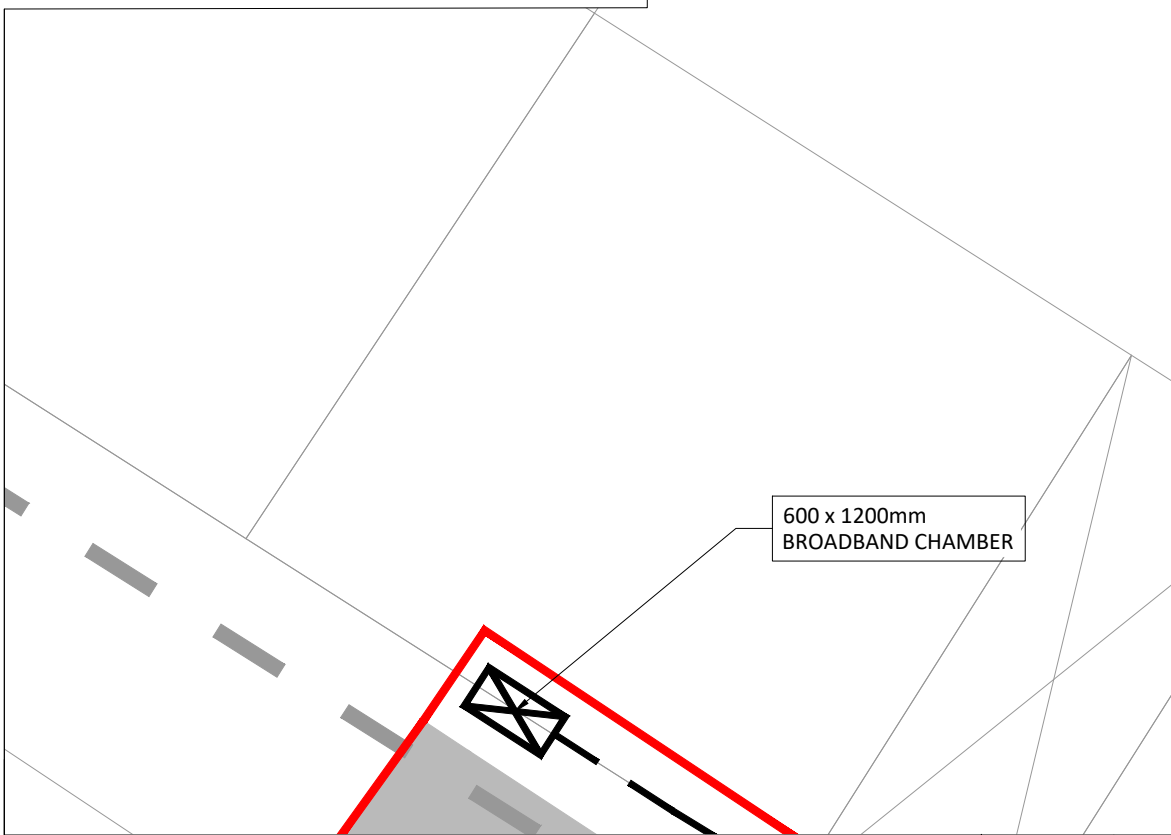
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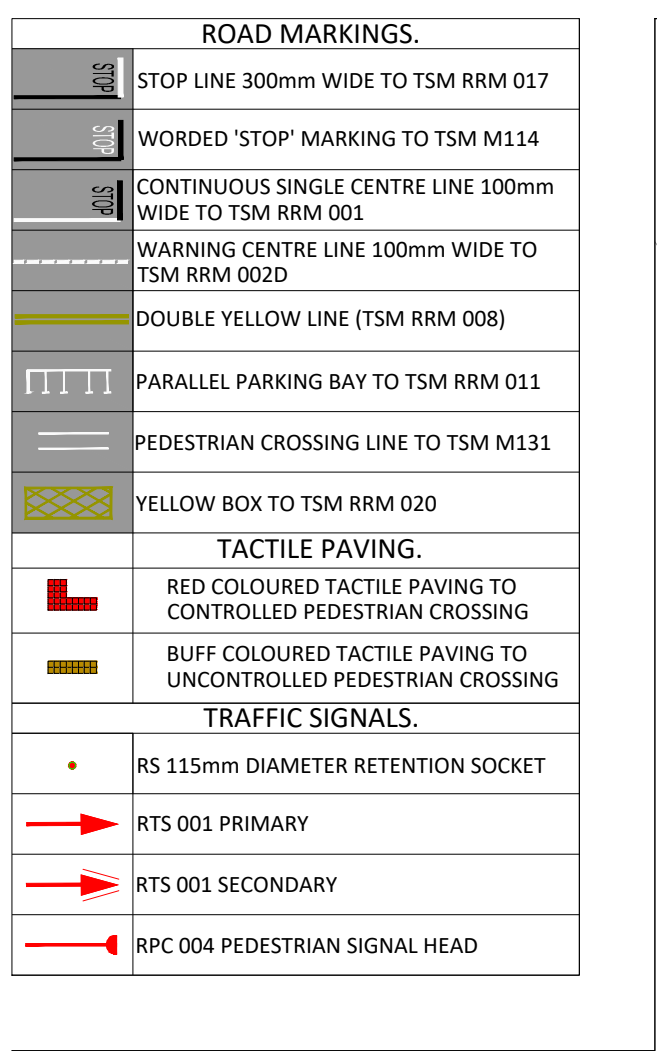
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Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION						
Title:	GENERAL ARRANGEMENT LAYOUT SHEET 3 OF 4						
Code	Originator	Zone	Level	Type	Role	Number	Status
G467	OCSC	XX	XX	DR	C	0113	S4
Date:	MAY '25	Scale	@ A1:1:100	Drn by:	BC	Chkd by:	SHS
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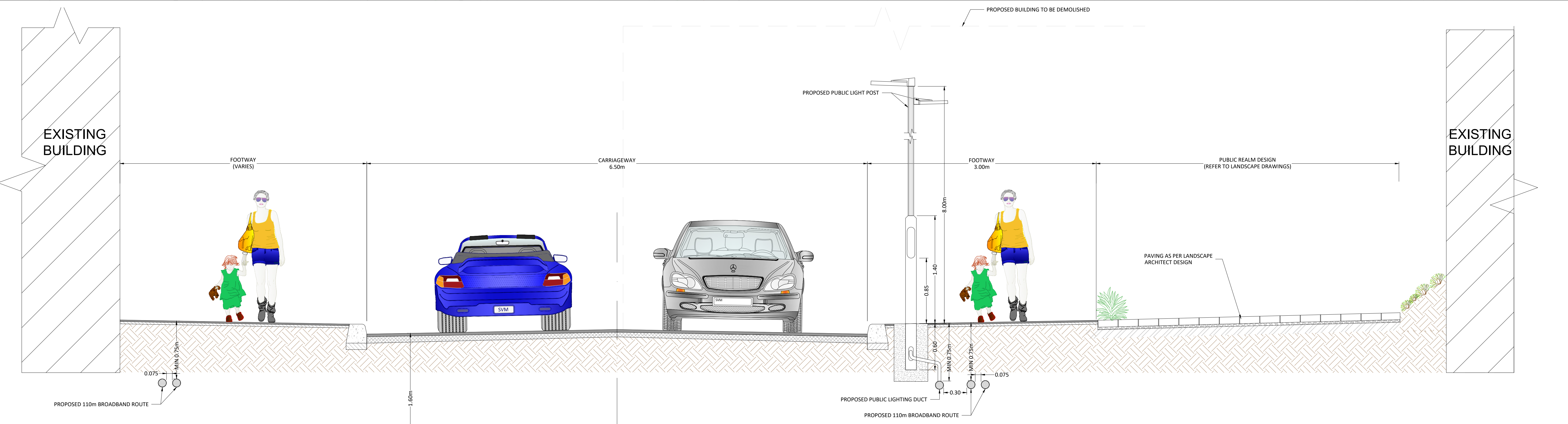
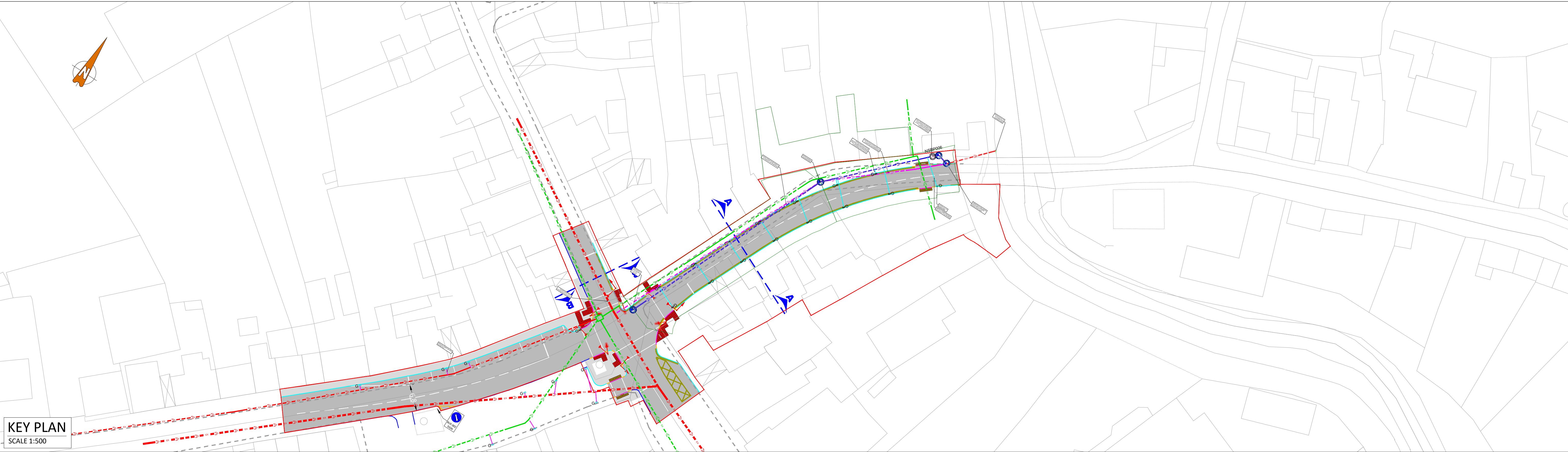
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Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION
Title:	GENERAL ARRANGEMENT LAYOUT SHEET 4 OF 4

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	0114	S4	P01
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TYPICAL ROAD CROSS SECTION A-A
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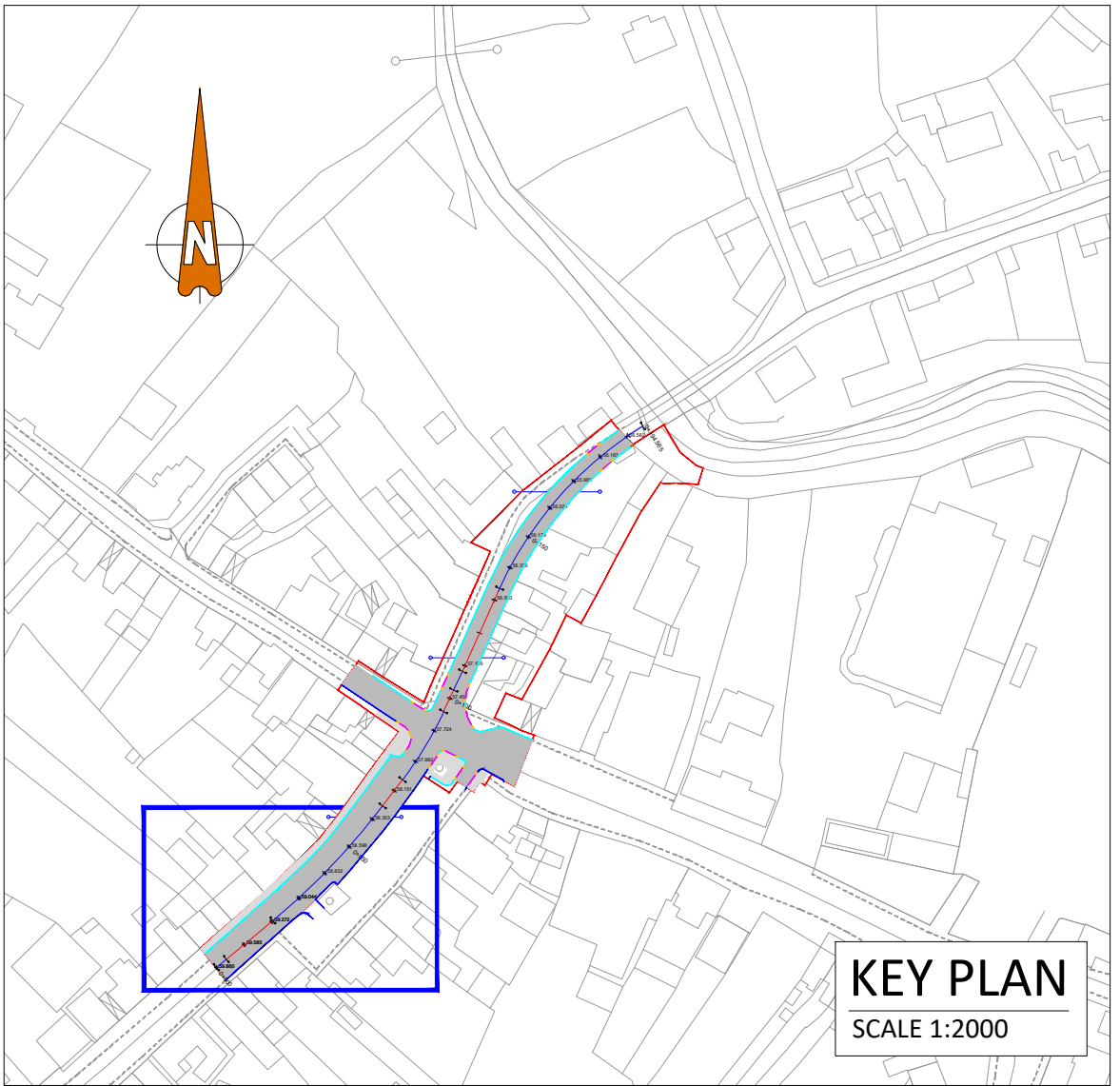
Client: GALWAY COUNTY COUNCIL

Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION

Title: TYPICAL ROAD CROSS SECTION A-A

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
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Date: MAY '25Scale @ A1:A5 SHOWN Drn by: BC						Chkd by: SHS	Aprvd by: AH	

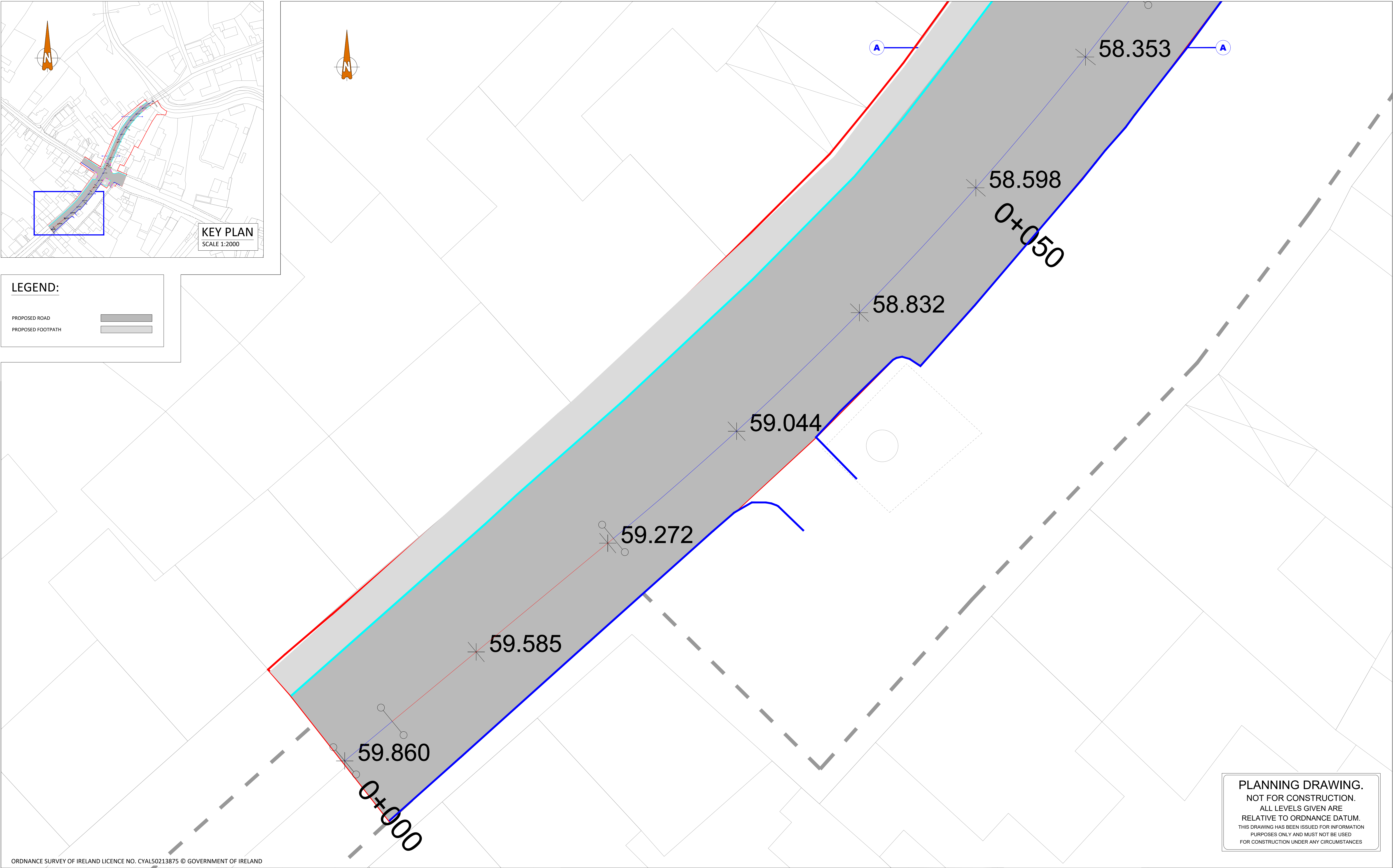
Date: MAY '25 Scale @ A1: 1:500 Drn by: BC Chkd by: SHS Aprvd by: AH



LEGEND:

PROPOSED ROAD

PROPOSED FOOTPATH



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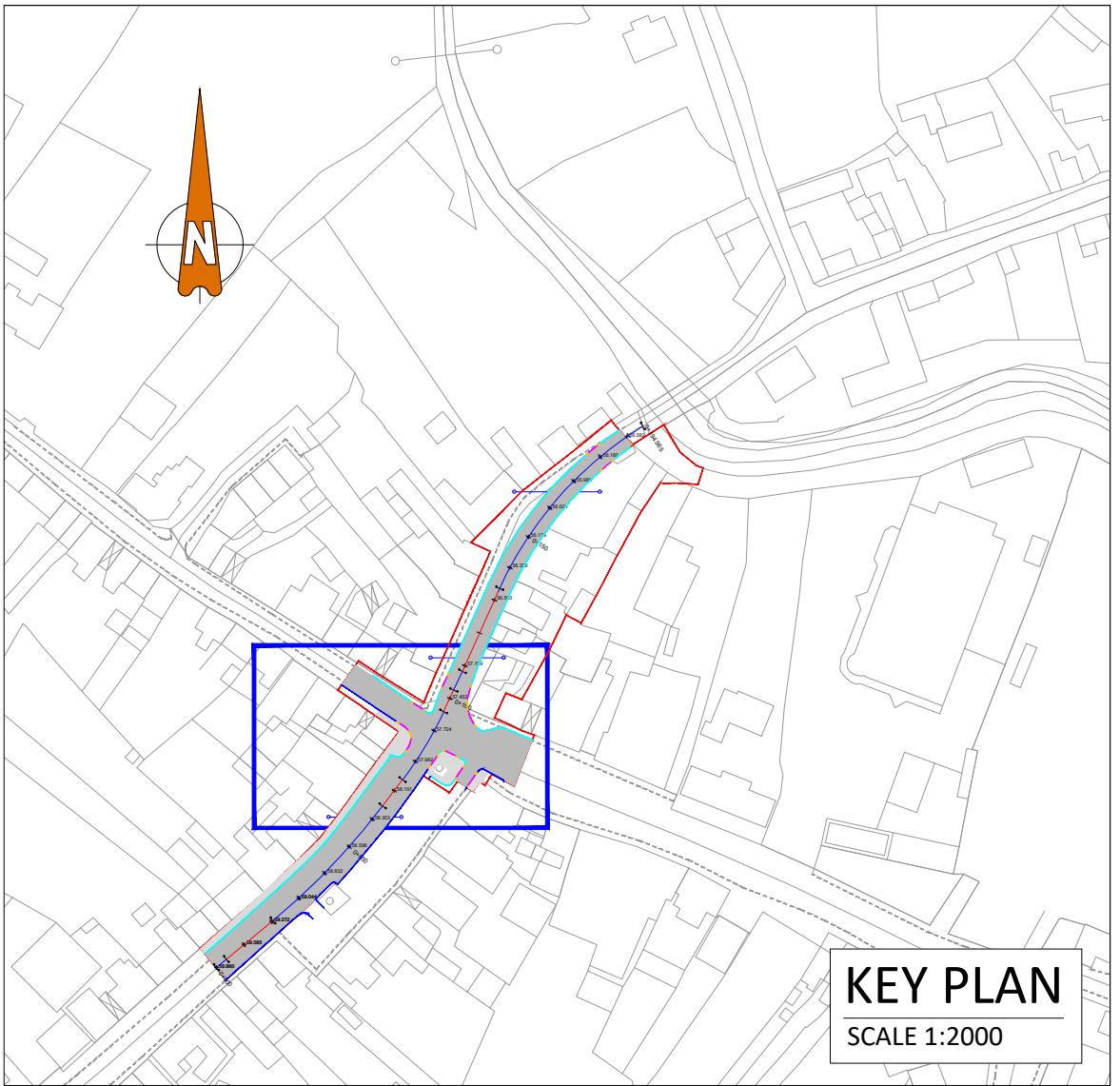
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Client: GALWAY COUNTY COUNCIL

Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION

Title: PROPOSED ROAD LEVELS
SHEET 1 OF 4

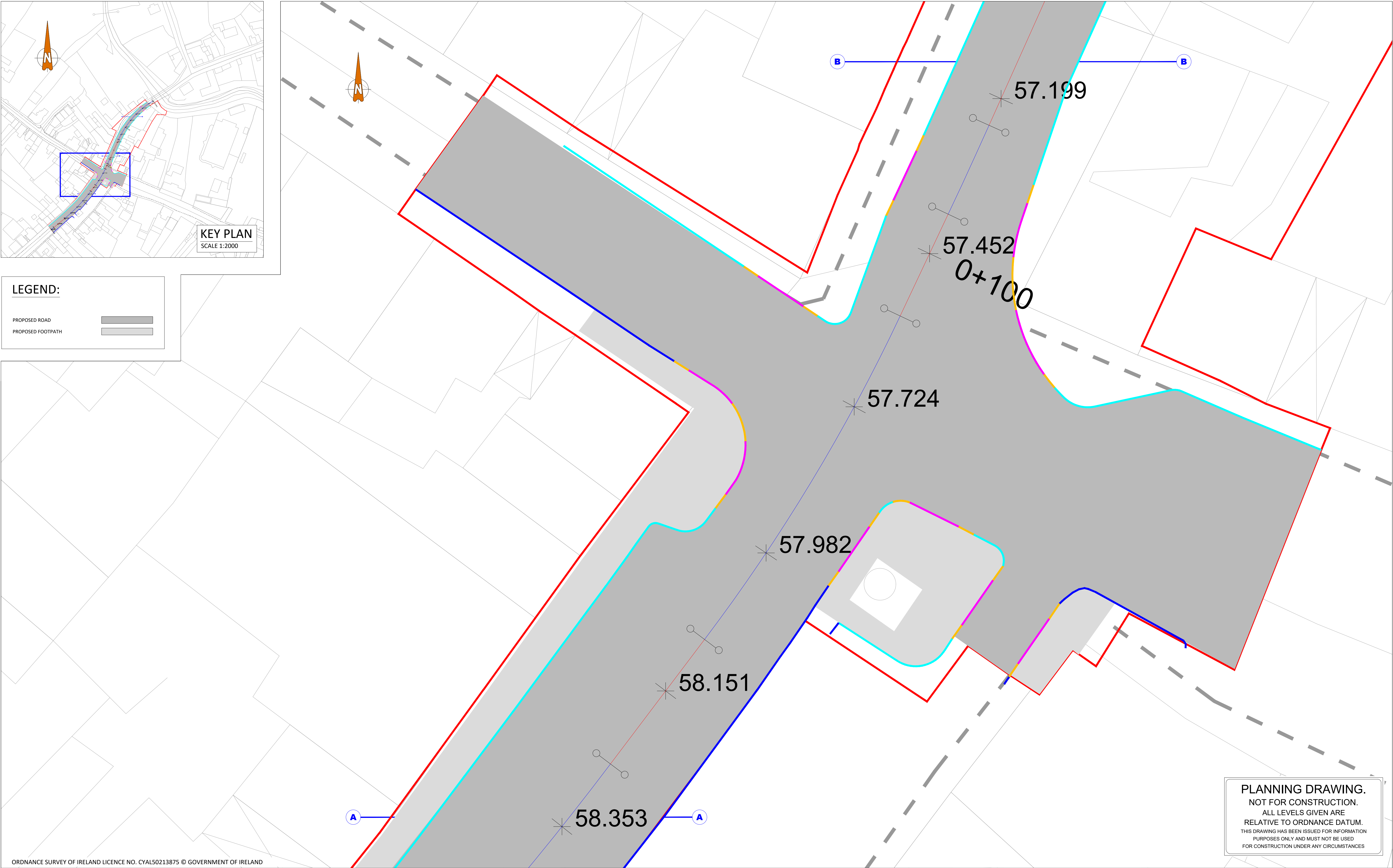
Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
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Date: MAY '25			Scale @ A1: 1:100		Drn by: BC			
					Chkd by: SHS			
					Aprvd by: AH			



LEGEND:

PROPOSED ROAD

PROPOSED FOOTPATH



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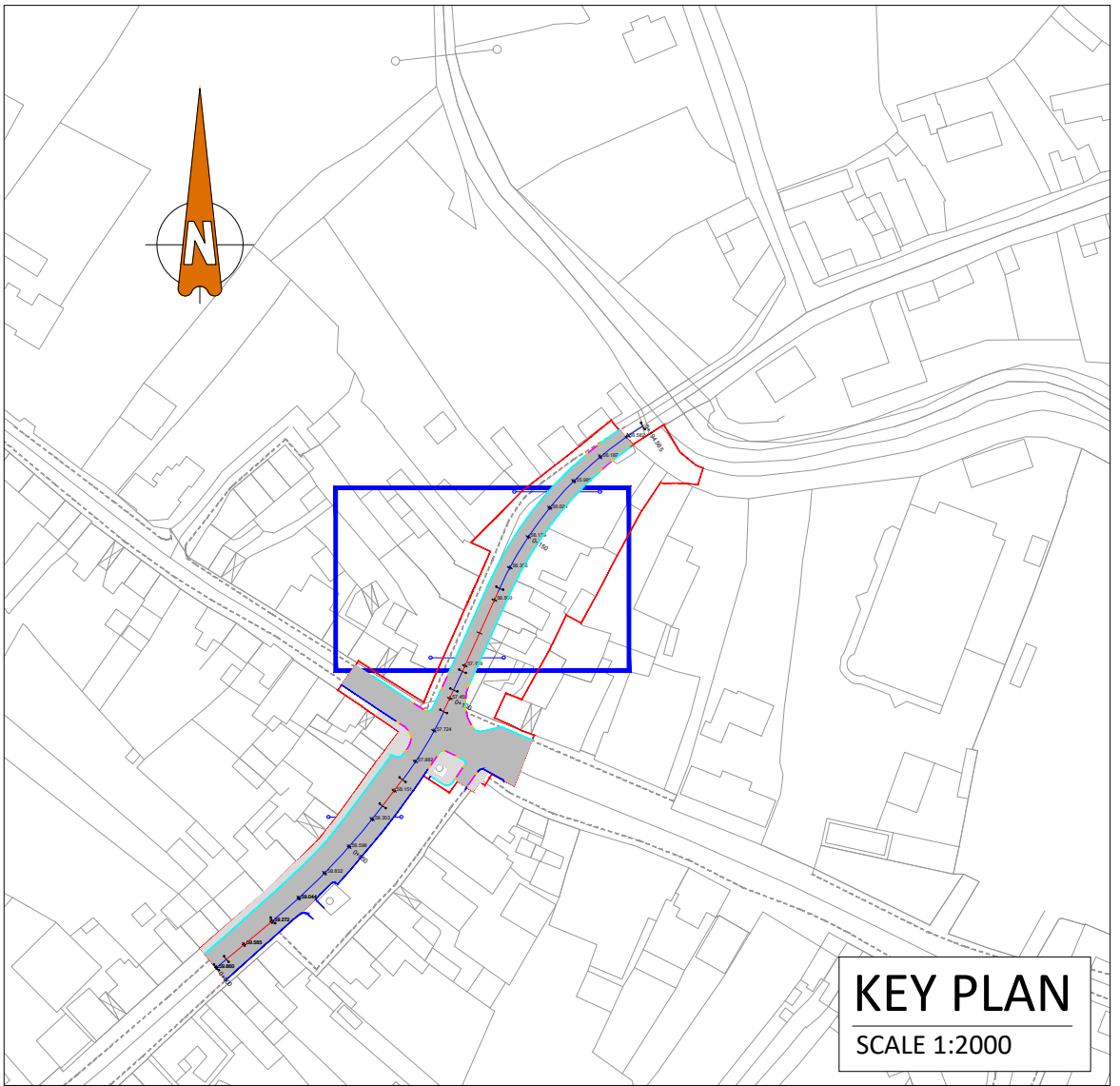


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RURAL REGENERATION
Title: PROPOSED ROAD LEVELS
SHEET 2 OF 4

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	0132	S4	P01
Date: MAY '25 Scale @ A1: 1:100 Drn by: BC Chkd by: SHS Aprvd by: AH								



LEGEND:

PROPOSED ROAD

PROPOSED FOOTPATH



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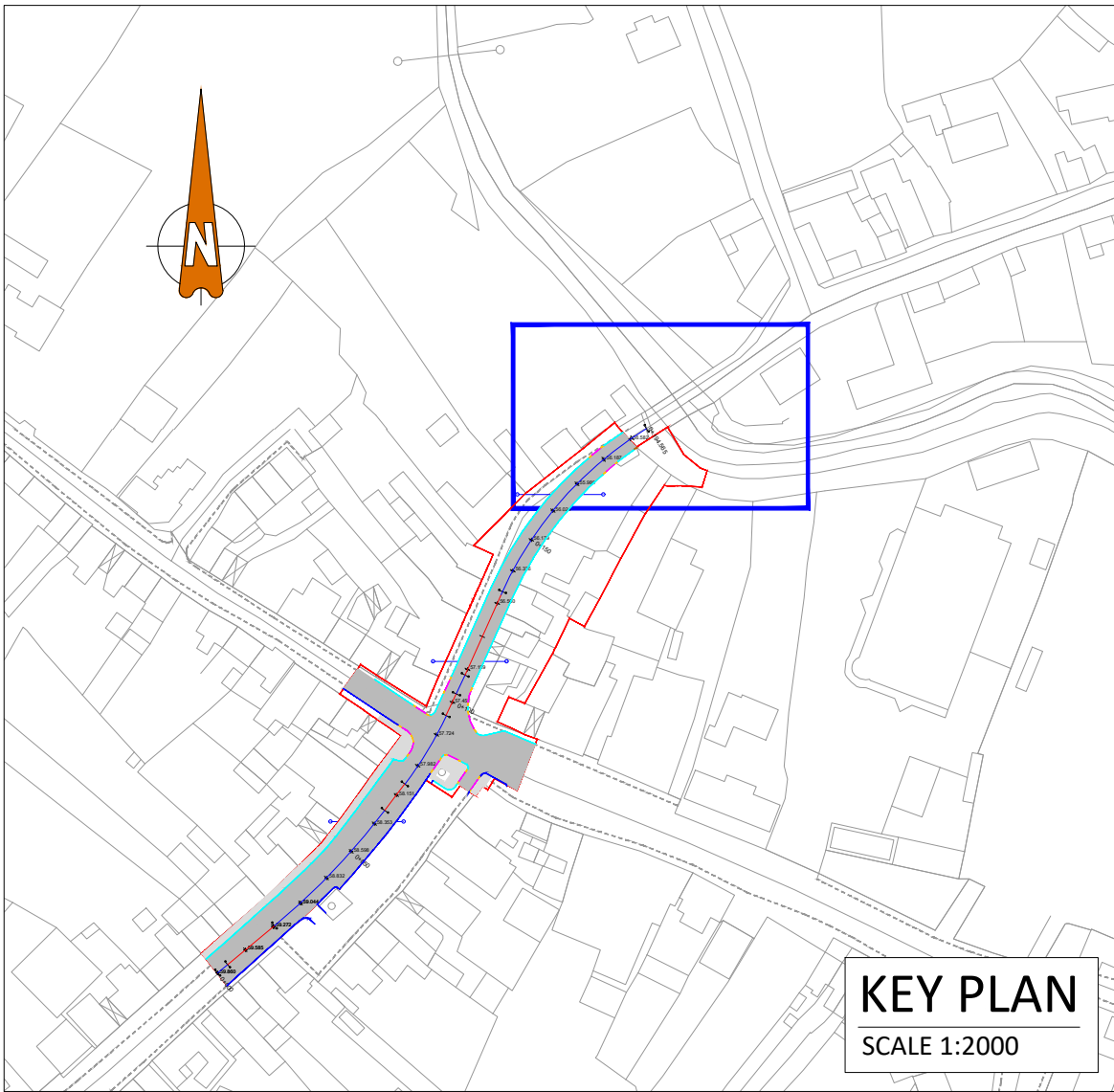
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Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION						
Title:	PROPOSED ROAD LEVELS SHEET 3 OF 4						
Code	Originator	Zone	Level	Type	Role	Number	Status
G467	OCSC	XX	XX	DR	C	0133	S4
Date: MAY '25			Scale @ A1: 1:100		Drn by: BC		Chkd by: SHS
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LEGEND:

PROPOSED ROAD

PROPOSED FOOTPATH



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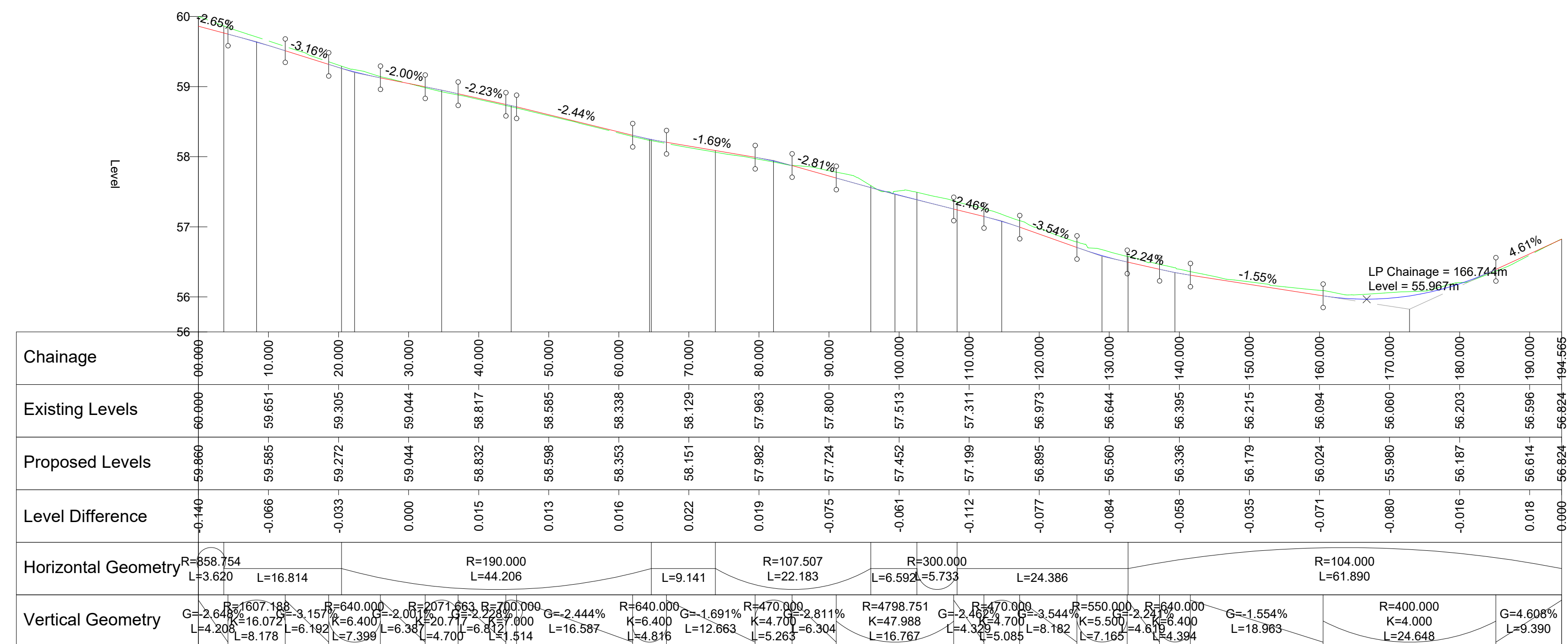
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Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION						
Title:	PROPOSED ROAD LEVELS SHEET 4 OF 4						
Code	Originator	Zone	Level	Type	Role	Number	Status
G467	OCSC	XX	XX	DR	C	0134	S4
Date: MAY '25			Scale @ A1: 1:100		Drn by: BC		Chkd by: SHS
							Aprvd by: AH

LEGEND:

PROPOSED ROAD
PROPOSED FOOTPATH
EXISTING PROFILE



BRIDGE ST - N83 - LONGSECTION

SCALE: H 1:500,V 1:50. DATUM: 55.500



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EV COUNCIL

Y COUNCIL
EFT DUNMORE

EET DUNMORE
ATION

LAND PROFILE

NAME AND PROFILE

Level	Type	Role	Number	Status	Revision
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Level	Type	Role	Number	Status	Revision
XX	DB	C	0140	S4	P01

XX	DR	C	0140	34	F01
OWN Drp by: BC			Chkd by: SHS	Apprvd by: AH	

OWN DIII by:BC CHKA by:JHS APrvd by:All

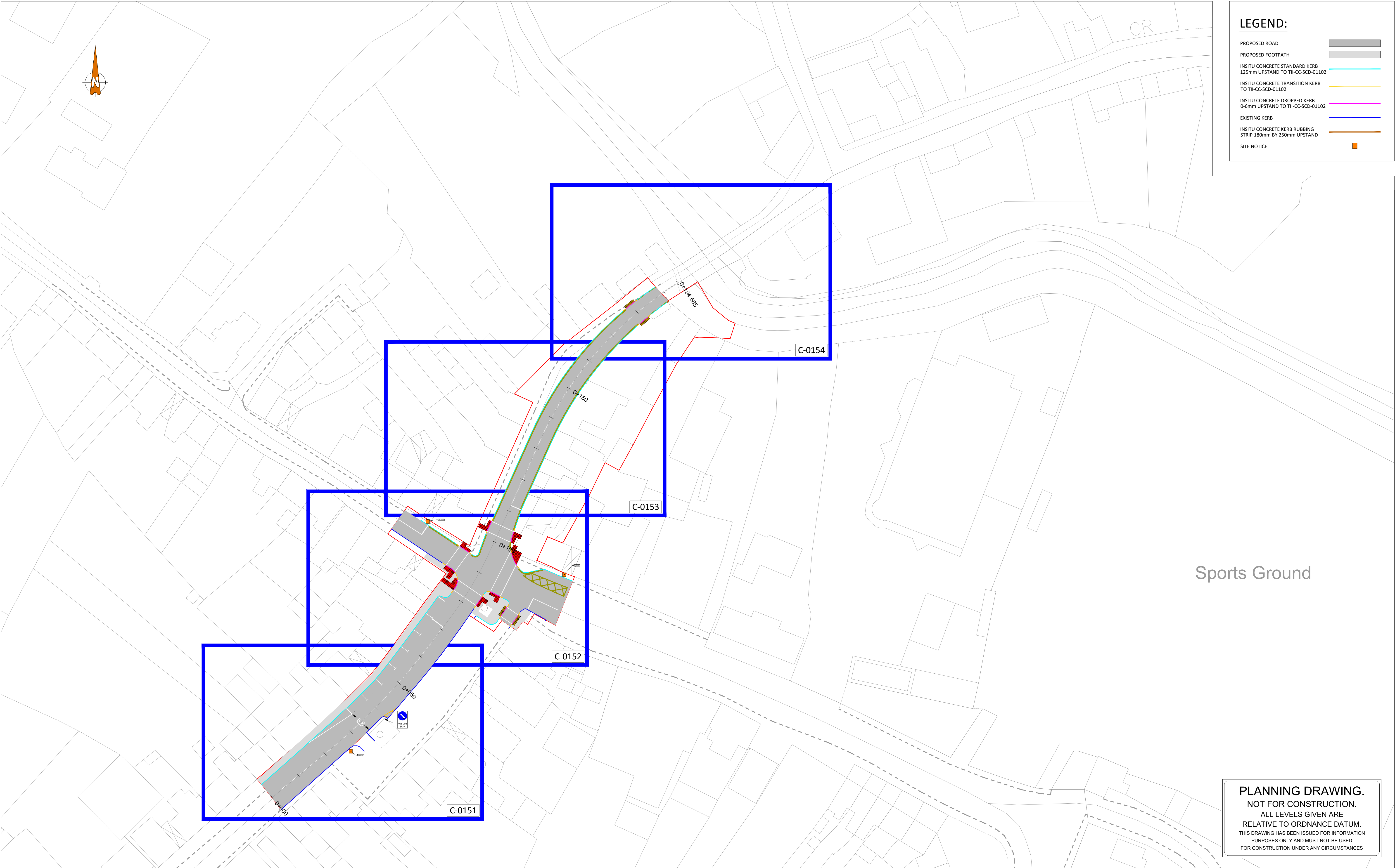
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[illegible]

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LEGEND:

- PROPOSED ROAD
- PROPOSED FOOTPATH
- INSITU CONCRETE STANDARD KERB
125mm UPSTAND TO TII-CC-SCD-01102
- INSITU CONCRETE TRANSITION KERB
TO TII-CC-SCD-01102
- INSITU CONCRETE DROPPED KERB
0-6mm UPSTAND TO TII-CC-SCD-01102
- EXISTING KERB
- INSITU CONCRETE KERB RUBBING
STRIP 180mm BY 250mm UPSTAND
- SITE NOTICE

Sports Ground

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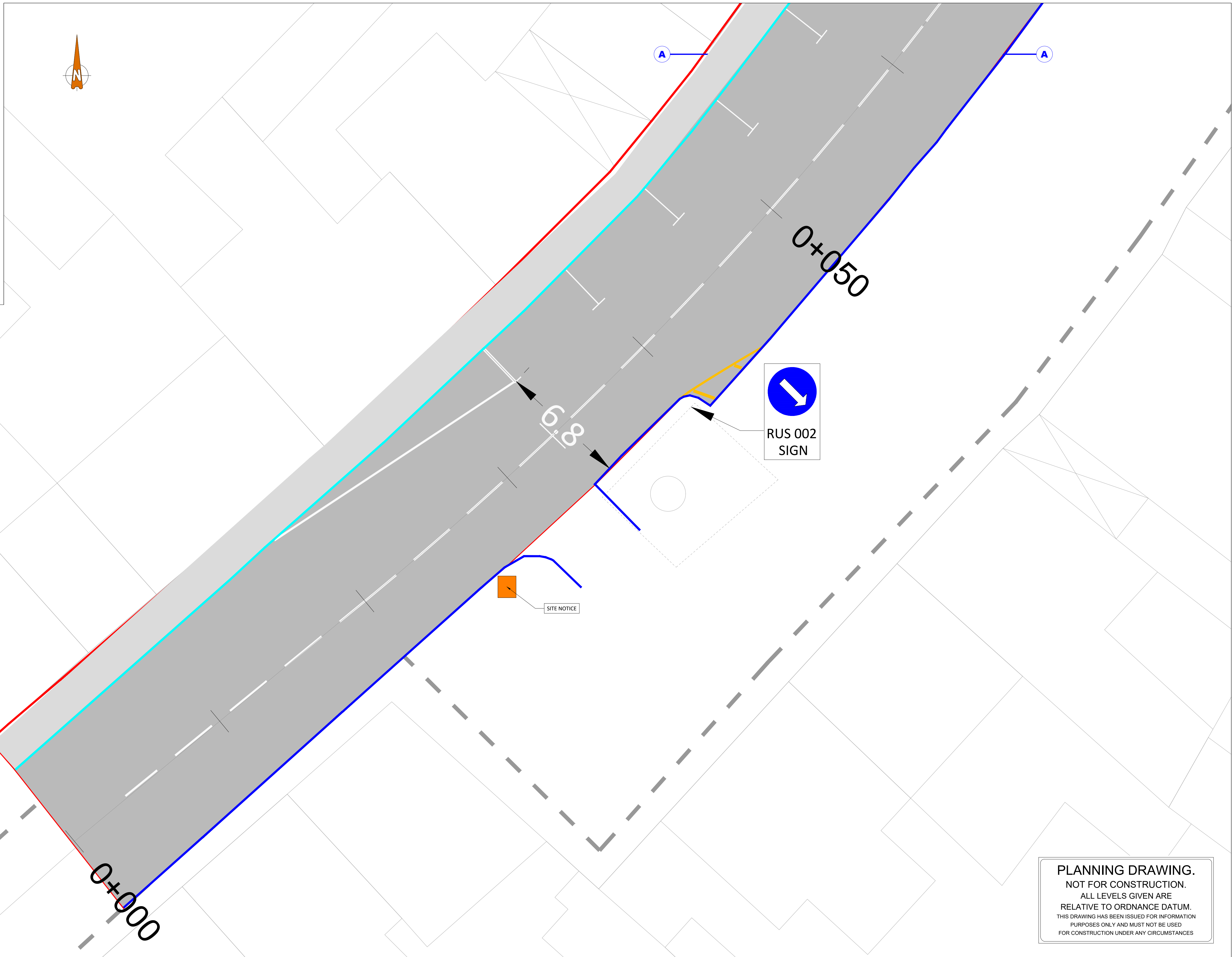
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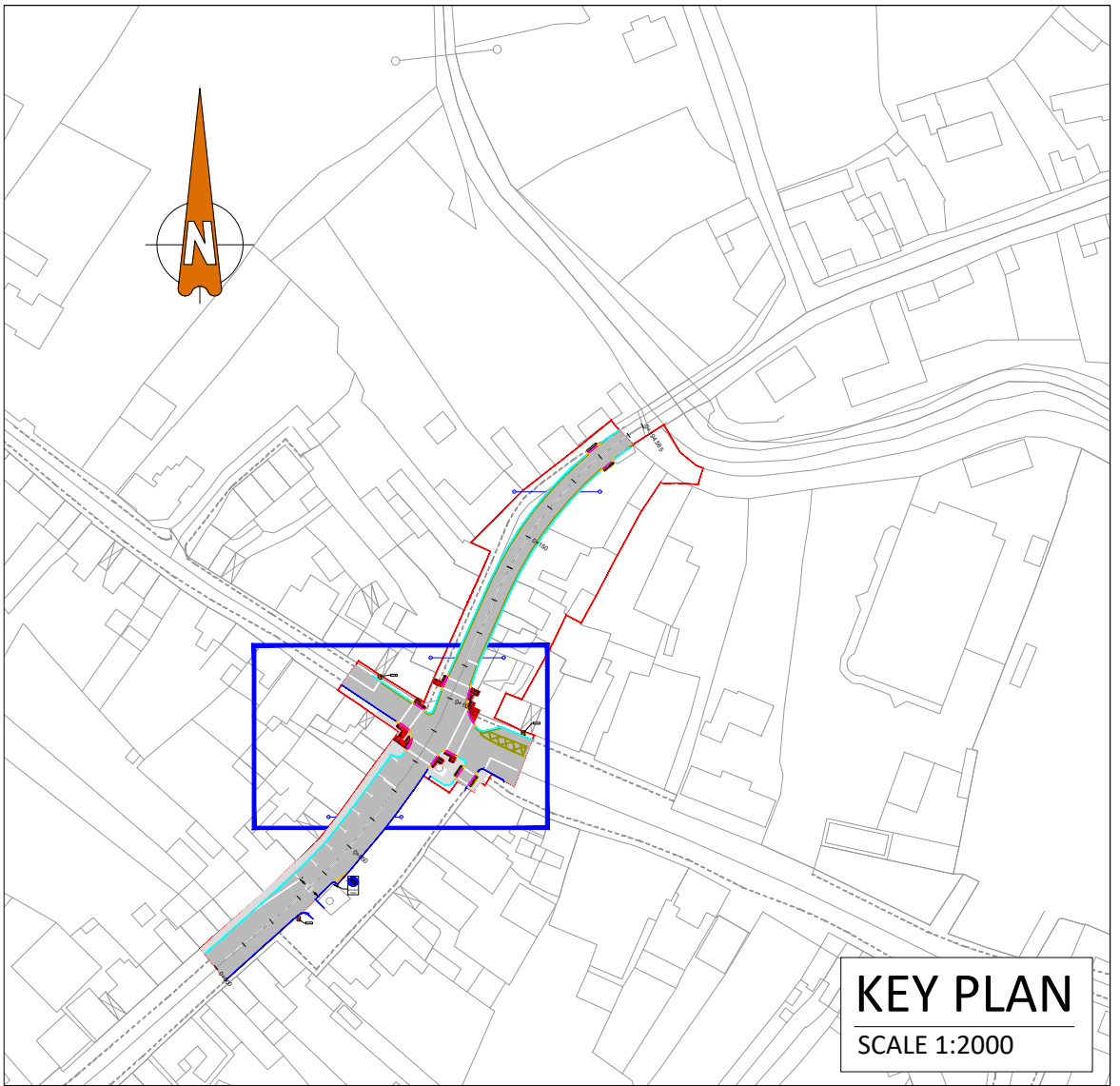
Client: GALWAY COUNTY COUNCIL
Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION
Title: SITE LOCATION MAP SHOWN SITE NOTICES
KEY PLAN

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
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Date: MAY '25 Scale @ A1: 1:500 Drn by: BC Chkd by: SHS Aprvd by: AH								



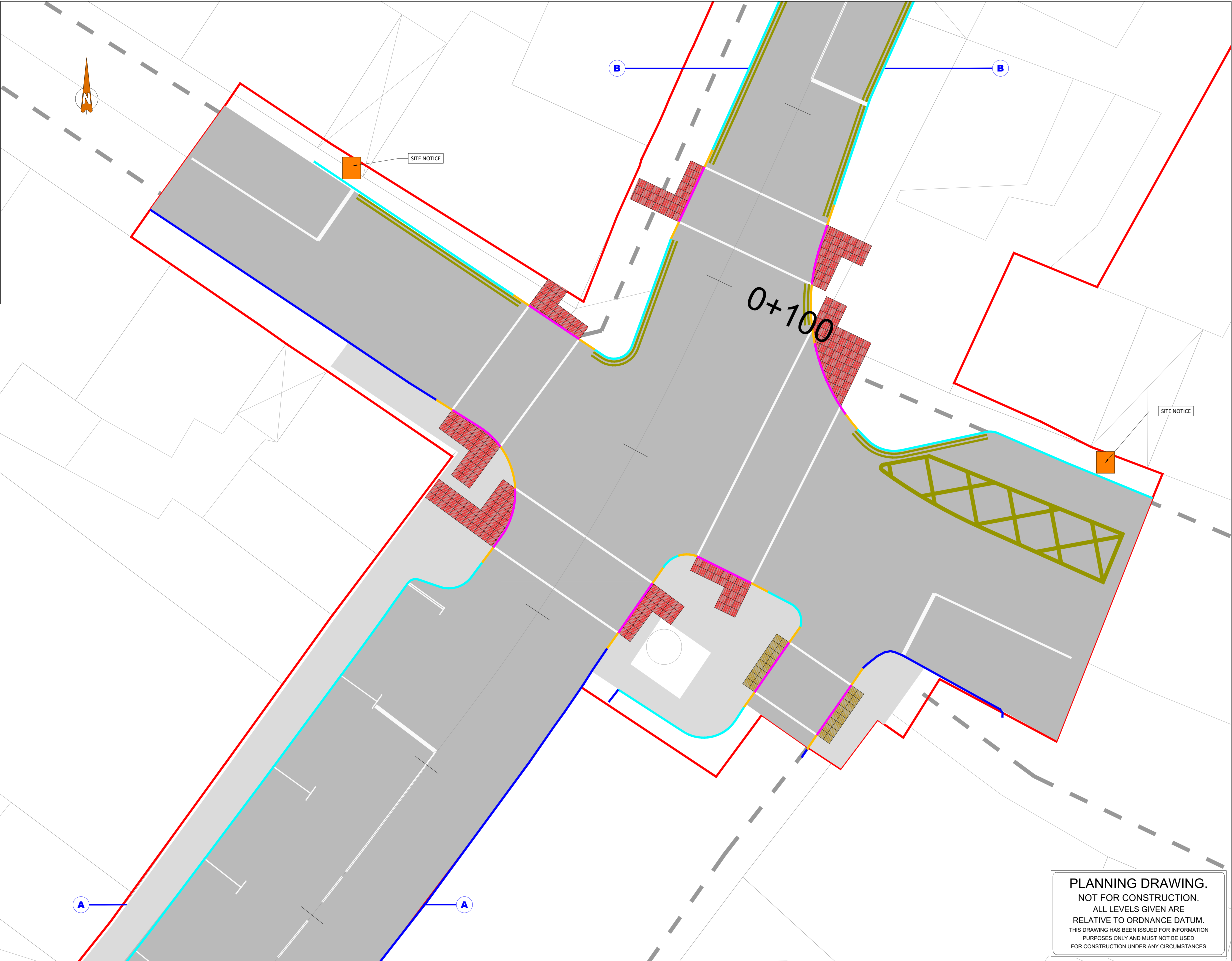
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Date:MAY '25Scale @ A1:1:100				Drn by:BC		Chkd by:SHS	Aprvd by:AH	

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LEGEND:

PROPOSED ROAD	
PROPOSED FOOTPATH	
INSITU CONCRETE STANDARD KERB 125mm UPSTAND TO TII-CC-SCD-01102	
INSITU CONCRETE TRANSITION KERB TO TII-CC-SCD-01102	
INSITU CONCRETE DROPPED KERB 0-6mm UPSTAND TO TII-CC-SCD-01102	
EXISTING KERB	
INSITU CONCRETE KERB RUBBING STRIP 180mm BY 250mm UPSTAND	
SITE NOTICE	



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Client: GALWAY COUNTY COUNCIL

Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION

Title: SITE LOCATION MAP SHOWN SITE NOTICES
SHEET 2 OF 4

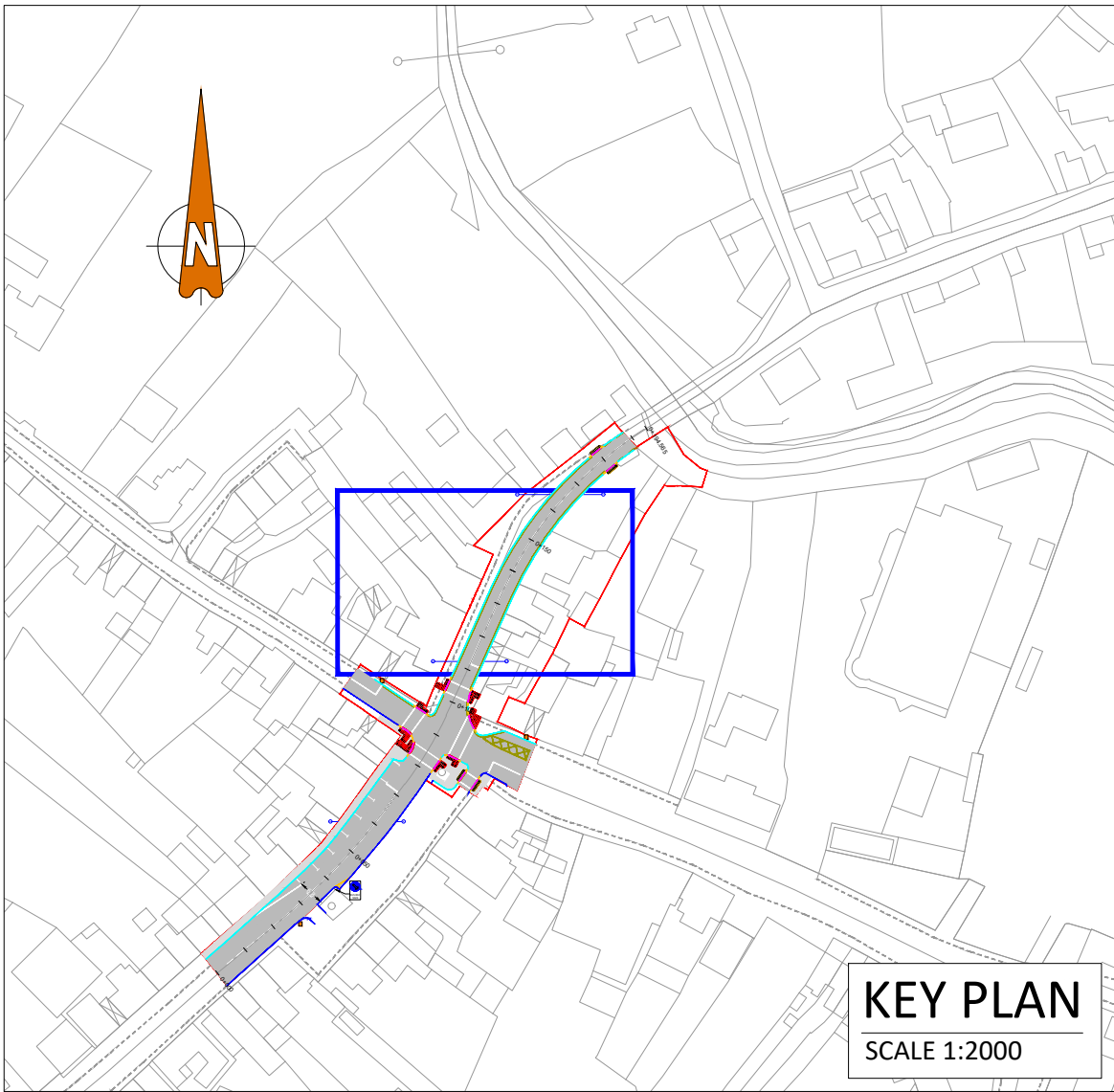
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Date:MAY '25Scale @ A1:1:100

Drn by:BC

Chkd by:SHS

Aprvd by:AH



LEGEND:

- PROPOSED ROAD

PROPOSED FOOTPATH

INSITU CONCRETE STANDARD KERB
125mm UPSTAND TO TII-CC-SCD-01102

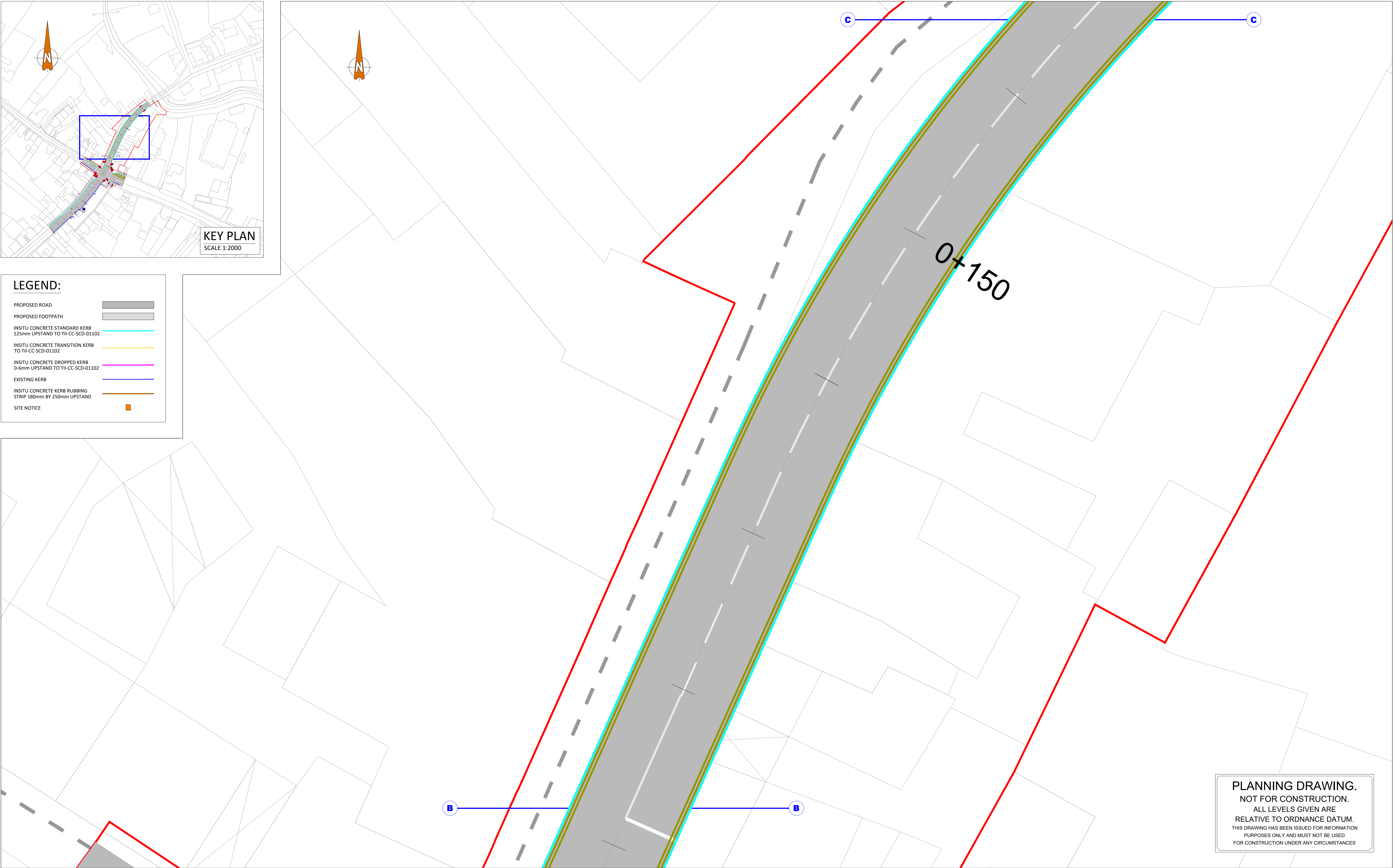
INSITU CONCRETE TRANSITION KERB
TO TII-CC-SCD-01102

INSITU CONCRETE DROPPED KERB
0-6mm UPSTAND TO TII-CC-SCD-01102

EXISTING KERB

INSITU CONCRETE KERB RUBBING
STRIP 180mm BY 250mm UPSTAND

SITE NOTICE
-



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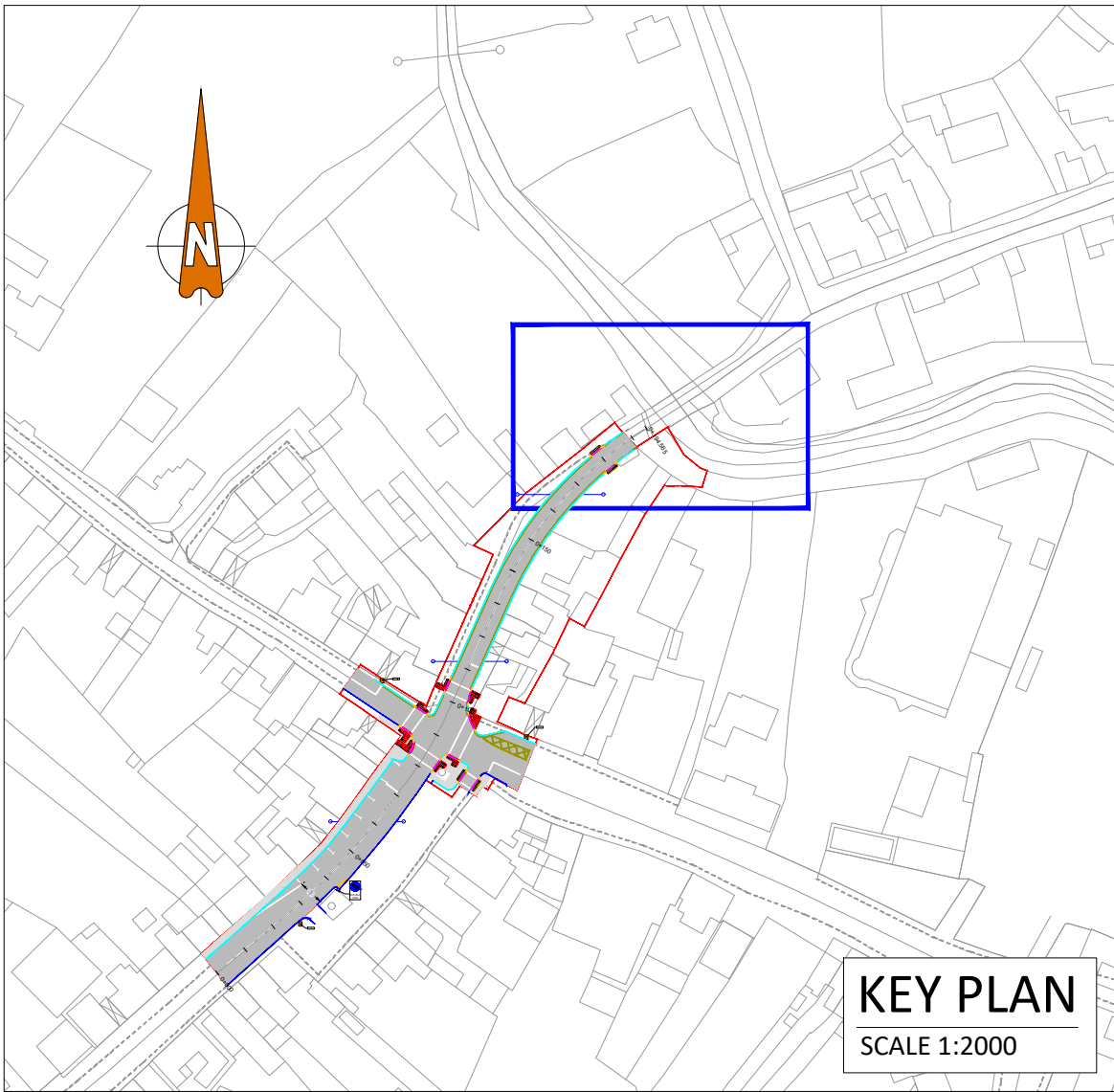
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Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION
Title: SITE LOCATION MAP SHOWN SITE NOTICES
SHEET 3 OF 4

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	0153	S4	P01
Date: MAY '25 Scale @ A1: 1:500 Drn by: BC Chkd by: SHS Aprvd by: AH								



LEGEND:

PROPOSED ROAD	
PROPOSED FOOTPATH	
INSITU CONCRETE STANDARD KERB 125mm UPSTAND TO TII-CC-SCD-01102	
INSITU CONCRETE TRANSITION KERB TO TII-CC-SCD-01102	
INSITU CONCRETE DROPPED KERB 0-6mm UPSTAND TO TII-CC-SCD-01102	
EXISTING KERB	
INSITU CONCRETE KERB RUBBING STRIP 180mm BY 250mm UPSTAND	
SITE NOTICE	



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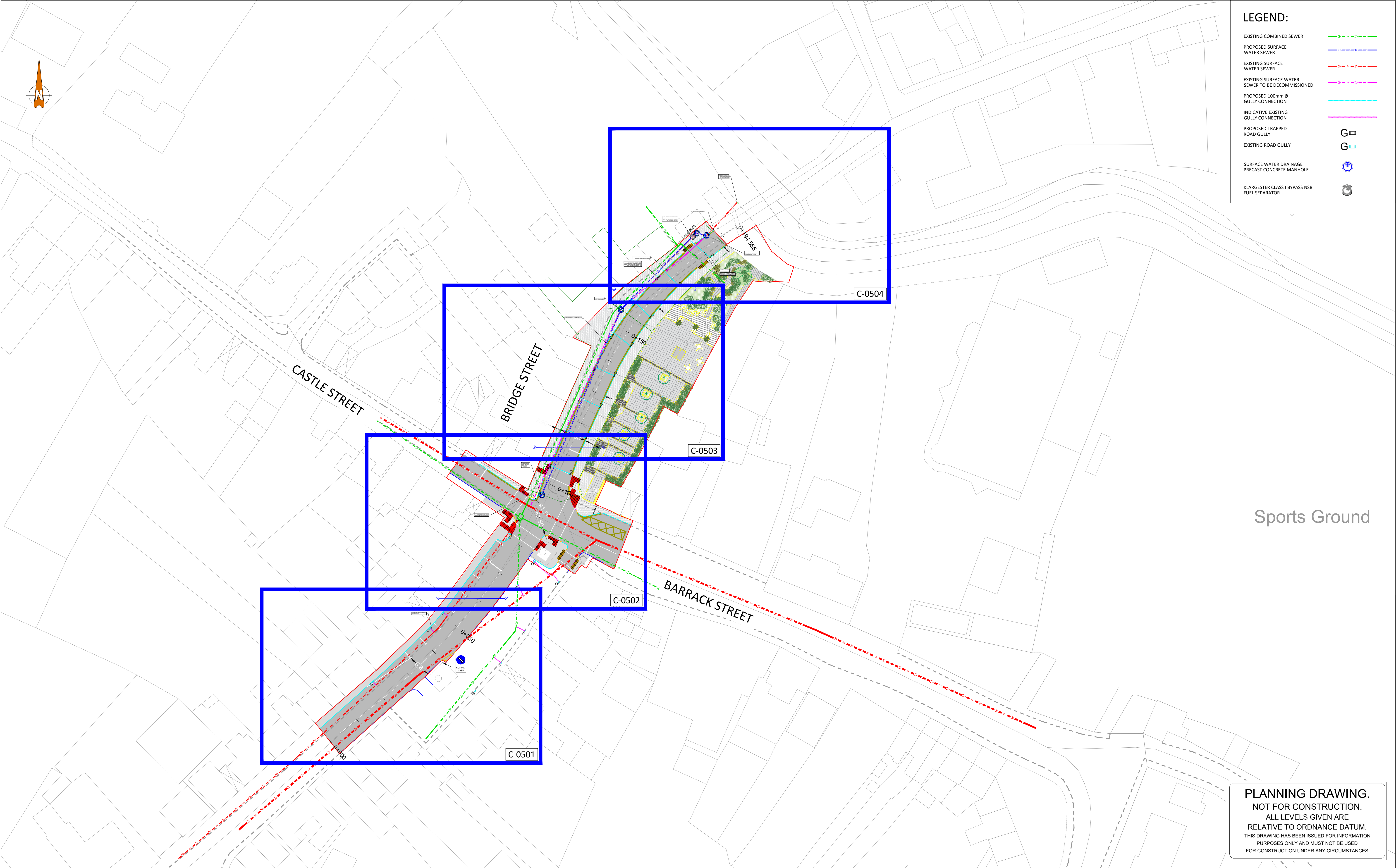
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Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION						
Title:	SITE LOCATION MAP SHOWN SITE NOTICES SHEET 4 OF 4						
Code	Originator	Zone	Level	Type	Role	Number	Status
G467	OCSC	XX	XX	DR	C	0154	S4
Date:	MAY '25	Scale	@ A1: 1:100	Drn by:	BC	Chkd by:	SHS
				Aprvd by:	AH		



LEGEND:

EXISTING COMBINED SEWER	
PROPOSED SURFACE WATER SEWER	
EXISTING SURFACE WATER SEWER	
EXISTING SURFACE WATER SEWER TO BE DECOMMISSIONED	
PROPOSED 100mm Ø GULLY CONNECTION	
INDICATIVE EXISTING GULLY CONNECTION	
PROPOSED TRAPPED ROAD GULLY	
EXISTING ROAD GULLY	
SURFACE WATER DRAINAGE PRECAST CONCRETE MANHOLE	
KLARGESTER CLASS I BYPASS NSB FUEL SEPARATOR	

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EXISTING COMBINED SEWER	
PROPOSED SURFACE WATER SEWER	
EXISTING SURFACE WATER SEWER	
EXISTING SURFACE WATER SEWER TO BE DECOMMISSIONED	
PROPOSED 100mm Ø GULLY CONNECTION	
INDICATIVE EXISTING GULLY CONNECTION	
PROPOSED TRAPPED ROAD GULLY	
EXISTING ROAD GULLY	
SURFACE WATER DRAINAGE PRECAST CONCRETE MANHOLE	
KLARGESTER CLASS I BYPASS NSB FUEL SEPARATOR	



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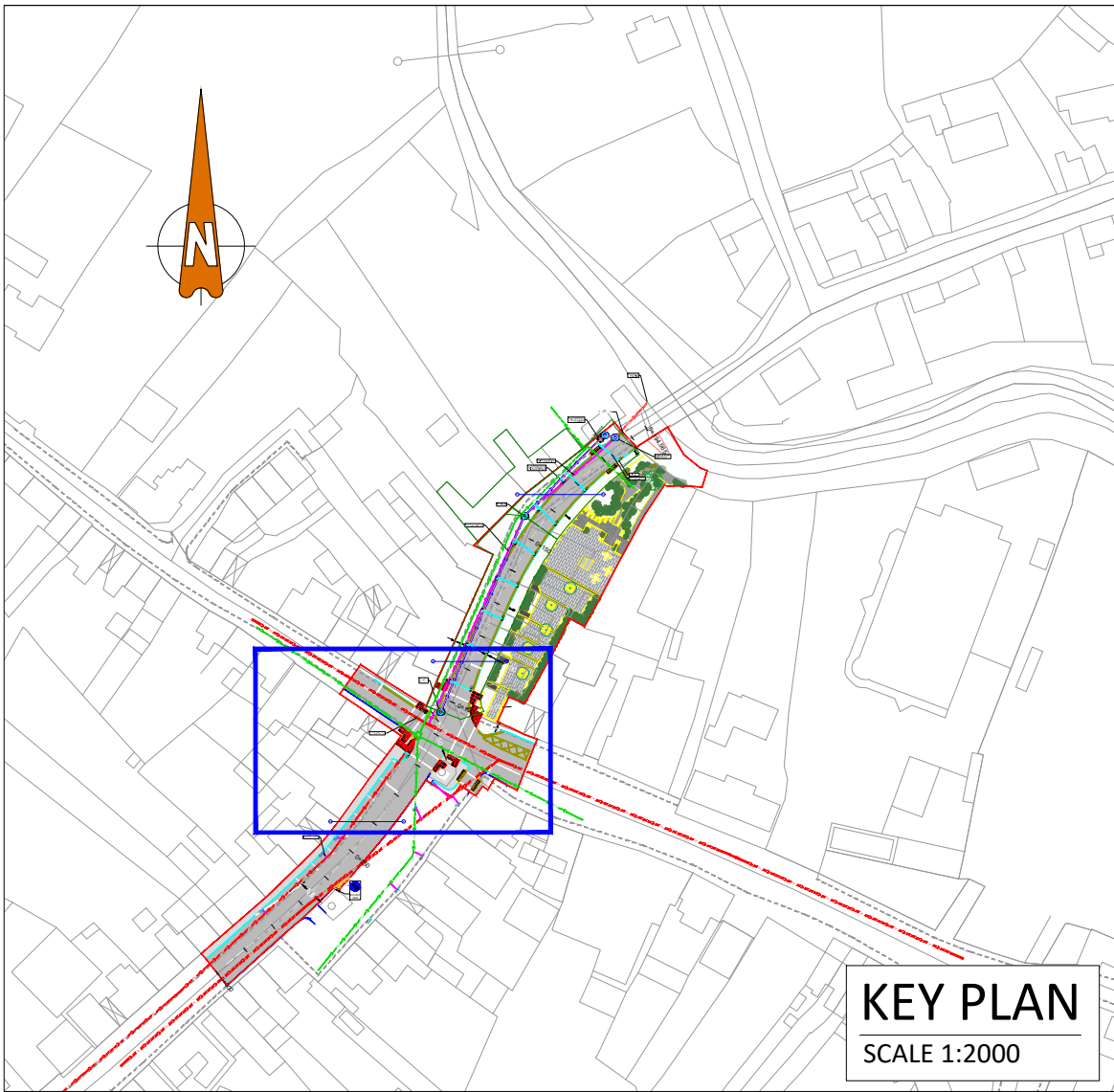
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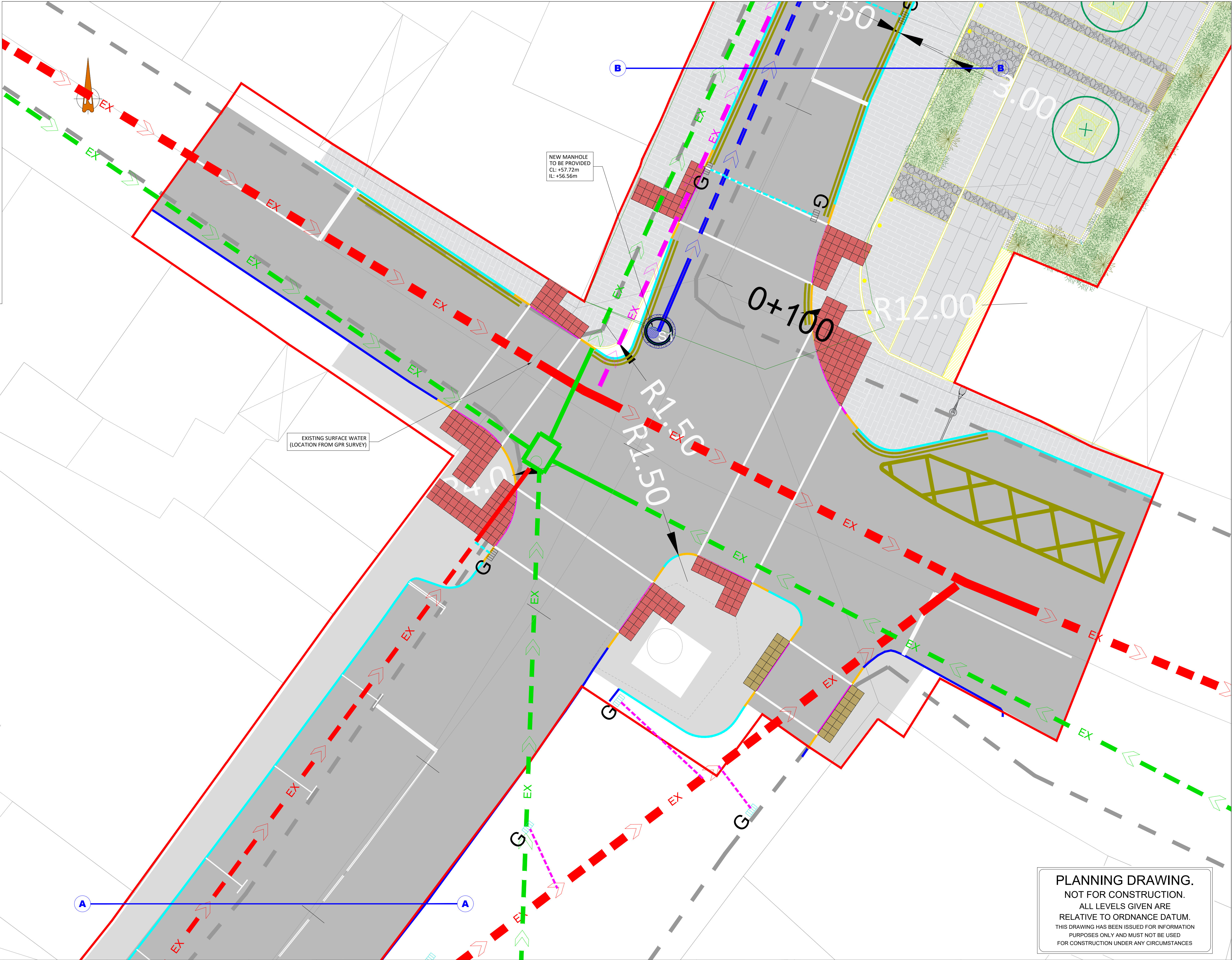
Client:	GALWAY COUNTY COUNCIL
Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION
Title:	PROPOSED DRAINAGE LAYOUT SHEET 1 OF 4

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	0501	S4	P01
Date: MAY '25 Scale @ A1:1:100				Drn by: BC		Chkd by: SHS	Apprvd by: AH	



LEGEND:

EXISTING COMBINED SEWER
PROPOSED SURFACE WATER SEWER
EXISTING SURFACE WATER SEWER
EXISTING SURFACE WATER SEWER TO BE DECOMMISSIONED
PROPOSED 100mm Ø GULLY CONNECTION
INDICATIVE EXISTING GULLY CONNECTION
PROPOSED TRAPPED ROAD GULLY
EXISTING ROAD GULLY
SURFACE WATER DRAINAGE PRECAST CONCRETE MANHOLE
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Rev No.	Date	Revision Note	Drn by	Chkd by
P01	06.06.25	SUITABLE FOR PLANNING	BC	SHS

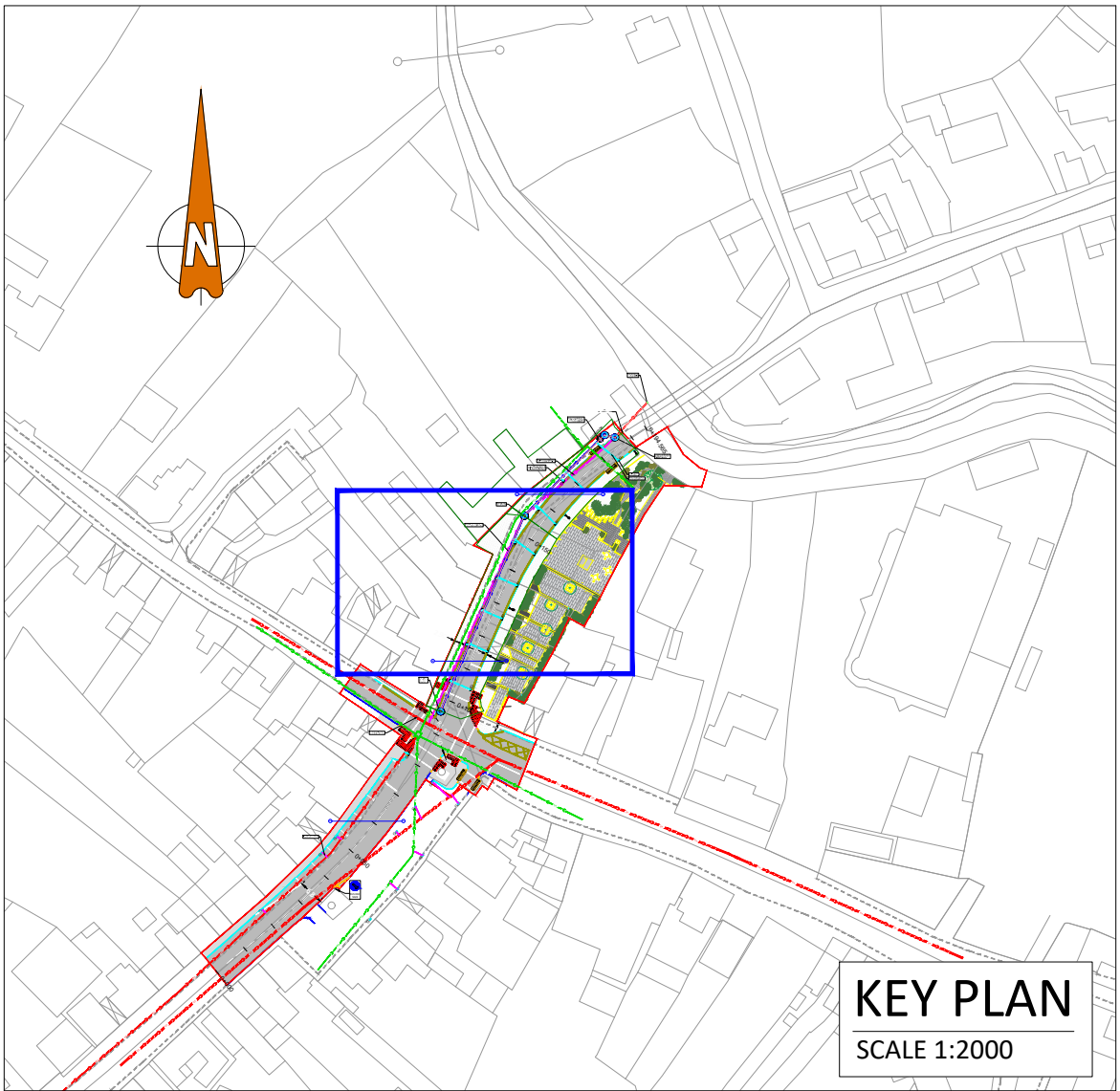


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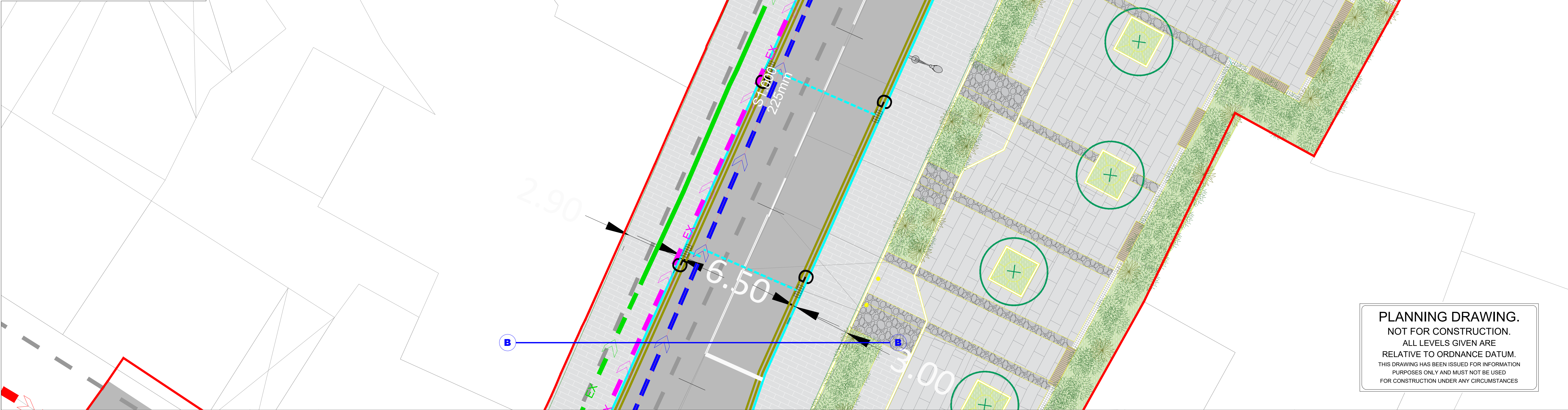
Client: GALWAY COUNTY COUNCIL
Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION
Title: PROPOSED DRAINAGE LAYOUT
SHEET 2 OF 4

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	0502	S4	P01
Date: MAY '25 Scale @ A1: 1:100 Drn by: BC Chkd by: SHS Aprvd by: AH								



LEGEND:

EXISTING COMBINED SEWER	
PROPOSED SURFACE WATER SEWER	
EXISTING SURFACE WATER SEWER	
EXISTING SURFACE WATER SEWER TO BE DECOMMISSIONED	
PROPOSED 100mm Ø GULLY CONNECTION	
INDICATIVE EXISTING GULLY CONNECTION	
PROPOSED TRAPPED ROAD GULLY	
EXISTING ROAD GULLY	
SURFACE WATER DRAINAGE PRECAST CONCRETE MANHOLE	
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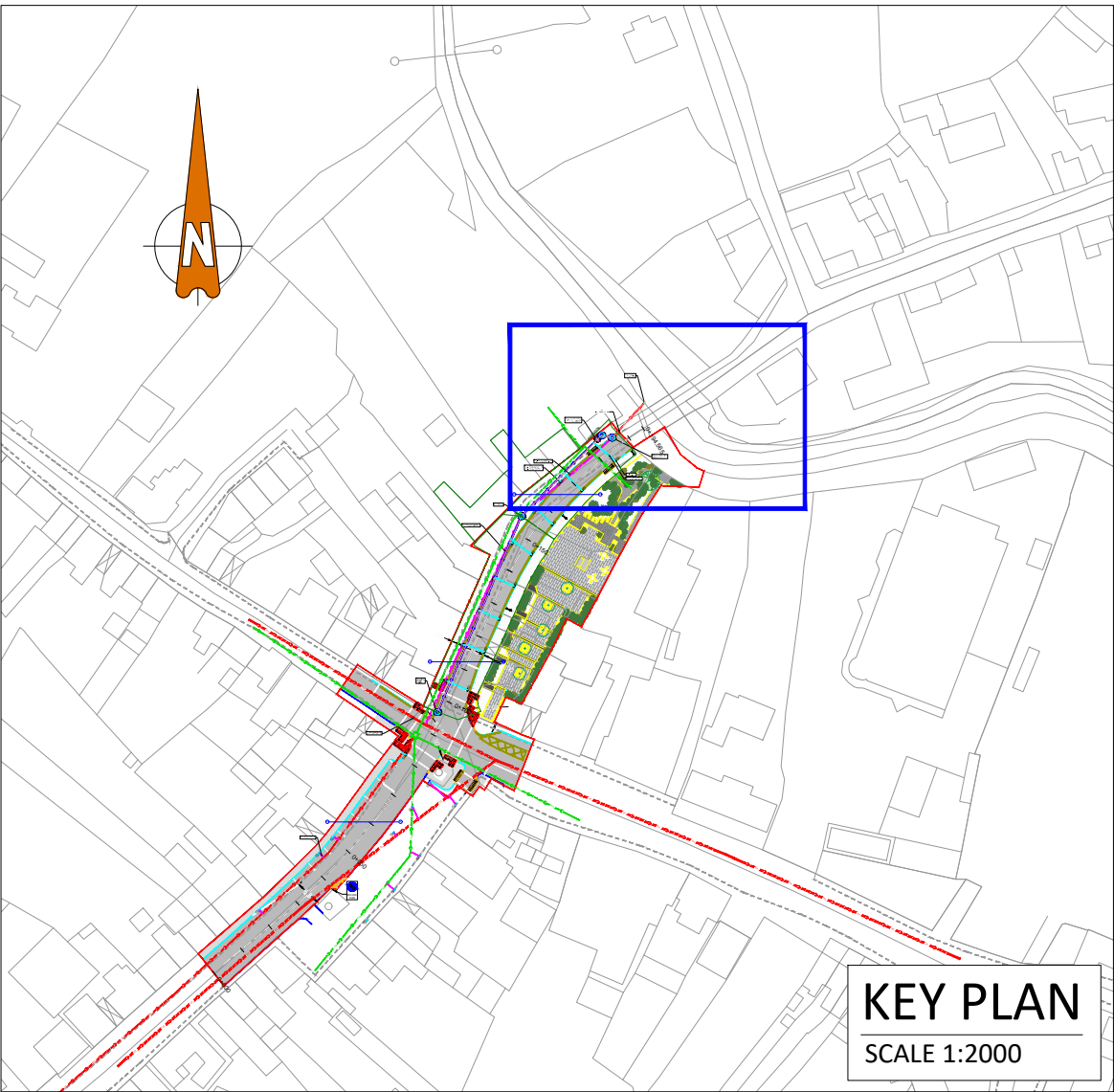
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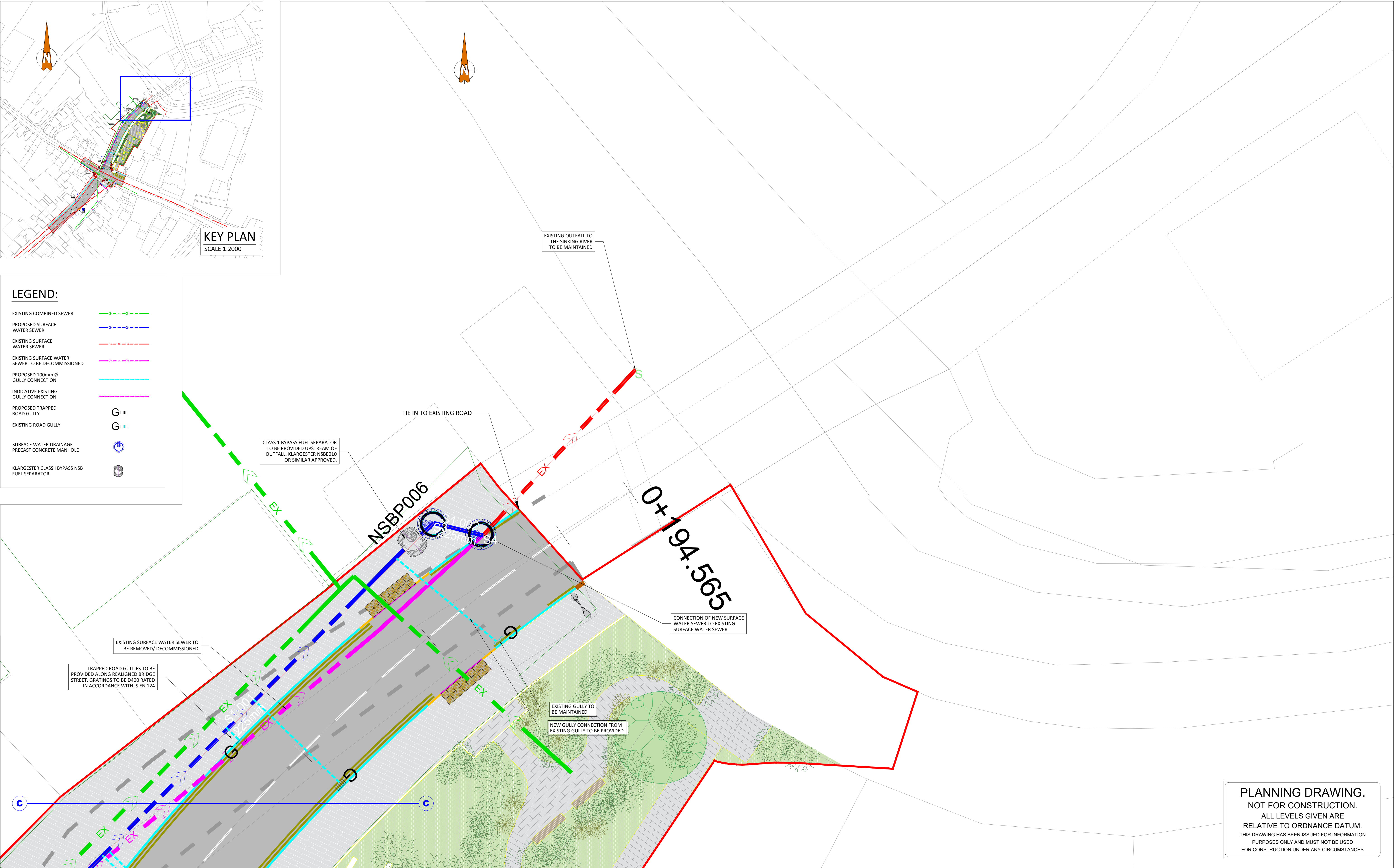
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Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION						
Title:	PROPOSED DRAINAGE LAYOUT SHEET 3 OF 4						
Code	Originator	Zone	Level	Type	Role	Number	Status
G467	OCSC	XX	XX	DR	C	0503	S4
Date:	MAY '25	Scale	@ A1:1:100	Drn by:	BC	Chkd by:	SHS
Aprvd by:	AH						



LEGEND:

EXISTING COMBINED SEWER
PROPOSED SURFACE WATER SEWER
EXISTING SURFACE WATER SEWER
EXISTING SURFACE WATER SEWER TO BE DECOMMISSIONED
PROPOSED 100mm Ø GULLY CONNECTION
INDICATIVE EXISTING GULLY CONNECTION
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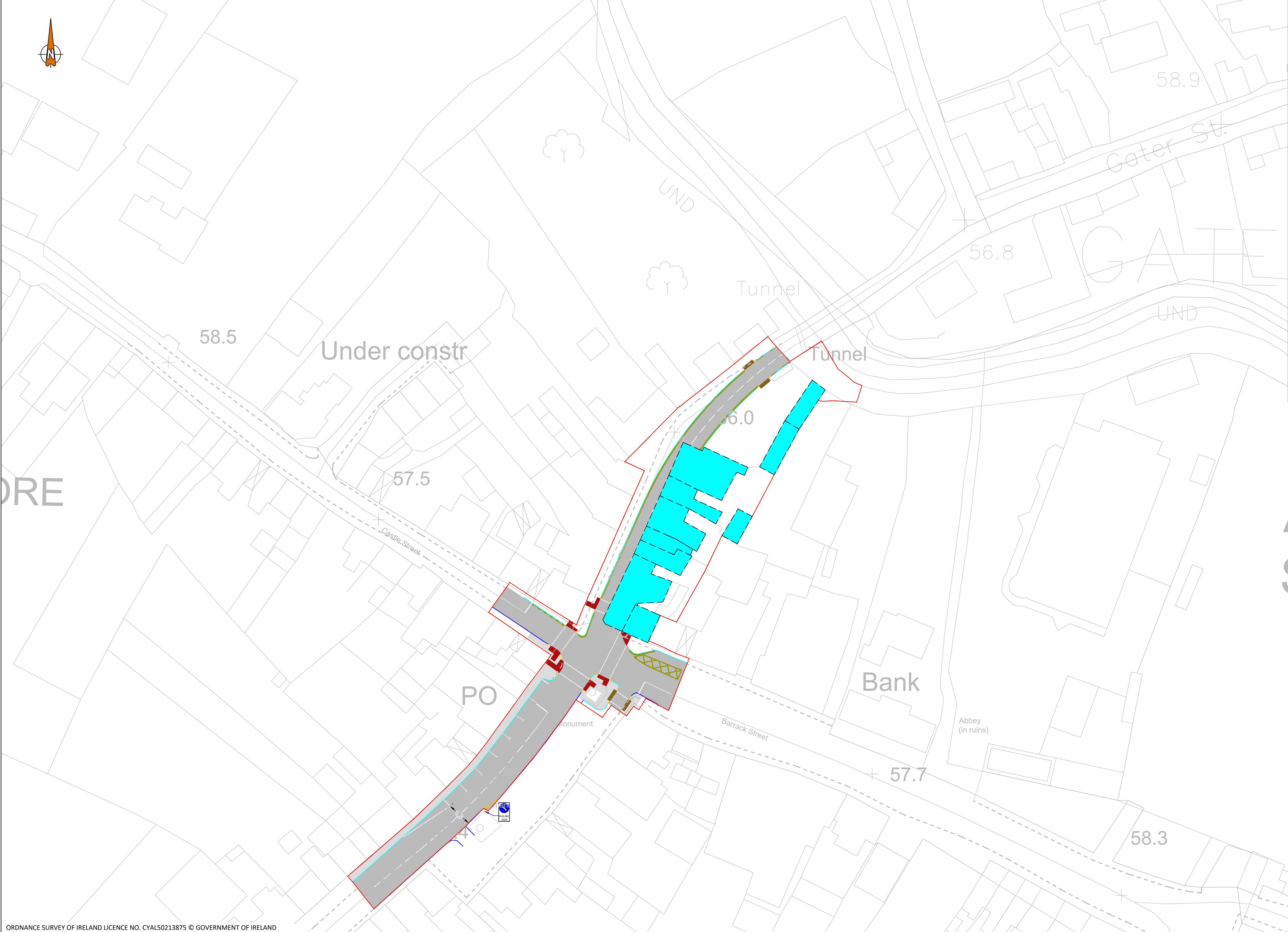
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Client: GALWAY COUNTY COUNCIL

Project: N83 BRIDGE STREET DUNMORE
RURAL REGENERATION

Title: PROPOSED DRAINAGE LAYOUT
SHEET 4 OF 4

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	0504	S4	P01
Date: MAY '25		Scale: @ A1: 1:100		Drn by: BC		Chkd by: SHS		Aprvd by: AH



PROPOSED
BUILDINGS TO BE
DEMOLISHED

PROPERTY OUTLINE

PLANNING OUTLINE

1. ALL NOTED LEVELS ARE TO ORDINANCE DATUM, MALIN HEAD.
2. REFER TO ROAD DESIGN DRAWINGS FOR DETAILS OF PROPOSED LAYOUTS.
3. ALL SURFACE WATER DRAINAGE IS TO BE INSTALLED IN ACCORDANCE WITH THE TII SPECIFICATION FOR ROAD WORKS.
4. DEMOLITION TO BE IN ACCORDANCE WITH DETAILED DESIGN REQUIREMENTS.
5. ALL DEMOLITION TO BE IN ACCORDANCE TO CONSTRUCTION AND DEMOLITION PLAN REQUIREMENTS.
6. ALL CONNECTIONS TO SERVICES TO BE DISCONNECTED AND BLANKED OFF.
7. THE CONTRACTOR TO PREPARE METHOD STATEMENT.
8. THE CONTRACTOR TO BE RESPONSIBLE FOR CONFIRMATION OF PRESENCE ALL EXISTING UTILITIES, IF ANY, ALONG ROUTE OF PROPOSED DEMOLITION.
9. THE CONTRACTOR IS RESPONSIBLE FOR ALL ROAD CLOSURE APPROVALS AND FOR SAFETY OF ALL ROAD USERS AND PRIVATE PROPERTY OCCUPANTS DURING ANY WORKS.
10. ALL WORKS TO THE SATISFACTION OF THE LOCAL AUTHORITY.
11. ALL WORKS TO BE PROTECTED WITH INTERIM SAFETY TEMPORARY WORKS DESIGN APPROVED BY LOCAL AUTHORITY.
12. ALL BUILDINGS TO BE SURVEYED FOR ANY POTENTIAL HAZARDOUS MATERIALS.
13. ALL WORKS TO BE UNDERTAKEN TO ENSURE NO POTENTIAL RUN-OFF TO LOCAL WATERCOURSES CAN OCCUR.

Sports Ground

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[illegible]

Client:	GALWAY COUNTY COUNCIL
Project:	N83 BRIDGE STREET DUNMORE RURAL REGENERATION
Title:	PROPOSED BUILDINGS DEMOLITION LAYOUT

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
G467	OCSC	XX	XX	DR	C	2700	S4	P01
Date: MAY '25				Scale @ A1: 1:500		Drn by: BC		Chkd by: SHS
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