



# N17

ATLANTIC  
ECONOMIC  
CORRIDOR

## KNOCK TO COLLOONEY

## **PUBLIC CONSULTATION NO. 03: Frequently Asked Questions**

Public Consultation No. 03 FAQ's



[Sligo National Roads Project Office]



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# 1 Public Consultation No. 03

## 1.1 Preface

The following is provided to assist interested parties in understanding the current stage of the N17 Knock to Collooney [Atlantic Economic Corridor] Project. It is provided based on current information and should be read without any prejudice to later stages of the project. No third party use of this material may be made without the express written consent of Sligo County Council.

The following is some key point's which the Design Team would like to make to the public at this stage of the process.

Table 1-1: Key Point; October 2020

- ✓ The option design process is iterative and flexible. As the options reduce in number further information will become available and the designs and assessments will become more focussed, targeting specific areas for improvement. This may include the amalgamation of certain options and in some localised circumstances the examination of further design options.
- ✓ Broad 500m wide route corridors currently encompass the route options. This is to represent the current, relatively unclear nature of where certain route options are likely to lie. It will also be used to determine high risk areas for planning permissions within the study area.  
It is arbitrary in nature and simply represents a 250m offset form the options design centre line. The final route form will be much narrower (See section 1.4.1).

## 1.2 GENERAL

### 1.2.1 What is the best way to find my location and determine if I might be impacted by one of the possible options?

The best way to find your location is to use the interactive mapping tool located on the new project website which is located [here](#) and whose functions are described in Table 1-2.

The following is a very brief overview of the publicly available information on the various pages of the [www.n17knockcollooney.ie](http://www.n17knockcollooney.ie) website:

[HOME](#) Page

- ❖ Progress Updates will be published here. An overview of the Study Area is also provided.



## CURRENT STAGE

- ❖ Provides a broad outline of what Phase 2, Options Selection entails;

## NEWS, PUBLICATION & SUBMISSIONS

- ❖ All Press Release's;
- ❖ All publicly available information;
- ❖ Details of how to make submissions;

## COMMUNICATION & CONTACT US

Information is provided on the best way to contact and engage with the Project Team.

*Table 1-2: Tools associated with the Mapping Page*

Tool	Function
	The 'Search' allows the user to insert an Eircode or Place name which will automatically bring you to your location and highlight options which are closest to you.
	'Ruler' will allow you to measure your distance from the centreline of a route option, or form a corridor.
	'Maps' will allow you to turn on and off certain types of background mapping.

### 1.2.2 When will things become clearer and when will a final decision be made in relation to the route of the road?

The following table outlines anticipated timelines with the selection of a preferred option and the subsequent more detailed design and statutory consent processes. A decision regarding the commencement of construction will be dependent on government funding and the final form and scale of the project(s).

The table also provides an indication as to when clarity will increase with regard to where properties are impacted and the form which the proposed upgrade will take.

Table 1-3: Anticipate Timelines and Clarity

Public Display	Stage		Description of Clarity/ Detail/ Evolution
October 2020 [Complete]	<b>Feasible</b> Preliminary Assessment	<b>Options:</b> Options	A Long List of Options is developed. These options are considered 'Feasible' but have not yet been tested against the 'Objectives' of the Project and the effects on the 'Environment'. <b>Clarity is Low.</b>
Q3 2021	<b>Refined Feasible Options:</b> Start of Project Appraisal		The number of options reduce. More time is spent working on the detail and improving options to increase performance and reduce impacts. <b>Clarity increases slightly, but is still relatively Low.</b>
Q1 2022	<b>The Emerging Preferred Option</b> is put on Public Display.		One Option is established; however, this is at a broad level. It is a wide 500m corridor at this stage. Details will be refined down during the proceeding Phase 3 (Design and Environmental Evaluation) and will further examine modal opportunities, geometry, junctions, road type, access requirements, ancillary infrastructure etc. <b>Clarity is high in terms of general geographical location but is still Low in terms of detail.</b>
Q2 2024	<b>Statutory</b> (Planning/ CPO)	<b>Consent</b>	The option is set down in terms of its detail and how it interacts with the existing environment. <b>Clarity and Detail are High.</b>

### 1.2.3 Can I get a paper copy of the Feasible Route Options?

The public are encouraged to view the [mapping page](#) of the website in order to zoom into specific property locations. The design team can help with this through pre-scheduled call backs.

For those who cannot access digital information; paper maps and other information will be provided at the following collection points:

- Mayo County Council, Áras an Chontae, The Mall Castlebar, Co. Mayo F23 WF90;
- Mayo County Council, Claremorris Area Office, Kilcolman Rd, Claremorris, Co. Mayo, F12 P383;
- Sligo County Council County Hall, Riverside Sligo, Ireland F91 Y763;
- Sligo County Council, Teach Laigne, Humbert Street, Tobercurry, Co Sligo. Ireland, F91 Y328.

Alternatively, the design team can show enhanced images at the public display events which it is hoped will take place in September (See [www.n17knockcollooney.ie](http://www.n17knockcollooney.ie) for more information).



## 1.3 SUBMISSIONS

### **1.3.1 What difference will my opinion make? Is there any point in putting in a submission?**

Public Participation is an important element of the Option Selection process. All submissions will be carefully read and their content noted. They are important in relation to identifying local or individual issues which may not be apparent to the design team. In addition, the number of people impacted by an option, the severance caused to a community and the severity of the various impacts is an important consideration when selecting the preferred option.

In total 500 submissions were received from the public during Public Consultation No. 02 which spanned from the 6<sup>th</sup> of October 2020 to the 15<sup>th</sup> January 2021. Each submission was reviewed in detail and where certain aspects were deemed to be relevant to a certain discipline (e.g. Community, Agricultural, Property, Biodiversity, Water, etc.) these were specifically referred to each of the relevant experts undertaking the options assessment.

The professional judgement of the various experts has been applied to determine whether aspects of the submissions would influence the assessment process; where deemed appropriate this has been factored into the comparison process.

Although it is not possible to respond to each submission individually, a generic response document identifying common themes has been prepared and will be made available as part of this public consultation process (to be published on [www.n17knockcollooney.ie](http://www.n17knockcollooney.ie)).

Please see the [Submissions](#) section on the Project Website for further information.

### **1.3.2 If a person wants to lodge a submission would lodging it through a solicitor be more beneficial**

All submissions are examined and noted in the same way, regardless of who submits it.

## 1.4 DESIGN & OPTIONS

### **1.4.1 What is the likely width of a new route?**

The corridors at this stage are 500 meters wide; this is much wider than what will be required for the final project form but provides the necessary scope to move and amend the design as the process evolves. This corridor will be narrowed down, once a preferred option is established and the project has moved through the next more detailed phase of design and environmental evaluation (2022 & 2023) which will also further examine aspects such as modal opportunities, geometry, junctions, road type, access requirements, ancillary infrastructure etc.



The potential land take width of such a new route will be dependent on a number of factors such as the: depth below ground, height above ground, need to pass over or under something, road type, other ancillary infrastructure (e.g. drainage) etc.

However, as an **indicative guideline parameter only** and excluding ancillary infrastructure the land take requirements are likely to generally range on average from 35m to 60m.

#### **1.4.2 Why does the route's start so close to Knock given that a section was previously upgraded going further north in the early part of the 2000's?; Where does the Project Start and end?**

No decision has been made as to where the final preferred option will start or end. This will be appraised and selected during the current options selection process.

The start for a number of options is just north of the interchange to Knock; this represents a point where grade separation has already been applied to the south. In addition, north of this point there are a higher density of junctions and direct accesses with connections onto the existing national primary route.

Between Knock and Ireland West Airport there is a likelihood that the existing network could offer some upgrade potential. In this respect, more detailed analysis is required on this section prior to confirming the project extents to the south and the likely timing of intervention required. This additional analysis may include for example:

- Further examination of traffic projections (and patterns) arising out of the future expansion of Ireland West Airport; and
- Safety issues arising from the proliferation of direct accesses along this section.

A range of online upgrade scenarios will continue to be considered for this southern section, these include:

- (1) Do-Minimum Option;** Such as minor maintenance improvements constituting for example: sightline improvement's, road marking, road signage, drainage, etc.;
- (2) Traffic Management Option:** Such as targeted safety measures including for example the grouping together (via parallel links) of existing direct accesses.  
This may also extend in places to a more extensive online upgrade option; such as the consideration of lane segregation and compact grade separated junctions at key locations.

#### **1.4.3 Has a preferred route/option been established, or is there a preference or order in the routes as presented?**

The process of selecting a preferred option is technical and of an objective nature, it is also a multi stage process. There are many factors to consider which are outlined in 1.8.1. There are no preferences at the current time.



#### 1.4.4 What is the Traffic Management Option?

The Traffic Management Option seeks to utilise as far as possible existing infrastructure where it may be suitable to do so. In general, this includes the exiting N17 between Knock and Curry. In summary factors which will be considered in the option include:

- ✓ Junction and Direct Access improvements;
- ✓ Local geometry improvements;
- ✓ Road Widening;
- ✓ Drainage Improvements;
- ✓ Etc.

See also section 1.4.2.

#### 1.4.5 What type of road is being proposed?

The road type **has not yet been formally confirmed**; however, at this stage, based on the current traffic projections it has been deemed appropriate to apply the design principles more in line with a Type 2 Dual Carriageway than a Standard Single Carriageway. This is particularly appropriate for that section occurring between Ireland West Airport and Collooney. It is unlikely that the road type will be fully confirmed until the end of Phase 3 (Design & Environmental Evaluation); further analysis will be undertaken on the selected preferred option following the completion of this Phase (Options Selection).

Some benefits of the Type 2 Dual Carriageway, over a Standard Single Carriageway (with hard shoulders) is that for a minor increase in road width it provides:

- Significant additional safety benefits (via lane segregation);
- Greater overtaking opportunity; and,
- Greater flexibility to move and bend the alignment in both the horizontal and vertical plane.

A Type 2 Dual Carriageway is not a traditional Dual Carriageway, but one which has been actively introduced to Ireland over the course of the past circa 15-20 years and which is derived from similar road types in Scandinavian countries. The sample photo which follows, is taken from the newly constructed N4 Collooney to Castlebaldwin Road Development.



Figure 1: Sample Cross Section photo from N4 Collooney to Castlebaldwin Road Development



## 1.5 PROPERTY

### **1.5.1 My Home/business/farm/community centre is in the line of one of the proposed options, what is the likelihood of my property being affected?**

Please see key point as per Table 1-1. A range of factors will be used to establish the preferred option, these are set out in 1.8.1. Although you may be affected by one or more options(s); there are a number of other's across the study each with different merits and effects. There is no preference for any option at the current time.

The closer your property is to the centreline of a design option, the more likely you are to be affected by an individual option. If you are towards the edge of a 500m wide corridor it is less likely that you will be directly affected by a particular option.

Impact on property and people in general will form an important aspect of the option selection process and will for instance influence studies on socio-economics, property, agricultural property, air quality, noise, vibration, visual etc.

### **1.5.2 If a house is very close to a design option, what will happen to the house if the corridor is chosen as the preferred option.**

When the detailed design (Phase 3 which will likely commence in 2022) is being prepared each situation will be carefully examined. If it is considered that the impact on a house would be excessive and could not be remedied by mitigation measures, consideration would be given to purchasing the house.

### **1.5.3 If the road goes near my house what will be done about the noise?**

If deemed required, Noise Mitigation will be provided in accordance with TII Noise and Vibration Guidelines.

#### **1.5.4 If the road goes near my house what will be done about the lights from cars at night**

During preparation of the Design the issue of lights affecting houses at night will be examined and recommendations made in relation to mitigating measures such as planting and screening

#### **1.5.5 If a Compulsory Purchase Order is required on my property – When is that likely to take place?**

See section 1.2.2 and Table 1-3 (Statutory Consent).

### **1.6 SEVERANCE & FARMING**

#### **1.6.1 A new option split's my community, or disconnects my house from another, what will happen in this scenario**

Most Local road's are retained by way of overbridge or underbridge meaning people will be able to get from one side to the other. The best way to determine if the local road is being retained or closed is through viewing the [mapping page](#) of the project website; proposed re-connected local roads are indicated with a line similar to the colour of the route going from one side of the road to the other.

#### **1.6.1 How can I move animals from one side of the road to the other?**

Access from one side to the other will largely be via the local road network going over or under the new proposal. Farm Accommodation roads will be examined at a later stage and will collect accesses up on each side of any new route option.

#### **1.6.2 If a small parcel of land is left on the far side of the new road what will happen to it.**

Depending on the size, shape and accessibility of the piece of land it may be bought out by the council or it may be left in the ownership of the owner and dealt with by compensation. If the land is bought by the council it may be fenced and left as a nature reserve or it may be sold to a third party, in which case the deal must be approved by the TII and members of the County Council.

#### **1.6.3 My land is divided in two by a Route Option. Will I be able to get access to my lands from the new N17?**

Unless there are exceptional circumstances, there will be no direct domestic/agricultural accesses onto the new N17. Access arrangements have not been examined yet; however, the design objective will be to group severed accesses together and link them into local roads via parallel access tracks.



## 1.7 DETERMINATION OF COMPENSATION

### 1.7.1 If the route affects my property how much compensation will I be paid?

Compensation will not be determined until such time as detailed design has taken place and the statutory consent process concludes.

For the **purposes of guidance only**, claims for compensation for the compulsory purchase of land or property may include one or more of the following items:

1. Market value of the land or property - may be deduced from sales of comparable properties, capitalisation of rents etc.  
Factors influencing value will include
  - a. Title and sub-tenure
  - b. Location, area and quality of land
  - c. Market conditions and trends
  - d. Type, size, condition and age of buildings
  - e. Development potential
  - f. Availability of services
  - g. Planning history and status
2. Disturbance and other matters not based on the value of the land including
  - a. Costs of seeking and acquiring new premises
  - b. Removal expenses
  - c. Temporary loss of crops, grass etc
  - d. Professional fees associated with acquisition
3. Damage arising from the severing of the land acquired from the lands retained by the owner.
4. Damage arising from injurious affection of the lands or property retained including loss of view, loss of privacy, increased noise etc.

## 1.8 OPTIONS ASSESSMENT

### 1.8.1 How will options be compared against each other?

The Phase 2 assessment and appraisal process will consist of 3 different Stages.

#### **Stage 1 - Preliminary Options Assessment**

The first stage which has now been concluded involved an analysis under the 3 headings of **Engineering, Economy and Environment**. These headings were further sub-divided under a wide range of specific disciplines which include: **Transport, Safety, Economics, Socio-Economics, Population, Human Health, Air Quality, Climate Change, Noise & Vibration**,



**Biodiversity, Property, Agriculture, Landscape & Visual, Archaeology, Architecture & Cultural Heritage, Hydrology & Hydrogeology, Soils & Geology, etc.** Independent experts were appointed to each of these disciplines.

### **Stage 2 - Project Appraisal**

The best options arising from the Preliminary Options Assessment, together with any further potential options which may be established during the process, will progress to a more detailed appraisal conducted under the 6 headings of: **Economy, Safety, Accessibility & Social Inclusion, Integration (Policy), Environment, and Physical Activity**. These headings will also be subdivided into a range of sub-disciplines similar to those described at Stage 1 above.

This public consultation relates to this first stage.

### **Stage 3 - Preferred Options(s)**

The final stage of the process will relate to the selection of a Preferred Option. More detail will be considered at this stage under the same criteria described for the Stage 2 - 'Project Appraisal'.

A further public consultation process will be conducted for this stage.

## **1.9 PLANNING PERMISSION'S**

### **1.9.1 I'd like to apply for Planning Permission, what should I do?**

Planning applications inside the study area will be considered on a case by case basis. If you are located within a 500m corridor then you are likely to be in a high-risk area (there may also be some localised high-risk areas outside the 500m corridors) and the advice would be to hold off with a planning application until the options have been further refined down. However, all planning applications will be considered on a case-by-case basis and it is advised that you contact the project team by:

- ✓ using the online booking forms on the website ([www.n17knockcollooney.ie](http://www.n17knockcollooney.ie));
- ✓ by email [n17knockcollooney@sligococo.ie](mailto:n17knockcollooney@sligococo.ie), or
- ✓ through phone at 071 9111975.

