

### 1 - Project & Planning Questions

#### Q1.1 Who is running the project?

**A1.1** Monaghan County Council, under the sponsorship of Transport Infrastructure Ireland (TII) and Department for Infrastructure (DfI) are developing the N53/A37 Ballynacarry Bridge Replacement Scheme. Arup have been appointed as lead consultant to advance the project from concept to detailed design.

#### Q1.2 Why is the project needed?

**A1.2** The existing N53/ A37 Ballynacarry Bridge is an important strategic link at the border of Northern Ireland and the Republic of Ireland, and the Ballynacarry Bridge Scheme proposes to address geometry and safety issues at the bridge. The issues at the structure are primarily related to safety with visibility issues on the approach due to a sharp bend and substandard bridge parapets and carriageway widths.

#### Q1.3 When is the earliest timeframe that the project could be built?

**A1.3** The project is currently programmed to go through Part 8 planning mid 2023. Current process is to complete the route selection and the bridge options and then proceed to Part 8 planning.

The detailed design will also be carried out this calendar year. The duration for construction is currently unknown as the extents of the project are still unknown at this Phase.

#### Q1.4 When will the project be submitted for planning permission and get planning consent?

**A1.4** The project is currently programmed to go through Part 8 planning mid 2023. It is envisaged the project will progress through Part 8 planning process in ROI and Northern Ireland.

#### Q1.5 Where is the design?

**A1.5** During Phase 3, the design of the Preferred Route Option will be developed in greater detail and in particular the road component within the preferred option corridor in consultation with landowners and key stakeholders. This will include

more detailed development of the road geometry, junction design, access arrangements, structures, drainage, and boundary treatment. Drawing upon further surveys and investigations, information received from the public and technical and environmental inputs, the Phase 3 design will enable any land acquisition requirements to be identified. Updates will be made available on the project website as the design is developed during Phase 3.

## 2 - Route Options and Selection Process

### Q2.1 How will the Preferred Route Option be selected?

A2.1

The Preferred Route Option will be the option that represents the best balance and the most benefit to the project.

After this public consultation the design team will complete their review of the feedback received from the public and undertake a systematic assessment of the Options under the 6 multi-criteria headings, namely Economy, Safety, Accessibility & Social Inclusion, Integration, Environment and Physical activity, and then a selected Preferred Route Option will be chosen.

### Q2.2 What route option is most likely?

A2.2

Currently all route options are on the table. The design team will assess all options on the 6 multi-criteria headings, namely Economy, Safety, Accessibility & Social Inclusion, Integration, Environment and Physical activity. The feedback in this consultation will also play a big part in the overall decision making for the preferred route.

### Q2.3 When will the landowners directly affected by the Preferred Route Option be contacted?

A2.3

Every landowner directly affected by all route options has been contacted by letter as part of the Public Display event. If your property ends up being in the Preferred Route footprint, then this will be communicated once the Preferred route is chosen. Timescale for this could be a few months after the public consultation.

### Q2.4 Has my house been given the same level of importance as other constraints when selecting the preferred transport solution?

**A2.4** Your house is an important constraint and has been considered among all the constraints.

**Q2.5** Who makes the decision on the Preferred Route Options?

**A2.5** Having assessed all of the constraints, issues identified, and feedback received from the public consultation, the design team, which includes a team of environmental specialists, will make a recommendation on the Preferred Route Option to the Steering Committee. The Steering Committee comprises senior management from Monaghan County Council, Transport Infrastructure Ireland, Department of Infrastructure and the design team.

**Q2.6** What is the width of the individual corridor shown on the map and what width is actually required? What type of road will it be?

**A2.6** The corridor for the road component of the Preferred Transport Solution is 250m wide whereas the design within this corridor will be significantly less than this. Accordingly, there is significant scope even within the chosen corridor to vary the exact route of the proposed road component. The carriageway design is not complete at this time and as such the actual width required is unknown. It will be similar to what is there currently with the potential for active travel included in the width.

**Q2.7** What public transportation solutions are included?

**A2.7** The focus of this project is to provide a safer passageway over the River Fane. The safe route will be of benefit to all bus corridors along the road. Furthermore, the section of road that will be realigned will allow for active travel on the N53/A37 if required in the future.

### 3 - Environment and Construction Process

**Q3.1** Will the project increase the volume of traffic on the road?

**A3.1** No. An increase in traffic flow is not foreseen

**Q3.2** Will construction work impact on the traffic flow on the N53/A37?

**A3.2** All efforts will be done to ensure minimal impact on traffic from construction work. The existing road will remain open during construction to reduce any build up in traffic.

**Q3.3** [Who carried out the environmental assessments on the alternatives and options?](#)

**A3.3** A large team of specialists are conducting the environmental assessments for the project. The numerous disciplines and their relevant specialists are listed below.

Landscape and Visual – Arup

Ecology – Moore Group

Archaeology and Cultural Heritage – Irish Archaeological Consultancy (IAC)

Human Beings and Population – Arup

Air Quality – Arup

Climate – Arup

Noise and Vibration – Arup

Soils and Geology – Arup

Hydrogeology – Arup

Hydrology – Arup

Agronomy – Arup

## 4 - Landowner and Objections

**Q4.1** [Has my house been given the same level of importance as other constraints when selecting the preferred transport solution?](#)

**A4.1** Your house is an important constraint and has been considered among all the constraints.

**Q4.2** [How many houses are impacted for each option](#)

**A4.2** The design is too premature to make a prediction on the number of houses to be acquired per option.

S-2 will have the greatest impact on homes.

S-3 will have the least impact on homes.

### Q4.3 How much land is required for each option

**A4.3** The design is too premature to make a prediction on the amount of land required per option.

S-2 will have the greatest impact on land take.

S-3 will have the least impact on land take.

### Q4.4 What type of surveys will be undertaken on my land?

**A4.4** Only for the preferred route option - Environmental specialists may have to undertake non-invasive site surveys (e.g. site walking for archaeology, habitat/mammal surveys for ecology etc.) and topographical specialists will be undertaking surveys on your property as part of the project studies. All specialists will be carrying identification and a letter of authorisation of access from Monaghan County Council. If you have any concerns about the people requesting to enter your land, please contact the Project Team.

### Q4.5 What about compensation?

**A4.5** Compensation will be paid wherever land or property is directly affected (i.e. land has been purchased). Further details will be explained during consultation with the project team.

### Q4.6 How do I contact a member of the Project team to discuss the potential impacts on my property?

**A4.6** You can book a meeting through the contact us page on this project website with a member of design team, email us on [N53A37BallynacarryProject@arup.com](mailto:N53A37BallynacarryProject@arup.com) or phone us on +353 47 30597.

### Q4.7 How will I know if my property will be affected by CPO (Compulsory Purchase Order)

**A4.7** As the design progresses through Phase 3 and the land take necessary for the construction and operation of the preferred transport solution will be identified and those with property within the land take will be notified.

**Q4.8** Can a member of the project team be contacted by the public or their representative to ascertain if a proposed planning application will be affected by the project?

**A4.8** Yes, our project liaison officer is available for the full duration of the project to answer any questions the public and interested parties may have in relation to the project. The project team will be able to advise of any potential conflicts between the proposed planning application and this project. The contact email is on the feedback form.

**Q4.8** How will my personal data be handled?

**A4.8** Our full Privacy Statement with regards to the collection and usage of personal data is available on the project website.

Personal data provided to the project team is stored securely and in accordance with General Data Protection Regulation (GDPR) requirements. The data will only be used for the purposes of the N53/A37 Ballynacarry Project. Data will not be retained for any longer than is necessary.

**Q4.9** What do I do if I want to object?

**A4.9** Formal objections can only be submitted after the Compulsory Purchase Order (CPO) and the Environmental Impact Assessment Report (EIAR) are published. In the interim, please feel free to contact the project office with your concerns as it may be possible to mitigate issues throughout the design process.