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January 2020-01-09

An Bord Pleanála  
Strategic Infrastructure Division  
64 Marlborough Street  
Dublin 1  
D01V902  
Attention: Mr Kieran Somers, Executive Officer  
**Re: Submission Proposed N6 Galway City Outer Bypass**  
**Your Ref: ABP-302848-18**

Dear Mr Somers

Having reviewed the most recent public response to the request for further information from An Bord Pleanála, I would like to once again submit my observations regarding the amendments to the proposed N6 GCOB. As an affected landowner residing directly adjacent to the Lackagh Quarry, I have huge concerns regarding the impact the proposed road will have on myself and on my family and our environs.

Pg 12, 2.8.2.1 Final plan layout of Lackagh Quarry goes into detail regarding the Material deposition areas:

*A no of factors influence the MDA plan area such as geometry, composition including the requirements for slope stability, blast damaged slope stability, ecological habitat compensation and maintenance. Considering these factors, the MDAs were reviewed following consultation with the reputed property owner and a modified MDA layout was developed whilst ensuring that the original 4 criteria for their development was satisfied.*

*These MDA modifications were assessed by the various environmental specialists including ecological, landscape and visual, geotechnical,*

*hydrogeological and hydrological specialists to complete an environmental assessment of the deposition of materials.*

*Following this review the proposed layout of the quarry post construction has been refined as follows, removal of DA23 and Da28 remodelled.*

Why are the various “specialists” in each of their respective disciplines not referenced/named anywhere along with their qualifications, in this report? Please provide.

Galway City Council refer to the ‘reputed owner’ of the former Lackagh Quarry. Who is the reputed owner? Does Galway City Council not know to whom they sold Lackagh Quarry? For what reason is Galway City Council withholding this information?

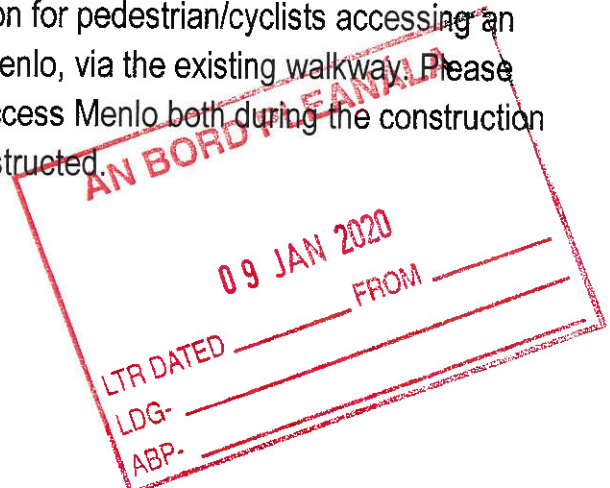
Following a recent incident/near head on collision between a family member exiting private access road to the quarry, and a commercial vehicle driving recklessly entering the quarry road( the vehicle referred to is one of many that access the Quarry multiple times on a daily basis), the request of the name of the new quarry owner was made via telephone call, however GCC declined to furnish details of same.

Given that this may only be the beginning of increased traffic on the private access road to the Quarry, and already a near accident has occurred, I am now extremely worried for my families/visitors safety when accessing our property.

How would we safely access the public road from my property if the proposed construction heavy vehicles were to be continuously passing by my property for duration of the proposed “36 months construction phase”.

What guarantees will be put in place to ensure that my family and I have safe access to/from my property?

Having viewed all 24 pages of Appendix A1.1.13 which claims to provide the locations and details of all proposed pedestrian and cyclist crossing facilities within the proposed project at an appropriate scale, I see no provision for pedestrian/cyclists accessing an Sean Bhothair for access to Monument Road Menlo, via the existing walkway. Please show me how pedestrians/cyclists can safely access Menlo both during the construction phase and after the proposed N6 GCOB is constructed.



6.1.2 Response , Clarification on link between Lesser Horseshoe Bat populations states; Furthermore, the distances between Menlo Castle and the roosts at Ross Lake and Woods SAC(more than 13km) and at Eborhall House(more than 30km) are beyond the normal core foraging and commuting range of the species except on exceptional occasions or over long periods of time-

I would argue that the construction works in relation to the proposed N6 GCOB constitutes an "exceptional occasion" and given that the proposed works are due to take a minimum of 3 years in duration, the bats may well travel beyond their normal core foraging range and thus may well impact on other bat population roosting sites. Please provide evidence contrary to same.

#### 2.8 Response, Petrifying springs

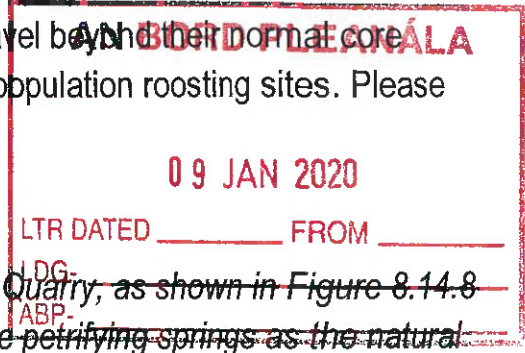
States; there are existing water inflows into the Quarry, as shown in Figure 8.14.8 of the EIAR, which have the potential to become petrifying springs as the natural hardness of the recharge waters will lead to CaCO<sub>3</sub> precipitation and petrification will occur. This process could take up to 10 years.

Given the probability that this natural process will take place over a decade, who is responsible for the management of the negative impact which will result as a consequence of these petrifying springs occurring?

#### 4 Response, Blasting Summary

The information presented in this note has provided back round to analysing for blast-induced vibrations, the models available for the assessment and the associated exclusion zones for various blast bench sizes. The information presented in summarised in Section 4.1. It should be noted that the blast exclusion zones presented in this note may change once site specific blast information is obtained and following a specialist review and design by the blasting contractor.

Given the above statement, and the mention throughout the report that some rock surfaces in Lackagh Quarry are already blast damaged from former quarrying, no-one actually knows what will happen if/when blasting for the tunnel commences. Already, there is evidence that houses in the Ballinfoyle estate have experienced damage to chimney stacks and sewer pipes from seismic vibrations from previous Lackagh Quarry blasts. Coolough residents have also experienced negative effects from blasting. As my home is relatively new, having been built since 2013 after the former Lackagh Quarry closed, I am very concerned that damage will occur to my home as I am in very close



proximity to the Lackagh Quarry. Should any damage occur to my property from blasting charges, who will be held accountable?

*Statement from pg 65*

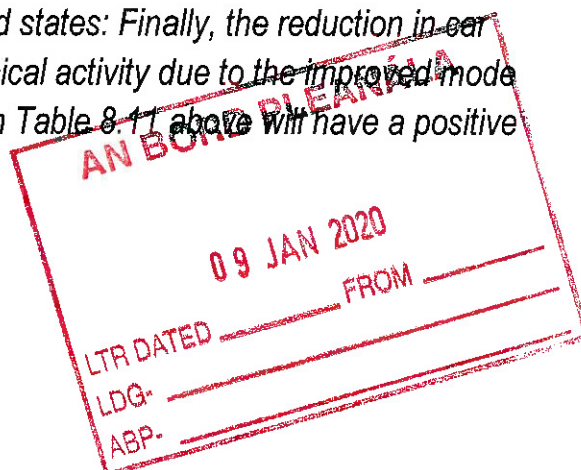
*In summary, the proposed road development could affect the conservation objectives of the qualifying interests of Lough Corrib cSAC as a result of habitat loss, construction of the Lackagh Tunnel, potential hydrological impacts, potential hydrogeological impacts, dust emissions during construction, and the accidental spread or introduction of non-native invasive species. However, the design of the proposed road development in conjunction with the mitigation measures detailed in Section 10 of the NIS will ensure that the proposed road development will not undermine the conservation objectives of, and will not adversely affect the integrity of, Lough Corrib cSAC.*

I completely disagree with the sweeping statement made above. Of course the integrity of the Lough Corrib cSAC will be adversely affected and permanently altered should the proposed N6 GCOB go ahead. How could it possibly not be! You simply cannot blast and tunnel through rock without disturbing the surface ground overhead.

*Statement from pg 83, Furthermore, none of the habitat areas directly affected by the proposed road development were noted as being unique in a local or regional scale, ie they do not support unique assemblages of plant species or communities.*

I would argue that what is unique is the location of areas of great scenic beauty and historical interest, ie Menlo Castle and Menlo woods, Menlo Village, which has a number of protected structures, and Coolough village adjacent to Lackagh Quarry. These areas are within walking distance of Galway City and could be developed as heritage sites and accessed via greenway walk/cycle routes along the banks of the River Corrib. It should be enhanced and marketed as a tourist attraction as well as a public amenity for all the Galway Urban residents.

*Chapter 18 discusses Human Health and states: Finally, the reduction in car usage together with the increase in physical activity due to the improved mode share of cycling and walking as shown in Table 8.11 above will have a positive impact on health outcomes*



This is a complete contradiction. It is a known fact that if you build more roads, you accommodate more cars/traffic. Large dual carriage way roads are completely adverse to pedestrians/ cyclists. Trying to cross any such existing road as a pedestrian is an extremely slow and dangerous process, and would not entice one to walk. Nor is walking on such roads a pleasant experience. This would put Galway in complete contradiction with European standpoints regarding becoming Eco-friendly and reducing carbon footprints.

To conclude, this proposed road is a total mistake and will be nothing but detrimental to Galway city and its residents. It will not improve the current traffic congestion problems encountered by Galway commuters on a now daily basis. Improvements to public transport options is the only way forward, which can be seen working successfully in every other developed European city.

A recent Government report produced for the Department of Transport's Sustainable Mobility Policy Review states that the response to congestion and over-demand for car travel "is not simply to build more roads for cars to drive on"- and instead planners should look towards interventions such as congestion charges for the city centre. The report also states, "International policy has, in general, avoided building additional road capacity to address congestion caused by the private car, where other options exist".

Considering the steady increase in the population numbers, it would serve Galway City Council well to investigate with an open mind the light rail systems used in other comparable cities. If we don't look to the future now and plan accordingly, It will become much more problematic and costly as time passes. And as we are all no doubt aware, time passes very quickly.

I trust you will consider this submission when making your final decision.

Yours Sincerely,

Linda Rabbitte

