

Submission in relation to:
N6 Galway City Ring Road 2018
Response to R.F.I. Reply

AN BORD PLEANÁLA
LDG- _____
ABP- _____
Fee: € _____ 24 OCT 2019
Time: 10:17 Type: _____
By: Rep. Post

From Peter and Michele Connolly
Forramoyle West,
Barna,
Co. Galway,

Affected Landowner reference number 116 or 7906
A.B.P. REF: 302848 + 302885

Exempt from fee.

AN BORD PLEANÁLA
24 OCT 2019
LTR DATED _____ FROM _____
LDG- _____
ABP- _____

Forramoyle West,
Barna,
Co. Galway,
20th October 2019.

Re: N6 Galway City Ring Road F.I. Reply,

A chara,

I would like to make a submission in relation to the response to the request for further information re: the n6 Galway city ring road.

(e) Detailed drawings of proposed under bridges and over bridges along the route are a welcome addition to the application, but I still feel that the erection of site profiles at locations of significant structures would give more clarity to those affected of how the end result will look.

I also note from the drawings that there are very few mammal underpasses in the Barna section of the route despite the presence of many species in the corridor of the route.

(f) Boundary treatments: I note from map details of boundary treatments (Which differ between R.F.I. VOL 4 16GCOB-300-D.000T0015 and A.1.9. Boundary treatments drawings in R.F.I. VOL 2 appendix) that the application only proposes the build or replace around 1000m of stone walls in the Barna area, despite in excess of 3000m being removed. The idea of using post and rail fencing in the Barna area makes no sense due to the nature of local ground conditions. Such fence types are never used in the area due to the presence of outcropping or just below surface granite bedrock. Erecting post and rail in these conditions would require either boring into the granite for each individual post or using ugly over ground mounds of concrete around each post. Would it not be better to build stone walls in local granite as per detail: typical stone walls in appendix A.1.9. Such walls would blend in better with the local landscape and provide a lifetime job with little maintenance required and make use of the abundance of stone that will be displaced with the construction works. Post and rail fencing offers no shelter for animals or crops.

The application proposes to retain stone for landowners to build walls at their own expense inside the development boundary. As stated before in our submission of DEC 2018 the Galway county development plan includes stone walls in many of its objectives and conditions. Removal of stone walls and replacing them with post and rail in other road schemes in the county have led to widespread anger and opposition. There seems to be little respect for the county's heritage. I note also from a detail drawing in appendix A.1.9 that screen planting can be provided on an additional 2 metre strip on the landowners own land. Who will be responsible for these plantings should they eventually encroach onto the proposed route?

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I think in the interest of overall clarity in the application it should include drawings and details of all family homes and work premises proposed to be demolished due to the proposed route, as would be required in general planning applications. Also details of the environmental impact of demolishing 40+ premises, decommissioning septic tanks etc. and waste disposal.

(1) The layout plan of the overlaying of previous G.C.O.B. Development on the proposed N6GCRR only helps to clarify the “any route but the old route” approach to the new application.

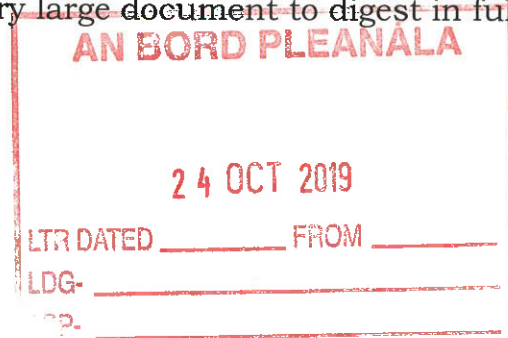
(J) From examining details of cycling and pedestrian crossings in the Barna section of the proposal I don't see any improvements to cycling/walking facilities at all, if anything such pursuits will be much more dangerous or challenging as a result of the route traversing the area. I cannot see how this relates to the aspiration of the applicant that the new road will result in more opportunities to walk and cycle safely.

I note from: R.F.I Vol 4, 35 GCOB 1200-D-000 to 015 traffic signs and road markings that the R336 intersection will return to 50km/hr speed limit from the recently introduced 80km/hr. No details of the extent of this 50km/hr speed limit on the R336 is given?

(2) Route selection:

I still feel that the construction of the road portion of the transport plan will do little to address the reasons for traffic congestion when it occurs on the western side of Galway city. As no consideration or alternative proposals are made to relocation of secondary schools or alternative school transport methods (most traffic congestion occurs to the west of the city during the school terms). The fact that up to 80% of car journeys are destined to Galway city will not be alleviated by building a road to by-pass the city. More thought is needed as to what would serve the commuters best on this side of the city, road or public transport solutions? To build a ring road that will cause so much disruption and severance to existing established communities that will do little to alleviate traffic congestion in the same communities seems to be at odds with the inference that this road will solve all our traffic woes. For the amount of money that this road will eventually cost I hope more consideration will be given to the ideas that might be more cost effective and do more to address a larger percentage of the traffic congestion.

I hope that this submission reflects our interpretation of what again was a very large document to digest in full,



Regards,
Peter Connolly
Michele Connolly
Lelia Connolly
Rebecca Connolly
Sarah Connolly