

Appendix A

A.6.1 Public consultation No.2

A1

Galway County Council
N6 Galway City Transport Project
Public Consultation No. 2

GCOB - 4.03-17.2-001 (PC2 Report)_Issue 2.docx

Issue 2 | 16 March 2016

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 233985-00

Ove Arup & Partners Ireland Ltd

Arup
Corporate House
City East Business Park
Ballybrit
Galway
H91 K5YD
Ireland
www.arup.com

ARUP

Document Verification

ARUP

Job title		N6 Galway City Transport Project		Job number	
				233985-00	
Document title		Public Consultation No. 2		File reference	
				4-04-03	
Document ref		GCOB - 4.03-17.2-001 (PC2 Report)_Issue 2.docx			
Revision	Date	Filename			
Issue 1	17 Aug 2015	Description	Issue 1		
			Prepared by	Checked by	Approved by
		Name	Gerard O'Dea	Mary Hurley	Eileen McCarthy
		Signature	<i>Gerard O'Dea</i>	<i>Mary Hurley</i>	<i>Eileen McCarthy</i>
Issue 2	16 Mar 2016	Filename	GCOB-4.03-17.2-001 (PC2 Report)_Issue 2.docx		
		Description	Issue 2		
			Prepared by	Checked by	Approved by
		Name	Gerard O' Dea	Mary Hurley	Eileen McCarthy
		Signature	<i>Gerard O'Dea</i>	<i>Mary Hurley</i>	<i>Eileen McCarthy</i>
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
Issue Document Verification with Document ☒					

Contents

	Page
1 Introduction	1
2 Public Consultation Process	1
2.1 Extent of public consultation	1
2.2 Advert	1
2.3 Brochure	1
2.4 Public Consultation	2
2.5 Public Display	2
3 Feedback from Public Consultation	3
3.1 Debriefing	3
3.2 Submissions	3

Appendices

Appendix A

Advertisement

Appendix B

Brochure

Appendix C

Submissions

Appendix D

Display Boards

1 Introduction

The N6 Galway City Transport Project is intended to address the transportation issues within Galway City and environs which are having a negative impact on the National and Regional road network. The resolution of the transportation issues in Galway is compatible with the Government's objectives in the National, Regional and Local policy documents.

In accordance with the National Roads Authorities Project Management Guidelines, consultation is required with the public at key stages. The purpose of these consultations is to engage the public in the scheme delivery process, inform the public of the statutory process and the likely time scales, seek the public's cooperation and understanding of the project and to capture local knowledge as part of the EIA process. The Public Consultation comprised an Information Brochure with an accompanying Comment Sheet in combination with a Public Exhibition.

This report details the process and records feedback from the commentary received during consultation.

2 Public Consultation Process

2.1 Extent of public consultation

A comprehensive route option development was undertaken by the Design Team, which culminated with six route options being displayed at the Public Consultation (PC) sessions along with the updated constraints study. The route options comprised of the following six options: Red1, Orange1, Yellow1, Pink1, Blue1 and Green1. The results of the Constraints Study had been updated since the previous Public Consultation six months prior. The aim of this Public Consultation was to receive feedback from the public and gain invaluable information from their local knowledge that may have been overlooked. This information informed the route selection and process.

2.2 Advert

An advert was placed in the Connaught Tribune and City Tribune on the week prior to the public consultation on 23 January 2015. A copy of the advert is contained in **Appendix A**.

2.3 Brochure

A colour Brochure and Comment Sheet were prepared, in both Irish and English. The Brochure gave a brief introduction to the scheme, highlighted the objective of the route selection process, detailed the possible components of the transport solution and outlined the proposed schedule for key milestones.

The Brochure and the Comment Sheet were available to the public on the project website and at the public consultation. A copy of the Brochure and Comment Sheet are available in **Appendix B**.

The public were given over a three week period to submit commentary on the route options and Constraints Study via a dedicated project email address or by post.

2.4 Public Consultation

Four Public Consultation (PC) sessions were held to facilitate residents from the east and west of the city. The first two PC sessions were held on Wednesday 23 and Thursday 24 January respectively in the Westwood Hotel, Dangan from 2:00pm to 9:00pm. The third and fourth (PC) sessions were held on Tuesday 3 and Wednesday 4 February 2015 in the Menlo Park Hotel, Terryland, Headford Road from 2:00pm to 9:00pm. Representatives from Arup and Galway County Council were in attendance to assist the public in explaining the material on display.

The sessions were well attended with over 1,400 people signing the attendance register.

The constraints were shown on three different types of mapping background namely Aerial Photography, Discovery mapping and OS mapping at a scale of 1:10,000. The maps were mounted on display boards for ease of visibility. The constraints maps displayed at the Public Consultation included:

- Technical Mapping of the six route options were displayed with the following constraints:
 - Engineering, Gas, ESB and Cultural Heritage Constraints;
 - Landscape and Agriculture Constraints;
 - Socio Economic, Noise, Geology and Hydrogeology Constraints; and
 - Ecological Constraints.
- Posters:
 - Summarizing the current transport issues;
 - Habitat Directive Article 6;
 - Progress to Date;
 - Possible Smarter Travel, Public Transport and Road Components of the Transport Solution; and
 - Project Framework.

2.5 Public Display

The display boards were moved to the N6 Galway City Transport Project Office following the PC sessions. The display boards were available for unattended public viewing between 9.30am to 5.30pm daily until the 27 February 2015. A copy of the display boards is included in **Appendix D** of this report.

3 Feedback from Public Consultation

3.1 Debriefing

Following the Public Consultation a debriefing session involving the staff from the exhibition was held in order to capture information in terms of comments from the public. Some of the most common themes included:

- Greater importance given to the protection of environmental habitats over human beings;
- Viability of going back to the route of N6 Galway City Outer Bypass, 2006, (2006 GCOB);
- Impacts of demolition to homes and businesses;
- Impact on the environment, noise and air pollution;
- Impact to communities and cultural heritage of many townlands including: Menlough, Castlegar, Coolagh, Rahoon, Dangan/Bushypark, Knocknacarra, Bearna;
- Impact on recreational amenities such as NUIG Recreational Facilities;
- Health and safety of primary school children in close proximity to proposed route options;
- Impact to commercial businesses and local economy of Galway; and
- Implementation of improved public transport and smarter mobility.

3.2 Submissions

A total of 994 individual submissions were received following the public consultation by post, email, comment sheet or were dropped into the project office. **Appendix C** contains a summarised version of each individual submission. Each submission is categorised by the general theme of the comments. **Figure 1** contains a pie chart showing the percentage breakdown of the following categories:

- Public Transport/Smarter Mobility;
- Design;
- Habitat vs. Humanity;
- Community/Cultural Heritage;
- Environment;
- 2006 GCOB;
- Need for Scheme;
- Material Assets;
- Recreation/Amenity;
- Economy;
- Health;
- Safety;

- Public Consultation; and
- Other.

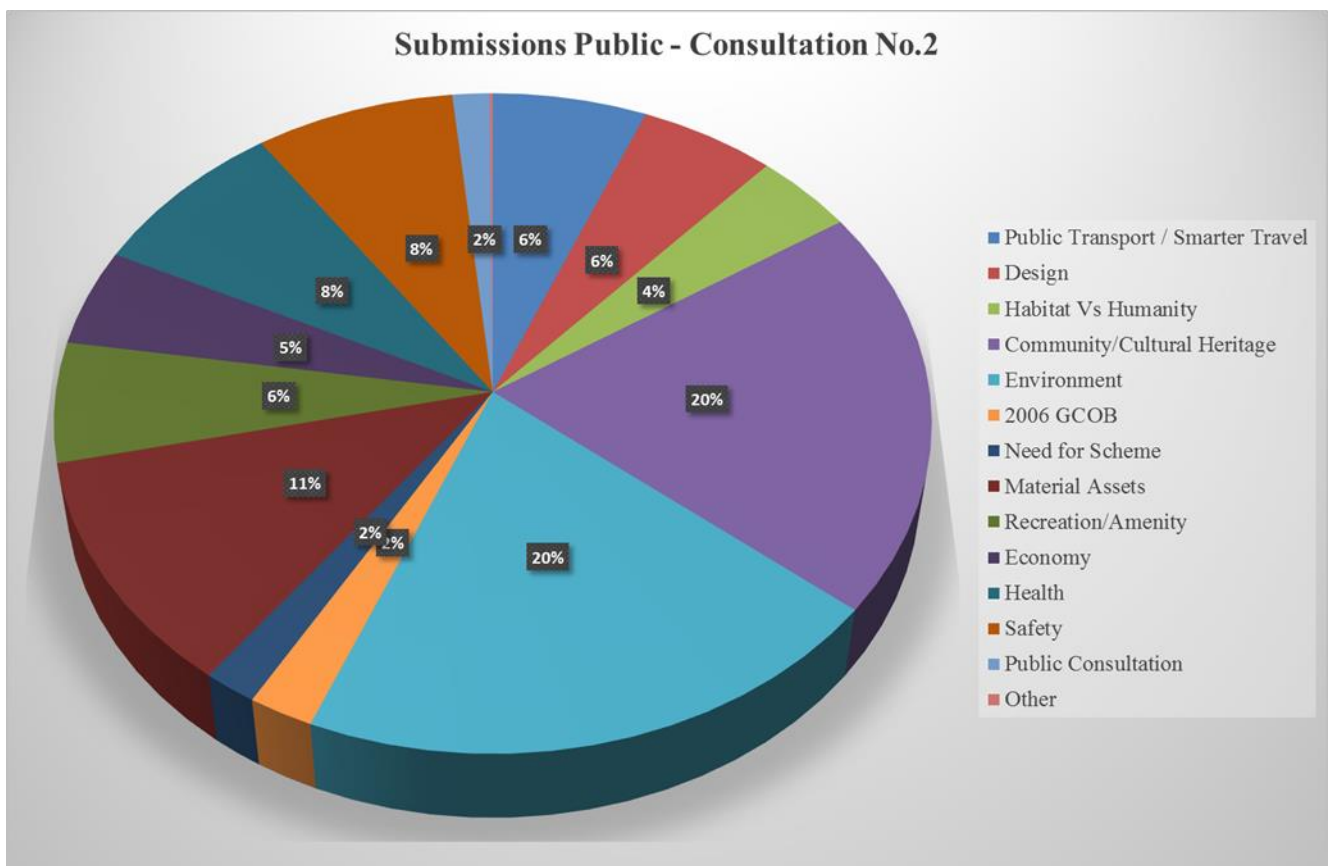


Figure 1 Percentage breakdown of submission theme categories

Appendix A

Advertisement

A1

Comhairle Chontae na Gaillimhe — Galway County Council

www.gaillimh.ie

www.galway.ie

@GalwayCoCo

facebook.com/GalwayCounty



TEMPORARY CLOSURE OF ROADS

Roads Act 1993 – Section 75, Roads Regulations 1994 – Article 12 Notice of Decision

NOTICE IS HEREBY GIVEN that Galway County Council has made an order closing the following routes subject to conditions:

Stages: 1, 3 & 5

Times: 9:20a.m. to 4:45 p.m.

Date: Saturday 7th February, 2015

Route:

Along the L8568 from its junction with the R347 at Mannin Cross Roads to its junction with L4220 at Ballynamannin to its junction with L8541 at Ballylin West to its junction with L8540 at Emagh to its junction with L4512 at Fuzzypark to its junction with L8536 at Moneen West to its junction with L8532 at Kinmona North to its junction with L8533 at Carrownamona to its junction L8534 at Loughanawadda to finish & 300m along all roads leading to the aforementioned route.

Alternative Route:

From Craughwell on R446 to R347 at Craughwell to N18 at Ardahan to N66 at Gort to L4219 at Fish Pond Cross to R446 at Craughwell.

Stages: 2, 4 & 6

Times: 10:45 a.m. to 6:00 p.m.

Dated: Saturday 7th February, 2015

Route:

Along L4507 from its junction with L4510 at Cloonteen to its junction with L8545 at Cappacashen to its junction with L4508 at Ballybuck North to its junction with L8551 at Ballybuck North to its junction with L8550 at Cahergassan to its junction with L4510 at Cahermore to finish & 300m along all roads leading to aforementioned route.

Alternative Route:

From Kinvara on N67 to R347 at Dungory East to N18 at Ardahan to N66 at Gort to R460 at Ballyhugh to L4507 at Poulroe to L8588 at Cappaghmore to L8587 at Carrownamadra to Kinvara.

Stages: 8, 11 & 14

Times: 9:04 a.m. to 5:15 p.m.

Date: Sunday 8th February, 2015

Route:

Along L4515 from its junction with R353 at Bunnaglass to its junction with L8516 at Derrywee West to L8515 at Derrynacama to L8514 at Drummin to its junction with L4516 at Ballyturin to finish & 300m along all roads leading to aforementioned route.

Alternative Route:

From Gort on N66 to R353 at Rakerin to L8211 at Cloghvoyle to R461 at Caher via Flagmount to R458 at Lough Cutra to Gort.

Stages: 9 & 12

Times: 10:21 a.m. to 4:05 p.m.

Date: Sunday 8th February, 2015

Route:

Along the L8249 from its junction with the N66 at Cregganore to its junction with L8251 at Gortard to its junction with L85381 at Caherlinny to its junction with L8538 at Fuzzypark to its junction with L4219 at Ballyshea to its junction with L8255 at Lakyle to its junction with L4221 at Cartron to L4223 at Tonbaun to its junction with L8253 at Glenatallan to finish and 300m along all roads leading to the above route.

Alternative Route:

From Loughrea on N66 to L4512 at Ballybackagh to R347 at Ballyboy to R446 at Craughwell to Loughrea.

Stages: 7, 10 & 13

Times: 8:23 am to 4:40 p.m.

Date: Sunday 8th February, 2015

Route:

Along L8219 from its junction with L4214 at Killeenadeema West to its junction with L8216 at Belleleguaun to its junction with L8211 at Lisheenaclara to its junction with L8212 at Cullenagh to its junction with L4214 at Coppanagh to finish & 300m along all roads leading to the aforementioned route.

Alternative Route:

From Loughrea on N66 to R353 at Rakerin to R351 at Newtown South to Loughrea.

The purpose of this closure is to facilitate the Galway Motor Rally 2015.

Tionscadal Iompair Chathair na Gaillimhe, Roghnú Bealaigh Comhairliúchán Poiblí Uimhir 2.

Tá Comhairle Chontae na Gaillimhe ag comhordú an fhorbairt ar réiteach iompair do Ghailimh i ndiaidh don Chúirt Uachtarach bunionscadal N6 Seachbhóthar Seachtrach Chathair na Gaillimhe a chur ar neamhni i 2013. Tá an scéim reatha faoi stiúir ag Oifig Tionscadail Bóithre Náisiúnta (OTBN) de chuid Chomhairle Chontae na Gaillimhe ar son an dá chomhairle mar chuid den chomhaontú de bhun Ait 85 den Acht Rialtais Áitiúil 2001. Tá oifig tionscadail thiomnaithe bunaithe in aice leis an OTBN i mBaile an Bhriotáigh, ina bhfuil na comhairleoirí ceaptha Arup lonnaithe.

Is é aidhm an chomhairliúcháin poiblí seo ná na roghanna iompair atá forbartha mar réiteach ar na fadhbanna sainaitheanta, na snanta a sithnítear go dtí seo, na himpleachtaí atá ag an Treoir maidir le Gnáthóga ón Aontas Eorpach agus an clár maidir le dul chun cinn na scéime nua, a chur in iúl don phobal.

Tá páirt thábhachtach ag an gcomhairliúchán poiblí sa dul chun cinn ar an bpróiseas deartha agus tugann sé deis don phobal páirt a ghlacadh i bhforbairt an Bhealaigh is Dearthaí a Roghnófar. D'fhonn deis a thabhairt don phobal a bheith ar an eolas go nímián faoin scéim agus ionas go mbeid siad in ann ceisteanna, abhair imní agus tuairimí a chur in iúl lena mbreithniú amach anseo, reachtálfaid seisiún chomhairliúcháin poiblí ag na hionaid seo a leanas:

Dáta	Am	Ionad
Dé Céadaoin 28 Eanáir 2015	2.00in-8.00in	Óstán Westwood, An Daingean
Déardaoin 29 Eanáir 2015	2.00in-8.00in	Óstán Westwood, An Daingean
Dé Máirt 3 Feabhra 2015	2.00in-8.00in	Óstán an Merlo Park, Tír Oleáin
Dé Céadaoin 4 Feabhra 2015	2.00in-8.00in	Óstán an Merlo Park, Tír Oleáin

Boidh léaráidí de na roghanna forbartha, lena n-áirítear roghanna bealaí agus roghanna iompair poiblí, chomh maith leis na snanta is eol duinn ar taispeánt ag na seisiúin chomhairliúcháin poiblí.

Tá ardmheas ag Comhairle Chontae na Gaillimhe ar dhearcadh an phobail faoin scéim agus fáilteofar roimh thuairimí ón bpobal nó ó pháirtithe leasmhara. Beidh foircenn ó Chomhairle Chontae na Gaillimhe (Oifig Tionscadail Bóithre Náisiúnta na Gaillimhe) agus ó Arup ar fáil chun ceisteanna a fhreagairt ag an dá ionad.

Chun tuilleadh eolais a fháil déan teagmháil le:

An tInnealtóir Tionscadail, Oifig N6 Tionscadal Iompair, Chathair na Gaillimhe, Oifig Tionscadail Bóithre Náisiúnta na Gaillimhe, Teach Corparáideach, Pairc Gnó Oirthear na Cathrach, Baile an Bhriotáigh, Gaillimh

Guthán: 091 509594 Ríomhphoist: nrdco@galwaycoco.ie

Tá eolas breise faoin tionscadal le fáil ar an láithreán gréasáin seo: www.N6GalwayCity.ie

N6 Galway City Transport Project, Route Selection Public Consultation No.2

Galway County Council is co-ordinating the development of a transportation solution for Galway following the quashing of the original N6 Galway City Outer Bypass project by the Supreme Court in 2013. The current project is being managed by the National Roads Project Office (NRPO) of Galway County Council on behalf of both Councils under an agreement made pursuant to Section 85 of the Local Government Act 2001. A dedicated project office staffed by the appointed consultant, Arup, has been established beside the NRPO in Ballybrit.

The purpose of this public consultation is to inform the public of the transportation options which have been developed to address the problems identified, the constraints identified to date, the implications of the EU Habitats Directive and the programme for advancement of the new project.

Public consultation forms an important part of advancing the design process and allows the involvement of the public in developing the Emerging Preferred Option. In order to afford an opportunity for the public to be fully informed and to raise questions, concerns and comments for future consideration, public consultation sessions will be held at the following locations:

Date	Time	Venue
Wednesday 28 January 2015	2.00pm-8.00pm	Westwood Hotel, Dangan
Thursday 29 January 2015	2.00pm-8.00pm	Westwood Hotel, Dangan
Tuesday 3 February 2015	2.00pm-8.00pm	Merlo Park Hotel, Terryland
Wednesday 4 February 2015	2.00pm-8.00pm	Merlo Park Hotel, Terryland

At the public consultation sessions, drawings of the developed options including routes and public transport options and known constraints will be on display.

Galway County Council values the opinion of the community on the project and welcomes comment from the public and interested parties. Staff from Galway County Council (Galway National Roads Project Office) and Arup will be available to answer questions at both venues.

For further information contact:

The Project Engineer, N6 Galway City Transport Project Office, Galway National Roads Project Office, Corporate House, City East Business Park, Ballybrit, Galway.

Phone: 091 509594 Email address: nrdco@galwaycoco.ie

Further information regarding this project is available at the following website: www.N6GalwayCity.ie

✉ customerservices@galwaycoco.ie

SMS: 087 7799888

Tá míle fáilte roimh chomhfhreagras agus gnó trí Ghailimhe: gaeilge@cocogaillimh.ie

M. Owens, Rúnaí Contae

Appendix B

Brochure

B1



What Happens Next?

- Following this public consultation, the questions received from the public will be processed and incorporated into the options selection study.
- Options will be reviewed and revised where necessary.
- An Options Selection Report will be published, recommending the preferred option.



If you are unable to attend the public consultation exhibition the proposals may be viewed by appointment at the address below until 27 February 2015.

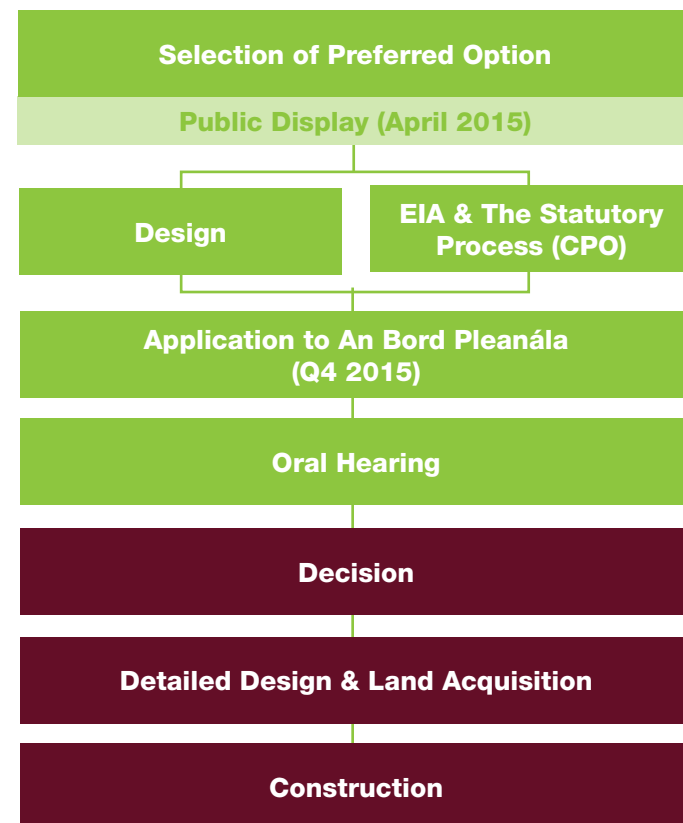
N6 Galway City Outer Bypass Project Office

Galway National Roads Project Office
Corporate House
City East Business Park
Ballybrit
Galway

Email: N6GCOB@arup.com

For more information and update on the N6 Galway City Transport Projects please visit our dedicated project website at:

www.n6galwaycity.ie



Introduction

The overall aim of the N6 Galway City Transport Project is to develop a sustainable solution to the congestion issues that exist in Galway City and to better connect the west of County Galway to the national road network.

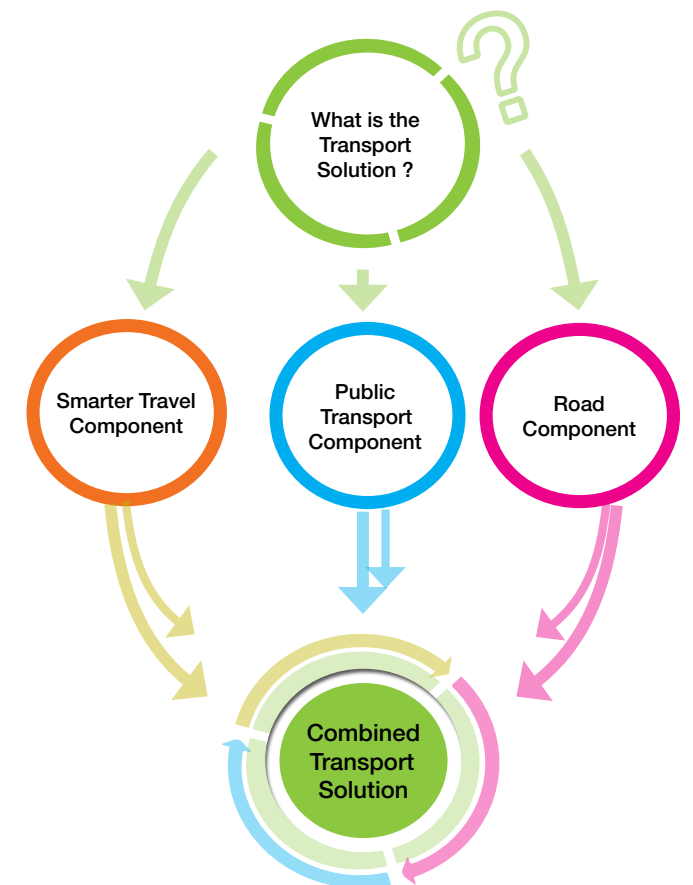
A key driver for the project is to minimise the impact to the natural and built environment. Galway City is fortunate indeed in its location on the River Corrib as it flows between Lough Corrib and Galway Bay. Lough Corrib forms a natural division between the east and west of County Galway and the distance between Lough Corrib and Galway Bay is only 4km within which lies Galway City, very much at the heart of County Galway. In addition to a beautiful location with fantastic natural amenities the city is located in the middle of areas which are rich in natural heritage with a wealth of natural habitats. This has resulted in significant areas around Galway City being included in designations of international importance.

The physical form of the city, together with the limited available space between the lake and the bay, plus the presence of the designated sites presents significant constraints for developing new infrastructure for the city. The presence of the designated sites focuses attention on the importance of considering all alternatives in order to minimise the impact on the designated sites.

The objective of this phase is to identify a suitable study area within which alternatives are examined, to identify key constraints within this study area, to develop feasible solutions and to carry out a systematic assessment of these options leading to the selection of a preferred option or transportation solution, which will form the basis of the detailed design to follow.

The purpose of this public consultation is to inform members of the public of the results of the comprehensive constraints study and the various transport solutions considered. Alternatives have been developed which include consideration of public transport, smarter travel and road capacity as possible components of a solution. It also facilitates the public an opportunity to input to this process.

Possible Components of the Transport Solution



Possible Smarter Travel of the Transport Solution



What Are Smarter Travel Initiatives?



Cycling and Walking

- Bearna Greenway
- Moycullen Greenway
- Canal Greenway
- Dublin Greenway
- Oranmore Greenway
- Merlin Park Greenway
- Terryland Forest Park
- Bearna Woods
- Eyre Square Pedestrianisation
- Shared Spaces
- Health Benefits

Public Transport

- Significant improvements to the public transport network of Galway City
- 12% growth in passengers on Bus Eireann Services in Galway in 2014
- Introduction of bus corridors
- Improvements to bus facilities
- Introduction of real time information

Technology

- Integrated ticketing systems
- Automated bus corridors
- City wide traffic management systems
- Real time passenger information

Stakeholder Engagement

- Community involvement
- Workplace involvement
- Policy initiatives
- On-going process, your opinion counts

Reducing Demand

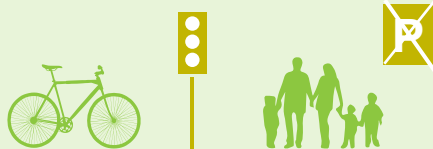
- Integrated Spatial and Transport planning
- Reliable and user friendly transportation alternatives
- Encourage walking and cycling

Aims of Smarter Travel

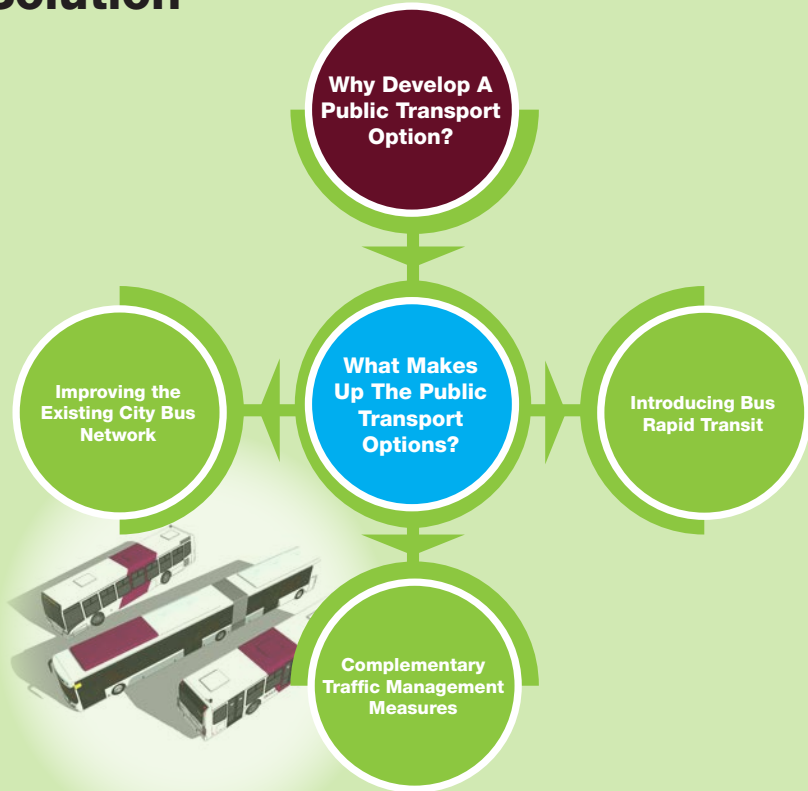
- Reducing congestion
- Reducing emissions
- Reducing reliance on fossil fuels
- Protecting the environment

Key Benefits

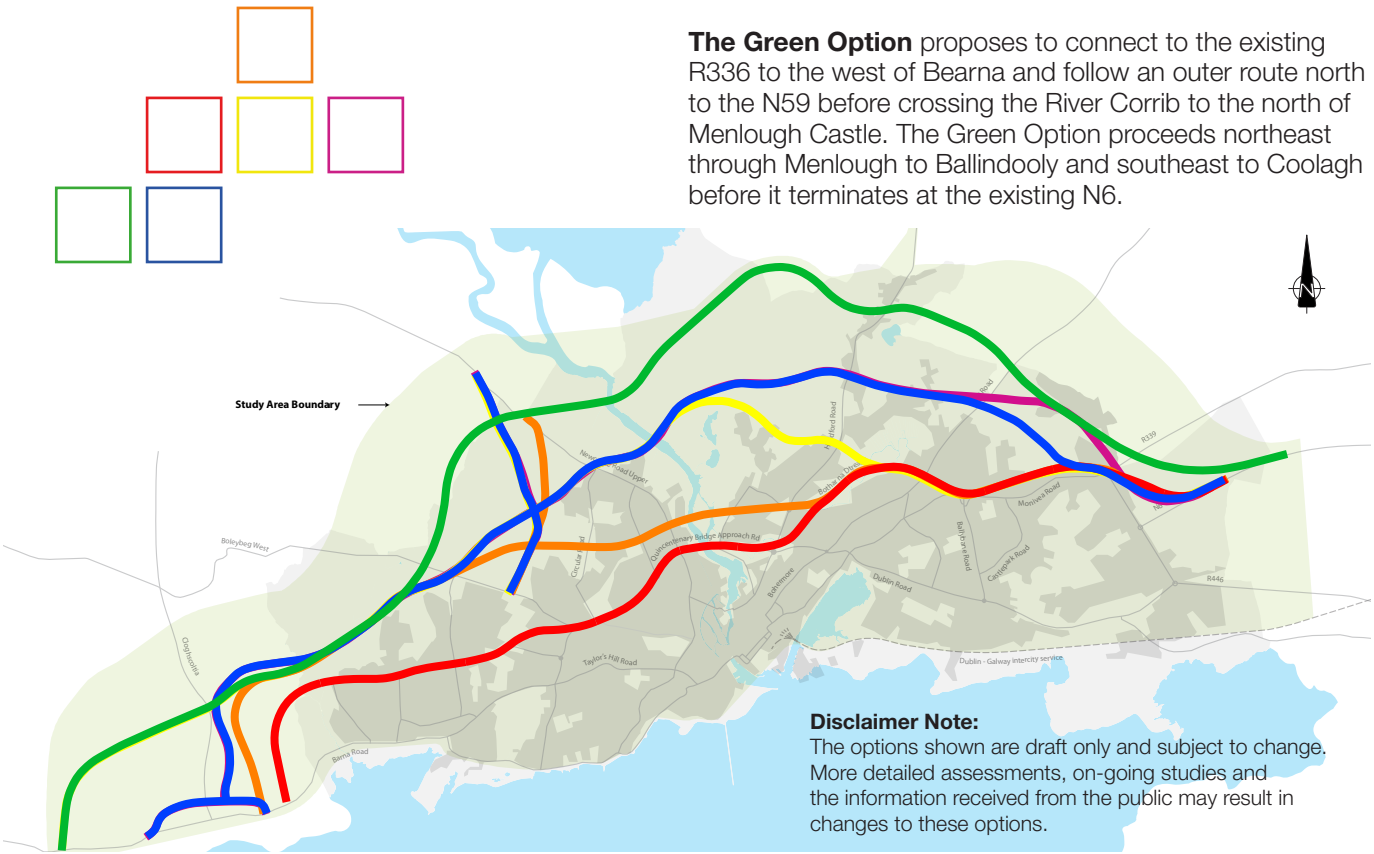
- Community involvement and initiatives
- Wellbeing
- Better / Improved quality of life
- Reduction in health risks



Possible Public Transport Component of the Transport Solution



Possible Road Component of the Transport Solution



The various road options all connect the R336 on the west of the city to the existing N6 on the east of the city, utilising different corridors which vary in the extent to which the existing road infrastructure is reused. The options are colour coded for reference and whilst all are uniquely assessed, there are sections of each that may overlap with another option.

The Green Option proposes to connect to the existing R336 to the west of Bearna and follow an outer route north to the N59 before crossing the River Corrib to the north of Menlough Castle. The Green Option proceeds northeast through Menlough to Ballindooly and southeast to Coolagh before it terminates at the existing N6.

The Blue Option proposes completion of the Bearna Relief Road. It would then connect to the proposed new road to the north of Knocknacarra and continue on to Dangan, before crossing the River Corrib midway between the existing Quincentenary Bridge and Lough Corrib. It crosses through the townland of Castlegar and Ballybrit before joining the existing N6 at Coolagh.

The Red Option proposes a new link road from the existing R336 to the east of Bearna to the existing Western Distributor Road and then reuses the existing road network along the R338 and N6. This option is closest to the city and involves cut and cover tunnels/bridges to create a two-tier system whereby the national traffic is segregated from the local road network.

The Orange Option is similar to the Red Option as far as the connection to the Western Distributor Road, and then follows the Blue Option to the N59 Junction. It then utilises a bored tunnel to connect from the Letteragh area on the west to the Terryland area on the east, before rejoining the Red Option at Terryland.

The Yellow Option is similar to the Blue Option as far as Menlough. The Yellow Option then proceeds southeast to connect to the Red Option at Castlegar.

The Pink Option is similar to the Blue Option, varying only at Ballybrit.

There is a link road associated with the Blue, Orange, Yellow and Pink Options, the N59 Link, which connects the N59 and Bóthar Stiofáin with this proposed option.

Appendix C

Submissions

C1

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
001	Lives in Keeraun, both blue and green road are going through village (separate families). In their garden and surrounding fields they have frogs, yellow snails, lizards, hares, pheasants, foxes. Preferred route is Red Route	Keeraun					✓									
002	Why was there no option 7 i.e. North over the empty bog?	Ballinfoyle		✓			✓									
003	If orange line is selected, contact. Look at option to the North - Ravelling into granite at N59	Circular Road		✓												
004	Very worried to see orange option area under their house, especially since they started renovating it this week, Will follow up. Great Presentation.	Newcastle		✓										✓		
005	Believes it is disgusting to destroy a beautiful city by making more roads for more cars, more pollution! It is not needed in city limits. Asks for a ring road outside city in Moycullen Area. Believes displacing families is not the option! If in city limits, underground option all the way if possible.	Newcastle					✓									
006	Just a few comments on the proposed routes at the Public consultation: This was proposed ten years ago nearer to furbo village, due to wildlife and preservation orders it did not materialise - E.U. Statutory & Directives. Interestingly it has been proposed to the public with every colour route possible, very close to Barna village and maybe very close to Scoil Sheamais Naofa, land which she hoped would be used for an extension to the school. The construction of any route is going to cause major disruption for residents, young & old. Compensation for disruption will be requested, letters have issued to homeowners. Re. property, please consider all disruption to communities and compensation for local residents along route during construction. Asked to be kept updated.	Truskey West					✓	✓								
007	Outraged by the proposal as it would mean the destruction of his home in Aille, Bearna along with many others and the blighting of a beautiful village. Forming an action group to fight this all of the way. Under the European Conservation right, we are entitled to the peaceful enjoyment of our possessions, that is our home. So many questions and will be demanding's answers under FOI.	Aille			✓		✓									
007B	1. We are totally opposed to any of the proposed routes (red, blue or green), not only because our much-cherished home, where we raised our children and which is now also enjoyed by our grandchildren, would be badly blighted, or even demolished, by any of the red, green or blue options, making our home unliveable. 2. More broadly, the beautiful village of Bearna and its semi-rural hinterland will be devastated, pillaged, degraded and destroyed if any of the proposed routes go ahead and this realisation is getting stronger as more people have had time to consider the full impact of the proposed routes. This is a 20th century solution (build more roads) for a 21st century problem. Traffic congestion in nearby Galway City will just be temporarily displaced to places like Bearna and we have seen no evidence that other measures to avoid the building of roads are in place such as • better public transport to and from Connemara (7 buses a day currently), • encouragement of car pooling • restrictions on single occupant cars, • park and ride schemes, • better public transport within the City etc. 3. We are aware it has been stated that up to 130 homes might be demolished dependent on the chosen route. This will cause enormous heartbreak, distress and disruption to human beings. We also understand that the original route chosen west of Galway had to be abandoned because of legal action on foot of the EU Habitats Directive and because it infringed on an area of limestone pavement and affected some bog cotton. The original route selected over 10 years ago was, we believe, minimally disruptive and, while we are aware that you have to comply with the law, we hope that a case can be made to the European Court of Justice that the overriding public interest, balancing the human cost against the environmental damage, might permit the original route to be re-instated or amended slightly. 4. We also believe that a number of our rights under the European Convention on Human Rights, including the right to privacy and the right to the peaceful enjoyment of our possessions (home) could be infringed.	Aille	✓		✓		✓									
008	The maps were of extremely poor quality. Clearer aerial maps should be available showing individual houses. Council representative should have been available to explain CPO process	Cloch Scoilte													✓	
009	Tunnel option through Rahoon makes most sense. But most popular option will be as far west as possible.	Circular Road		✓												
010	Thinks blue route is the best option.	Bushypark		✓												
011	Commends the public consultation process, displays and information provided is a job well done. Re Transport options, agrees with the City council & NRA to promote public transport beyond everything else. Smarter travel options for the shorter journeys For the sustainability of the planet and healthy living communities we need to promote more accessible public transport, car pooling, cycling and walking. When that is implemented then target the next stage and see what road improvements are needed.	N/A	✓													
012	Would like a meeting to discuss routes etc. as they are beside bridge on M6 and have problems with 1)Airflow 2)Carbon Monoxide from lack of air and smoke down draughts.	Oranmore											✓	✓		
013	Believes outer city bypass should be on the outskirts of the city so people travelling do not have to enter the city unless that was their destination. These routes are all in the city and are making major impacts to the city because they are not far enough out. Most people would travel out to enter a ring road and then can get off at their correct junction without having to pass through a city.	Bushypark		✓												
014	Strongly against red route. It is near their residence and thinks the 'old' Newcastle road will have disappeared.	Newcastle		✓												
015	Finally logical thinking on the traffic nonsense that is curtailing travel around the city for years.	N/A														✓
016	Prefers green route.	Cappagh		✓												
017	Green route will impact heavily on the natural environment in Forramoyle West. It will cut through a natural landscape which would not be keeping with a rural Gaeltacht area along Cois Farraige. Also traffic only builds within a mile of Barna Village and can be catered by the blue route.	Forramoyle					✓									
018	Home seems to be intersected by green and red routes, wants to know if there is a schedule for demolition.	Aille		✓												
019	Found the gathering very pointless. Maps put up all around the room and there was nobody to answer even the simplest of questions about the fact that they could lose their home. A decision they feel will be made by faceless people in 8 weeks. Expects somebody to call and a discussion can be had.	Castlegar													✓	
020	Prefers green route.	N/A		✓												
021	1)Goes right through their house 2) The noise would be horrendous and it would be visibly intrusive 3) It will be unsightly. 4)The house is the home they have lived in for 27 years, it is where there roots are and they are attached to it. 5)They have a flat attached and they would lose their income.	Tonabrocky					✓									
021A	• Personal devastation for home to be demolished, fails to see how green route should be allowed as it will be visually intrusive across entire city and suburbs. Rises highest point in Galway • Impact on pheasants on preserved land at top of Ballagh Road along with otters, wild birds. Lake and water hens further along road to Tonabrocky will suffer • Motorway not needed. Proper public transport and school bus system. • Consultation period is completely inadequate • Green route will result in greatest eviction of families since the famine in 1846 • People should be protected over bog cotton. Human habitat is ignored • Old route should be the only one considered • Every legal avenue should be explored to prevent mammoth waste of money.	Tonabrocky	✓		✓		✓		✓						✓	
022	Strongly against the green option in Barna. Believes there is not enough traffic in Barna that would justify going through so many houses without using part of the already existing road in Barna (blue route) Living in Truskey West above the Green route and their houses were cracked when they were trying to put a new pipe down, so works on the pipe stopped. Re Bus Service: With opening of new Irish secondary school in September in Knocknacarra, cannot see any plan to provide a bus service to the school at appropriate times. Wont be able to use the school bus, because they live too close, but there is no public transport going to and from the school. Red bus has no bus timetable, which makes no sense and bus stops are not signed.	Truskey West	✓						✓							
023	Against using 'cut and cover' tunnel construction where this requires demolishing peoples homes. Advises to bore underground only (as in Dublin Port Tunnel). Against red option as too many businesses and homes are affected and it travels through a highly populated part of the city. Asks for option with least amount of dwellings & livelihoods being destroyed.	Rahoon		✓								✓		✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
024	Shocked to learn that they could be looking at a viaduct right in front of them. As well as this the road could move closer to them within the 150m corridor. The usual amenities of their house would be destroyed. The limestone pavement would be impacted which was one of the reasons the old route was discounted. Menlo village and environs would be badly affected if not destroyed completely.	Killoughter			✓		✓									
025	Green or yellow route by far the most preferable. Red option would be worst. Green option is only proper "bypass" other options specifically in relation to Barna bring traffic deep into village which is full of families and young children, disrupting character of village and increasing danger for children and pedestrians. Also the non green options would break up villages and damage movement within its parts e.g. children to leisure activities such as new playgrounds.	Barna					✓							✓		
026	Corridor going through their houses and believe this will effect their quality of life	Bushypark											✓			
027	Think bypass is badly needed, expensive but hopes it will be a success.	Barna										✓				
028	House is at risk of demolition if the red route is chosen. Of huge concern to them, along with other 119 households that will be affected. Market value as a compensation is of no benefit when a house was purchased at the height of the housing boom. Awaiting the decision of council but hope the preferred route will be one that impacts least on existing homes and families, most would be unable to find a suitable replacement home in a good location	Rahoon														
029	Good presentation	Coolough													✓	
030	Opposed to the green route as home lies next to it or in the corridor, received a letter from the county council. He is very happy where he lives and loves the locations therefore the green option does not serve his interests. He feels he is being divided from the Bearnna community if it goes ahead. Opposes green option but thinks the red or blue options are better.	Forramoyle					✓									
031	Opposed to red route as bringing this new road through the main artery of the city is not a viable solution for a ring road/bypass - a ring road should ring the city not cut through it.	Rahoon		✓												
032	Please be aware of the terrible disruption to residents and business if houses are demolished. Surely other options should be looked at. Demolition of houses should be the least considered option. Please don't consider red option as it will adversely affect too many people.	Rahoon												✓		
033	Opposing green corridor route as it lays on their property residence. Does not want to live beside a motorway/bypass. Moved to this area because of the location, scenery, fresh environment and healthy lifestyle and now the thought to have to leave is very distressing. Thinks the area is beautiful and should not be destroyed. The project has no use for future and feels that the eco-environment will be destroyed. Feels there is no benefit from this bypass on residence and will not participate in the planning of this project. Suggests the blue or red route.	Forramoyle					✓		✓							
034	Does not agree with this bypass as it lays on family home. It effects lifestyle and home. Believes this does not benefit people of Barna, this is just a solution to the traffic problem of the city and believes they should not be affected by losing home on this route. Believes red or blue option would be better decision for traffic problem.	Forramoyle					✓						✓			
035	Says the proposed red route will divide the city on the west, effectively it will act as a barrier between everything to the south and north of Knocknacarra	Cappagh		✓												
036	Cannot see how some of these routes are going to relieve the traffic problems coming from East to West.	Newcastle							✓							
037A	Believes two outer corridors will not really relieve congestion of traffic to the city on Barna side especially. School traffic and majority of schools are fairly central. On non school days traffic is much reduced but the outer corridors will not drive school traffic away. Blue route at lackagh quarries might	Dangan							✓							
037B	Objecting to the proposed outer routes, both Green and Blue, on several grounds; 1. Relief of traffic congestion. 2. Landscape, archaeology and heritage sites. 3. Amenities Blue Route. 4. The Constitution, Blue Route. 5. Local Government. 6. Who will be held responsible	Dangan	✓				✓									
038	The following are comments in relation to the proposals viewed on Thurs 29th Jan 2015 at the Westwood Hotel; These latest proposals for the city "outer bypass" are far too close to the west side of the city and to Barna village in particular. With modest growth it is inevitable that within 15 to 20yrs there will be a need to build yet another "outer bypass" to address the short sighted nature of this plan. Moving the bypass options in closer to the south after crossing the Corrib effectively avoids the unpopulated open space (to preserve some heretofore unrecognised flora) while at the same time driving through people's homes and established communities which seem to be held in lower esteem. The bypass proposals divide Barna community and would ruin well established, pleasurable walking circuits in the environs of Clochscoilte and Aille. Pulling in at least three of the bypass routes through Barna village itself would destroy the community atmosphere that has grown up in the past 10 years in particular and reduce the area to an intersection dividing north and south, unsympathetic to pedestrian movement typical in a village of this size. In Clochscoilte many people, including myself, built our homes under the illusion that any bypass would be well outside this area. Galway County Council approved planning permission on the same basis. Land and finished houses were expensive to purchase in such a desirable area. The market is now depressed and we are unlikely to recoup cost in any CPO arrangement. We are even less likely to now get a replacement site or house in the Barna area thus effectively being exiled from the community and village we shaped. The uncertainty of the next few years will represent a limbo for many people who would otherwise have continued to take pride in and improve their property. For 32 years I have commuted from west of the Corrib to my place of work. I sacrificed the commute time through all those years believing Barna to be is a nice place to live and finally settle in. It is this same sacrifice that also contributed so much to the industrial success of the medical device industry in Galway and the thousands of jobs generated in that time. Now I am faced with the prospect of a CPO to make way for a bypass. The proposals are so insensitive of their effect on peoples lives and communities compared to the alternative of traversing an unpopulated and unused blanket bog that I suspect you are seeking the inevitable negative feedback to fuel a challenge to the previous EU ruling	Cloch Scoilte		✓	✓			✓								
039	Comments on presentation: Could be better visualisations e.g. 3D projections on PowerPoint. Older people finding it hard to read maps.	N/A													✓	
040	I wish to object to the green route which intends to go through Menlo Graveyard, Menlo Village and through 3 of my neighbours homes and Kiloughter Village. Menlo Village has a great heritage and would be destroyed by this green route. We also have Aunts & Friends buried in Menlo graveyard. I have a child going to Menlo School. Please stop green route and let the dead rest in peace.	Killoughter				✓	✓									
041	Noise pollution is a great concern as my house is right beside the motorway. What will happen to the national monuments in Kiloughter and Menlo. A local group were setting up green walkways along boreens to enjoy the ring forts, crannógs, Burren land, An Leacht, castles, Lough Corrib, Walter McCanns house. There will be no heritage enjoyment if a motorway runs through this beautiful heritage area.	Killoughter				✓	✓									
042	1. Clearly the red route would be unacceptable to most people. Keeping the traffic too close to the city centre, cutting off western part of the city not to mention the disruption. One 'Seamus Quirke' experience is enough. 2. The green route would destroy Menlo Village. 3. Priority should be given to the environment for the people rather than obtuse directives about plants or vermin. Thanks for the explanations and the chance to comment	Knocknacarra			✓	✓	✓									
043	I object to the green route, subject to go through Kiloughter Village, Menlo Village, and Menlo graveyard. This route is unacceptable to put a road through a heritage area (Menlo Village). Also Kiloughter village is a heritage area. Menlo graveyard where my friends and family are buried RIP.	Killoughter				✓										
044	I am strongly against the red route. It will bring heavy traffic very close to centres of large populations. Noise, traffic, construction etc. - Hugely disruptive. Much better to avoid the city as far as possible. Cheaper, less demolition.	Knocknacarra								✓		✓				
045	Very informative and very well laid out. Maps were helpful and easy to read.	N/A														
046	I am going to school in Menlo. I want to object to the green route. Its going through Kiloughter, Menlo Village, and Menlo graveyard. It will destroy the heritage, wildlife and my dear neighbours homes and how can ye put a road through a graveyard. RIP	Killoughter				✓	✓									
047	Key concerns on green route options. 1. Proximity to house: noise/visual disruptions during building. 2. Effect on value of house. Currently we can hear the Quincentenary Bridge traffic, these options are 300+500m from our home.	Menlo					✓					✓				
048	I am worried about the noise and safety as I will be on a bus going to school. Motorway is right beside us. It will destroy the burren-like landscape and walks for us.	Killoughter					✓							✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
049	I strongly object to the orange route. My property will be affected financially, what quality of life would I have living there. There would be no privacy, the character of the village is affected very abrupt. I have to move to London to find work but just purchased this property which was my grandparents. I hoped to live back there when it was renovated. Don't take the orange route.	Rahoon				✓	✓					✓				
050	House is on the green route. Area is of rich heritage value with many national monuments, burren like landscape, valleys in Ballindooley. Menlo village is as old as the Claddagh. We were organising green walk ways along the boreens, to highlight local monuments e.g. ringforts, an leacht monument, crannógs x 2,. This will be destroyed by running a motorway in the middle.	Killoughter				✓	✓									
051	Excellent presentation, the lady I dealt with, knew her brief very well.	Forramoyle													✓	
052	Yellow or orange route.	Ballindooley														
053	We feel the proposed routes will severely damage several aspects of the life in Coolagh	Coolagh				✓										
054	The yellow route does not ease traffic as it will funnel traffic into the traffic lights in Castlegar, at Tuam road and at Ballybane lights, thus not easing car numbers in the city. The blue option is preferred having least housing disruptions and bring traffic around the city rather than through it.	Old Ballinfoyle		✓												
055	The proposed development will adversely impact on the integrity of village life. It will impact on a whole community as distinct from individual households or one-off housing.	Coolagh				✓										
056	A lack of public transport in my area, only four miles out the Headford Road, means that my household of five people are all the time in car, accessing town facilities. If there was a bus option we would use it, as it would save parking fees in town.	Killoughter	✓													
057	Long overdue! How long more? Please fast track the bypass, green route. Must be at least a dual-carriageway or else it will be a waste of time. 100% behind it, get it done!	Moycullen														
058	Why not go through Coulough Quarry and cross over to Ballybane, without boring through a mixture of granite and limestone. The council (GCC) also own 11 acres of grazing land at Knocknacarra on the Headford road side, and that'll save the cost of unnecessary land acquisitions and the dreaded compulsory purchase orders etc.	Bothar Áth Cinn		✓												
059	Encourage cycling, encourage use of buses, no cars in the city.	Letteragh	✓													
060	Strongly against yellow line as it impacts where I live and will greatly reduce value of house	Headford Road		✓												
061	I just purchased my home house where I grew up. I strongly object to the orange route if it is chosen I would be living in a roundabout noise, pollution all my neighbours would be gone. Please don't take orange route.	Letteragh					✓									
062	The green line should be the least considered. It affects so many houses.	N/A								✓						
063	Excellent presentation and planning. My preference would be the green option as a daily user of the Headford road. As a driver I think the red route is out because of the culture of road users in Galway particularly pedestrians. Also a single lane for HGVs etc. would not alleviate the traffic problems here. So green first, blue second and so on I hope this helps, many thanks for the opportunity.	N/A													✓	✓
064	1. Do not have the N59 link (blue and orange routes) connecting through all the way to Bothar Stiofan from the Letteragh road -- it runs too close to my existing estate. Let traffic travel on to the Ballymoneen/Clybaun Road and Cappagh Road connections instead. Connecting to Bothar Stiofan is overkill and unnecessary. It is a very short distance from Bothar Stiofan to the Ballymoneen Road. 2.The blue and orange main arteries routes are still very close to my estate. Erect noise barriers regardless of whether or not the noise monitoring report requires them. Put them up just to be sure and to absolutely minimise any and all traffic noise. A minimum increase in noise is still an increase in this rural setting. 3.Be sure that the blue and orange routes are visually shielded with copious plantings of trees, several layers thick, not just one line of trees	Rahoon		✓			✓									
065	1) Route is going right behind house and will de-value property. 2)Route is too close to Barna 3) It wraps around their house, it will be on 2 sides of their house. Suggestions: Take it away from Barna village. Do we need these roads, improve public transport.	Forramoyle	✓			✓			✓			✓				
066	Like all other concerned Galway citizens we recognise that the traffic problems of the city area is a serious issue which must be addressed ASAP. However we are at a loss to understand why such destruction of communities, housing and habitats necessary to bring about "improvement" for all. As a resident family of Bushypark we consider the proposals an attack on the integrity of our neighbourhood and community turning our local area into a thoroughfare/junction. As residents of our close-knit "village" of Barnacranny, we are devastated at the proposal to turn our country lane (with pheasants, hens & chicks crossing, hares who sleepover on the raised window ledges of our sons bedrooms, foxes who present at our windows at night) into a four lane traffic route. As for the prospect of planting same over the fence of the school where our 3 children attend along with 450 others, this does not represent progress for us. (or any other common sense individuals) Surely the role of a bypass	Bushypark					✓							✓		
067	I realise that the traffic problem must be addressed but destroying communities and the village of Menlo should not be a solution. I think the road should be kept south of the green route. I know there are issues with S.A.C. but there is enough limestone creg up there to allow a road through and save house. An Taisce are gone overboard and do not represent the ordinary people.	Killoughter			✓	✓	✓									
068	On inspection of the proposed routes for the new Galway Bypass we found to our horror that all 3 routes blue, pink and yellow are either going through our property or skirting right beside it. Live in historical house. Developed a successful business that employs up to 15 people, 40000+ visitors a year. Business, livelihood and future will be jeopardised by proposed route.	Dangan								✓		✓				
069	Lived in Barna for 45 years. Not affected by 4 of 6 routes. Affected by red and blue options - access to assets of Barna i.e. local National School, playground, tennis courts, recreational space, business, GAA, golf, Loughinch. Forces diversion on people, creates extra traffic in Barna. Access to beaches affected. Major traffic jams currently and opening and closing times of schools. Portions gaeltacht area of Barna from rest. Green route with some variation would be less disruptive to residents. More space available south of green route for further urbanisation of Galway and less constraints on planners for the future	Barna				✓	✓				✓					
070A	1. The current process is legally flawed because in considering and promoting alternatives, the GCOB option, which was previously considered the best option, is being excluded. This represents a failure to consider ALL options. 2. The project integrity is flawed as all alternatives, with the exception of the green route, are distribution route systems, similar to GEAR which was completed in 1996 and reached capacity in 2005. The project in these circumstances represents a short term concept which will mean imminent revisiting. 3. Directive 92/43/EEC permits Article 6(4) designation only if 3 tests are met: a) No feasible less damaging alternative exist; b) IROPI exist for plan to proceed; c)Environmental Compensatory Measures. It is submitted that the absence of GCOB proposal represents a failure in test (a) as not all alternatives are under consideration. With regard to test (b), it is submitted that the alternatives are not meeting all elements of IROPI (namely, it is not imperative in particular with regard to human health, public safety nor is there an overriding reason/interest served by the project outweighing the harm to the integrity of the sites assessed. Furthermore the public interest test is failed as the public are not well served by an inadequate set of solutions that will require revisiting in a short timeframe. 4. The Blue Route transgresses an area of "Extreme Aquifer Vulnerability". This represents a situation contrary to Public Health and Environmental protection. 5. The destruction of habitable dwellings and injurious affection to over 100 more in the Blue option is unnecessary and alternatives avoiding such have not been adequately explored. 6. The Blue Route will result in loss, damage, inconvenience and expense environmentally and in terms of human health through noise, dust, emissions, vibration, RTA consequences. 7. The planning authority has strictly enforced a policy of one house per acre and reduced ridge heights with the objective of maintaining low density development and preservation of visibility from the N59. The Blue Route is contrary to this stipulation and is contrary to the proper planning and development of the area and so flies in the face of fundamental reason and common sense. 8. The Blue Route's impact on St. James' NS is injurious and obtrusive to the health and safety of the pupils as well as their well-being and so flies in the face of public health and common sense. 9. It flies in the face of fundamental reason and common sense that the destruction of the human habitat would be deemed to be less important than the obstruction of "Limestone Pavement" topography (70,000 acres in Co. Galway alone) and an area adjacent to Bog Cotton (there are 1,200,000 hectares of land containing Bog Cotton).	Circular Road			✓	✓		✓	✓					✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
070B	1. The process being followed is so legally flawed as to contaminate the process with illegality. In Case C-258/11, Sweetman, Ireland, AG, Minister of Environment, H&LG, vs. AN Bord Pleanála EC5 (Third Chamber) in the "ratio decidendi" held "In the circumstances that the project cannot be authorised on the basis of article 6(3) of the Habitat's Directive. Nevertheless, in such a situation the competent authority could where appropriate grant authorisation under Article 6(4) of the directive, provided that the conditions set out therein are satisfied. The EC3 actually in the judgement advises that the A6(4) procedure requires all alternatives including the GCOB route to be explored so that the competent authority becomes satisfied that no suitable alternative exists for implementation. In the 9/2/15 Arup presentation to Galway City Council it was told that the GCOB route was deliberately excluded on the basis that the EC5 prohibits it and money and time waste would be the consequence of inclusion. This misinterpretation of the EC5 judgement excludes an alternative from IROPI/A6(4) procedure thus flawing the process legally. 2. The 9/2/15 Arup presentation narrated that a route had not been chosen. The Red and Orange routes were described as being very disruptive and technically difficult and clouded with uncertainty and would involve the removal of road structure from the City, so that the reasonable objective interpretation is that these are decoys or phantoms and not alternatives at all. 3. Having ruled out the GCOB route and stated that a minimum of 50 houses would be destroyed, and having described the 5 point Dept. of Finance criteria to be employed in selection, the Arup presentation of 9/2/15 having illustrated the impracticalities of the Red and Orange Routes went on to state that route selection would emerge in April 2015. However, it is objectively apparent that this methodology has only one possible outcome, namely the Blue Route. It represents a predetermined methodology having only one outcome and is at variance with IROPI/A6(4). This legal flaw means the answer predates the question. 4. The Doctrine of Exhaustion of Rights, the contents of this submission, will be relied upon in any future of an administrative/quasi-judicial/judicial nature that shall be accessed regarding this process. 5. Further submission will be made prior to the assigned date of 27/2/2015.	Circular Road						✓		✓						
070C	This submission relates to the approach roads to the Blue Route and River Crossing/Menlo Castle approach to Dangan approach. 1. The geology (GSI:100,000/2003 shows the site is underlain by Visean Limestone subject to Karstification. The upper zones are composed of limestone overburden that is highly weathered and Limestone Pavement. It is a fact that the nature, extent and area of the said limestone pavement is greater than that impacted upon in the rejected GCOB scheme under Article 6(3) procedure by EC3 (Third Chamber) Case C-258/11 and so as an alternative it is inferior to GCOB. 2. Karstified bedrock is impossible to seam and the use of drilling muds in piling or concrete/gunnite in construction resulting in the unquantifiable loss of these materials and resultant change to aquatic environment and in particular to fishery. 3. Given that the river Corrib is a designated SAC and the channel is a European designated proposed N.H.A it is objectively clear that the environmental impact is more extensive than the GCOB A6(3) procedure site. 4. The Galway City Biodiversity Plan 2013-2023 specifies that there will be no loss of habitats. The existence of Annex 1 Birds will be driven from the habitat as a consequence of the Blue road and bridge. 5. OPW group 30098 installed in 1986 at Dangan shows that the river bed is 3.2m OD, max recorded water level 9.469m OD (23/11/2009), average max. level is 9.1m OD and average summer level is 5.84m OD. This hydrology would necessitate a bridge soffit level of 15.46m OD and clearly this will result in visual intrusion of a disastrous nature. 6. The impact on the archaeological heritage cannot be overstated. Menlo Castle is constructed directly on the underlying bedrock and thus drilling, construction, piling, vibration and subsidence will have a serious impact on the structure itself. This will be further impacted upon by Karstified intermovement of concrete.	Circular Road		✓			✓	✓		✓						
070D	1. In the Habitats Directive application of Article 6(4) alternative solutions are limited to those which would deliver the same objective as the original proposal. However, given the objectives of the original GCOB it is objectively true and factual that only the green route is a true alternative to the original. However no other route will fulfil the legal A6(4) requirement to deliver the same overall objectives and consequently are not true alternatives and therefore contrary to proper implementation of A6(4). 2. IROPI requires the Human Environment to be assessed as part of the Environmental aspect. The Blue and Green routes appear to require the demolition of 50 and 110 occupied family homes respectively. The Inspector under heading "Environmental Impacts" advised that using the same determinants the demise of 110-50 properties and the impact upon 1000-500 more within 50m of the unsustainable Blue and Green routes make the proposal negative in its alternatives. Therefore it follows that the Blue and Green routes have both similar SAC/NHA/SPA impacts to the GCOB Route but with the extra dimension of massive house destruction and therefore in all the circumstances are unsustainable as alternatives under IROPI to original GCOB alternative, which is improperly not included. 3. If the Blue, Green Routes were to be determined to be real alternatives, it will result in the destruction of communities/eviction having no historic precedent in Ireland that has historically and correctively viewed eviction to be abhorrent and will result in the inability of the dispossessed to relocate in their habitat because of lack of suitably zoned lands, lack of availability of sites and planning restrictions. 4. The Blue and Green routes in terms of Human Habitat destruction are in effect actions repugnant to the constitutional protection enshrined in the Constitution and protected by the Supreme Court to Bodily Integrity.	Circular Road			✓	✓	✓	✓		✓						
070E	1. The archaeological assessment and consequent stipulations has created a subjective scenario that has resulted in alignment and route proposals that make the alternatives unnecessarily detrimental to the Human Habitat. In effect it has resulted in alternatives that are not true alternatives. 2. Explicitly, the archaeological impact subjectively sought/demanded a ring-fence of 500m around Menlo Castle. Thereafter the archaeological input compromised at 300m. This means that subjectivity and opinion were used in determining the Blue and Green route crossing points rather than statutory requirements. 3. Legally 30m is the zone to be ring-fenced around a monument. The subjective insistence of an archaeological zone of 300m around Menlo Castle results in the ploughing through other structures of historical importance in both Green and Blue routes. 4. The original GCOB route bypassed Menlo Castle to the north and that aspect of the GCOB was not a ground for objection in legal challenges up to EC5 level. 5. Therefore in all aspects and circumstances, the Blue and Green Corrib crossing points result in proposed alternatives that are not the most desirable and the abandonment of the GCOB crossing objectively illustrates that the choice of alternative routes is legally lacking.	Circular Road				✓	✓	✓								
070F	1. Objectively the project is grounded on the same reasons, issues, principles & requirements that necessitated the development of the GCOB; 2. The important legal point is that ECJ in its judgement C258/1, did NOT (as is anecdotally believed) rule against the GCOB Project on the issue of 'Limestone Pavement' but rather that the application of Article 6(3) of the Habitats Directive procedure was the incorrect procedure & application of A6(4) would be the correct procedure, in the project assessment; 3. Objectively the renaming of the of the current project from 'N6GCOB' to 'N6 Galway Transportation Project' can only be construed as an attempt to create the illusion that renaming the project makes it into a separate distinct different project; 4. In utilising this exercise of renaming, the project team, have incorrectly propagated the thesis that the GCOB could therefore be excluded from the 'IROPI' process requirements in relation to assessing all alternatives; 5. Therefore, this renaming exercise has all of the indicia of a process; which it is believed an honourable tribunal or court will strike down; to create a distinction in relation to the same issue, which reasonableness, justice and equity must deem to be legally incorrect; 6. Consequently the elimination of the N6GCOB route from the alternatives represents a flawed IROPI procedure, legally.	Circular Road				✓		✓								

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
070G	The general Galway community & the particular communities have been presented a process; 1. That is legally flawed; 2. Whose limited number of routes excludes real alternatives; 3. That misapplies the rules laid down in the relevant directive; 4. That totally ignores the Human Environment; 5. That compromises the existence of the community NS; 6. That sacrifices Amenities & Habitats; 7. That is arbitrary, subjective, unreasonable & unjust. PROCESS/PROCEDURE 1. Originally GCOB was promoted under A6(3) of Habitats Directive implying no significant Environmental Risk, but ECJ & Bord Pleanala disagreed; 2. Now A6(4) IROPI is the procedure IMPERATIVE REASONS OF OVERRIDING PUBLIC IMPORTANCE which means you explore all the alternatives accepting that all have significant risk & you pick the best of a bad lot. The problem is that this is not happening & GCOB & other alternatives must be included but are not. 3. The current process, involves a new project client project consultant, who was not involved with the original GCOB. That process encourages the rejection of the original GCOB design & proposal, it being the work of a different consultant, & incorrectly eliminates the inclusion of an IROPI real alternative, factually fees having previously been paid for same; 4. A colloquial/anecdotal myth has been perpetuated & put into circulation, to with that the Western GCOB Route was rejected on Bog Cotton. Factually Bord Pleanala rejected same on grounds of failure to prove that sustenance water was not guaranteed, a detail that is solute in the context of design; 5. A further myth perpetuating is that the ECJ rejected the Eastern GCOB Route on the issue of Limestone Pavement. Factually, the ECJ rejection was on the basis that A6(3) was the incorrect Procedure & that A6(4) was the correct one. RIVER CORRIB 1. This is an NHA/SAC/cSPA. Blue & Green Route Approach roads either side surmount Karstified limestone bedrock overlain with LIMESTONE PAVEMENT & overburden; 2. Max Flood Level Nov 1996 was 9.45m OD, Bed Level 3.3m, while average summer level is 5.85m.Av Max Annual is 9.1m. A bridge with a level of 15.45m will be required i.e. 6.5m above bank level to underside of bridge; 3. The Karstified geology means that there is no way of knowing or predicting where concrete & Drilling mud will end up which risks the aquatic environment generally & the fishery in particular; 4. Monuments require a 50m exclusion zone, however a subjective archaeological proposed zone of 500m was relaxed to 300m & this dictates a Blue crossing destructive of human environment. Further, it removes real alternatives from the IROPI process.	Circular Road					✓	✓	✓	✓			✓	✓		
070H	1. As a resident of The Heath, the proposed blue route will impact negatively on my home and will compromise the Development Plan's strategy "to encourage sustainable neighbourhoods of high quality residential development which will contribute to a sense of place and will provide a mix of housing types in an attractive setting" 2. The community of Dangan is an established close knit one. Constructing a road through this "sustainable neighbourhood" will destroy our community and will dramatically reduce the quality of the residential environment which the Development Plan aims to protect, 3. Since a large section of my garden is on the blue route corridor my quality of life will definitely be adversely compromised by the visual impact of this route. Table4.7of the Galway Development Plan lists protected views. View v.1, which is described as "panoramic views of the city and river Corrib from the Circular Road", will be obliterated. 4. It is inevitable that air pollution will occur from vehicles using this proposed route. Car emissions and road dust created by vehicles will be hazardous to our health. 5. All vehicles create noise especially at intersections and uphill sections. The road, uphill sections and an intersection are to be constructed adjacent to our properties. The resultant noise pollution and vibrations from vehicles will adversely affect our lives. Traffic noise is already recognised as a serious public health problem by the World Health Organisation. The construction of the blue route through our quiet and tranquil residential area will undoubtedly create environmental noise pollution. 6. The forced eviction and destruction of 50 plus homes and gardens in my community will certainly have a negative impact on the human habitat. This proposed act of Philistinism is not in the public interest. 7. By not including the original Galway Outer Bypass Route in the proposed routes demonstrates that this process is unfair, flawed and biased.	Circular Road			✓	✓	✓	✓	✓				✓	✓		
071	Built house in heath 22 years ago because of rural aspect. Very expensive to build and maintain. Face losing value of home. Noise disruption and pollution a concern. Chronic asthmatic and afraid of health impacts should blue route go ahead.	Circular Road					✓					✓	✓			
072	Concerned about destruction of human habitat as well as animals such as fox, pheasant and cuckoo which live in field adjacent to them. Most prestigious and attractive area of the city which blue route will destroy.	Circular Road			✓		✓									
073	Complaint about lighting at public consolation in Menlo Park. Very hard to read maps and should have been bigger. Estates where CPO's will be served should have highlighted. Red option affects too many people. People in negative equity will find it hard to get loans to buy if they have to move.	Rahoon										✓			✓	
074	Concerned about consequences on communities of Dangan and Barna with blue option. Air pollution, noise, road safety, destroying harmoniums healthy living conditions. High intensity build areas with 100's of children and more to come in new builds either side of blue route in Barna. Using 1970s road planning is mindless and irresponsible. Are humans less value than flora?	Forramoyle			✓	✓							✓	✓		
075	None of the proposals represent a serious city Outer Bypass. In fact they remind me of the Quincentennial bridge built in the mid 80's which 10 years later proved to be totally inadequate and short-sighted. For the 3 proposals passing over my house north of Barna, aside from the obvious emotional reaction to one's own house being affected, it beggars belief how any of them could stand the test of even a few years of further expansion of the city, barely skirting as they do even the perimeter of existing built up areas. Examining the plans I note a "study area" which constrained the consultants, Arup, in generating the proposals. No wonder the proposals themselves are inadequate. It seems that bulldozing through established houses and village communities is dictated by minority objectors for bog cotton /blanket bog protection to the European court at the expense of a majority of hard working members of the Galway urban population. That is not democracy! Worse still it makes no sense! West of the Corrib crossing it is inconceivable why the various routes dip towards the south into established communities rather than track across more northerly, unpopulated, areas and eventually link to the Spiddal road well west of Barna. Avoidance of so called protected areas is a lame explanation when one is overshadowed daily by the electric windmill farm north-west of Barna which "sailed" through planning approval from Galway County Council No strategic planning is evident. Little or no future proofing is incorporated into the proposals. It gives a clear impression of panic planning or seeking the most unacceptable options to generate adverse public reaction to reapply for the original bypass proposal. In my mind there is definitely a need for an outer bypass. But let's make it something that will serve the city for the decades to come not just the next 2 or 3 yrs. Indeed by the time any of the 3 proposals (branching to 6 eventual routes) around the Barna area could be constructed they would be outdated. What's making the situation worse is the totally ridiculous road planning with the existing infrastructure in Galway over the last 10 yrs. The fiasco of the 2 lane dual carriageway at Westside with only 1 lane available for general traffic and public bus usage of the 2nd lane as regular as an extinct dinosaur. As for consultation - you present 6 options with three of these running directly near my home in Barna. This is like asking a convict which method of execution they prefer! You expect me to accept that these are the only viable options? Accepting a study area as a constraint is like fencing off a goal posts, while asking players to score. Of course there are viable options - you the Galway County Council, Galway Corporation and Arup consultants need to stop messing around and take a serious approach to strategic planning for a bypass (which is needed) that will serve this area for at least a generation to come.	Cloch Scoilte			✓		✓	✓								

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
076	• Four of the routes and related methodologies proposed including tunnels are non-runners not least based on a cost that is non recoverable. The cost to the tax payer of such routes is prohibitive but, of course, ARUP and all involved in the process to date are well aware that that is the situation. One only has to bear in mind the controversy over the tolled Limerick tunnel which is not generating sufficient revenues to recover the capital expenditure involved to know how ludicrous the notion of a tunnel solution is for Galway. • The proposals are an affront to democracy. The Local Authority does not have a decision making function with respect to the proposed new road. This fact is not clearly articulated in any document that I have seen. The NRA makes the decision irrespective of any feedback/direction they get from our elected representatives in the Local Authority. The proposed N6 project is not part of this region's Development Plan and therefore undermines Local Government and the expressed wishes of citizens in this region, as represented by local councillors. • The CSO population forecast for this region is only approximately 0.5% per annum. This raises a separate debate as to the necessity for a road in the first instance. • Those of us who live in Galway city and county place a high value on natural heritage, landscape and wildlife habitats. However, such considerations need to be placed in context. Given the debate and decision making process pursued for the original route proposed, it is clear that considerations for such matters as bog cotton rank superior to the rights of human habitats (and local communities). Enforceable European directives are seen as more important than un-protected human neighbourhoods. • The decision making process in the NRA is Dublin based. It is evident that there only interest is traffic congestion with no attention being paid to the wishes of the community or community development. • The received wisdom of all those with whom I have spoken is that the 'Blue' route is the probable preferred route of choice of you and all those involved in the project (by the way, the first time I heard about the new road development proposed was last Sunday). I would remind you that this route cuts through a large number of areas that are currently designated as Agricultural, Amenity and Low-Density Residential in the Galway City & County Development Plan. The proposed N6 development is not on this plan. • Development of the Blue Route would directly damage the community, amenity, natural habitat and tourism aspects of this area. • It would pose an unacceptable level of danger, noise and disruption to a very large primary school at Bushy Park as the route cuts through the school playground. • It would cut through the Dangan sports grounds —the most important public amenity in this area. • It would contravene the Development Plan with respect to Views & Prospects and damage the tourism value of the Moycullen Road (designated Views/Prospects area) and the similarly designated Circular Road. • We know that the Barnacranny, Circular Road. Letteragh hill-land region is a very sensitive geological, edaphic, water table and natural habitat ecosystem. Development of a major road project through this delicate landscape would cause significant alteration to this ecosystem. • The area is a unique rural habitat within the city planning region and is host to numerous wildlife species including: pheasant, cuckoo, fox, stoat, as well as a host of smaller bird species. • Lived in 'The Heath' for 24 years, the proposed road and the associated noise pollution is a prospect that is ruinous to our life style and seriously has a negative impact on the value of our property. We are advised that the value of our property has now been reduced by up to	Circular Road					✓				✓	✓	✓	✓		
077	Would like to compliment you on the staff who supervised the provision of the information on the N6 project at the Menlo Park hotel last week. They were courteous and helpful. However the thought of the green route progressing through our beloved to Menlo is horrifying. The idea of driving a road diagonally through a small rural village is pure madness. But the idea of driving is through the historic Irish speaking village of Menlo is the equivalent of cultural sacrilege. Menlo village, just 2 miles from the city of Galway is a historic scenic village which has a culture that predates the famine. For years Menlo was untouched by progress in fact it could have been regarded as backward, however this lack of development added to the great cultural roots of the area. It is an extremely close-knit community with prehistoric burial mounds, a historic harbour and a cultural depth found in very few communities. The idea of driving a road, not even a road, a highway through the village, dividing neighbour from neighbour and devastating the community in one fell swoop is unthinkable. It is ironic that a thatch cottage which represents the best of Irish heritage will be destroyed forever. It is ironic that this cottage was so special that it was refused permission to extend so that its uniqueness would not be destroyed. If the green route were allowed to proceed it would create a wall, a divide that would make the Berlin wall looks like a little toy. This highway would plough through the community creating two ghettos separated by a monstrous noisy embankment. Menlo is unique, it is a recreational resource for the people of Galway. Come to Menlo on a summer Sunday and will find countless Galway city people walking the circular route that brings you up Monument Road and around by the lake road back to the village. Menlo is the closest point to the river for many people of Galway and walking by the Menlo Castle is their idea of peacefulness and solitude. Not only will the green route destroy the village of Menlo but it will destroy the visual amenity enjoyed so much by so many people natives and tourists alike. Our friends in Menlo California will be horrified and a valuable source of tourism for the village will be destroyed Historic Menlo the Gaeltacht village will have been destroyed by civil servants, fellow citizens of Ireland and they will have achieved something that even the Anglo-Irish landlords had failed to achieve, the destruction of a national resource and a cultural heritage. Menlo is alive, the middle road which would be the scene of the green route destruction is currently being repopulated by the new younger generation of Menlo families. Many of these families can trace the history for three or four generations to locations within yards of where they are building the new houses. Menlo will have been destroyed its future will have been robbed and all of this deemed as progress. To progress the green route through the Menlo area would kill the village destroy the culture and kill the language.	Menlo				✓	✓				✓				✓	
078	Our family moved to Menlo forty years ago. We chose to live in Menlo because it had a series of unique features that we found most attractive. Menlo is a little village, rural peaceful and beautiful. In selecting a place for our home we chose Menlo for its culture its sense of community and its Irish speaking heritage. When we moved to Menlo we enjoyed a most delightful welcome. We were not bringing our English-speaking culture to Menlo we were allowing its culture absorb us and enhance our sense of Irishness. Originally we lived in a thatched cottage down by the pier. But as babies arrived we had to find a bigger house and moved to Monument Road. It was still Menlo it was still beautiful it was still peaceful. Our house in Menlo looks over the lake and my husband is a photographer has sold 6' x 4' landscape pictures taken from our back door, it's that beautiful. At the bottom of our garden we hear the pheasant screech his song and know that he is at peace there. The foxes cross our lawn, the tadpoles develop every year in the water trough in nature is at its best here. Some years ago we spent some of our hard earned money to buy additional land that bordered our garden. This land is limestone pavement. If you visited it on a summers evening you'd feel that it is somewhere sacred. With this in mind we have kept this land undeveloped untouched as a wild life sanctuary. The only development we allowed on this beautiful limestone pavement is that we put in a number of beehives there to help pollinate the area. Far behind this land is undeveloped unused scrub. Recently we had the opportunity of meeting your staff and inspecting the potential green route for the N6 traffic project. We were horrified to see that not only will you destroy the wonderful village of Menlo, by driving highway right through it but you will also destroy our peace and our land by driving your highway along the edge of our land will destroy the peacefulness of our neighbourhood. It's hard to understand with the resourcefulness and the modern engineering techniques that the consultants and the Galway development authorities would consider this form of desecration when many other options are available to them. Preferably you would move the road further away from our houses and let us keep some of the amenity of the area. If a highway had to drive through the Menlo area why couldn't it go through the unused section of the agricultural land and perhaps along the edge of the unpopulated scrubland the river and the marshland. Menlo is an area enjoyed not only by its community but as a valuable cultural and recreational resource for the people of Galway. Walking in Menlo seems to be health giving habit of a great number of the citizens of Galway. The destruction of this amenity is horrifying not only to us but to the countless hundreds and perhaps thousands of people who visit our area each year. Visiting Menlo is the easiest way for people for Galway citizens to enjoy the river and the lake. It is the only access point that many Galwegians have to Ireland's second biggest lake and its connecting river. It seems to be okay for our Masters in Europe to dictate how we should live. But to allow them dictate how we should remove and destroy community by driving highway straight through its village and cultural centre is pathetic. Surely our culture and history has a value that exceeds the euro. Surely we have enough pride in our culture to preserve it and declare our Irishness is of value to us. If it is there is no way that any self-respecting planner could allow the destruction of our Menlo village.	Menlo				✓	✓									

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
079	As we discussed, my concern is the options appear to focus significantly on improving car throughput and making private vehicular use easier and more convenient than it already is. The impact of any option on pedestrians, cyclists and children is not well articulated, and I would like to see an impact analysis of each option on these travellers. How the options will improve and encourage the essential modal shift away from private vehicle use is entirely unclear. I take your point that none of the options have yet been modelled with public transport investment. But it seems remarkable at this late stage of decision making that the models are not in place. I'm very interested in understanding the traffic modelling of the various options and how they behave when substantial investment in public and sustainable transport alternatives are factored in. I would especially like to see what impact concrete investments (pardon the pun) in real cycling, pedestrian and bus infrastructures would make to the demand for increased private vehicle use. For example, if there was an effective park and ride service from the residential West to the factories in the East, and likewise for the vast numbers travelling from the East of the Corrib to the university and hospital. Also what would happen if parking was charged closer to the economic cost of provision (it's currently free for staff in the university and hospital I believe)? And in particular, what if bus services were provided that get school children to and from school on time, or give them the option of cycling along traffic-free routes? Taking away the current dependency on private vehicles for attendance at school, university and hospital would make the roads safer for everybody. The impact of this is demonstrated during every school and university holiday when congestion in the city is enormously reduced. I expect even a tiny fraction of the envisaged outer bypass infrastructure spend redirected to making our City safer for non car users would greatly enhance the health and quality of life for all our citizens and visitors alike. Spending that money to encourage private vehicle use seems highly questionable. But perhaps the evidence supports it, so I'm very interested in the models and the assumptions underpinning them.	N/A	✓													
079A	It's disappointing that appropriate public transport enhancements are not modelled into the solutions presented for public consultation and that the information is only going to emerge with the preferred route recommendation. The Base Year for the traffic model is 2012. It's not clear from your email if the public transport data is from the same period. I'm hoping the modelling team are aware there was a significant restructuring of services in the city in the Spring of 2013, and since then there has been significant year-on-year increases in bus use since these changes were introduced. I expect these material changes in routing and usage are being built into the models. What I took from the public consultation information boards is that your assessment is public transport will have a minimal impact on the flow of people around the city. It is impossible to disagree if we're looking into a future where €500-€750million is going to be invested in building more road space for cars. I'm afraid the recent experience on the N6 and roads close by is that Smarter Travel may be government policy but it seems it has yet to become a material aspiration or even a consideration. The recent changes to the traffic junction outside the Westwood Hotel has widened the road as it becomes the N56 to effectively four lanes. Given this is an N road I presume it falls under the governance of the NRA, the same organisation that are responsible for the N6 project you are involved in. In making these changes it has become lethal for pedestrians. It has substantially increased the speed of traffic turning from the Moycullen Rd onto the Thomas Hynes Rd. This endangers all road users but especially pedestrians on footpaths, pedestrians crossing the road, and any cyclist using any of the roads approaching that junction. Increasing the road to four lanes and failing to add in pedestrian lights is a remarkable feat of ignoring all mobility considerations other than vehicular. References to Smarter Travel and a modal shift sound entirely hollow. It being a National Road I assume this change got approval from the NRA. If they can't get it right in a small scale, how can we possibly expect them to get it right in large scale?	N/A	✓													
080	Following the public information meeting I would like to put forward the following comments on the suggested routes. As an HSE doctor working at UHG, I have concerns in regards to the upheaval of Seamus Quirke road as part of the Red route. Upheaval of Seamus Quirke road for the duration for the duration of 3+ years will have serious implications for patients access to the hospital and for the emergency services. Ambulances will be diverted onto smaller roads where driving at high speeds road, which poses risks for the residents, and for the patient as there is a risk for delays in reaching the hospital, which can be life threatening in the case of stroke or myocardial infarction. I hope this public health concern will be raised and taken seriously at planning and the potential increased risks for increased morbidity and mortality is taken into account. Moreover, as a resident in Ragoon for the past 3 years, myself and my colleagues who travel to UHG every morning have noted that the main traffic congestion affecting the roads leading towards the city from Knocknacarra, Ragoon, Westside and Newcastle happen mainly during the school season, between the hours of 8.10am to 9.15 am and again between 16- 18.00pm. During the summer school break, sport break and other school holiday seasons, there is no traffic congestion during the above hours. To our understanding, after discussions here at UHG, the suggested new routes do not provide relief for the traffic build-up which happens within the city centre during these hours. To alleviate this problem, the option would be to provide school buses, communal school transport with improved public transport such as the light rail system. In addition, a light rail system would further promote tourist activity within Galway and promote local business and economy by facilitating access to areas only reached by car. A pedestrian/cyclist and combined light rail bridge would improve safety and ease for crossing from the west to the east and could encourage people leaving the car at home. Moreover the presence of a light rail system in proximity to housing estate actually increase their value whereas all the central residential areas in proximity to the bypasses will decrease in commercial value. When I discussed the light rail system at the public meeting I was told that Galway's population would not be able to sustain it. However, smaller cities and towns such as the Valenciennes in Northern France with less than 43000 benefitted greatly from the light rail system.	Ragoon	✓										✓			

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
081	1. The Green route offers the most long-term solution to the current problems as it maximises the space inside the bypass for future development of the City - and for this reason it is my preferred option. Please don't make a bypass to solve today's traffic problems, plan for the next 100 years. You can't relocate any businesses to the West side of the city as you won't get the staff to cross through the city traffic. The bypass is very important to the future growth of the city. If it is not built the city can only be allowed to grow Eastwards/Northwards. 2. The Red route fails to address the need to take Moycullen/Clifden traffic out of the city and the construction phase would bring the west side of the city to a complete halt - and for those reasons it is my least preferred option [even though it may be the option that gets me to work the quickest!!] 3. The Green option should have a connection to the Western Distributor road, to avoid traffic from Clybaun/Knocknacarra/Ballymoneen continuing to use Westside/Quincentennial route to East of City/Parkmore/Dublin 4. The Orange/Yellow/Pink/Blue routes should also have a connection to the Western Distributor road [less critical than its need for Green Option], to avoid traffic from Clybaun/Knocknacarra/Ballymoneen continuing to use Westside/Quincentennial route to East of City or attempting to access the bypass on the Moycullen road. 5. If the Green route is as shown (without access to Western Distributor) this may drive traffic from Knocknacarra/Ballymoneen/Clybaun through Barna to access the start of the bypass - finishing the Green route at the West end with the Blue Route inner relief route for Barna may address this - though see comment 3 above. 6. The detailed design of the access in the Parkmore area needs to prevent the backup of factory traffic onto the bypass [good luck with that one!] 7. No more greenfield houses/development for West side of city until this has been built. 8. The presentations/presenters at the Westwood were very clear and the staff were very patient 9. I know it won't make any difference but in my opinion it should be possible to sacrifice SMALL sections of the protected areas to prevent further discomfort for humans. 10. My personal situation: I live in Knocknacarra and work in Parkmore and sit in traffic for ~1.5 hours every days. I'd love to be in a position to take a bus/cycle to work but I wouldn't see my kids in the evenings during the week if I did that. There are no direct buses and the bus lanes just go into/out of town, not around the city. I'm leaving work now (6.30) and I hope to be home for 7.10-7.15.	Knocknacarra		✓	✓		✓									
082	I have a suggestion to make that may make the N6 Galway City outer ring road a little more palatable to those living on or near the proposed route. The road has been refused planning already because of the pristine environment we are lucky to have around the city. What I suggest is that we open up access to this environment a little using cycling and walking paths. The attached shows 4 paths that could be considered in the Barna area. Paths are marked in pink. 1: Would open up access to the small roads in the Barna area to cyclists from the end of the Distributor Rd. It would also allow access for cyclists to schools in Knocknacarra from Barna. Cycling on the coast road from Barna to Knocknacarra is not safe for a child. 2: Enables cycling/pedestrian access between the football pitch and Barna village. The Barna-Moycullen road is extremely dangerous on this route and you could not encourage a child to cycle on the existing road. 3 & 4 are additional options the would open up routes for cycling and walking. I'm sure there are lots more options that could be consider along the route of the road. This may be an opportunity to put paths like these in place as the road is being built. Also just wondering if the route shown in squiggly green around Aille Barna was considered - it would seem to require less disruption to existing houses	N/A	✓	✓			✓									
083	I was looking at the blue and orange options for the N6. They both have connections very close to the start of Bothar Stiofain where my home is. This is mainly a residential road and I would be worried that this would become a rat run for people getting onto the N6. Have you looked into the possible amount of traffic that would be increased here if either option was chosen? Have you considered any traffic calming measures for this road if either option is chosen? At the moment there is already 2 speed bumps on it. Also since you are doing work anyway may I suggest putting in cycle lanes. There is already a very high volume of traffic on the west side of the city along with a lot of schools and it would be nice if we made it as easy as possible for people to cycle	Rahoon	✓											✓		
084	Before commenting on the various options I would like to compare Dublin with Galway. Since the last bridge was built over the Corrib river (1985) there have been six new bridges built over the river Liffey one of which being the West-Link bridge. This bridge was required to build the M50, or Dublin outer bypass. The reason I mention this point is that whenever there is an accident on the M50 it can lead to major traffic jams on both the M50 itself and throughout Dublin. If the objective of this Road Component is to solve current and future traffic congestion in Galway then I feel it is not enough. I also feel that the plans are focused on past and current traffic challenges. Should any of the options be completed it will follow the M50 experience which is that by the time it was completed it had insufficient and was subsequently widened. Even with this improvement it is still a fragile solution for Dublin's traffic. I feel that a wider solution is needed. I propose a minimum of three new bridges over the Corrib. Contrary to the options ruled out I feel there needs to be a new bridge at the south most part of the Corrib river. I propose extending the Lough Atalia road south west with a new bridge crossing the river to reach the end of Nimos pier. This would allow traffic which normally weaves its way around the docks then crossing at the Wolf Tone bridge to avoid the city. This traffic would continue on the coast road west to Salthill. The second proposed bridge would be very inexpensive since the foundations are already in place. This proposed bridge is a foot and cyclist bridge, connecting the University with Dyke road. This proposed bridge would utilize the existing old railway (Clifden line) bridge foundation. Regarding the proposed routes I feel that the best option at the west end (Barna) is the Green Route. Any options connecting to the R336, east of Barna are going to store up trouble. Existing traffic through Barna is already a problem. Major contributors are the national school on the R336 plus the traffic lights in the middle of Barna, at the Twelve hotel. The next best option is the Blue option. However, this introduces a dependency i.e. that the Barna inner bypass is completed. My understanding is that the only part of this road that was completed was paid for by a developer. It looks like a more expensive option to the Green option. It strikes me that the Green Route would be better for traffic flow as there are fewer junctions than the Blue route and is probably a safer design. I should point out that I live in Barna although none of the proposed routes come close to my property. For the eastern part of the different options I feel that the Green option is the best long term solution for both the road but also for future Galway urban development. If the infrastructure improves then it will help the economic growth of Galway. With growth comes increased demand for domestic, commercial, industrial and recreational land. The Green route appears to offer the best growth and expansion option of all the route options. For the eastern part of the different options I feel that the Green option is the best long term solution for both the road but also for future Galway urban development. If the infrastructure improves then it will help the economic growth of Galway. With growth comes increased demand for domestic, commercial, industrial and recreational land. The Green route appears to offer the best growth and expansion option of all the route options. I suspect that any of the options that require tunnels will be more expensive. Therefore the Green option or any options that do not need tunnels are probably more obtainable since funding is normally a challenge for all capital projects. Best of luck with the project. I feel that Galway and its surrounds would benefit tremendously from proper infrastructure.	Barna	✓	✓												
085	I would like to note my distress at the Galway bypass plans. After attending the public consultation in the Westwood, I was shocked to see the plans of the blue route, going right in front of my estate in Dangan and going through the playing pitches in Dangan. It will have a huge detrimental effect on the quality of life of anyone living in either Dangan court or Dangan Heights to be faced with a by pass, cutting in front of their estate through to the Dangan playing fields. It will have a negative effect on the house value of a property I have just bought, which is very upsetting. I would not have bought here if I thought a by pass would be build in front of the estate. In addition, as there are no bike lanes from Dangan to the city/ college or hospital, I broke my leg in September trying to get to work. There are still no bike lanes around Galway. It seems to me that this is a far more urgent investment Galway needs to put in its transport system before any moves on a bypass is being made. Furthermore, the red route through the city seems completely illogical. The road to the hospital is very difficult to cross right now and this would cut my area off from the other side of the city. Also, the disruption while building would be immense. I would like to note my objection to the project, in particular the blue and red route	Dangan	✓									✓		✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
086	Comments on Red option: Transit route will have restricted access: perhaps 6 junctions through the city. Currently, the western distributor road alone has 6 roundabouts allowing access/egress. Removal of the access points through the city will remove the local element of the existing road to allow the transit element to have priority. Impact 1. This will create a need for car journeys as local journeys will increase in distance and time and frequency. Net effect: More traffic. Impact 2 The suburban area planning was based on certain routes to serve the population (e.g. Knocknacarra: 14,500 in 2011 census) Converting the main cycle and local road route, the western distributor road, into the N6 Transit route will undermine the conditions of the planning already given and change how the neighbourhoods function. The communities will be effectively 2 separate entities, e.g. Knocknacarra north and south This does not add value. Traffic converging on the bottleneck of the existing Quincentennial bridge suggests no net gain from such a proposed transit route. The N6 route purpose is to support development of Galway city and serve the west of the county. Any future developments west of the city will be semi urban, interacting with the urban area. If the route only serves the west county at the expense of the densely populated already existing urban townlands, it will not add net value. The population of the south west county is approx. 20,000 (total west county 35,000 approx.) while the city area with neighbouring satellite towns is approx. 100,000 and growing. A new route can be both an asset to future city development options and a connector to the west. Going through the centre of the city is at a very high cost going against spacial strategies that informed planning to this point	Knocknacarra	✓	✓												
087	This proposed project is by far the most significant urban infrastructure development in the recent history of Galway city. As such, it needs to be considered carefully within the broad context and objectives for the longer-term development of this region and the population that lives here. Being rushed-through within a short timeframe as simply a "ROAD project" is a seriously flawed socio-economic development approach, and can only serve to build resistance of local communities and destroy the very fabric of Galway city and its neighbouring communities. The proposed N6 project is not part of this region's Development Plan and any attempt to develop this, independently of the City & County Development Plan, would be to completely subvert and undermine local government structures and the expressed wishes of citizens in this region, as represented by their local councillors. The proposed plans do not have a mandate from the citizens of this region. Use of the IROPI protocol to "enforce" a solution by the NRA is entirely inappropriate in the context of urban planning, as distinct from in the development of point-to-point critical national routes. Planning based on need: Anyone who lives in Galway city and suburbs would admit that we currently have a traffic congestion problem, particularly during peak work and school-run commuter periods. These problems arise in every urban area. But, they are exacerbated in Galway by inherited poor planning decisions from the past, where most of the industrial employment is centred on the Eastern flank of the city, while a significant amount of suburban residential development has been allowed to occur on the Western side, adjacent to fragile coastal, bog-land, amenity and tourism ecosystems. As we look to the future development of this region, we should focus on addressing these underlying planning mistakes, rather than creating an infrastructure that can only encourage a greater intensification of these problems, facilitated by an intrusive and unnecessary motorway. We should not repeat these planning mistakes by encouraging further residential development in the very limited land area to the West of the city. Instead, we need to provide the right environment for rational development in the plentiful land resource to the East and North East. The lack of proper infrastructure servicing the commuter towns of Tuam, Claregalway, Headford, Oranmore and Clarenbridge is a far greater priority than the concentration on ring-road construction in Galway city.	Circular Road	✓		✓	✓	✓		✓		✓					
088	I object strongly to the proposed blue route through Dangan NUIG sports grounds and in particular through the football pitch, running track and Hockey pitch. These pitches/facilities are a beautiful amenity used by thousands of people every week in our city and are irreplaceable. Citizens of Galway walk jog run cycle and play on these grounds all year round for their health and well being and no road will ever replace this. Any by pass will have to be further west of this amenity so as to protect what Galway has spend decades developing. Surely ARUP engineers and our local engineers can see this.	Dangan									✓		✓			
089	I am concerned about the proposed outer bypass for Galway. I live in Gortacleva, Bushypark and even though my home is not directly in the line of either of the proposed routes through the Bushypark area, those of my friends and neighbours are. I have serious concerns for the future of the area in which I have chosen to live. Building roads of this size on any route will destroy our area. Our children will be directly affected by both the proximity of the route to the national school and the destruction of the playing fields in Dangan. Either route will destroy the community. As a community, the Bushypark people are very protective of their area and have always worked hard to preserve the natural beauty of the landscape. We have abided by and adhered to strict planning regulations when building our homes and will now not stand idly by and allow our community to be destroyed by a road the scale of which is far beyond what's needed. We have a responsibility to ourselves and future generations to ensure our area is protected for all Galwegians and not simply catering for some transport needs.	Bushypark				✓					✓			✓		
090	Regarding proposed route(s) of the new N6 Galway City Outer Bypass and am concerned about the impact that the road / tunnel may have on my property. Can you please provide assurances that the foundation / property will not be adversely impacted by the construction or longer term use of the tunnel; I am concerned about potential instability and longer term foundation disturbance / fracture causes by excavation, traffic vibration etc.. Can you please provide me with your risk assessment and design / monitoring controls that you will employ to alleviate my concerns and assure me that my home will be secure	Newcastle												✓		
091	Having viewed the plans you need to be aware that 3 routes appear to go through a business premises employing 15 people and family home of two families. This house is of great interest historically being built in 1841 on the Martin demesne and many Galwegians have a great attachment to the premises. I invite you to our new tearooms to view the area whilst it is still possible to enjoy. We have invested years of time and significant money into this business which is vital for our finances long term. I attended the public consultation at which I was shocked to see such a lack of regard for local homes and families. I spoke to engineers that did not know of our address or our location yet it is possible for their company to draw a thick blue, pink and yellow merged roadway line through our home.I was told that we were not on the "apron" but in the "footprint" of the proposed road, nice words to sugar-coat the devastation that is being felt at the present time by many families. I saw friends and family stunned at the possible damage that will be done to our communities, homes and families. 12 years ago we fought hard to save the Dangan Woods area from development. The then proposal by the owner was to take down the magnificent beech wood and build apartment blocks in its place. After 4 hard years of fighting, the proposal was rejected and in its wisdom The city council purchased the land in Dangan woods at the end of the campaign so that they could be enjoyed by all Galway people. To now have a major road running through what was then termed a "vital green corridor" of Galway makes no sense to me or to many Galwegians who walk and enjoy the Dangan area.	Dangan					✓			✓						
091B	None of the six routes should be chosen. All are too destructive of homes, families and communities and the cost to the city is too high. Public transport and smarter travel should be tried first. 3 times as many buses at half the cost of the present charges with free park and ride on the east of the racecourse, airport and in the west at Dangan would be the preferred option. Don't ruin Galway's natural facilities at Dangan with the blue route. Put a bus route across Quincentenary at peak times	Dangan	✓			✓	✓			✓	✓					
092	PC was not clear enough to know whether house is likely to be demolished with blue route. Cant understand why you would consider knocking up to 150 houses when another rote would only knock 40. Please consider humans above ecology on correct route.	Bushypark			✓					✓					✓	
093	Disgusted at proposed green route. Lived in Menlo entire life and generations of his family before. Road not just destroying houses but family homes and histories. Several relations come to visit every year and this will impact on them too. Menlo is a beautiful scenic area with much historical and cultural significance. Gaeltacht area with many traditional cottages. Many areas have been destroyed because of routes like this, don't care about people affected. Menlo is on doorstep of Galway city and should be treated like a jewel in the crown. Strong resistance will be meet any proposals for green route	Menlo				✓	✓									
094	Green route most disruptive to peoples homes, must be discounted. A road cannot be built straight through a village when other options are available	Menlo				✓				✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
095	Menlo is a village with a long heritage stretching back hundreds of years. Green route ploughs through the village. Does not seem reasonable to be considered.	Menlo				✓										
096	Lots of elderly people living on the green route. People not in a position to start again. Where will they live. Not a realistic option, building through a village is not a good idea.	Menlo				✓										
097	Route goes close to Menlo castle which is a historical building. Reject green route.	Menlo				✓	✓									
098	Objects to green route. Demolishes homes and historic village with a long heritage. Disrupts most lives compared to other options, makes least sense.	Menlo				✓	✓			✓						
099	Residents of Barnacranny opposed to development of four lane blue route. Would destroy their close knit community. Noise and upset caused by construction and the road itself. Too much to bear in their peaceful tranquil country lane. Urges to reconsider and explore alternative proposals that would be less destructive to community and family life.	Bushypark					✓			✓						
100	Menlo is a beautiful scenic and historic area. Occupies a great location, tells its own story. Many families can claim lineage back hundreds of years. Catastrophe to destroy the neighbourhood, disregarding lives of its citizens. Strongly objects to green route. Will directly affect her home.	Menlo				✓	✓									
101	The project needs to cater for the provision of future sewers and other services (broadband) to the areas west of the Green Route, i.e. Tonabrocky Area and all other areas beyond including Drum	Rahoon		✓												
102	I am writing to express my opposition to the building of a bypass that would effect Menlo. I believe it would have a terrible effect on the community, Galway and the ecosystems and nature for Galway and Ireland	Menlo				✓	✓									
103	Shame to destroy an area so full of history and nature and notice people. Cannot uproot people living there all their lives. Preservation and conservation is globally promoted nowadays so why choose to destroy an area such as Menlo.	Menlo				✓	✓									
104	As a Menlo resident I strongly oppose the proposition of the N6 Galway City Transport Project. It would have massive repercussions on the ecological system in our area as well as ruining the beautiful natural scenery we are privileged to enjoy. I also have concerns regarding the safety of residents with such a high traffic volume invading our small village. Menlo is an area rich in history and it would be a travesty to see that ruined for the sake of a road! We fought against this in 2006 and we will continue to fight to save the safety and beauty of our homes.	Menlo				✓	✓							✓		
105	This proposed blue route-Galway city outer bypass, is a huge concern for a lot of people. It will rip up the only hockey pitch that we have in Galway. We once had two, one in renmore and the Dangan hockey pitch but last year the one in renmore was ripped up. We are the only province in Ireland with one hockey pitch. When we travel to other counties they don't believe that we only have one hockey pitch, it's bad enough that we only have one, you cannot take it. Ireland is growing in the number of obese people and is high in the ranks of the most obese people in the world. This hockey pitch gets hundreds of kids, teens and adults alike outdoors once if not twice a week. With two clubs in Galway hundreds of children enjoy hockey training on a Saturday and matches most Sundays. It gets them exercising and meeting new people. Please do not take away our only hockey pitch that benefit so many people daily.	Dangan									✓		✓			
106	I would like to lodge a complaint against the proposed blue route for Galway City Outer Bypass - on the grounds that it would be demolishing Galway's only hockey pitch that is available to club level players. This would be a detriment to not only Connaught hockey but also Irish hockey as it would damage the development of Junior players growing into their international roles.	Dangan									✓					
107	It is a sad age we live in when the historical significance of an area such as Menlo village must be exemplified for the sake of saving it. Galway's appeal - for both tourists and residents alike - is founded on our county's roots. These inimitable stories and the tangible evidence still intact around us mark this colourful town out as a front runner for the prized award of Europe's "Capital of Culture". Our history - its appreciation and respect - constitutes our very identity. Menlo is, as it always has been, an intrinsic part of this legacy, and it is now under threat. Leaf through the pages of any historical diary proudly housed in Galway's national university, and therein you will find handwritten records affectionately pertaining to this village. Our ancestors cherished this quaint, untouched tract of rural Ireland. Be it Making with the Blake's by Menlo castle, friendly gatherings by the glistening Corrib swell, or an afternoon lost in leaf-laden woodlands untouched since time began by man's machines; let us not forget where we come from. We love this village - this special little place that we call home. Please, do not let it die of a broken heart	Menlo				✓	✓									
108	I am opposed to the Galway Bypass for a number if reasons, environmental and town planning wise. It would make more sense to improve public transport and preserve Galway's green spaces.	N/A	✓				✓									
109	This is an email to show my support for not ripping up Galway's only hockey pitch for the proposed new bypass	Dangan									✓					
110	I have just heard that the new proposed blue route for Galway City Outer Bypass means the hockey pitch at Dangan would have to be ripped up and destroyed. I cannot believe that this is what is proposed without any mention of the council replacing the pitch first somewhere else; it would mean NO hockey pitch in Galway! Can you imagine there being no rugby or camogie pitch in a city the size of Galway? Connacht Hockey (both men's and women's) cannot survive this. It is the only pitch in Galway that is available to clubs and if they lose it, where will they be able to play hockey. I do not think that this would happen if it were soccer, GAA or some other sport and so I ask you to take hockey seriously and not take away the ONLY facility available to the dedicated hockey players in Connacht. Other sports have more than one pitch available to them.	Dangan									✓					
111	I am writing with regards to the proposed blue route for the Galway City outer bypass. I understand that this route passes through the hockey pitch in Dangan meaning it would be destroyed in the process. This pitch is the only pitch in Galway that is available to clubs and without it the sport would not survive in the city. I myself have been playing hockey from a very young age and I assure you that demolishing the pitch would have a devastating effect on players and their teams.	Dangan									✓					
112	Objecting to blue route. Option would destroy many recreational amenities in Dangan i.e. hockey pitch, running track, playing pitches, river walks. Negatively impact local national school St James - noise from new road would be awful as it would run behind it.	Circular Road					✓				✓			✓		
113	Work as a school warden in city centre. Amazed at all the children driven every morning and collected in afternoon. Causing gridlock traffic. Please invest in improving what we have i.e. more dedicated bus corridors and safer cycling in the city. A new highway will only encourage more car use and in 10 years we will still be gridlocked with an obese and unfit generation of young people.	Newcastle	✓										✓			
114	Located within 50 metres of green route. It will separate us from our family. Have a severely autistic son 11 years old who is hypersensitive to noise of all kinds. Would have to relocate or completely sound proof house. Cannot afford to relocate as one of us has to care for the son on full time basis and cannot hold a job. Chose to live in a beautiful peaceful village with minimal noise. N6 is 300 from house and noise is barely tolerable for son. He can play outside with little or no traffic noise. Would be separated from people they grew up with. Family would not be able to help them is they need it. Son has no awareness of traffic and could run out on road.	Coolagh					✓						✓	✓		
115	Strongly object to blue line. Too close to Bushypark National School. Impinges on Dangan sports ground, which is invaluable to area. Route should be pushed out further along Moycullen road. Needs to be a small slip road for them to get off the new bypass so that they don't have to go out to Barna to get off, when travelling east to west.	Circular Road		✓							✓			✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
116	We wish to object to the proposed Green and Blue routes. If planning permission is granted for the Blue Route it will have serious consequences for us. We are living at the above address for thirty years and we have invested in the house, the garden and a life style in the Bushypark area and the loss of our environment no money could compensate us for. We are pensioners and it would be devastating blow to have to move at this stage of our lives. These proposed routes will lead to the destruction of amenities such as, NUIG grounds, Bushypark school, which would have an adverse effect on the education and health of the children in the area. The proposed routes are contrary to the City Development Plan. The Green route will have a detrimental effect on the residents of the Bushypark and Ballagh areas. The latest proposed routes will cause great harm to the HUMAN environment. The previous Outer City Ring Road is much preferable to the suffering that will be inflicted on the Humans. Surely a minor realignment of the original plan would cause much less Human suffering. We intend using all legal means to prevent the proposed Blue and Green routes being constructed.	Dangan			✓	✓	✓	✓			✓		✓	✓		
117	Concerned about massive and continuous disruption to the peaceful enjoyment of home, neighbours and community. And to the tranquil and beautiful natural environment, including the irreplaceable atmosphere, beauty and amenity of the river bank and surrounds at Dangan & Menlo. Project does not address issues with city and county development plans including Galway dockland development. Not persuaded by cost effectiveness of this vast intrusion on peoples lives. Health service would be more urgently in need of funding. Project is being accepted with unacceptable haste, route selection is divisive and overrides local, community and political input giving the impression that decision will be imposed by an unelected committee far away. Concerned that changes in transport, technology and public attitudes to smarter transport, this project could be obsolete before its irreparable destruction is done.	Bushypark	✓			✓	✓				✓	✓				
118	I am writing to express my opposition to the building of the bypass. All of the routes chosen seem to have major problems, and the reason why so many were chosen seems to be a cynical exercise in dividing communities and opposition. The blue route would damage the community, amenity /Natural habitat and tourism aspects of the area. It cuts through areas that are currently designated as agricultural, amenity and Low density Residential in the Galway City and County development Plan. How can that be democratic? Some of the houses to be demolished were only recently built at great expense and after harrowing planning criteria. This does not make sense. Why do we have planners if all the planning can be overturned? I would hope you could reconsider as it is causing considerable upset and uncertainty to people in this area.	Circular Road				✓	✓			✓	✓					
119, 120, 121, 122	We are writing to you regarding the N6 Galway City Transport Project. As residents of Galway city we wish to put the following comments on record. • We have received no direct communication from the N6 Galway City Transport Project office regarding this project, despite the fact that one of the proposed routes involves property destruction and an embanked highway directly on our doorstep. • The public consultation process for the proposed routes commenced on 28th Jan, 2015, with deadline for public submissions of 27th February, 2015. This timeline is inadequate for a member of the public to meaningfully assess the impact of proposed routes and submit an informed response. This deadline should be extended by at least 6 months to facilitate appropriate response. • The proposed routes are modelled by priority habitat constraints. It does not make sense that such constraints totally override consideration of the human habitat in an urban project, with resultant destruction of established communities, dwellings, and public amenities. We ask that the project team draw up a new route that is friendly towards community. • Regarding the route (Blue Route) that will most directly impact on the community where we live, this will impinge on Bushy Park School (danger, noise, disruption); Dangan Sports Ground (destruction of the most important public amenity in the area); displace many families from their homes; and permanently scar the landscape with a monstrosity on stilts. This is at odds with the current designation of Newcastle/Dangan/Bushy Park as Agricultural, Amenity and low-density Residential in the Galway City and County Development Plan (which does not include the proposed N6 development). It is hard to believe that such destruction in an established urban area could be condoned by our city planners. • As members of the lay public we do not have the expertise to object to the proposed routes in the language of your selection criteria (ecology, geology, hydrology, etc.). Perhaps the best we can do is quote Justice Potter Stewart of the United States Supreme Court - on the issue of obscenity, "I know it when I see it".	Augh na Curra			✓		✓			✓	✓		✓	✓	✓	
123	1. Bypass will ruin village of Menlo and its historic tradition 2. Demolishing homes when there is a shortage is a bad policy. 3. Bypass is ill designed as it does not connect two major roads/dual carriageways or motorways. It will bottle neck in the west.	Menlo		✓		✓				✓						
124	The green route is most devastating. It is about 2 - 3 M (insofar as we can tell) from parents back door. It runs completely through the driveway. It is about 5m from sisters wall, or about 10m from her back door. It is about 10m from myself and brothers back wall, and therefore about 30m from the back doors of the houses.. In essence - it would render all the family homes destroyed and valueless. The Blue, Yellow, Pink and Orange routes also goes through the farm, and would be approximately 140 -150m from us. What I find particularly perturbing is that this is being driven by a private firm, and it appears that no elected representatives can do anything to stop it. But ultimately what is worse is that an IROPI should have been sought to route the road through the bog and therefore protect the homes of up to 130 families, and an unquantified number of families like our own. Should Green be selected, parents are a matter of 6 foot from the boundary of a major national motorway which I have been told is being built with the capacity for eight lanes. That is a shocking reality I'm not sure if anything can be done on this - but it is more for your information. The neighbours met with Arup during the week -and it was abundantly obvious that those who represent us in elected office will not be given a look in. it is appears that they are trying to remove the power from our hands as citizens.	Keeraun					✓	✓						✓		
125	Strongly object to green line. Too close house and there would be too much noise and safety risk. Improve public transport to take people to and from work. Also improve public service from Menlo. Menlo village cannot be destroyed its beautiful and historic	Menlo	✓			✓	✓							✓		
126	We wish to give notice of our serious concerns in relation to the above Bypass — and routes proposed. As residents of Dun Daingean we will be particularly impacted especially in relation to the Blue Route. This will run near to our local national school. This Route will destroy the beautiful walks and playing pitches in Dangan. As you must be aware the community is very much attached to these wonderful amenities. Noise levels from the proposed bypass another serious concern.	Dangan				✓	✓				✓			✓		
127	STRONGLY OBJECT TO THE PROPOSED NEW GREEN ROUTE N6 GALWAY BY PASS. There are several reasons why I personally feel that the new Green proposed road should not happen. I am in favour of progress, but progress with more thought and compassion for people and community and not just flora and fauna. The proposed work for the new Galway Bypass will do untold damage to Menlo village. Menlo Village is only 3 miles from Galway city, and is a Gaeltacht area, a village that is steeped in history. It is an important part of the City of Culture Bid. There are several protected structures including Menlo Castle, Old famine Ruins, Old settlements patterns, the Crois, The Lisheen, The Gate Lodge (Teach an nGeata), Menlo cemetery and the Pier on which stands plaques and memorials of events gone by. There is a historical connection with the land of Menlo for generations and generations. Everything about the community of the village will be destroyed.	Menlo				✓	✓				✓		✓	✓		
128, 129	Green route will destroy Gaeltacht village. It is a safe and healthy place to live. Concerned about historical effects on gaeltacht, famine ruins, castle, protected structures, cottages. Social Economics - stress of living next to motorway, geology - flooding implications. Climate - loss of forestry, impact on wildlife. Noise - Impact of noise, air & light pollution. Landscape - destroy natural beauty. tourism and area where scouts and walkers frequently use.	Menlo				✓	✓						✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
130	I wish to strongly add my voice to the many in agreement with me that the proposed Green Route is a disastrous damaging proposal to easing traffic chaos in Galway. As a concerned citizen, of course something must be done to alleviate the traffic congestion that is strangling our beautiful city but there must be a better way than this particular route. How on earth can there be a justification for merging urban and rural so closely together for this route? While there will be many objections to all the proposed routes, lots of people are going to be inconvenienced no matter which route is the winner. I am from the village of Menlo. My father's family are from there as far back as generations can go.	Menlo			✓	✓	✓				✓		✓	✓		
131	I would like to formalise my objection to the Blue N6 route. The area is a beautiful unspoilt part of the city. Keep the river crossings where they already are - at the Quincentennial bridge.	Terryland		✓			✓									
132	Green/Blue route would destroy scenic areas . Consider upgrading existing roads. Galway has a small population, not a capital city, no need for this road. Impact negatively on the city. Public transportation should be explored.	Dangan	✓				✓		✓							
133	Comprehensive 11 page submission outlining concerns of Cruachan Park residents. Objecting to red route on the following bases: 1. Social Effect - directly on 21 homes + 70 lives in Cruachan Park 2. Social effect on cohesive neighbourhood of 200 citizens. 3. Planning Factors. 4. Social Effect on peoples lives/lifestyles. 5. Effect on heritage. 6. Environmental Factors 7. Financial Consequences 8. Use of taxpayers money 9. Infrastructural consequences. 10. Alternative routes. Petition signatures included and maps.	Rahoon				✓	✓			✓		✓				
134	Children attending Menlo school. From perusal of the proposed green route plan, this route will pass very close to the school dividing the heritage village of Menlo in two. Menlo is a quiet and safe area to both live and send children to school. It has many protected structures. The school children enjoy many a walk and nature trail around the historic village. If a motorway were to be constructed this would no longer be the case. They could no longer enjoy their walks as it would not be safe for them to do so, nor would it be as enjoyable due to the noise from the passing motorway traffic. Air pollution, mainly the emissions from diesel engines which according to The Irish Times on 14/02/15 and 14/01/15 are a serious health risk especially to the young and old. Other research says "strong evidence" linked diesel pollutants to the development of cognitive function in children and petrol cars were not free of dangerous pollutants either. Air pollution from diesel engines also has negative effects on asthma sufferers. Children in the area will have greater exposure to these pollutants because they spend more time outdoors. I would be hugely concerned that permanent damage would be done to children's lungs from this exposure. Busy roads have poor air quality and I do not think this should be inflicted on school children.	Menlo				✓	✓						✓	✓		
135	Invasion of privacy – The proposed slip road off the N6 route blue on the Headford Road will be looking down from a height on 2 bedroom windows on my property. Blocking natural daylight - The proposed slip road off the N6 route blue and the blue route carriageway at a height of over 7-8 metres will block south facing sunlight to my property casting my property in shadow during the winter months when the height of the Sun is low. My property is 2m below the road level of N84, which increases the impact the proposed slipway and carriageway will have on my property. Noise Pollution – The increased level of noise from the proposed N6 route plus the increased traffic which the N6 junction and link road to the N17 will generate will have a negative impact on my health. Light pollution – Vehicles exiting the N6 via the slipway will have there headlights shining directly on my property. Nature – The proposed construction could have a negative impact on a bat colony in an abandoned property beside Clada Minerals entrance.	Headford Road					✓						✓			
136	I wish to voice my opposition to the proposed green route of the N6 motorway . This route runs through Menlo,an area of natural beauty , where I often walk my dog. I would hate to see an area of such historic and cultural (it's a Gaeltacht area) ruined with a motorway.	Menlo				✓	✓				✓					
137	I wish to object to the motorway going through Menlo as a proposed route for the following reasons; it is a Gaeltacht Village within the City Boundaries it is full of history and heritage, castle, pier, archaeological monuments still well preserved	Menlo				✓	✓									
138	1. During the course of construction access to our site may be restricted having a significant and detrimental impact on our business 2. Depending upon the route that may be selected access to and exit from our site will be significantly impacted.	Parkmore								✓						
139	I object most strongly to both the red, orange and blue routes. These are not bypasses, they go through the extended city. Implementation of these routes would destroy Galway and not solve the traffic issues in the city. These routes as shown are primarily located in residential districts which is again ludicrous as they will result in a degradation of the quality of life for all residents alongside the route. In addition it would split the city into an inner and outer zone, something which will preclude the adoption of more rational public and cycling transport options for Galway urban/suburban area.	N/A	✓				✓									
140	Against green route in Menlo, not a viable option. Prioritising flora/fauna over people again. Famine village and cemetery should be protected and preserved. Both green and blue route cut close to castle, a big tourist attraction which would be affected. Blue route destroys city green space and only hockey pitch.	Killoughter			✓	✓	✓				✓					
141	13 points objecting to green route at Menlo under the following headings: TOURISM HISTORICAL/ARCHAEOLOGY HYDROLOGY/GEOLOGY AIR QUALITY/VIBRATION THE HUMAN IMPACT	Menlo			✓	✓	✓									
142	Like many young people I was forced to emigrate and work. When the economy eventually picks up I was hoping to return to live in Galway and in particular Menlo, a place I have called home since I was 4 years old. And what a special, tranquil, beautiful home it continues to be for my parents. However with the proposed GREEN ROUTE dividing our community and destroying our fragile environment it is unlikely there will be any prospect of building a family home as the planned route will be so evasive, obliterating views of the countryside, views of the lake and of course the increased and significant air, light and noise pollution. This proposed route is causing considerable stress and anxiety for our whole community who are active participants in the Galway city and county through fundraising, sport and education (with a newly developed school). I am appalled and devastated at this proposal and hope you will consider our community, the landscape of Menlo and the future generations who have hoped to live here.	Menlo					✓						✓			
143	I live on circular Road Upper Dangan for the last 60 years and have welcomed many changes over the years some really good like a beautiful school . The Dangan sports ground ,footpaths on half of the road! would be really good if the whole road had footpaths .Housing estates that good have a better design but you can't have everything. The proposed blue route comes through the Dangan sports grounds used by all the people of Galway for walking ,hockey clubs ,running clubs rugby clubs etc. ,this route also comes just by the school's new Astra turf pitch what about the health and safety of the children? Then through The Heath an estate splitting and dividing this well established community. This route I strongly object to, I know we need an outer by pass but this is too near the city and totally disregards the people of Dangan /Bushypark. The plants and animals are given more consideration than the well being of people	Dangan			✓	✓	✓				✓		✓	✓		
144	For the moment Menlo is a safe place to live. Losing of homes and land will cause a lot of stress to people living in the village. Where will these homes be relocated to? For those people who will not be relocated they will be living next to a motorway. There is a huge safety issue with building this high bridge. The local community will be destroyed. The heart will be taken out of Menlo which has historical connections. People have lived in this village for generations and you are prepared to destroy our village and all of our memories. There will be a large impact of noise and air pollution.	Menlo				✓	✓			✓			✓	✓		
145	Site that we propose to build their family home on will be dissected by the Orange route. Have expended significant sums of monies and time working on the design of their home and planning applications. Cannot understand how Galway City Council decided to grant permission when the site is embodied in the proposed Orange route. Site has spectacular views of Lough Corrib. Proposed road would desecrate the landscape and seriously impinge the views of Lough Corrib	Bushypark					✓					✓				

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
146	1. - Child suffering with asthma, which is why they had chosen to live in the country side. Evidence shows that if you live near main roads you will have smaller lungs, they will not reach capacity and will be stunted. Short term pollution leads to irritation to eyes, nose throat, headaches, bronchitis and pneumonia. Over longer periods it leads to heart attacks, lung disease, cancer and even damage to the brain, nervous system, liver and kidneys. 2. - What are the health and safety impacts on the area of Kiloughter and Menlo when the works are being carried out and thereafter? What wildlife will be left with to enjoy? 3. - Impact of noise from construction and thereafter is something they are not used to and is part of the reason they have chosen to live in the country side. Studies have shown that there was an increasing trend in the prevalence of hypertension by exposure to road traffic noise at 63,125 and 1000 Hz. 4. - Under the Galway City Development Plan it is stated that Menlo and Castlegar are part of one of the network of local biodiversity areas and that Menlo is part of the designated Natural Heritage Areas of Galway City. Menlough to Coolagh hill of high value habitats centred on the Menlough area to the north of the city. The area has thin calcareous soils overlying limestone, which is exposed on the surface in many places. The area includes oak-ash-hazel woodland at Menlough Woods. It includes a mosaic of exposed limestone rock, calcareous grassland and hazel scrub. A small turlough occurs at the centre of this area. Ballindooley - Castlegar area is centred on Ballindooley Lough and includes fen, poor fen, reed swamp, wet grassland, scrub and exposed limestone rock. The Castlegar area contains smaller area of wet grassland, scrub and exposed limestone.	Killoughter					✓						✓	✓		
147	Submission promoting the implementation of a light rail network for Galway. Feasibility study of 12 potential lines for Galway and identification of 4 financially viable lines.	N/A	✓	✓			✓									
148	Renting a home on Barnacranny in Bushy Park. I was attracted to live here because it was close to the city but surrounded by friendly neighbours and a few fields for horses, pheasants, etc. Now with the Blue Route planned to pass just beneath Barnacranny street and take out all the farmland and houses one street below, this house I rent will back up on a four lane road. Undoubtedly, I will move as the back yard will become highway. As for the landlord, he will lose any prospect of tenants and will have to take a significant loss on his home with no compensation. It seems an incredible shame that routes were picked right through the centres of communities. This step will really destroy the nature of the Bushy Park community. It's not just the homes that will be removed but all the damage to the homes and property values of the ones that remain.	Bushypark				✓	✓			✓						
149	Strongly oppose all routes, especially green as it will be 150/200m from their house. Severely impacted under the following headings: 1. Noise Pollution 2. Air Pollution 3. Visual Impact 4. Location of house will be left worthless 5. Risk of unemployment 6. Briarhill National School - will not be safe 7. Green Option encroaches on a well as it crosses the Parkmore road 8. Access to Lisheen cemetery will be severed. 9. Community will be ruined. 10. Consider alternative solution to avoid massive destruction. 409/403 Eyre Square to Parkmore bus is busiest route in Galway (worth 1.6million to Bus Eireann, Consider similar route continued from Eyre square to Knocknacarra via Westside and another to Newcastle/Dangan.	Ballybrit	✓			✓	✓					✓		✓		
150	Opposed to N6 route being brought through Barna village. Poses danger, noise, disruption to families and children. Route should bypass Barna as per the green and yellow routes, blue and pink routes should do the same.	Barna					✓							✓		
151	Horrified that council would consider running new road through a beautiful place such as Dangan, an area which means so much to people of Galway. Please rescind current proposals. Will destroy homes, communities, amenities, businesses. Listen to highly qualified experts - Galwegians who advise many sustainable solutions at fraction of the cost. Save Galway from an abomination. Value what is a unique treasure.	Dangan				✓	✓			✓	✓	✓				
152	Completely objects to pink, blue and green route, has to be a better solution. Bog cotton is not more important than humans. Business is on Parkmore road. Put 700m into better transport system.	Parkmore	✓		✓		✓			✓						
153	Completely opposes green, pink and blue route. Lives beside sister, brother and three cousins, all houses would be knocked. Sisters business is on the road. Has a B&B for the races, it would be absolutely appalling for Galway to lose business from the races. Why give planning in 2006 if you knew about the bypass 10-15years ago.	Parkmore								✓		✓				
154	The N6 bypass cannot and should not cut through Barna village. Will disrupt lives of families and children in Barna, Poses danger to children. 4 routes going through village should be rejected or amended. Go around Barna if possible as indicated by the green and yellow route.	Barna				✓								✓		
154A	I completely object to the Galway Bypass routes as they stand. I live in Barna. Barna is a village full with families and children. 4 of the proposed routes will go through Barna, 2 of these routes will pass estate. Please don't let the Galway Bypass cut the Barna village community in two. It will: - endanger the lives of our children - mean that amenities like the tennis courts, basketball courts and playground will be dangerous and difficult to reach for a lot of children/families living in Barna - significantly decrease the quality of our lives - mean air pollution, noise pollution, light pollution A Bypass should go around a city and village - as the term indicates!!!! - it should not cut right through a community!	Barna				✓	✓				✓		✓	✓		
155	Concerned about proximity of red route to Fana bui residents.	Knocknacarra				✓	✓									
156	5 routes running 100m from back of home. Concerned about noise, light and air pollution. Increased traffic onto Ballymoneen Road as a result of bypass, danger to children. Potential loss of security, home become exposed and open behind. Decrease in house value. 2/3 years road construction - disruption. Divides local communities	Knocknacarra				✓	✓							✓		
157	Blue, orange, yellow and pink routes all have huge impact on family. Would eliminate family homestead. Takes away farm sheds and land. Takes away a good part of sites owned by their son and ruins any prospect of other son being able to have any future use for his sites. By moving the planned roundabouts and adjoining slipways by about 100m NW it would save at least 2 houses and avoid driving family out of the area where ancestors have been for a couple hundred years. 2. Too many people and especially the health of children in Bushy Park NS would be adversely affected by most of above routes, not to mention recreation sports area at NUIG grounds and the negative impact on the Galway racecourse.	Circular Road		✓						✓	✓		✓	✓		
158	We are satisfied that if the motorway project proceeds using the green route option, our home will be demolished. We have resided here since moving to Galway in 1980. We have reared our children here, integrated into the local community and parish. We have recently refurbished our home and adapted it to cater for possible infirmity in our old age. We therefore strongly object to any plans that would require us to vacate the property. Bushy Park with it's semi rural location, stunning views, proximity to Galway City, NUIG and UCHG Hospital is one of the prime residential locations in Galway. We believe it is reasonable to expect that we, our children and grandchildren will enjoy our home for the remainder of our lives. It would be impossible to acquire a similar property in the area due to planning restrictions and non availability of suitable sites. The linkage of the proposed route to the existing N59 at Ballagh will destroy one of the main visual amenities on the Galway Clifden Route. This amenity, including uninterrupted views over Lough Corrib, are currently enjoyed by both Galwegians and visitors alike . Planning is not permitted at the location for these very reasons. Yet it is now proposed to build this monstrosity with no regard to it's environmental destruction. We strongly recommend that this whole project be reconsidered and that preservation of peoples homes be given priority over minor breaches of EU Habitat Directives.	Bushypark			✓		✓				✓		✓			

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
159A	• Hugely stressed at the thought of losing home. Feels like an eviction. • House is full of precious memories, our garden is full of mature trees and shrubs that have been an intricate part of our family life for over 30 years. • Little hope of finding alternative replacement site. Home/land is very precious. • Work for an international company for 30 years (contributed to recruiting up to 30 more jobs in that time), made conscious decision to live here and raise a family • Study are as set out by ARUP is unnecessarily limited. Given wrong brief to solve traffic problem. • The designation of the SAC areas seems arbitrary • Is a bypass needed? • Where is the plan to resolve the schools traffic issue • There is theory that traffic expands to fill the road space available • Roads are not environmentally friendly. • “Route Selection” is a very cynical title. • The routes have to be questioned. • There was no problem putting mountains of concrete into the SAC areas to build windmills and access roads. • Even these proposed routes impinge on SACs • The proposed routes can cost up to €750M. • I am asking the same for myself what you are proposing for the bog cotton, i.e. that I be allowed to continue to live in the peaceful tranquil environment of my home. • Decent human beings should not be treated in such a cruel and callous way. • If this is a real consultation then the views of all of those you have given you feedback need to be taken into account and changes made as a result. • The ARUP proposals are bringing isolation to communities in Galway. • Call a halt now.	Cloch Scoilte		✓	✓		✓		✓				✓		✓	
159B	ARUP is now supporting the eviction of families in County Galway by putting forward routings for roads through peoples' houses. Alternatives can be found. I urge ARUP management to re-evaluate the options they have put forward and live up to the values of their founder by finding a better solution that does not lead to fellow human beings being isolated from communities in which they have lived for very many years. I was very surprised to see the circuitous route of the western section of the red and blue routes, which travel west then south then east before turning west again! A shorter route through Ballard is neither through peoples houses nor is it through any SAC areas. Please re-evaluate this as a more cost effective and humane option. As a leading firm of engineers I am sure you can do a lot better on this and the other proposed routes.	Cloch Scoilte		✓								✓				
159C	1. Ownership of the project lies with the management and councillors of Galway. Galway City Council outsourced the project to Galway County Council who hired ARUP. You cannot blame Dublin (they only provide funding) or Brussels (who can only clarify the regulations) He who pays the piper calls the tune. 2. Unfortunately Galway does not have a good record of resolving traffic problems. We spent considerable sums of money on putting in roundabouts only to take them out and replace them with lights. Acknowledge that you do not have a good track record of traffic management and need help. 3. The brief given ARUP was to say the least short-sighted. a) the solution was limited to a highway and b) the boundary of the area they had to work with forced them to propose a road through Galway communities. They were asked to develop a road when what we need is to develop a city. The aim was to resolve Galway's traffic problems but instead of letting ARUP come up with a solution they were told what to do. Acknowledge that you got the brief wrong, admit that you have spent a small fortune on consultancy and commit to cease sending good money after bad by immediately calling a halt to the ARUP brief. 4. School traffic. When schools are out there is a dramatic improvement in Galway's traffic congestion. Have you plans to address the location of schools and school transportation? 5. Galway's population growth has dropped dramatically in the last few years. Are you planning for the current increase of a mere 200 people per annum or are you planning for people who will never be born and never come to Galway? We should not give ourselves illusions that Galway is the Paris or Berlin of tomorrow. 6. We have been working on the assumption that a bypass is needed (a bit like the assumption that roundabouts were needed) We need to question this fundamental assumption. Take the bypass out of the development plan and some up with some real solutions. Please do not continue with this "madness" . Stop, acknowledge that you have got it wrong and work to find a real holistic solution.	Cloch Scoilte							✓							
160	It is sixteen years since the first consultants were appointed to lay the groundwork for a bypass of Galway City to alleviate growing problems of traffic congestion that have dogged Galway for decades. Sadly, in 2015, we are no closer than we were back in 1999 to finding a solution to a problem which has hampered the city in terms of its development, its tourism industry, the wellbeing of its commuting citizens . . . and has also had a severe impact on communities west of the Corrib in Connemara who depend so much on easy access for tourists. Indeed, we are in a much worse position. Those deliberations started almost two decades ago led to a plan which would have resulted in the removal of eight houses. Today, that plan is in the rubbish bin, and we have so-called 'alternatives' which will lead to the demolition of as many as 120 family homes, the splitting in half of communities and the devastation of businesses. 1 am totally opposed to all six routes being proposed today on the basis of the trail of destruction they will leave stretching from the eastern outskirts of the city, right across to the village of Barna on the west, causing irreversible damage to the fabric of the community. The madcap proposal also threatens the viability of one of the great mainstays of the tourism industry in the city, the Galway Races, with several of the routes impinging on the race track, whose management have warned that the construction phase could force the abandonment of racing for two years, possibly leaving the track unusable for racing in its wake. The European Habitats Directive provided the basis of the decision arrived at by the European Court of Justice (after the matter had been referred to it by the Supreme Court in Ireland), which effectively ruled out the original Outer Bypass because it would impact on 1.47 hectares of limestone pavement near Menlo. But that same Directive allows, “in the absence of alternative solutions” that such a project may still be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. Well, we’ve had what might be described as the 'alternative solutions', and they are obviously no solutions at all. Is it okay to destroy people's habitats in order to preserve wildlife habitats? Surely not — but that is exactly what is being proposed at present in Galway.	N/A			✓	✓	✓	✓		✓						
161	I wish to record my objection to the six proposed new roads through Galway city. None are suitable for purpose. They will have a devastating on flora and fauna on land and in the river, local businesses, unwarranted devastation to people's lives in uprooting families and elderly people, from their homes.	Rahoon					✓			✓						
162	As a Menlo resident I strongly oppose the proposition of the N6 Galway City Transport Project. Our village has a lot of animal wildlife and natural vegetation that would be destroyed by the bypass. The threat to our human habitat is a major concern. This would result in many houses being destroyed, our close knit village being divided and many families left homeless and forced to leave our beautiful community. We fought against this in 2006 and we will continue to fight to save the safety and beauty of our homes.	Menlo			✓	✓	✓			✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
163	I write to express my horror at the suggestion that any of the proposed N6 extension routes through Galway be chosen for implementation. We live in Moycullen but work, visit friends and pursue leisure activities in Galway, and very particularly in the Dangan area. We have therefore viewed the blue route in the most detail and most of the following comments concern this route. Students from our children's schools regularly use the all- weather hockey pitch, the running track and the pitches in Dangan. Close friends live in Dangan House and run a beautiful Garden Centre and Cafe adjacent to the proposed blue route. We use their facilities regularly. We take daily walks along the river in Dangan with our dog and at lunch breaks from the University. The children of friends attend Bushy Park National School. We and they have serious concerns over the health and welfare of the school pupils in terms of environmental pollution and visual degradation. This western bank of the river Corrib is the most beautiful area close to the city, enjoyed by very many people on a daily basis. The area will be trashed by a four lane highway running at height on stilts. In our experience the biggest problem with traffic is getting into Galway city. We would welcome the introduction of Park and Ride facilities, enabling us and others to enjoy the visual beauty of this part of Galway from a bus, and reducing the volumes of traffic over the Quincentenary bridge. We would also welcome the introduction of very regular West-East-West bus services over Quincentenary Bridge and other Park and Ride facilities feeding in from all directions into the city. The private car is not the future for cities, a fact which is being recognised the world over. We would be delighted if you were to get involved in a creative and innovative project for a sustainable transport system which Galway does need. We would urge you to abandon all six proposed routes which will only fill up with traffic with nowhere to go.	N/A	✓				✓		✓		✓		✓	✓		
164	I'd like to voice my opposition to the 6 proposed routes. An original native of Menlo I can see the green and blue roads totally ruining the heart of a cultural, historical and archaeological site that is an amenity so close to the city centre that it should be cherished. The other four options appear to be as equally divisive across other neighbourhoods and I strongly urge the council to consider public transport options as a way to meet the city's traffic congestion problems.	Menlo	✓			✓	✓									
165	Any of the 6 proposed routes will have a detrimental impact on my family, our home and our community. Parents moved to Clochscoilte in Barna and settled here 33 years ago. They made a home here where they raised my three siblings and me. This is where they have always wanted to and still want to live. The eviction of hundreds of families from their homes is an extremely disruptive and life altering event. It is apparent that the conservation of plants, such as bog cotton is more important than the conservation of homes. Eviction of my family, my close friends and neighbours is victimization and wrong. It would be a traumatic event which we have never dreamed of having to face. From a health perspective, the construction of the N6 would be extremely damaging to the residents of Barna. Many people have moved to Barna in the last 10 years to escape the pollution and adverse aspects of the city life. It has been proven that living near a main road impacts one's cardiovascular system and sleeping patterns. Putting over five hundred families' health at risk when there are other alternatives to explore is irrational to say the least. ARUP will have to apply for planning permission to use dynamite and other rock breaking equipment within 50 meters of our family home. This would have detrimental effects on all inhabitants of Barna and for miles around the proposed construction area, making living in Barna unbearable. Not only during construction; noise pollution from the N6 itself would be hazardous to the residents of the area. Noise pollution has been proven to have negative impacts on child learning. How could the children of Barna primary school, Boleybeg primary school and Bushypark primary school possibly be compensated? Trying to attain an education while this destruction and disruption is going on around them. The construction of the N6 would have detrimental effects on wildlife, livestock and nature within miles of the proposed routes. The noise and physical pollution as well as destruction of environments and habitats would cause irreversible damage to hundreds of different species native to the area. Not only all this, but the proposed N6 routes do not make sense on many different levels, firstly traffic studies show that most of the commercial and private vehicles which pass through Barna village are heading to destinations west of Barna. Why then are all of the 6 routes proposed, terminating in Barna village? The research conducted is also based on inaccurate population growth rates in Galway. Galway's population is not expanding at the rates which were predicted. Have there been any other less destructive proposals to improve transport from West to East Galway? If so, what are these proposals and how do the benefits of the construction of the N6, outweigh the benefits of constructing a light rail system? Or improving public transport? Or constructing cycling lanes? From an economic perspective alone, running a highly efficient effective public transport system for 20 years at a loss will not near the 750 million euro that would be spent on the N6.	Cloch Scoilte	✓		✓	✓	✓					✓	✓	✓		
166	I would like to object to building a road through Menlo - people will lose their homes, livelihood, close knit community and memories. I have been visiting Menlo for over 12 years now. It's beauty and untouched landscape it something of a tranquillity to me, and my dogs. We regularly walk through the roads and boreens of the little town land taking in the fresh air, the heritage, and the beautiful untouched landscape. This rural town-land only a stones-throw away from Galway city gives us 'townnies' somewhere to escape too when we want to get away from the busyness of city life.	Menlo				✓	✓									
167	I am emailing you in relation to the green route that is proposed to go through the Menlo and Kiloughter area. I wish to object in the strongest possible terms to the proposal of the green route. I was born in the area and I have lived here all my life. Menlo has a deep history and heritage stemming back many generations. We have a unique and beautiful area, and a strong sense of community which is steeped in culture, history and folklore. There are thatched cottages, sites of historical value and old barns that are hundreds of years old. They are of great importance to us, the community of Menlo and Kiloughter, and they are protected structures. If the proposed green route goes ahead it will destroy our beautiful area and invaluable scenery's, as well as crushing our strong sense of community. No words can describe the physical and emotional impact it will have on our area and community.	Menlo				✓	✓	✓			✓	✓	✓	✓		
168	Summary • Meaningful period of time not allowed for adequate response • All route options cause massive destruction of dwellings (human habitat) • Large-scale carving up of communities far in excess of transportation needs • Failure to consider less-damaging option(s) (non- compliance with IROP process) • Injurious affection causing devaluation and other losses to our family home • Absence of need for BLUE link and failure to consider less damaging alternatives to N59/ BLUE route connectivity	Bushypark		✓		✓				✓		✓			✓	
169	I am writing to you to ask you to avoid going thru peoples homes or adjacent to existing dwellings with the proposed new N6 Ring Road route.	N/A								✓						
170	I wish to object to the proposed road in Galway identified as the GREEN route. I am from Menlo, was born and grew up here and I am devastated to learn that our beautiful village and surrounding areas may be destroyed if the proposed green route goes ahead. Menlo is a quiet, peaceful area of outstanding natural beauty and a fantastic place to live with great community spirit. This bypass is not suitable for this location. If it goes ahead it will harm local wildlife, rip through people's homes & livelihoods & ruin the character of the village. Villages like Menlo are disappearing fast in Ireland and it is criminal that this village would be devastated for a road. Please do not use the green route to build this bypass	Menlo				✓	✓			✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
171	• I am sending this by email and attach an Architectural Heritage Impact Assessment commissioned by a former owner which underlines the Archaeological significance of Francis Cottage. • For many years development in the Menlo area has been limited by Galway City Council to buildings which contribute sensitively to enhancing the area; I am sure a bypass does not fit this description. • You will note from the expert Assessment that there are many architectural features that determine the protection status of this cottage. • As a keen fisherman the Corrib is invaluable and as a commuting worker the train station is a 35 minute walk or 10 minute cycle from our front door. • It's obvious to us that the tranquillity and fabric of this natural and historic site would be removed by the yellow and blue routes of your proposed bypass. • I would suggest that one of the remedies suggested above be included, across-the-board, in your plans for your chosen route. • In summary we will not move out of the house or away from our site so please chose a route elsewhere	Menlo				✓	✓				✓					
172	Program director of local charity. Privileged to call Dangan their home for the past four years. Seen lives of its members improve as a result of running and walking 3days a week, backed up by research in NUIG, to to the Dangan facility 6-7 days per week 2-3 times per day, witnessed the high usage of the facility. Strongly urge to reconsider destroying the fabulous resource for Galway as it will have a profound effect on the health of all Galwegians and future generations.	Dangan									✓		✓			
173	This is an objection to the proposed GREEN route. I am strongly opposed to the proposed green route which crosses the Corrib at Menlo Cemetery. The Green route would have a devastating impact on the local community in Menlo, affecting families, houses, land and wildlife. Please reconsider another option for this bypass and do not destroy people's homes, land, lives and community	Menlo				✓	✓			✓						
174	Improve public transport & existing road. Then people can cycle/walk to town. Only two buses go in & out the Headford road per day. Children will be safe going to and from school. At school holidays we can get to work in town in less than 10 minutes. Upset and stress of losing home/farm which they worked hard to build. Living in Kiloughter for 25years. Chose to live in country for peace and quiet. Trees and shrubs they have planted have matured. Wonderful neighbours and friends. No consideration for human beings, country side, flora and wild life. Frustrated about proposed bypass, limestone pavement, bog cotton higher priority over people. Cultural scenic aspect. Plans are flawed and there are credible alternatives that are cheaper and represent much better value for tax payer. Severe impacts on the communities concerned.	Killoughter	✓		✓	✓	✓									
175	Says six routes selected for proposed city bypass are "complete and utter madness". Calls for a change to the European Union's habitat directive - which halted original plans so a route similar can be built. Original plan refused due to bog cotton and limestone paving. What about people who are in shock and worried about future. If this course of action is pursued it will end up in the courts again.	Barna			✓			✓								
176	Sufficient weight not given to communities and leisure infrastructure in any routes. Bypass should only come after satisfactory transport system has been designed and implemented for the city. Adequate time not given for input by the people, in particular the April deadline should be extended.	Forramoyle	✓												✓	
177	Grave concerns about several of planned routes, particularly route which will destroy beauty spots for sport, Dangan. Strong evidence showing psychological and physical benefits of exercise and Dangan is a massive, traffic free, resource for Galway. As a psychologist she feels we need to promote a healthy outdoor active lifestyle and not reduce it by adding a highway and motor fumes. Exercise is key to reducing suicide of young people and promoting good mental health in all ages, reduces obesity in all ages especially children. Obesity is a growing problem, desperately need these resources.	N/A					✓				✓		✓	✓		
178	Lodging objection to proposed blue route. Route annihilates only hockey facility in the city, Regional Sports Centre, Dangan. Would result in decimation of hockey community. Club has 350 members, ranging from 6years to senior level. Use facility for training five days per week. Also avail of changing areas and meeting rooms at the Pavilion. All interclub matches are played here on Sundays. Hockey in city would cease to exist if Blue route goes ahead.	Dangan									✓					
179	Red route seems to go over their house. Green route passes very close by. Either way they would not stay. Retired and have enjoyed the peace and tranquility of this place for more than 40 years. Road proposals very upsetting.	Cloch Scoilte								✓						
180	In favour of a traffic transport solution i.e. ring of park and ride facilities with regular bus services. Access to city made more restricted and limited to certain categories of business and people. Upgrade existing road network and possibly flyover Tirellan roundabout with new bridge to take traffic on to Newcastle road. Would choose orange option as it has least impact on local environment.	Dangan	✓	✓			✓									
181	Strongly object to Blue option as it will pass through hockey pitch. Only hockey pitch in Galway. New hockey club set up specifically to encourage ladies to stay involved in hockey both from sporting and social aspect. Blue route will end the club. 17 Signatures on submission.	Dangan									✓					
182	Totally oppose proposes new road being built and going through their estate and infringing on their privacy with noise/dust etc. Hope alternative is considered.	Rahoon					✓									
183	Objecting to green and blue route. Lived in Menlo for past 10 years. Chose to live there because of its safe, quiet, scenic beautiful village. School is 300m from house and children walk to it. Safe quiet scenery will be compromised if routes go ahead. Huge negative impact on family. Communities will be destroyed as families whose children go to school will be forced out of their homes. Project cuts through heart of Menlo. Culture and heritage of Menlo are of concern, it will no longer be a village. Beautiful cottages, old famine ruins, settlement patterns, the Crois & The Lisheen. Affects tourism also. Family lives in the community of Menlo, enjoy community spirit & support, scenic walks, peace & quiet, no noise pollution, fresh air. Wildlife such as foxes, pheasants, badgers, pygmy shrews, otters exist in area. Enjoy walking through beautiful boreens, woodland, farmland etc. All of this will be gone. Object to any of the proposed routes that cut through any other communities. Humans beings above all in their habitats need to be cherished and protected. Public transport cycling & walking routes needs to be improved. Existing bridge over Corrib should be widened and right turn from Quincentennial bridge onto Newcastle road should be incorporated. Knockferry may be an option for a bridge over the Corrib. Communities are paramount and cannot be destroyed.	Menlo	✓		✓	✓	✓				✓		✓	✓		
184	Go back to original route so less houses will be demolished (8 as opposed to 130) Bushypark school should not be in the line of fire. Shocking to think of kids inhaling fumes of traffic in their playground.	Bushypark								✓			✓	✓		
185	Object to road going Dangan, people's homes, St James N School. Noise/air pollution would be disastrous for her as she has asthma. Dangan sports facilities would be useless or gone. Devastating for wildlife, visually disgusting to look at. Noise level would be unbearable. Far too close to built up areas. Put ring road around the city further out through unused land. 750 million euro is a waste with people homeless in our city. Sort out real problems first i.e. homeless people + people who cant afford food. Dangan is an example of environmental beauty in Galway city. Character along with playing pitches would be destroyed. Traditional centre for hockey and athletics which would be impacted. Badgers, foxes, pheasants, hedgehogs all in Dangan playing pitches, rural habitat impact. If a bridge is needed it makes sense that it should be located further out similar to ring roads in other cities, to facilitate for expansion over the next 50 years Adopt simpler measures such as allowing cars with 3+ people to use bus lanes, vary school starting, times. etc.	Bushypark	✓				✓				✓	✓	✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
186	Oppose the Red Route, in particular in the area around Newcastle Road/Distillery Road/Distillery Lane, for the following reasons: 1. Safety for residents, staff, students and visitors is already an issue around the bridge area with the current volume of movement during the day through and around it. 2. There are already traffic issues in this area and this route will increase the volume of traffic all the way along the Newcastle Road as drivers make their way to the proposed new junction. 3. The volume of traffic coming in across the river on two major roads will considerably increase noise pollution not only for residents in Distillery Road and Distillery Lane but also for NUIG staff and students working in Distillery Road, Distillery Lane and on the other side of the present bridge. 4. With an increased volume of traffic there will be corresponding environmental pollution. 5. The new Sports' centre has only recently been completed. The Red Route will not only restrict access but with the volume of traffic and noise it creates, take away the desire to come here. 6. NUIG is Galway's largest employer but the proposed Red Route will split the campus in two, making it much less attractive a place in which to work and study. 7. The route is very near the heart of the city. It isn't logical whilst on the one hand trying to develop tourism and all sorts of green amenities, on the other to be creating major traffic junctions which take away from the very tourist-friendly image the city is trying to foster. 8. The road is an outer bypass but not only is the Red Route too close to the city centre but it can be seen as a band cutting the Western edge of the city in two. As we simply do not know the future needs of the city this man-made divide may prove extremely unhelpful.	Newcastle	✓				✓		✓		✓	✓		✓		
187	Lived in Ballagh all her life. Saddened at the news, people having their houses knocked, and the school where their grandchildren go to. It is a joke, why not have more buses from Galway to Connemara or open up the old railway running along by the corrie. In late 70's old and could do without getting a letter telling her house is going to be knocked down.	Bushypark	✓							✓				✓		
188	Objects strongly to 4 of 6 proposed routes that pass through Barna village. Terminating portion of the motorway is better placed in the less densely populated areas of proposed green & yellow option. The other 4 proposals present a greater hazard to more school children in addition to effectively ring fencing a whole village for the 2 proposals. This location is nonsensical in disrupting and endangering so many lives when compared to green and yellow option proposals.	Barna		✓										✓		
189	Very frequent visitor to Barna, believes it would be detrimental to the area to build a through or anywhere that would impact this beautiful village. Green route option provides the best choice as it protects and preserves the lovely village of Barna.	Barna					✓									
190	As a regular visitor to Barna he strongly advises not to bring the N6 bypass anywhere near the village.	Barna					✓									
191	Proposed routes that traverse Dangan will have serious effects on mental and physical health of city. Dangan is one of the most used locations for all sorts of physical activities and is used by local athletics club, GCH (Over 1000 members for organised and individual training) Its paving over would be short sighted in the extreme for the future prosperity of the city.	Dangan									✓					
192A	Strongly object to the proposed route through Chestnut Lane. Chestnut Lane is one of Galway's most beautiful residential areas that is comprised of families who have lived there for many years. Going ahead with any of these proposed routes would destroy communities and dramatically alter Galway City's landscape in a hugely negative way. I think the NRA's plans to destroy areas of our Communities is absolutely disgraceful with no regard to the families of the affected areas. Residents have gone through enough hardships over the past few years without the threat of losing their homes. Many people owe more on their homes than the current market value and this will leave large numbers of people in appalling positions. The existing plan should be scrapped and instead a fresh round of consultations should take place with locals of the area. It seems to be a typical Irish response to feel the need to build something when there is a problem. Surely the money would be better spent on enhancing public transport. Funds could also be better utilised in creating bicycle lanes (Use funds to advertise the benefits of the cycle to work tax scheme), widening current roads/bridges or creating a shuttle bus scheme that could help prevent people taking their cars into the city. We could copy Dublin's example of the highly successful Dublin bike scheme with bicycle depots in areas that are in commuting distance to Galway City.	Dangan	✓				✓			✓		✓				
192B	Attaches a map showing over 700 metres stretch of house free land between Chestnut Lane and Glenlo Abby. Says it would make sense to avoid a residential area and use this free land as it would minimise the destruction of houses in the area. Also it would seem cheaper than having to pay market value for houses in Chestnut Lane	Dangan								✓		✓				
193	• I heard the news that our house may soon be demolished for a "bypass" around Galway city. • I do not believe a bypass is the solution to Galway's traffic problems. A bypass would leave an irreparable scar across this beautiful city, spewing exhaust fumes into our precious air, while having only a minor effect on our traffic congestion. • The proposed bypass routes would incur an expense, coming out of taxpayer money, of up to three quarters of a billion euro, partly due to the cost of CPOs to displace people from the proposed routes! This money would be much better spent improving the existing road network about the city. • In the event that those in charge of Galway's fate cannot see beyond a bypass "solution", the routes which are proposed appear designed to maximise destruction across the city, with no regard for the human habitat. • The current proposed routes seem to have a skewed sense of preservation for some SACs while making a beeline through others, including sites of low, medium and high importance. • In the event of success of any of the proposed routes, a likely outcome for my home is that it will stay standing, but will be bordered by the bypass. • As we discovered 18 years ago, this area is covered by sheet granite. It would surely increase the cost of any build involving excavation and introduce various problems related to sheet rock, such as drainage. • We have been informed that there is no compensation for those whose homes are not demolished. Neither will we be compensated for the associated air pollution, The devaluation of our house would, of course, be completely dismissed. • I understand that Arup has been given a specific brief by the Galway County Council, which has resulted in the proposal of the six routes. However, I implore you to approach your client and request an amendment of criteria in the very least, if not convince them that a bypass is not the solution	Cloch Scoilte	✓		✓	✓	✓		✓			✓				
194	This route will devastate the community of Menlo with neighbours being evicted by CPOs the division of townlands of Angliham and Kiloughter from the rest of Menlo, and the reduction of house values to serious negative equity. A house is most people's single asset as an inheritance for their children, funding retirement health care, or a pension, stripping this asset from me is outrageous. The criteria for route selection have not been met in particular: • Environmental Considerations • Human Beings • Soils & Waste • Noise & Vibration • Air Quality • Landscape & Visual • Economy • Safety • Social Inclusion • Integration As the road is just going to achieve the destruction of one Galway's oldest communities the same effort and investment should be put in to providing public transport via school buses for all, extensive park and ride facilities so there is no need to make journeys to work over the bridges, light rail transport connecting all communities, and decent cycle path network	Menlo	✓			✓	✓					✓	✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
195	6th class student objecting to Blue route, affecting Bushypark National School and Dangan sports facilities. Outraged at the proposal. New extension to school built three years ago, with astro turf in 2014. Waste of money to impact on this facility. Uses the Dangan facility regularly. Queried the funding of the project and advised better use of the money by putting it into Health Service, hospitals, nursing homes and much more.	Bushypark				✓	✓				✓			✓		
196	Objection to yellow and blue routes Cottage is located on a idyllic site is a registered and protected building. The cottage was built before 1830 and is the last surviving example of a Clachan development in Menlo. It is important that any proposed bypass does not remove this last surviving example of Irish culture. Any bypass development in this archaeologically sensitive area would need monitoring by archaeologists as many archaeological artefacts have previously been found on this site. The peace and tranquillity of this natural and historic site would be removed by the proposed yellow and blue routes. The yellow route goes right through this site, its conserved historic buildings and its wildlife corridor. The blue route removes the possibility of a wilderness corridor given the presence of a bypass. It also removes the peace and tranquillity of our site. If the blue route were to go ahead planting schemes, sound proof barriers, wildlife tunnels/channels (under bypass) and replacement wildlife corridors and zones would need to be guaranteed and completed before completion of the bypass such that impacts on said wildlife and residents could be determined before the construction phase is completed. We will not move out of the house or away from our site so please chose an alternative route.	Menlo				✓	✓									
197	I am a resident of Monument road, Menlo. I am writing this email to strongly object to the proposed bypass route through Menlo. This road (especially the green route) would destroy much of the nature and wildlife that is a part of the Menlo community. Besides the destruction of this beautiful ecosystem, this project would disrupt the human inhabitants of Menlo by causing noise pollution, traffic and taking away the gorgeous views of our wonderful village. I cannot stress enough how strongly I object to this bypass and I hope that those in charge make the correct decision in abolishing this scheme.	Menlo				✓	✓									
198	• Family living in the Forramoyle West for the last 18 years. We are very concerned that one of the proposed routes (Green option) is planned to go straight through our Cul De sac. As I look through the other proposed routes into Barna, all of the routes will result in removal of several houses, and will change a rural neighbourly community into a noisy, polluted and divided one. • I do not understand the rationale behind this road which is in effect a bypass of the city and not a relief road. I feel that the road will not be used by the vast majority of the daily commuters going to work and children being brought to school. • Percentage of people using public transport could be radically improved using the existing roads (with improvements) and using more frequent and more suitable public transport methods. • ARUP seem to have been given a terms of reference to design a new road and nothing else. If this new bypass is created neither of us or our children would use it as it would be quicker using existing routes. If there was a reliable public transport system we would use it. • I am a keen cyclist and I do use my bike periodically to go to work mostly in the Summer months. I would use this travel solution more often if the facility was there to safely cycle on the existing roads. • All of the routes proposed will change the whole face of the Bearna area, will evict residence from their homes leading to huge psychological stress, and condemn other residents to the physical and mental stress of living next door to a noisy road. • Will the evicted families be given the option to relocate to another suitable site with full planning permission in the Bearna area??? I am sure the answer to that is NO!!! • We have a very vibrant, young and old community spirited population in the Bearna area and this giant imposition which nobody wants will divide the community as all of the various side roads which the bypass will cross will have banks or support pylons towering over the side roads and the houses that are near to it. • Also the construction of this road especially in a high granite (hard stone) area will take huge effort. • I can appreciate the reasons that the road was not moved back to its original NRA route due to the potential damage areas of SACs etc. But are people not at least as important as Flora and Fauna? • Please take a step back, re-examine the situation and look at long term sustainable solutions that does not destroy people's lives, the environment and ensure that we do not create more roads, more cars and more pollution.	Forramoyle	✓		✓	✓	✓	✓	✓	✓						
199	Wishes to object to the loss of the wonderful Dangan facility for the proposed new bypass.	Dangan									✓					
200	Wish to object to the proposed route that will destroy the current facilities in Dangan sports grounds on the basis that this is widely used by the whole community in Galway and its environs as a sporting amenity. As I read in a local paper –Dangan sporting amenity and homes must take greater priority over bog cotton and natural habitat My daughter currently attends Bushy park National school and I understand this route will also have an impact on the superb newly developed school facilities	Dangan									✓					
201A/B	• Lives in Bushypark area. Children in St James National School. Prospect of an elevated four lane dual carriageway being constructed adjacent to the newly completed all weather pitch to the rear of the school is frightening. Risk to school children during construction phase and the ongoing threat from the noise pollution associated with the road and the risk of traffic or debris crashing off the road onto the children's playing pitch is unacceptable. Health and safety risks are enormous. • Prospect of a giant bridge crossing the N59 near its junction with Circular road, so close to existing and soon to be removed homes is unacceptable. Visually an elevated highway across the road from Dangan heights where he lives is unacceptable. • Blue route will require destruction of facilities at the NUIG sports grounds and used by generations of Galwegians. Hockey pitch will disappear. Only publically available hockey pitch in Galway, it cannot be removed. Route will destroy walkways at NUIG sportsfield at Dangan, dissecting the walk to the river used by hundreds every day. A giant elevated road to be laid across/above this path, the destruction of one of the football pitches, and the proximity of the road to the historic tea house folly on the west bank of the river Corrib is unacceptable. Proposed greenway from Galway to Clifden along the old railway line will be affected at this point by the proposed bridge across the river at this point. • Proposed destruction to Menlo and points East including the racecourse is unacceptable. • Blue and green routes do not meet the need to manage the predominantly East/West traffic gridlock. A solution is needed to move traffic through the city, not a peripheral route that will service primarily traffic heading from the N6 to Connemara.	Dangan				✓	✓			✓			✓	✓		
202	Submission on behalf of local business wishing to raise concerns over the proposed N6 Galway City Transport Project 'green and 'blue' routes. The principal focus of the business is on providing sports and family-orientated amenities for residents and visitors. Over the past 35 years, it has successfully developed a Multi-Use Games Area (MUGA), tennis courts, sports field, and pitch & putt course. This developments led by the busniess over 35 years, represents significant public and private investment, supported by local fundraising initiatives. Last year, the business opened a children's playground at its Truskey West site, which will be officially launched in spring 2015. We are seriously concerned that the proposed green and blue routes will restrict or worse still, block access to the MUGA/Tennis/playground facilities. This is of particular concern given that the majority of young families in the area reside in the housing estates situated to the south of the proposed Blue Route We will be grateful for your confirmation that full consideration will be given to the provision of unrestricted access to these important community facilities which were developed by a combination of public and private monies, through local fundraising and government support.	Barna				✓	✓			✓	✓					

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
203/204	I am in objection of the route selections proposed by Arup for the N6 road to bypass Galway city. I feel that not enough focus has been placed on looking at all the current available options available to Galway City Council to alleviate traffic congestion. This plan will not solve the congestion problem and in addition will have severe consequences on environment/ health and safety of people in its vicinity. Further comments under the follwing headings -Environment -Safety -Integration In summary, this plan has severe consequences on the natural environment and safety of citizens living along its routes. There is no evidence that the plan addresses the root causes of traffic congestion in Galway. There is no evidence that a multi focal problem solving approach to Galway's traffic problem has been undertaken by Galway city council where the use of our current road structure is optimised. The plan needs to be revisited and abandoned if necessary after other options have been fully evaluated.	N/A	✓				✓						✓	✓		
205	I wish to submit my grave concerns regarding the N6 route through Barna. In my community of Forramoyle East many of my neighbours houses will be destroyed and they will have to move out of the area and thereby causing decimation of our lovely village where the community spirit is all important to us. Our own site is sitting very slightly in the corridor of the green route and therefore my other concerns are regarding disruption to our everyday living both during construction and afterwards. When the road is open. I think the fact that we would be the end house near to the roadway would result in devaluing the price of our house and also Based on the drawing it will appear at eye level in front of our house thereby disrupting my views of rural countryside. When I expressed concern at the public meeting in Menlo park regarding noise it was suggested that noise reduction barriers could be erected and this I find even as disturbing a sight to have to look at. I believe these bypass roads should by their term "bypass" communities. They should go far enough outside communities to truly be a bypass. In fact I see no real need for this road in Barna. To build the road on the outskirts of the city is not enough it should move further out beyond the communities that it is planned to destroy	Forramoyle		✓		✓	✓		✓							
206	• I am a very concerned resident living in Forramoyle West Barna. Cannot understand the total lack of proper planning surrounding the County and City councils efforts in solving transport congestion within Galway city and surrounding suburbs. • I fail to understand how any of these proposed route will be the answer to this problem. I travel to work every day to the city and I have to use my car due to having no options as I have no regular public transport system I can rely on to get there. • How can this motorway serve the people living in this town land and the Barna area to get to work in the city and get their children to school and back on a daily basis? • I fail to see how this motorway is serving the daily commuters to work and schools every day • We are blessed with huge employers in this city we just need to provide a frequent public transport system that works. • We are for ever adding to our already polluted road system and paying huge EU FINES for not trying to improve on providing a sustainable system to help our environment and the health of all our people. • I love to cycle for pleasure and would love to use this mode of transport to work each day, if I had a safe cycle route to do so. At the moment this is just not possible. • We have children being driven to and from school every day and an alarming obesity problem in children and young adults, building more roads and more cars to use them is not the answer to this new and costly public health problem. • We are being offered this huge package of money from EU funds have we not learned from our ever wasteful past? • For the sake of all and future generations please do the proper thing and spend this money on an efficient public transport system. • Protect people over flora and fauna.	Forramoyle	✓		✓	✓	✓		✓				✓	✓		
207	We wish to express our concern about the proposed N6 project. We can see how much of an impact the blue route will have on us. Our house is not directly on the blue line, it is in the grid running along side it, but. . . we will, if that route is selected, be very close to the express-way, the noise and pollution, the raising of the road outside our house is of concern to us. Also the impacts on our family. We do realise that living in a progressive city like Galway poses problems when expansion and roads are required. We also appreciate people can be compensated and Nature can not, I would not like any irreparable damage to Mother Nature. I trust that all other possibilities are looked at before decisions are made. A smarter use of public transport, park and ride, school buses, a flyover on the bridge, the corridors on the western bypass used effectively, light rail, cycle lanes, a congestion charge in the city centre if necessary. Trusting that a solution to the challenge that is Galway traffic will be one which meets the needs of the commuters, residents, business and Nature.	Castlegar	✓				✓						✓	✓		
208	Concerns / objections regarding the blue option for the outer bypass on the basis of its impact on St James National School Bushy Park. I feel that it will negatively affect the physical, psychological and social welfare of pupils due to its close proximity and the physical changes it will impose. Children will be exposed to noise regardless of measures to try to reduce same, fumes, and the anxiety created by having such a major road immediately adjacent to the school. Exposing such a large number of children, staff and parents to these risks when viable alternates exist would be unacceptable and likely expose the project to lengthy legal contests which would further delay the project on the grounds of health and safety. My understanding is that health and safety are two of the grounds for invoking the IROPI process. Prioritizing the welfare of flora and fauna , which are undeniably important, over human welfare is unacceptable.	Bushypark			✓		✓						✓	✓		
209	Object to proposed routes because 1) Do not consider it a bypass if it goes through peoples homes & businesses. 2) Will do a lot of damage to the long term viability of the Galway Race Course & Races 3) Will cause huge negative long term stress on the huge number of houses in the vicinity of the route.	Roscam								✓						
210	1) Galway City traffic problems will be shifted to the village of Barna 2) The red and blue option end up beside Barna national school where there is already a serious traffic congestion, especially at 2.30 pm when children are collected, accidents have already happen and channelling the traffic beside it will make the dangerous traffic situation at St. Joseph national school far worse. 3) The original plan was to put the bypass road trough Tonabrocky blanket bog, but was abandoned because it is a protective habitat under a EU directive, no consideration was given to protect people and their homes when there was an alternative to revisit the European Court of Justice under the special provision of European Law for IROPI (imperative reason for overriding public interest) and avoid the demolition of up to 130 homes. Different countries have appeal to the European court under the IROPI and in eleven cases out of twelve the original sentence was overruled. 4) It is debatable that a relief road East-West is necessary, statistics on the traffic flow show that only a small percentage of vehicles go this route, most of the traffic congestion is caused by cars going to the city centre and by cars carrying children to the schools in the morning. Surely both congestions are better solved by transport planning rather than a bypass.	Aille	✓		✓		✓	✓	✓				✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
211	• The proposed green route is mapped directly through our house in Menlo. We are very upset and distressed at the thought of losing our family home after investing so much time and effort on our house and garden. • We have good neighbours on all sides and all our children's friends live locally. The prospect of having to find a new home in Galway and leaving this village community has caused much anxiety for myself, my wife and our three children. • The green route would destroy Menlo village and the very fabric of this close-knit community. The route affects many homes in the village that are owned by elderly people who are looked after by their friends and relatives. While younger people will adapt and adjust the aged in our community will not recover as easily. • The noise, the vibrations, the pollution and the visual presence of motorway would also make the village an uninviting place to live and would, bit by bit, fragment these supports and destroy the social networks in our historic village. • The proposed green route would also affect the supply and drainage of flood water to the turlough near our house. The planned embankment and run off from the road could exacerbate this problem and needs careful examination.	Menlo		✓			✓						✓	✓		
212	Quality of maps provided/not provided for information is disgraceful considering the era we live in with google maps etc., detail too vague and should be sectioned. Why is original bypass option not included? What criteria is taken into account for the selection of route and what gets priority. No route should be located close to a school (Briarhill)	Briarhill												✓		
213	• Proposed options don't take account of the region's development plan and based on the most recent CSO population growth rate of 0.5% over the foreseeable future. • If this is being planned for the future, it seems very strange that the various proposals on the west side of the Corrib all focus on options very close to the city centre. In my opinion, if a true ring road around the city is the main focus of this project - why have the team not investigated options further out from the city and the Centennial Bridge. • Building a tunnel at racecourse will be expensive and cause a major loss of business to the city if festivals are cancelled during construction. • As the University Sports Ground, is a tremendous amenity to both the student and local resident population of the Newcastle and Bushypark areas, the proposed blue route will have a significant impact on this great asset. • The Barnacranny, Letteragh & Circular Rd. are all areas which have a very sensitive, water table and natural habitat Ecosystem. There are pheasants, foxes and a cuckoo hatches there every year. Part of the route is planned to go through Tonabrocky bog, which is a floating bog and the road works and draining will interrupt the flora and fauna of this very special area. • Our future is in our children and with the blue road proposal potentially being so close to Bushypark National School and based on scientific research the negative impact which, it will have on the children.	Circular Road					✓		✓	✓	✓	✓	✓	✓		
214	Doesn't live in Menlo. Has family buried in Menlo cemetery. Informed that the green section of the routes involves the cemetery. This must never happen a persons final resting place, its sacred, and cannot be considered for a roadway or anything else.	Menlo					✓									✓
215	Approximate Translation from Irish: • There were no maps to take home to study. • There was not enough clear information displayed on the maps • They were too technical • There was nothing to see when they were made bigger on the computer. • It was said that the outer bypass is part of the solution to the traffic problem in Galway. Public transport is one of those but there is little importance put on it. • There is no explanation on simple cures such as stops, transport or widening. • You cannot be certain that that predictions will turn out like they are supposed to i.e. There has been a reduction on the amount of people that are living in the area. • In today's world, there are a lot of modern methods to solve Galway's traffic problem. It is a shame that they are not used. Galway would be famous if that was done. • Every solution does not need to be based on a road and cars. • No one has the right to break someone's heart, or their families, or destroy our native place or heritage or ruin the nature for a scheme that won't stand.	N/A	✓			✓	✓									
216	All suggested routes would have serious effects on far too many families with the proposed destruction of houses highlighting this. Must be a better way.	Bushypark								✓						
217	Affected by red route • No protection for human habitats • If red route is chosen they will lose their home and only source of personal income from accommodation. • Insufficient notice. Asking people in 70's & 80's move home, expediting movement to nursing home. • Motorway through city bypassing countryside, no consideration for community of Newcastle. Demolition of 120 homes is not alternative solution. • Wildlife habitats appear to carry more importance over needs and rights of people's homes, communities. • Impossible to relocate to comparable homes in a central location, convenient to shops, church, hospital, UCG. • Motorway on red route will cause major health and safety risks to 16900 students, 2400 staff in UCG, to staff and patients in the regional hospital.	Newcastle			✓							✓	✓	✓		
218	Objecting to blue route. Worst possible route ever considered by transport project office. Will cause eviction of over 50 families from an old established community in Galway. It will also remove most valued recreational amenities for the whole city i.e. Dangan sports grounds. This project shows complete disregard for both the human and animal habit in this area. You would wonder what kind of reasonably educated planner would consider such a wreck less and destructive project. What about Bushypark school.	Dangan					✓				✓			✓		
219	Objecting to 6 proposed routes, in particular, blue and green routes which would affect Ballagh area. It would be very damaging to people, communities, the environment. Would like to have the option to live in Ballagh in the future but would not see that a viable option if either route goes ahead.	Bushypark				✓	✓									
220	We wish to formally object to the published options of the N6 Galway City Bypass and specifically your proposal to run a link road through the townland of Ballagh, Bushy Park. This road would have a major negative impact on the Human Habitat i.e. on the lives of the affected residents, with demolition of their houses and of course the associated high levels of noise and pollution associated with such a major elevated road on those houses adjacent to its path; many of whose gardens will also be sacrificed. The route will also run through the hinterland of Ballagh which is rural, pastoral, and is home to multiple wild animals including rabbits, hares, foxes and many different species of birds including Pheasant, the Cuckoo and many others. The Cuckoo incidentally was Green Listed in 2014 by Bird Watch Ireland and its conservation is regarded as a Priority. It is considered an endangered species in the UK. This beautiful Habitat also includes many unique flora and in addition acts as a precious "Lung" for the West side of the City. Its destruction by this proposal is totally unacceptable to the residents whose lives are going to be severely traumatised by this shocking development. Many of the residents have lived here for generations and will have literally nowhere to go under a CPO.	Bushypark				✓	✓						✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
221	I am writing in relation to the recent publication of plans for the proposed 6 new N6 routes around or in some cases through Galway city which are threatening the future quality of life for a significant number of residents of Galway on both sides of the River Corrib. I readily concede that a plan is needed to reduce the time for commuters to get around the city especially at rush hour but I would strongly contend that this is not the plan. I would seriously question whether the time saved under the NRA's latest plans justifies the forced relocation of families who have lived in localities for generations as well as the serious downgrading of the amenity value of the area for residents who live within a couple of hundred metres of the chosen route on either side of the river. I would suggest that the newly proposed N6 routes will not enhance Galway as a place to live in or as a place to visit. I would argue that the opposite will be the case and places like Ballybrit, Coolagh, Menlo, Dangan, Bushypark, and Bearna to name but a few will all be significantly downgraded rather than enhanced if the proposed new routes go ahead. The original city bypass was rejected because of its likely impact on the environment. If planning permission was rejected on environmental grounds then I would strongly suggest there is a more compelling argument for rejecting the new plan on this occasion because of the much greater adverse impact the proposed new route will have on the residents and communities of Galway. The previous plan would have seen the knocking of 8 houses, the lowest number under the new plan calls for 50 houses on the least destructive route and more than 120 houses on the destructive route.	N/A			✓	✓	✓	✓		✓	✓					
222	3 proposed routes pass behind home, do not impinge directly on property have huge impact on quality of living	Circular Road				✓							✓	✓		
223	Opposed to any route that will affect home directly. Concerns: Distance from house to centre of road will be 75m - minimum noise, air pollution, disruption during road construction., decrease in house value, houses directly behind mine have been issued with CPO letters meaning the bypass will be too close to my property. Concerned about security of home.	Ballymoneen					✓					✓	✓	✓		
224	Objects to all proposals close to housing estates. House would be looking at yellow route. Concerned about noise and air pollution, visual impact. Will make it unbearable to live in her house, property will become worthless, so cant move. Same for all in Scelig Ard, estate will become run down. Very worried and strongly object to a roadway being built through such a large residential area.	Headford Road				✓	✓						✓	✓		
225	Upset about people being bullied out of their homes in Menlo. Don't want a new road, just fix the roads we have. Council should be ashamed. Time for local politicians and people of Menlo and nearby villages to make a stand, don't let villages be destroyed. United we will not be defeated. Menlo is an old and beautiful village. Family names that go back generations who take huge pride in their homes and surroundings, including wildlife and landscapes. Crying shame such a huge number of people are asked to consider having homes and livelihoods i.e. farm lands destroyed to be replaced by a roaring, non-essential, concrete unsightly flyover, especially when there are alternative routes available that would cause less destruction to homes, livelihoods and wildlife.	Carrowbrowne				✓	✓			✓						
226	Submission to Galway City Council in relation to 2 of the proposed routes for the new N6 Galway City Bypass (the blue route and the green route). Dwelling house is located in the small housing development which is • Quiet, • Private, • Secluded, • Not overlooked by any roads or other developments. Family currently enjoy the private amenities which the development ensures, and also easy access to the recreational amenities which the NUIG Sports Ground provides, along with the various walks, paths etc. to the North and east The route of the proposed N6 (blue route) will pass immediately to the South and East property. -Loss of Community: -Elevation of the Proposed Road: -Loss of Amenity: -Recreational Amenities: There is a significant opposition to the proposed route ways of the N6 Galway City Transport project, particularly having regard to the requirement to demolish a significant number of private dwelling houses. We submit that the demolition of private dwelling houses and relocation of families is detrimental to the sustainable community development. Consequently, we urge Galway City County to consider alternative routes which would not interfere with private dwelling houses and the recreational amenities already enjoyed by members of the public.	Dangan				✓	✓			✓	✓		✓	✓		
227	In relation to the proposed routes for the Galway city bypass I think the Green route should not be chosen as the preferred route for the following reasons: 1. The Green route demolishes over twice as many homes as some other proposed routes that cost the same or less. 2. The Green route does not connect to the N17 unlike all of the other proposed routes and it should be a minimum requirement for the preferred route that all major roads into Galway should connect to it. 3. The Green route passes through and destroys the heart of Menlo village, an historical Gaeltacht village. 4. The Green route demolishes historical thatched cottages in Menlo village. 5. The Green route may destroy or prevent access to Menlo cemetery, an historical graveyard in Menlo. 6. The Green route bisects the Menlo area dividing a long-established community in half. 7. The Green route passes through a large swathe of Menlo which is an amenity area on the banks of the Corrib and a designated area of outstanding natural beauty. 8. The Green route is the route that has the greatest negative impact on the Menlo area (an area of historic, environmental and recreational importance) compared to the other proposed routes. 9. The Green route is the closest proposed route to the Corrib and will therefore have the biggest negative visual impact on the Corrib of all of the proposed routes, 10. The Green route crosses Monument Road on the crest of a hill and will be further elevated above this level causing a significant negative visual impact in the Menlo area 11. The Green route is the longest most circuitous and least direct of all of the proposed routes. 12. The Green route is the furthest route from the city and this may deter people from using it compared to other proposed routes which are closer to the city. 13. The Green route affects Ballybrit race course to the same extent as other proposed routes. 14. The Green route finishes on the west side of Barna so that traffic from the west side of Galway will need to pass through Barna in order to access it which will increase congestion in Barna. For these reasons, I think that the Green route should not be chosen as the preferred route. In my opinion, there are several other routes that have been proposed that are a better choice as the preferred route as they better serve the traffic needs of Galway and have less of a negative impact overall	Menlo		✓		✓	✓			✓						
228	Repeat comments of 227	Menlo		✓		✓	✓			✓						

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
229	Effects on my property • May or may not be affected in regards part of my land being required and this in itself puts me in a worrying position. • Negative equity as a result of extra investment in home • Security • Health & Safety Risks, as well as the noise and pollution. Effects on Menlo Village • Sensitive area. Total contradiction when a National road is put right through the middle of the village and destroying anything that was being held as "sensitive". • Thatched cottages within 100 metres of house and the proposed road. • Attraction of Menlo castle. • Historic famine village • The Community, history and current look of the area. The problem I know is how to get the population of Knocknacarra/Salthill and surrounding over to the industrial estates on the East side. The green route is not the one for this. At the moment, the quickest way through town is to go through town. With that said, the route that is chosen needs to give people the opinion that no other route is potentially quicker or less stressful in crossing the river to work. This would not be the case with the green which travels the furthest around.	Menlo				✓	✓				✓	✓		✓		
230	• Submission objecting to proposed route through Dangan hockey pitch • The club has almost 100 female players • The pitch concerned is the only training and playing surface available to the club. • Train twice weekly and play matches there on Saturday & Sundays from September through to April. • The pitch is also used by other hockey clubs • Field hockey in Galway is predominantly a sport played by women and plays a crucial role in the health of females from the age of 6/7 up to veterans. • Removing this pitch would deny access to hundreds of people who use the facility on a regular basis.	Dangan									✓					
231	Repeat comments of 227	Menlo		✓		✓	✓			✓						
232	I wish to express my objections to the all of the 6 routes as they are currently proposed for the development of the N6. Of most concern to me is the proposed route which travels through the Heath on Circular Rd., through Bushypark in close proximity to the national school and over the playing fields at the University. However. Concerns: 1. The communities in Circular Rd., Bushypark and Dangan are well established as quiet, safe environments for young families to bring up children. The natural amenities of the area include lots of • Open space for children to play, • National school with a well established • NUIG playing fields • River Corrib 2.Many elderly residents living nearby the proposed routes, whose health will be negatively affected by the construction of this road in proximity to their homes. road will be detrimental to the health of the citizens of Galway. Young children attending will be more likely to develop asthma and respiratory tract infections as a direct result of this road. 3. Construction upon the University playing fields will be detrimental to sport in Galway 4. On your own publication "Board 4 Possible smarter travel component to the transport solution" there is a heading entitled Stakeholder Engagement, under which it is stated that the opinions of the community are of importance to those in charge of the project. Despite the fact that your poster advocates looking for smarter solutions to our traffic problem I fail to see any new or smart solutions on the poster at all. Galway needs a solution, but it does not need to be tarnished by a major roadway through the city's residential areas, causing harm, stress and upset to the long settled homeowners that live there.	Circular Road	✓													
233	Repeat comments of 227	Menlo		✓		✓	✓			✓						
234	Repeat comments of 227	Menlo		✓		✓	✓			✓						
235	Personal Impact Lived in Menlo for almost 8 years. Family buried in cemetery. This is an old, traditional and established community where everybody looks after and out for each other. Now the heart will be wrenched from this beautiful and historical as a 4 lane expressway on stilts is pushed through it. It is a sad reflection on Irish modern life that for the sake of perceived progress an ancient and united community can be torn apart. Based on the N6 bypass plans, our house, our dream is going to be destroyed by a wrecking ball and I must object in the strongest terms possible. Environment & Community • On our planning we deliberately stated that we wanted to preserve the natural hedgerows that surround our house - we have hazel, black currants and black berries growing and blooming every year. There is a family of pheasants nesting in the garden. • The expressway is going to destroy the lives of my neighbours - they will have a concrete edifice looming out of their front gardens on 20m stilts, their quiet country living destroyed. They will lose the natural light as their gardens are taken over. Their amazing views across Lough Corrib will be destroyed, removed forever and replaced by a concrete jungle. The wonderful country smells will be replaced by carbon monoxide fumes and the sounds of cows and horses replaced by the trundling of traffic 24 hours a day, 7 days a week, just meters from their front door. This road will be a visual blight on our amazingly beautiful landscape and Menlo will become a part of Galway city to avoid visiting or just pass through quickly.	Menlo				✓	✓									
236	I strongly object to the proposed N6 'Green Route' through Menlo village. I grew up in Menlo where my father still resides. This is a unique village with its rich history, old traditional cottages, historic ruins, pier and beautiful views of the river Corrib and lake. In addition it is still a Gaeltacht region with is exceptional given its close proximity to Galway city. Despite the fact that I emigrated several years ago to mainland Europe, Menlo remains for me 'home' and is an essential link to our cultural heritage. The proposed motorway would destroy this beautiful village and would be a tragic loss to both its current inhabitants and diaspora.	Menlo				✓	✓									

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
237	I would like to lodge an objection to the N6 Road Proposal - Blue Route on the points below. Child in primary school. 1. The proposed Blue Route would have serious impacts on the school 2. The proposed route would also impact on the superb facilities in nearby Dangan Health issues, increasing childhood obesity by removing recreational amenities 1. Revert to the original proposal - is "bog cotton" that much more valuable than the above mentioned facilities and child development/education and health? 2. We need to have more joined up comprehensive planning and planning for the future. Suggested bus lane.	Bushypark	✓		✓			✓			✓		✓	✓		
238	We are residents of Castlegar Village, Galway and our house is on one of the designated routes for the proposed new bypass. We hereunder set out our very strong views and objections to same. • We have lived in our house for the last 35 years, a home where we have lived our lives and created a family and community • Future plans for children to build in the area would be affected • Historical & cultural significance of Castlegar • Has to be better alternative whereby communities and lives are not destroyed. • Someone must apply a human interest when deciding on these matters and not just ecological/economical interest. It is difficult for me to put into words the impact that this will have on our lives/family/community.	Castlegar			✓	✓										
239	Orange link, whether used with orange tunnel or integrated as part of blue route would be absolutely devastating on property. If blue route is chosen west of the Corrib very anxious and reiterates request to offset the blue link roadway currently traversing lands. Wants to make future sites available for children. Submission made with respect to a) Adjacent landowners b) All constraints Arup are working to satisfy c) Large investment already made (roads/public sewers, street lighting, 1acre finished amenity area)	Bushypark		✓								✓				
240	Objecting to red route cutting through estate. Should have written to all homeowners in affected estates not just people subject to possible CPO. Public consultations were just protocol and box ticking exercise. Signatures of all residents signed petition.	Rahoon				✓									✓	
241	1. Vague and misleading letters to homeowners, cynical exercise to adhere to protocol. 2. Should have written to all homeowners in affected estates not just people subject to possible CPO. 3. Traffic in area is already congested at rush hour, additional traffic route will only compound problem. 4. Red route follows most populated route across city, what sense is there bringing a bypass along this route. 5. Bypass by nature should bypass a city not cut through it.	Rahoon		✓		✓									✓	
242	Strong objections to all routes. Encroach on ecological sites of international importance - Menlo famine village. Routes will devastate homes, businesses and amenities. 4 routes would jeopardise the future existence of Galway races. Review current process and put people first.	Highfield Park			✓	✓	✓			✓	✓					
243	Object to all routes due to destruction of homes and splitting of communities. Destruction of Menlo Village and surrounding beautiful countryside would forever change the landscape for the worst. Blue route would impact on 5 year old child as it would pass school. Fumes could have a detrimental effect on her health. Noise pollution will affect ability to learn.	Newcastle				✓	✓						✓	✓		
244	Objecting bypass route through Rahoon and Millers Lane	Rahoon				✓										
245	Some concerns as follows: • Increase noise volume of traffic • Air pollution • Visual impact • Increase of traffic • Devalue of houses • Health issues during construction • Splitting of the Newcastle Community	Newcastle				✓	✓					✓	✓			
246A	• Objects to blue and green routes in relation to area at Bushypark, Tonabrucky, Dangan, Circular Road. Route selection criteria has not adequately weighted the impact on the local community with destruction of so many homes and families in residential areas with a high standard of road network. • Blue route of particular concern at Bushypark National School. Children attending the school and have grave concerns for their health and safety, given road will overhang onto playground. • Slip road on blue route proposed to link to N59 Moycullen road to the main carriageway, intersects Ballagh road. Existing N59 would naturally intersect main blue carriageway, no need to have this slip road divide and cut through Ballagh community.	Bushypark				✓				✓			✓	✓		
246B	Objects to blue and green route. Total disregard for families and communities. Destruction of family homes, overhanging schools, noise & pollutants emitted. No regard for people who have established Bushypark area as a sought after area to live. Bypass should commence out to bypass city and not plough through it. Lack of consolation or impact studies on the community.	Bushypark				✓	✓			✓			✓	✓	✓	
248	• Opposed to green route. • Fox den next door to his house. In summer evening at dusk bats come out to fly around. • Lives minutes from an SAC area. • Love all that is good in Kiloughter. Do not destroy the village • Lived in Kiloughter all their life and generations before, wants to stay and carry on the gene. • Oppose green route because it destroys all the community and evicts family, neighbours, and friends. Trauma, tension, despair, worry, sleepless nights, burden of what could happen to unified loving family • Do not construct this green road because it will demolish house and a lot of houses around. Won't have a friend or a neighbour left. • Young family won't be able to come home because there won't be a home there. • Do not demolish house or native region or the environment that everyone has a lot of respect for. • Do not get rid of the native people, my Irish speaking friends and my great family. • There are plenty of wild animals around me as well and it is not right or correct that they should be destroyed as well.	Kiloughter				✓	✓			✓			✓			
248a	• Opposing green route through Kiloughter. Family have lived here for Generations. • Farming and striving to make a living from the land. • Always protecting land and waterways, flora and fauna part of S.A.C. Always protective of nature and wildlife • Opposed highway that will cause pollution and noise levels • Taking the homes of people that have their roots here for generations is not for the good of any community • Hurt, anger, stress, disappointment, emptiness, heartache, and headaches caused • This is my business address and that will also suffer. • Minister for Community and Social Affairs should protect them	Kiloughter				✓	✓			✓			✓	✓		
249	Strongly objects to green route. Family lived here for generations. Kiloughter full of history and heritage. Project causing great worry and sadness. Cannot see benefit of bypass. Kiloughter full of wildlife, natural beauty, scenery, peaceful surroundings and good people. Cannot justify destroying homes, villages. Tear community apart.	Kiloughter				✓	✓			✓			✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
249A	Strongly objects to green route. Family lived here for generations. Kiloughter full oh history and heritage. Project causing great worry and sadness. Cannot see benefit of bypass. Kiloughter full of wildlife, natural beauty, scenery, peaceful surroundings and good people. Cannot justify destroying homes, villages. Tear community apart.	Killoughter				✓	✓			✓			✓	✓		
250	Objects to green route. Destruction of homes and families in Kiloughter area where he's lived all their life. Will have major effect on family farms and natural beauty of scenic peaceful area. It will also have high levels of noise and air pollution. Lead to loss of friends and neighbours and a sense of good community	Killoughter				✓	✓						✓			
251	Object to green route. Will destroy local area. Quiet farming area, will be ruined by a new road. Lived in Kiloughter all his life. Road will demolish houses of people he grew up with. Immense levels of noise, air pollution. Farms will be divided. Birds and wild animals will be gone. Who slowed down traffic in Galway by putting 7 sets of traffic lights between Headford road and Westside.	Killoughter				✓	✓						✓			
252	Green route will destroy Kiloughter and Menlo. Lived in Kiloughter for 70 years. Route will separate neighbours and ruin the village. Residents walk the area every day, as it is a peaceful area. Green route would destroy this.	Killoughter				✓	✓						✓			
253	Lived in community since 1988, ramlet of small villages set in picturesque countryside nestling in shires of lough Corrib. Would be an abomination to contemplate carving it up. Issue should have resolved 20-30 years ago before the city expanded. Building a highway will only marginally improve congestion, but at what cost. Solution based on car transportation only. Only two peak times congestion occurs, design of road network contributes to this. Galway is a small city with narrow one way roads which makes for gridlock occur due to large volumes converging at same time. Galway needs more environmentally friendly approach, reduce car numbers, don't promote it.	Killoughter				✓	✓									
254	Object to green route. Severely impact on community. Levels of noise and pollution will have huge impact on families. Take our concerns seriously before destroying homes and ruining peaceful environment.	Killoughter				✓	✓						✓			
255	Live in rural area not a city. Chose this as a way of life as there were farmlands, Greenfields and generally healthy area in which to raise a family. Peaceful area with strong sense of community. Green route will have huge impact on peoples lives. Dividing neighbours and causing distress.	Killoughter				✓	✓									
256	Objects to green route. Destroys community of Kiloughter and Menlo. Object to destruction of homes, property and peoples lively hoods. NRA should realise we are not living in China, living in a democracy and peoples opinions must be taken into account.	Killoughter				✓	✓			✓						
256a	Object to the Green Route on the following grounds: 1. The impact of the increased noise to me and my family 2. The habitat of birds has taken precedence over the residents of Kiloughter/Menlo 3. The visual impact to the rural landscape 4. The disruption to our lives while its being built not to mention what it will be like afterwards	Killoughter				✓	✓									
257	Totally oppose green route. Do not support demolishing peoples homes, many have lived here for generations. Destruction of farmlands & livelihoods for people in the area. Stress is unacceptable. Direct negative impact on their family. Would be living right next to proposed motorway, with phenomenal noise and air levels. Quality of life would be irrevocably changed forever. Family enjoy outdoor lifestyle. Lough Corrib is local amenity the use and enjoy all year round. Wildlife and natural habitat will be destroyed. Major implications on Global warming and flooding. Kiloughter and Menlo are very safe and healthy areas to live. Deep community spirit. Heart of community would be destroyed. Effects would be felt for generations. Other solutions must be explored. Increased car dependency must not be promoted. Need a public transport investment, which will accommodate reliability and frequency, from west to east.	Killoughter	✓			✓	✓							✓		
258	Moved to Ballindooley area because of quiet and peaceful place. Many family homes great sense of community that will be destroyed with green route. As well as family homes being demolished beautiful green scenery of many fields and natural beauty will be destroyed. Air, noise, visual pollution. No residents want to be woken up by sound of traffic. Quality of life will be reduced. Objects to Green route.	Killoughter				✓	✓			✓						
259	Objects to green route. It will demolish homes in the village when there is no need for it. Keep motorway away from densely populated areas. Will destroy Menlo and Kiloughter.	Killoughter				✓	✓									
260	Strongly objects to green route. Will cause huge emotional upset for those whose houses will be demolished. Totally split up a great community. Peace and tranquillity in Kiloughter will be destroyed. Born and reared in Kiloughter. Did not stay and build his home for it to be destroyed. Detrimental effect on all who enjoy living in Kiloughter area. Already had to deal with a dump nearby and air pollution, don't want noise pollution	Killoughter				✓	✓						✓			
261	Strongly object to green route. Will cause havoc on local community, destroy families, cause isolation and great loss to local community. Seven families will be expelled. Destruction of Menlo is unimaginable. Green route would result in annihilation of the most beautiful scenic historical amenity situated in city of Galway. Flora and fauna would be totally destroyed. Bird and animal populations would be gone forever, foxes, badgers, stoats and mink as well huge bird life population. Tourist attractions will be destroyed.	Killoughter				✓	✓									
262	Objections to green route. Destruction of Menlo Village and the upheaval of long time friends and neighbours in the village of Kiloughter and Menlo. Inconvenience of their walk around the block as they have walked it for years.	Killoughter				✓	✓				✓					
263	Object to green route. Devastating impact on community. Live in a quiet and peaceful area with natural beauty in abundance. Rural area with many farmlands and homesteads overlooking the River Corrib. Road will change all of this. Would lose friends and neighbours and sense of community. Noise and visual impact. Wonderful community should be retained.	Killoughter				✓	✓									
264	Understand something has to be done about traffic situation in Galway. Do not agree with the break up of villages and impact on communities on green route. Should be moved further North of the city with less impact on villages and communities.	Carrowbrowne				✓										
265	Love beauty of their surrounds in Galway. They are close to town but still feel they are in the country, this project would ruin such a lovely area. Disgrace to go ahead of generations of communities and homes that have histories that have endured. Typical of the disregard for people by those in charge of decisions.	Carrowbrowne				✓	✓									
266	Against green route. Live in Kiloughter and children go to Menlo NS. Road would split the area in two and divide communities. Ploughs through Menlo village, destroying Menlo pier. Road is for the city, let it go through the city. No benefit to this area as they won't be able to access it and commuters will still use their road as a rat run. Upgrade the city roads put in an extra bridge and leave Kiloughter.	Killoughter		✓		✓	✓									
267	Previous bypass infringed on her property and they were in abeyance for nearly 15 years. Now discovers that house could actually be demolished if green route selected. Ballindooley is a lovely rural village which will be divided in half. Lived there for 24 years and would lose friends and neighbours. Build bypass further out where there are less people. Building this close to city will only mean that we'll need another bypass in 20 years.	Ballindooley				✓				✓						
268	Totally object to green route. Living in Kiloughter whole life and enjoy natural beauty and peaceful essence of country life. Will be destroyed and children will not have same enjoyment of the area. Immense levels of noise & air pollution and destruction to farmlands. Children enjoy walks and seeing animals and trees etc. Will lose friends, neighbours and sense of community.	Killoughter				✓	✓									
269	Object to green route. 1) Neighbours houses will be demolished and families will be lost to the community where they have lived for decades. 2) Quality of life will be severely diminished for those living near development. Major road on their front door, noise and air pollution. 3) Beauty of local sites and scenery will be forever scarred. 4) Land and livelihoods of many locals will be devastated. 5) Menlo village will be cut in half. No longer be a community. Route cannot go ahead. It would rip out the heart and replace it with tar.	Killoughter				✓	✓			✓						
270	Road will destroy community where I live. So many houses demolished of families who lived in area all their lives. Must be another route, which causes less destruction on families and environment. Menlo area is also a tourist attraction.	Killoughter				✓	✓			✓						
271	Bypass is both unnecessary and utterly devastating for Menlo. Each of proposed routes would destroy SAC's, protected species under the habitats directive. Proper public transport with appropriate infrastructures would eliminate need for bypass. Bottlenecks in city centre would not be addressed by yet another road as the majority of traffic is city centre bound. Reject proposal.	Angliham	✓				✓									
272	Green route will destroy peace and beauty of the area. Natural beauty will be replaced with traffic noise and air pollution. Heart of Angliham/Kiloughter community will be decimated. Home will be isolated and severed from the existing neighbourhood.	Angliham				✓	✓									

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
272a	I wish to register my objection to the Green Route as a proposal for the Galway outer Bypass. For over 20 years I have been living on the border of Angliham and Kiloughter enjoying the peace and beauty of this natural area. The views that my family and I have of Clare thoroughly enhances our enjoyment of this scenic location. The Green route will completely obliterate our vista of Clare and the peace and beauty will be replaced with traffic noise and air pollution. Our good neighbours in Kiloughter whose homes are to be demolished are distraught. I have witnessed first-hand the absolute grief which has consumed local families The Green route will cause the destruction of farmland and livelihoods and a wedge will be driven through the heart of our Angliham /Kiloughter community. The Green Route will decimate public good will and solidarity and it will leave my family isolated and severed from the current existing neighbourhood by a concrete inanimate monstrosity.	Menlo				✓	✓									
273	Green route at Kiloughter & Menlo is not acceptable as part of addressing management of Galway's traffic. Impact on community would be life changing. Totally unacceptable for the demolishment of family homes and destruction of farmlands. Townland of Kiloughter is unique, by the nature of its natural beauty and is a noiseless area to live within, must be protected. Doesn't want immense levels of noise & air pollution that green route would bring.	Kiloughter				✓	✓			✓						
274	Vehemently object to green route due to horrific effects it will have on each member of family, neighbours (living here for generations), community and natural beauty of the area. Demolishment of family homes, destruction of farmlands and associated incomes from it. Unacceptable solution to traffic problems.	Kiloughter				✓	✓			✓						
275	Object to green route. Very peaceful, quiet, scenic area, bypass would transform this in a negative way. Impact on generations of families who live here is devastating. Livelihoods would be destroyed due to farmland destruction.	Angliham				✓	✓			✓						
276	Horrified by proposed green route. Young children in the school are devastated to think their house may be demolished. Cannot understand anyone who thinks its okay to put a massive road through an area filled with such history, beauty and nature.	Kiloughter				✓	✓			✓						
277	Object to green route. 1) Almost identical to GCOB rejected under EU law. 2) Green route proposal is even more detrimental to habitat, heritage, environment, flora and fauna. Much closer to Lough Corrib its SAC 3) Public Transport is non existent on much of the area west of the N17	Kiloughter	✓			✓		✓								
278	Green route will destroy the area. Will uproot families who have been in the area for generations. Menlo is a heritage site and should not be interfered with at all. Destruction of Kiloughter, Menlo, Ballindooley cannot be tolerated.	Kiloughter				✓	✓									
279	Green route will cause destruction of family homes of many neighbours in Kiloughter. Close community would be destroyed by this. Such an important factor on rural Irish life. Scenic beauty is so often sacrificed in the name of progress but why sacrifice families. Route is most destructive to lives of people, please think "people first".	Kiloughter			✓	✓	✓			✓						
280	Opposes route going through Ballindooley, Kiloughter and Menlo. Would not be appropriate in such a pure natural area located along side the Corrib river.	Kiloughter					✓									
281	Strongly oppose proposed bypass route through Menlo. Living in Kiloughter over 30 years. Would be deeply disappointed to see such an unnecessary infrastructure built in the community. It would be detrimental to natural environment by Lough Corrib. Such a route should not be placed so far outside Galway city.	Kiloughter				✓	✓									
282	Wish to oppose proposed route through Menlo. Living in Menlo for 30 years. Feel bypass route adds hindrance to our community and will not be beneficial to locals	Kiloughter				✓										
283	• Has specific funding been made available for the completion of this project? • Where is the rush to get this project underway when so much new technology is coming on-stream? • Emphasis is on Road solutions, not just in this project, but nationally • Seven options are listed, one of which is public transport which has not been given adequate attention • The city should be planned first; then the required infrastructure — e.g. Park and Ride, Light Rail links etc. • An integrated Land Use and Transport authority would be a better driver of solutions rather than the National Roads Authority • Galway could lead the country and be a model of urban development which is imaginative, efficient and to purpose. • We could look elsewhere for more sustainable solutions - for instance Helsinki, Seattle, Curitiba • Population projections on which the need for this development is based have proved to be inaccurate. • The mapping presented is unclear; maps were not available to take away, and cannot be studied online since they need to be enlarged to such a degree that one cannot see all relevant sections simultaneously.	Ballinfoyle	✓	✓								✓			✓	
284	Proposals are complete overkill for supposed traffic problem. Where will €750 million figure end up. Opposed to proposals that split communities, displaces families and knocks house. Red/blue route splits Barna community, transfers traffic through a residential area, compromises safety as all sporting amenities and playground are all north of proposed routes. Initiates a fast commuter route through a residential area. Ring road will see substantial increase in traffic. Planning in Barna area to-date has been very poor. On initial stretch of inner relief road planning was allowed for 2 units which will be basically at a crossroads. Should be impossible to redraft original proposals for bypass.	Truskey West				✓	✓	✓		✓	✓	✓		✓		
285	Submission under the following headings -Environment - Heritage/Archaeology Red Route -Environment all routes -Economy and Environment -In general other concerns • All Routes - Light, Noise and Air Pollution • All Routes - Access during construction— traffic chaos — taking an hour to get home in what should take 10 minutes • All Routes — loss of communities, Red Route right through Cruachan community • Red Route — Home Value, future proofing for retirement or serious illness • All Routes, Red Route — Structural Damage to home • Red Route - major route directly at back of my house already with Noise, Light and Air pollution and now also at the front within a 100 meters	Rahoon					✓					✓				
285A	• Suggestions re. Alternative routes: • Bridge on seafront (between Roscam and the Army Barracks and end around the westside of Barna • A tunnel under the bay • Improvements to existing routes • On the Quincentennial Bridge move the paths and bike lanes to be off the bridge. • Bike lane connecting up using the old railway bridge pillars in the Corrib • Sequencing of lights in the morning West to East and in the evening East to West. • Create an express corridor. Freeflow. Numerous design options on westside. • Improved bike lanes • More school busses, reduce school run traffic	Rahoon	✓	✓												
286	Please solve problem soon, people are suffering. Delay on GCOB has caused much distress and disruption in this area for 15 years not least on those whose land has been frozen for this time and whose homes have been under C.P.O. constraints. While this has been going on all the roads in the area mostly narrow country roads have delayed traffic between 7 - 9am because of total saturation.	N/A						✓								
287	I wish to register my total opposition to the proposed corridor, and refer in particular to its suggested pathway through the N59 at Bushypark. This route would have the effect of wrecking my home, and my neighbour's homes, and rendering those, even on the periphery, worthless. The effect on those left standing after this assault would be disastrous, with high levels of air and noise pollution, and extinction of scenic amenities.	Bushypark			✓	✓	✓					✓				
288	Proposed routes will be injurious to citizens, communities and environment and should be deferred to allow for further consideration.	Dangan					✓								✓	

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
289	Safety: Proximity to St James School - disruption while under construction, noise pollution, traffic in already tight site/area. After completion health hazard, air quality, noise, size. All of the above will affect aging, mature, settled population, access to houses will be severely restricted during a long construction phase. Amenity of Dangan will be cut off for people trying to access from all areas - during construction and after. Sheer bulk of proposed road will greatly diminish the amenity and additional noise and air pollution will change everything. Change on landscape, destruction of homes, fast and very doubtful improvements is unnecessary and unacceptable. Proposed is not in City & County development plan. Development of this scale is not needed to help free flow of Galway traffic. An imaginative traffic plan which will include public transport, bus lanes, feeder buses, park & ride, needs consideration. No obvious benefits of to the communities targeted in all suggested routes. Another brief required.	Dangan	✓			✓	✓				✓		✓	✓		
290	Makes no sense that the racecourse would be dug up, interference to Menlo, NUIG Sportsground. Quality homes (some recently completed) in the Dangan and Bushypark area to be demolished and Bushypark national school to be severely impacted by the blue route. Suggests to go back to drawing board for an alternative to 6 routes. Absolutely devastated to learn of proposed blue route which if approved will run alongside the Heath. Chose this location due to the peacefulness yet closeness to the city. Very happy where they are but the thought of being dominated by a motorway, the size of which is totally unnecessary for a population of Galway running alongside their home is a horrendous and totally unacceptable prospect with noise and pollution. No consideration for the human habitat has been given whereas top priority has been afforded to natural habitat, its hard to believe such a decision could be made on these grounds. Not in favour of any aspect of the routes, all of which will have a devastating effect on large number of families, strongly oppose them, especially blue route which would directly affect their well being.	Circular Road			✓	✓	✓			✓	✓		✓	✓		
291	Strongly object to any routes, especially green. Huge impact on people, nature, environment, scenic beauty, enjoyed by many locals and non-locals. Walks and cycles in the area for past 26 years. Invites us to see the number of badger runs. Badgers becoming endangered. April May June hears the cuckoo. Water bird nesting sites, field and woodland bird nesting, unique flora in the area - wildflowers in Menlo like the Burren. Wants to highlight these constraints with environmentalists worldwide if they are threatened. Part of the lungs of the city, pure clean air. Beautiful unique natural world around them in Menlo, if you destroy it you will never get it back. Impact on community from green route would destroy and isolate people. Don't make us laughing stock of Europe and the world by killing off animals, birds, plants and causing a health hazard. A Transport plan or more lane on Quincentenary bridge would be better. Strongly object to Green route especially and all routes.	Menlo	✓			✓	✓						✓			
292	1. Object to green route as it wraps around their home on north and west, particularly the west as it comes close to their home resulting in pollution both noise and fumes. Resulting negatively on health and wellbeing, which we have been free of for 30 years. 2. Why design a road that will demolish up to 120 homes directly impacting on up to 500 people to be rehoused 3. Little consideration given to these existing homes and people to avoid upsetting flora fauna bog cotton and limestone pavement. 4. Present climate of austerity, housing waiting lists, patients on trolleys, youth unemployment etc. €500 – 750m could be put towards much worthier projects. 5. Another example of bad planning by the Galway authorities i.e. lack of schools, employment and housing in West of the City 6. Should be planning a more sustainable integrated transport system incorporating the existing roads network, bus, cycle lanes, light rail system for the city and its environs.	Forramoyle	✓			✓	✓			✓		✓	✓			
293	Objecting to bypass at Cappagh road and the lack of alternatives and options presented. Appalled at thought of a flyover in Cappagh. Thinks it is contradicting all of the listed criteria attached. No need for a four lane highway to service Barna and the West. A proper road with a hard shoulder would be perfectly adequate and to pass Cappagh road with an at grade junction Alternative suggestion to bypass from Bushypark to Barna Western distributor road could be extended across the valley to Barna as was originally envisaged. Any congestion on Distributor road at present at rush hour comes beyond the Clybaun Road with the back log of traffic trying to access Seamus Quirke road. If Bothar Stiofain was widened on the Aviva side to link up with the proposed spur of the Blue Route where it connects with the Rahoon road. There would be no need to run the blue route all the way to Bearna at al.	Cappagh														
294	After public consultations could not sleep thinking of proposals. Cannot understand how anyone could propose going through racecourse, hospital, shopping centre and all the houses. Scrap all of the options and return to original from Moycullen to Screeb. Greater than this happened in other European countries when it had to. Go and build a proper road. Cannot understand how so much planning has gone into these different routes, when surely a new road should be to facilitate those trying to avoid Galway City and should be on the outskirts of the city. Plenty people from Galway need to travel out of the city for work and need a route further out of town, Totally against any of the plans.	Newcastle						✓		✓						
295	Suggestions to relieve traffic congestion. • The proposed bypass addresses through traffic only and will not relieve traffic congestion in Galway city. • Restricting private vehicle access requires the provision of first class public transportation within the city with park-and-ride facilities on all approaches to the city. • The local rail network should be extended and a frequent service provided. Park-and-ride facilities adjacent to the railway lines would be serviced by trains. • Consideration should be given to reopening the old Clifden line at least as far as Moycullen. • Park-and-ride facilities should also be developed on the shores of Lough Corrib and ferries used to move people into the city. • A congestion charge should be introduced in Galway city. Profit from the congestion charge could be used to subsidise the park and ride services. • Through traffic would not be subject to the congestion charge. • A ferry service across Lough Corrib between Knockferry and Kilbeg could be provided for through traffic. On the east side this would link with the M 18 motorway and in turn with the M6 motorway. • Other options would include ferry services on the Bay.	Dangan	✓	✓					✓							
296	Concern relates to green route, have young children and are concerned about safely during potential construction and long term as the route would be walking distance from the house. Also concerned about the dust noise and light pollution in the surrounding area if this route was to go ahead.	Bushypark					✓						✓	✓		
297	Opposed to all 6 route options. None are bypass routes, cutting through established communities, within the city limits. Both the green and blue routes fail as they will destroy both the human and the natural habitat, particularly in the two areas where the two options for bridge building are proposed. Letteragh hill region is an area which should be preserved. It is unique and has a sensitive natural habitat ecosystem. Bushypark national school, inconceivable that the blue route should pass over this, for so many reasons. Road system and public transport in the city, plan for the development of Galway first, roads next.	Letteragh	✓			✓	✓							✓		
298	• I wish to express that I am totally opposed to all of the planned proposals. • Requirement for a bypass in a city such as Galway but not through well-established residential areas with have reasonable traffic flows, move bypass north. • The rock formation is igneous and in all these proposals is primarily granite. Difficult to work with • The blue and green routes run through particularly rich and unique natural habitats. Tourist attraction, hill walking etc. • I have frequently encountered bat, sparrow hawk, pheasant, fox and on two occasions a barn owl. Also trees are a criticism we hear about Galway. These blue and green routes go through areas of established trees. • Whatever proposal in the future that will come, should concern itself beyond the narrow definition of traffic control. Please look at both light rail and the public transport system. • Blue and Green route will impact on the lives of countless families. Not to mention Dangan sports ground, the Race Track, Bushy Park School etc. • There are no winners in these proposals. Please move this bypass outside the city.	Letteragh	✓	✓		✓	✓			✓	✓					

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
299	We object to the proposed routes on the following grounds. • The red route would impact directly on our home. • We do not wish to move house to a new unknown area of Galway. • We would not find a similar house in close proximity to the city centre. • The proposed plans would split up neighbours and communities in the city. • The city would become a vast road network with no heart. • Human habitats are far more important than natural habitats. • A bypass should be sited away from the city and not divide and disrupt it.	Newcastle	✓		✓	✓				✓						
300	Object to GCOB as it will run through farmland at Menlo and also cut access to land. Farming income will be cut back If bypass goes ahead. Did not receive any letter regarding bypass green route as it will affect house. Will end up living in the shadow of a motorway and have to endure 24 hours of noise, air and light pollution. Object to green and blue bypass routes as they will strip Menlo of its unique cultural, historical and archaeological features which have been enjoyed by people for generations.	Menlo				✓	✓					✓				
301	Green Route is unfair because it will take houses out of the village and destroy the village, not to mention the health problems that come with living beside a motorway.	Killoughter				✓				✓			✓			
302	Objects to the Green Route because it will have a devastating effect on rural community . For those losing their homes it is cruel but also for those still there it will be a serious health risk to children. It will also destroy the natural beauty of the area and the noise levels and pollution from constant traffic will have a serious effect on the community.	Killoughter				✓	✓						✓			
303	Objects strongly to the Green Route for the following reasons: 1. Noise Pollution will have severe effects 2. Air Pollution: NO2 will effect my and my families health. 3.Quality of life: Lack of sleep due to noise increase and the regular walks I take with my family will be disturbed and ruined by the highway. 4. Community dissected - Kiloughter and Menlo Village will be split.	Killoughter				✓	✓						✓			
303a	• I am and have been a resident of Kiloughter, Castlegar for 40 years, I was born and raised here. I made an informed decision to build a family home and raise my family here in the beautiful, healthy, peaceful and tranquil rural area of Kiloughter. • I am now abhorred at the thoughts of a public highway being constructed literally across the road from my home, destroying our health, quality of life, peace and community spirit etc. To say the least it is devastating and rather stressful. • As with the current local road, passing traffic is quiet audible. The noise level would considerable increase if the proposed green route were to go ahead • I would also be objecting to the green route on the grounds of air pollution. This new highway will cause lifelong damage to our health. • Another reason I would object to the green route is that it will have a huge dissecting impact on the community • It would split, divide and separate family, friends and neighbours in the Kiloughter and Menlo village area. It will destroy our beautiful landscape and serenity.	Killoughter				✓	✓						✓	✓		
304	1. The effect on the quality of my family's life due to the pollution from the traffic. There are a number of studies to prove this. 2. Family member suffering from asthma already. This road may cause my others to develop this condition. 3. It's our right to live in the countryside, to enjoy walks as a family in the natural beauty of our scenic peaceful Kiloughter and Menlo areas.	Killoughter				✓	✓						✓			
305	There is no reason to consider a new bridge to solve Galway's traffic problems. All reports and studies have found that improving our public transport facilities is the only answer. New bridge = more traffic on roads. Proven fact. Park and ride and a frequent light rail/bus/tram service is the way forward.	Killoughter	✓	✓					✓							
306	Do not devastate our environment by putting in a massive road that will not solve the traffic problems.	Killoughter					✓									
307	As a resident all my life of Kiloughter Castlegar I totally object to the Green Route for the proposed bypass. Surely there are other ways than knocking people's principal private residence (homes) and destroying neighbourhoods. The idea of saving limestone and bog land over people's homes is outrageous. The Galway Races brings millions to the economy in Galway City and to contemplate the prospect of losing the Racecourse for a period of time would be a financial detriment. I strongly feel that over 100 house to be lost on this route surely an alternative route can be drawn up to secure people's homes and neighbourhoods.	Killoughter			✓	✓				✓		✓				
308	The road should be further out the Headford Road to facilitate less disruption to houses	Carrowbrowne		✓						✓						
309	This road should be further out the Headford Road where it does not interfere with houses	Carrowbrowne		✓						✓						
310	I object to the Green Route as it will lead to unwanted and unneeded demolishing of family homes. It will also destroy a local rural community.	Carrowbrowne				✓				✓						
311	I object to the Green Route as it will divide a rural community. This route will lead to an increase in noise and air pollution. It will also lead to a loss of farms lands and my neighbours livelihoods. This route will destroy a very scenic area of Menlo village.	Carrowbrowne				✓	✓			✓						
312	At present we live in a peaceful area free from noise and pollution. I do object to the Green Route. It will effect our quality of life and sense of community. I do not want to live beside a bypass because it will have life-changing impacts on everyone in our communities.	Carrowbrowne				✓	✓									
313	Severe effect on the quality of life on the people living beside the motorway. Noise level and pollution of air. Loss of neighbours and friends due to demolishing of homes.	Carrowbrowne				✓	✓			✓						
314	There should be other options than destroying people's homes and lives to save a ten minute commute in the morning and it is only when schools are open and when races are on. More buses are needed for school runs and other routes to the city centre. It is a disgrace that people that have lived so long in an area will have their homes destroyed by this bypass.	Killoughter	✓			✓				✓						
315	In objection to the Green Route. Route will have a devastating impact on the area from those who will have homes demolished to those who are left behind to live with a bypass on doorstep. Farmlands, wonderful area, scenic views of the Corrib, peaceful walks would be changed and gone forever. Wonderful community should be retained and cherished.	Killoughter				✓	✓			✓						
317	Life is full of contradictions - On one hand we fight tirelessly to keep our culture and heritage and on the other hand we say progress can not be denied. Our ask here is simple - do not be taking the lazy man's route. Be sensitive & think this out. Explore every option and never forget where we as a people have come from. The village of Menlo is steeped in history and culture and to spell the death knell of this hugely significant area in return for perceived "progress" would be a legacy that will haunt decision makers for years to come.	Carrowbrowne				✓	✓									
318	Building this road on Green Route will destroy village. Family homes are being demolished. Also we will have to live with noise and air pollution.	Killoughter				✓	✓			✓						
319	Object strongly to the destruction of Menlo village and surrounding area by the proposed bypass roads. The cultural heritage of the village could never be replaced, nor could the destruction of family homes in the area. My conviction is that families, family homes and the cultural heritage of the area should not be destroyed.	Killoughter				✓	✓									
320	Young farmer that is dependent on the land. My livestock is my livelihood. It will deeply upset me to see a road going through my land. The family's health is a big issue. I am farming and caring for my family. I have enough stress as it is. It will hurt me very deeply to see a road going through my land. No money will bring back land.	Carrowbrowne								✓		✓	✓			
320a	The road will have a huge impact on my family in terms of health problems. It will destroy my farming livelihood. This will make things very hard. The outer bypass will destroy our parish community neighbourhood. It will separate out parish. Mo money will compensate us!	Carrowbrowne				✓				✓		✓	✓			

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
321	• Objection to the Green Route which is horrifyingly being considered as a viable option for the Galway city outer Bypass. This route would demolish family home along with 119 other homes which is absolutely ridiculous and outrageous. • My home and many homes of my neighbours and friends in Kiloughter would be destroyed if the Green Route were to go ahead. I cannot even come close to explaining the immense terror, fear, and sadness it has caused me and my family • There have been seven generations of my family living and farming on the same very land that we now live on. This is history and heritage that you should not be able to wipe out for a bypass. • I have grown up in Kiloughter and it is such a beautiful place. Just a short trip away from the City but secluded from any noise and pollution. The area is so beautiful and it is a gift to be able to stroll around the neighbourhood and enjoy the beautiful nature and wildlife. • Amazing views of Lough Corrib from certain points along my walking route but I believe the intention is to wipe out these views also. • How have we come 15 years from the last planning stages and this is what is now being proposed? How did the EU grant an injunction against the old proposed route to save a plant and rock but there is no way an injunction can be sought to save the livelihoods of people. • The Green Route would have countless effects on the livelihoods of people and should in no circumstances be allowed to go ahead.	Killoughter			✓	✓	✓	✓								
322	I wish to make it known that under no circumstance did I ever wish my small holding of land in Kiloughter to get and smaller. I never intended in my lifetime to sell off my father's place or to cause upset and disruption to any neighbours. I do not want this Green Route to pass through my lands. My freedom of choice is being infringed upon here.	Carrowbrowne														
323	I object to the Green Route because it will ruin the view from my bedroom. This road will cause the traffic to be worse. I also don't want my neighbours' homes to be demolished.	Killoughter					✓			✓						
324	I object to the Green Route because it is going to divide our village and destroy the homes of my neighbours and friends. To see the homes of people who are just enjoying their retirement is soul destroying. People who have lived in the area all their lives. I welcome progress but not at the price we are being asked to pay. This route is too far out from the city for city people to take advantage of it.	Killoughter		✓		✓				✓						
325	I object to the Green Route on the grounds that it will cause a devastation to the homes of my neighbours. It will also create an eyesore in the neighbourhood. Some of my neighbours in this area have lived upon this land for generations and it would be a disgrace to destroy their homes and farmlands. I also object to the destruction of the landscape and the wildlife in this area.	Killoughter				✓	✓			✓						
326	Approximate translation from Irish: Irish is the primary language in this house. We speak Irish to our neighbours. If the road is progressed then our neighbours won't be there, that is to say that the language will be gone as well. England was not able to destroy this language for three hundred years but Fine Gael can do it in only one year. The road should not go on this route.	Killoughter				✓										
327	I wish to state our objections to the proposed Green Route. Although the road does not impact directly on our homes, it would be behind our house and the whole peaceful, quiet area would be ruined, causing noise and pollution on our doorstep. The people whose homes would be destroyed would be devastated. The area is full of generations of families and there is a real sense of community here which would be lost if this route went ahead. Livelihoods would be destroyed due to farm land destruction. We don't want this road to go ahead in our area.	Angliham				✓	✓			✓						
327a	I wish to object to the proposed bypass green route for the Galway City Bypass. This is a very peaceful, quiet and scenic area so the bypass would totally transform it in a negative way. The impact on generations of families who live here is devastating. Also peoples livelihoods would be destroyed due to the destruction of farmlands.	Angliham														
328	The Green Route destroys over 120 houses versus 50 houses on the closer to town Blue Route. That fact speaks for itself. Other routes destroy the fabric of Galway City. I feel that the money should be spent on a light rail tram system which allows the Galway people a more realistic traffic approach. This would have a minimal impact on any destructive element to Galway City.	Killoughter	✓							✓						
329	The Green Route proposed is too destructive for communities along his route. It will mean the eviction of around 130 families from their homes. With the housing problem already serious and house prices continuing to rise, it would be devastating for these families to relocate from their families, neighbours and communities. It would be barbaric to select the Green Route. Farmlands and livelihoods will be destroyed. It will severely impact on the natural beauty of this area and on the quality of life of the people left behind living right beside a motorway. Galway needs more public transport and less cars. Spend this money on buses/light rail system and more routes to the major industrial estates on the east of the city.	Killoughter	✓			✓	✓			✓						
330	I object to the Green Route through Menlo village and the surrounding areas. Our locality will be destroyed if this goes ahead. Many native people will lose their homes and the area will be divided up. I think this route is not well considered and shows a complete disregard for our neighbourhood.	Killoughter				✓				✓						
330a	I wish to object to the proposed Green Route of the Galway City Bypass, which, if approved, will leave a trail of devastation in it's wake, through Menlo village and its environs. Menlo and the surrounding area has been subject to stringent planning laws when houses were being built, yet there are plans to put a huge bypass through the entire area. This area is famous for its wildlife and scenery, but if this route goes ahead all this will be laid to waste. Often tourists come out here to admire the area. All this will be destroyed. Several local residents will have their homes destroyed, where they have lived all their lives. I think this route is not well considered, and shows a complete disregard for our neighbourhood.	Killoughter				✓	✓									
331	All councillors get together and fight for homes not to be demolished and villages torn apart. The environment will survive. People are very stressed and sick thinking and knowing that their house could and would be knocked. Let the so called planners at N.R.A put more bus routes and infrastructure around the city to alleviate bottle-necks and traffic. Put the ring road down further on the Curraghline. Bog Cotton won't build the economy, people will. Don't destroy people's lives, homes, villages.	Corrandulla	✓		✓					✓						
331a	• I cannot see how a project such as the N6 can go ahead, particularly through the proposed 'green route'. • This project would see the destruction of these homes, lives and families in Kiloughter village. • Cannot understand reasoning behind constructing a national primary road in a well-cultured village such as Menlo. • How is bog cotton considered more important and valuable than livellhoods in the Kiloughter area. • It is our strong belief that neither homes nor families should be demolished or torn apart, respectively, as a result of this road's construction • We do not oppose the construction of a by-pass. We do, however, oppose the proposed routes, particularly the proposition of the 'green route'. • We request that these routes be revised and altered to prevent the destruction, demolishment and deterioration of lives, homes and communities.	Corrandulla			✓	✓				✓						
332	The Green Route can not cut through our village and get rid of my family, friends and neighbours and destroy the lives of people that oppose it. Has it not been thought of the stress, the misery and the depression, the carnage to us? The quiet village becomes a nightmare. Noise, smell, movement around the clock. Something we don't need. Our habitat lost to stretches of pollutant road and structure gone. The beauty views of our special village. This has serious consequences. No to the green route.	Killoughter			✓	✓							✓			
333	• I am writing to oppose the construction of the proposed Green Route. I have been a resident of this area since I was born and call this area my loving home. • The community spirit in this area is one of familial love where everyone is treated like an extended family member, but seven generations of my family have lived here. • This area is considered to me and many others a place of true tranquillity and beauty. • I believe there is no justification for this route because there is no possibility that the benefits of creating this route outweigh the effects that it will have on all of the families affected, the community and the natural life in the area. • I urge you to reconsider the demolition of my home and so many others as the effect of this would not only be life-changing but unimaginable.	Killoughter				✓	✓			✓				✓		
334	I strongly object to the proposed option Green Route. Our family have been in Kiloughter for centuries. Our homes, small farms, livelihood and health will be seriously affected. Homes demolished - no money compensated for that. Our homes are our castles. We have a beautiful, historic, scenic, peaceful village and a community of family, neighbours and friends who always help one another in times of need. If building a road to speed up traffic warrants destruction of families, I wonder where equality comes in if we are thought so little of - the tax payers of this country.	Killoughter				✓				✓			✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
334a	I strenuously oppose the N6 Green route option for by-pass. Family live on the lands of our ancestors, who have lived in Kiloughter for centuries. Kiloughter is a historic, scenic, unspoiled, peaceful village, which to this day has retained very strong traditions. It has a very strong sense of community, many families living here have roots going back generations. At present people can walk, run, cycle our roads and enjoy the clean fresh air and the scenic views of Lough Corrib. People come out from Galway City to enjoy the same and some have done for years. Now we are faced with the prospect of our houses being demolished, our small farms depleted, our livelihoods destroyed and most of all our health put at serious risk by stress, anxiety and pollution from traffic if this route were to go ahead. If a road "has to be built" surely in this day and age it can be done without such traumatic upheaval to communities.	Killoughter														
335	• I strongly object to the Green Route. This route is unacceptable for the demolishment of family homes. My home is included in those homes which I cannot cope with. • The townland of Kiloughter is unique by the nature of it. Natural beauty and very little noise in this area. Our community would be torn apart. Please do not destroy our beautiful area with the Green Route. • The spirit of the people will be destroyed as well as the natural environment. • Approx. half of the families in the community have been here for several generations engaged primarily in farming. • Kiloughter is a beautiful quiet, peaceful scenic area with good community spirit. A new motorway through the area would divide families, neighbours and communities.	Killoughter				✓	✓									
336	The Green Route would destroy Menlo village. Many tourists come from Galway to walk around the scenic village of Menlo and enjoy the lake and wildlife. Also, several birdwatchers frequent the area. In the past few years kestrels have been nesting in Menlo Quarry and rearing their young there. It is a disgrace to destroy this amenity.	Menlo				✓	✓				✓					
336a	I wish to object in the strongest possible terms to the proposed Green Route through Menlo village. This is a historic village. Also, it represents an older way of life, often lost in the modern day. The lake is home to much wildlife and many unusual birds, which attracts Birdwatchers to the area on a regular basis. Many tourists come out from Galway village to enjoy the scenery and walk by the lake. It is a rarity to have such a wonderful amenity so close to Galway city. I think it is a disgrace that this route would even be considered.	Menlo				✓	✓				✓					
337	The proposed Green Route would be a disaster for the historic area of Menlo. This village represents an old way of life and yet is so close to Galway city that many tourists frequent the area for its tranquillity and wildlife, and also its wonderful scenery. The proposed route would destroy away and quality of life for everyone in the area. There are many rare birds here and birdwatchers come from all over to photograph them.	Menlo				✓	✓				✓					
337a	Repeat Comments of 326A	Menlo				✓	✓				✓					
338	• I strongly object to the proposal to run a four lane road (Green Route) through Kiloughter, my reasons being: • It has caused untold stress to my parents as my family home would be demolished. • Our small farm would be destroyed along with others rendering them not viable. • It will split families and lifelong friends apart. It would split and destroy our community, families and friends • It would ruin the quality of lives for the families left living beside an ugly four lane road, as it would cause excessive noise and pollution to a quiet, clean environment. • Killoughter's unique quiet rural character would be a thing of the past. Our village is a scenic amenity within reach of the city which is often used by tourists, walkers, cyclists.	Killoughter				✓	✓			✓	✓					
338a	• I am writing this letter as I strongly object to your proposal to run a four lane road through the heart of Kiloughter. My family homes are under threat should this proposed green route be considered. Such a threat has a profound effect on a persons health with the stress and anxiety the fear of losing your house brings on. • My home is over 30 years old and is built on family land, we are now in fear of losing our home. It would wipe out two sets of two generations of families from Kiloughter. • The village of Kiloughter, whilst only a short distance from Galway City still has a rural character, a great natural beauty and is steeped in heritage & tradition • As a rural community many families still farm on lands that were passed on to them, a lot of these farms would be destroyed by this road, some who depend on it as an income. • No money can compensate someone losing their home • Surely there must be some other solution, if there is need for a bypass at all, that would not demolish peoples homes, farms, communities and lives for the sake of a extra ten minutes in a car.	Killoughter				✓	✓			✓		✓				
339	I strongly object to the proposed Green Route. As a resident of Kiloughter and one whose home would be demolished if this ridiculous proposal was to get the go ahead. This is a unique area of Galway with a great sense of community. If this proposed route went ahead it would separate families and friends who have lived in this lovely townland all their lives. My last comment is that I feel there is no need whatsoever for a city outer bypass. If you updated existing roads and there would be no disruption to homes and people's livelihoods.	Killoughter				✓			✓	✓						
339a	• Strongly object to the proposed green route as a native of Kiloughter all my life, who's home and farm would be demolished. • This is a unique area of this county, just a few minutes from Galway City but still out in the country. Neighbours help one another and there is a great sense of community. • I have lived in this townland all my life and have no desire to move anywhere else. This is my home and here is where I intend to stay. • No need for any city outer by-pass, upgrade existing roads • Flora and fauna seem to be more important than keeping people and communities together in their ancestral townlands.	Killoughter			✓	✓		✓		✓						
340	I object to the Green Route N6 Bypass. This route would demolish my home, destroy my land and have a serious impact on my livelihood and that of my family. Kiloughter is a rural village with culture, old tradition and history. The whole community would be shattered, family, friends and neighbours who helped one another all their lives as did their ancestors. Scrap this route before it destroys people's health.	Killoughter				✓	✓			✓			✓			
340a	• I am writing this as I strongly object your proposal to build a road through the village of Kiloughter, I was born in Kiloughter and have lived here all my live. Farm will be destroyed. • Kiloughter is a country village on the outskirts of Galway city, a scenic historic village with tradition and culture. • If this route goes ahead families will be forced out of the area, families and friends who have lived side by side all their lives will be split, • Noise and air pollution and it will cause irreparable damage to our small village, • Heritage and rural character would be a thing of the past, • If a bypass is really necessary surely it can be built where it would not have such impact on the lives, homes and communities of hard working, law abiding, tax paying people.	Killoughter				✓	✓			✓						
341	• I and my family were born and bred in Kiloughter over the past 100 years. We are dumbfounded at the thought of a carriageway going through our beautiful village. We strongly oppose the Green Route for it is dividing the community in half. • The loss of houses and property in this recession is unbearable. The dust, noise, pollution and emissions from heavy traffic would endanger health of people with respiratory problems. • They talk about "fauna" and limestone and S.A.C. which are our heritage but when the courts ruled on "Bog Cotton" and then they put S.A.C. on the rest and that closed the door on the carriageway. There are five quarries within a radius of 2 miles of us and there was no talk of "Flowers or limestone" blown up in the air 100 feet and now they are trying to save it. • If the "Project Engineer" and "Arup" and the "N.R.A." think we will lie don they are thoroughly mistaken. No Green Route.	Killoughter			✓	✓	✓						✓			

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
342	I strongly disagree with the Green Route of the new N6 proposal as it would divide up the whole close-knit community. People have built houses and lived here all their lives and do not want to see their houses being demolished. Where will they go? The people who propose these routes should have more consideration for houses and property than habitat and butterflies. It will cause serious health problems to the old, young and people with respiratory problems (the dust and pollution). There must be a better way of dealing with this situation.	Killoughter			✓	✓							✓			
343	I am objecting to the Green Route 1. Health and Safety - Air Pollution from traffic on new motorway 2. Noise pollution - Increased volume of traffic on new motorway means increase in noise levels to me living across the road 3. Destruction of landscape and scenery and villages 4. Destruction of wildlife	Killoughter				✓	✓						✓	✓		
343a	I am objecting to the Green Route 1. Health and Safety - Air Pollution from traffic on new motorway 2. Noise pollution - Increased volume of traffic on new motorway means increase in noise levels to me living across the road 3. Destruction of community landscape and scenery	Killoughter				✓	✓						✓	✓		
344	I am objecting to the Green Route 1. It will cause the death of Ballindooley, Kiloughter and Menlo communities 2. Air pollution, diesel fumes will have a negative affect on flora, fauna and everyone near the road 3. Noise pollution, increased traffic, increased noise 4. Destructive landscape scenery	Killoughter				✓	✓						✓			
344a	• I born and raised in Kiloughter, I intend to raise my family and spend the rest of my life in here. The people who live here are fantastic, it is a wonderful community. • The green route will cause many people to lose their homes. It will also cause the next generation of people to not build on family land and move away to another part of the country. • Menlo, Kiloughter and Ballindooley communities will be completely wiped out. • I have many friends in Kiloughter and Menlo and everyone loves living in this little quiet suburb • There are fantastic community amenities for everyone such as newly built Aras and school which would be wasted. • Proposal does not consider humans above flora and fauna. • The community is quite and relaxing for everyone. Noise, pollution and a destroyed landscape will be how the community will be come to be known. • Traffic solutions • Single occupancy of cars - car sharing should be promoted • Schools - main cause of traffic. Build schools either side of corrib to reduce number of cars crossing city.	Killoughter	✓		✓	✓	✓				✓		✓			
345	I do not agree with a bypass - it would not lead to any other city - it would only suit tourists going to Connemara. All tourists like to visit Galway city and Salthill. People going to work from the West side to the eastside factories are not going to use the bypass, especially the Green option as it is too long. I think widening the existing bridges and flyovers are the answer at Moneenageisha, Flemings Garage and Newcastle.	Killoughter		✓					✓							
346	Objection to the proposed Green Route. This development would destroy every village from Barna to Ballybrit. It would destroy ancient field boundaries. The road will be visually overbearing and inappropriate, causing noise pollution and dust. Is bog cotton or butterflies more important than people's homes? I live adjacent to the proposed development. This will lead to loss of privacy and will certainly impact on the peaceful enjoyment of my home and garden.	Killoughter			✓	✓	✓									
347	This house and lands have been in family for 4 generations. The history within these walls has been well documented in books and on TV. It is a national treasure. Most of the houses in Kiloughter go back generations. We have worked and lived the lands and the community. Which is what rural Irish life is about. None of these houses or lands can be destroyed. For the sole purpose of building a road. Even to propose such a thing is a huge insult to the residents and their families who built this village	Killoughter				✓	✓									
348	As a nineteen year old living in Kiloughter, there are but only a few things that I would term precious. The area I grew up in and the people I grew up with. The proposed road would not only displace friends and family who have known Kiloughter to be home for generations but it will also soil the untouched beauty that residents and visitors have both savoured. To consider such an unjust proposal which would inflict such inhumane consequences for so many people seems cruel.	Killoughter				✓	✓									
349	Although I moved to Kiloughter in my late teens it is where I call home. It is where my family calls home. It is where my neighbours call home and it is home to some of the most beautiful scenery and rare wildlife this country has to offer. Add into this equation a concrete monstrosity stretching through this idyllic countryside and community; the results will be disastrous. You will be uprooting innocent families who have been here for decades and generations, making them victim to the ugliest side of urbanisation. This proposal shows sever disregard and insensitivity towards this close-knit community, who will continue to fight for it's survival.	Killoughter				✓	✓									
350	The arbitrary and ill advised consideration of the proposed Green Route is a substantial mistake for several reasons, not to mention the colossal and irreversible damage to the tight Gaeltacht community. In absence of the projected costs of what has said to be a necessary evil, as a civil engineer one only needs to look at the potential cost effective alterations within the city itself. These include video detection and infrared sensors and combined technology in certain bottle-neck areas where the costly road intends to relieve. As I'm aware, time has gone into this analysis, but as you are aware, some European cities of equal size and larger populations have proven more efficient. To be on the receiving end of a communal catastrophe with neighbours lives bulldozed along with family heritage of generations that constitute the Gaeltacht community in Galway city is a gross representation of the council's lack of value for a cherished community.	Killoughter		✓		✓						✓				
351	In Kiloughter I've been inspired to paint the beautiful local fields near-by many times and at different times of the year. If you construct a monstrous concrete drive through this ancient rural paradise, you destroy a source of inspiration from which I've earned an income. It should not be an option to even consider destroying an ancient rural area close to Galway city and with it a unique community. A community founded by locals and people from all the counties of Ireland and different parts of the world. We live together in harmony with a strong sense of identity and a shared sense of place. It is criminal to think of slicing the area up with a thoroughfare driven by terms and benefits which grow limp when one considers the problems that come with rapid growth. High in migration, high housing costs, the forcing of long-term residents out of the community, the threat to wildlife and the degradation of nearby wilderness areas. I would argue that the reasons for constructing this very controversial network towards further urbanization no longer is as compelling as it once was.	Killoughter				✓	✓									
352	I am vehemently opposed to the green route. It would destroy too many homes as well as the heritage village of Menlo. People are under undue stress, people who have bee in a village for many generations, all for a bypass. No money could allow for this devastation.	Killoughter				✓				✓						
353	Approximate translation from Irish: The Green Option will ruin the surrounding district. This large road will be directly in front of us forever, something that will reduce the value of our houses and lands. It will interfere considerably with our landscape and visual aspects. The community will be divided because a lot of our neighbours houses will be demolished. Nonstop air and noise pollution will affect us hugely. This is a farming area and the farmers will have to travel further to feed the cows and to undertake farming works. The archaeology and cultural heritage of the village is present in this area and is very important, especially in Killoughter and Menlo. This is a Gaeltacht region and god help us if they are ruined – the Gaeltacht that is closest to the city. There are a lot of things affecting Irish. "A country without language has no soul" (Irish saying). The Irish is our lifeblood and it should be preserved. Galway County Council will be trying very hard to put Galway City forward as a European City of Culture in the future and we have to keep that in mind.	Killoughter					✓	✓		✓		✓	✓			

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
353a	Approximate translation from Irish: There should be a far bigger public transport system in place than there is currently. My dwelling house is next to the green route and we do not have any other option but to use a car to go to the city. According to reports, there will be a huge cost associated with the green, blue, red, pink or yellow bypasses. It would be a lot cheaper to put an effective public transport system in place. Where will the money come from? I am certain that there will be a road tax to pay. As we know in life we cannot have any trust in the executives or politicians in the Transport Department, Galway County Council or the National Roads Authority.	Killoughter	✓									✓				
354	Strongly object to the Green Route. My main objection is based primarily on the number of houses that will have to be demolished to make way for this motorway. This results in quite a number of families losing their homes and having to relocated outside of their communities in which they and their families have lived for many years. The devastation that the proposed route of this motorway will cause will never be healed and will result in the destruction of a whole community.	Killoughter				✓	✓			✓						
355	As planning engineers you have a civic responsibility to do the best for the community you serve. If your plans go ahead while you might claim that it is for the greater good, I cannot see those people who are not directly affected thanking you for taking such a slice of natural rural life in the hinterland of Galway and decimating it in their name. The fact that so many houses are to be knocked on the route with so much cavalier disregard must beg the question "Is there another way to bring this bypass that will not cause so much grief to the inhabitants?"	Killoughter			✓	✓	✓									
356	I strongly object to the Green Route N6 Galway City Transport Project for the following reasons: 1. The ugly sight of a motorway running at roof level across the road from my house 2. The ruination of our beautiful countryside 3. I work at night - no more sleep for me.	Killoughter					✓									
357	I object to Green Route for the following reasons: 1. It will affect the health of the ill and old people in the area due to the high pollution levels from the traffic 2. It will wipe out the local wildlife because the road will destroy their habitats and scenery of the area. 3. This bypass is unnecessary as most of the traffic issues is of the city community and not of traffic looking to travel outside of the city. Also if it was necessary it is located too near to the city and it will end up redundant of its use like the Quincentenary Bridge is now.	Killoughter				✓	✓		✓				✓			
358	Approximate Translation from Irish: 1. It is as if the routes were chosen to demolish the most amount of houses. 2. It is being considered to make people leave that have been living here for many years, in some cases for seven or eight generations. 3. It is being considered still to divide an old community 4. This is an area where the Irish language is still strong. There are many families here that are native Irish speakers.	Killoughter				✓				✓						
359	I strongly object to the proposed Green Route for the Galway City Outer Bypass. Former resident of Galway city having studied and worked here for five years between and I am familiar with the traffic problems that affect the city and whilst I do agree that something needs to be done to address the traffic congestion, I do not believe that this is the answer. The reasons for my objection to the Green Route are as follows:- (1) Destruction of Family Homes (2) Destruction of Land/Farmland (3) Safe/Quiet Residential Areas Lost/Destroyed (4) Communities Destroyed	Killoughter				✓				✓				✓		
360	Comment re. Green route. Lived in Gortacleva in Bushypark whole life. Area is abounding with natural streams and the green route suggested when building starts would greatly interfere with natural streams, water flows into them now from the mountains and digging excavations would interfere greatly with them. Object to houses of neighbours and friends being knocked to facilitate new road. Reconsider options.	Bushypark					✓			✓						
361	• I refer to two of the possible proposals being considered as suitable for the above bypass, which are shown coloured pink and blue. • I confirm that my property consists of a residence and farmland which would be negatively affected by either of the two proposals. (acquisition of farm and property) • The elevated height of the motorway on both routes, over the existing ground levels adjacent to my property, has the potential to contribute to flooding. • I confirm that I did not receive any notification regarding the possibility that my residence might require to be demolished, or that some of my farmland would be required for the proposed two routes • I am opposed to the two routes referred to above, and I find it incredible that bog cotton and limestone outcrop appear to take priority over people's homes and livelihoods.	Castlegar			✓		✓			✓						
362	Objecting to green route Menlo village and its surrounding area has a rich heritage, including: • Its uniqueness as a pre-famine village, including the five original thatched cottages which are preserved buildings and also other Famine ruins. • A significant natural environment including Lough Corrib and Menlo Woods. • Menlo Castle and Gate Lodge with its adjoining farmlands and woods. • Historical Graveyard (in which my family are buried) and the pier. • The Bog road with its vibrant habitat	Menlo				✓	✓									
363	I object to the proposed blue and green routes which will cut straight through my neighbourhood. Improve public transport, bus corridors and incentives for car pooling. Widening of existing roads and proper sequencing of traffic lights Lived in this community for over 60 years, and my parents before me. This road would cut between my house and the houses of my siblings and will slice our neighbourhood down the middle. The reason my family loves this area is because of the community and it is so peaceful, this road will ruin both of those things. I have never put in an objection before but this proposal causes me huge shock, especially with the speed it's being pushed through at and the blatant disregard for communities and peoples homes. It is time for you to take the Galway people into consideration and get back to the drawing board!	Bushypark	✓			✓	✓									
363A	• I am very unhappy with the proposed new blue and green route for a number of reasons. • I feel that consultation with the public has been scant at best • This is a peaceful neighbourhood with minimal traffic. I am a resident of Ballagh Road and the mother and walk the Ballagh and Sand Road twice daily. I am afraid for my family's safety both in the initial stages of construction and later there will be a high volume of traffic passing this very scenic area. • I am very upset to learn that a part of the proposed blue route will go directly over this school. • Ballagh is a very tight knit community and the construction of the proposed route will decimate this friendly local area and will physically divide neighbours and family. • Alternatives such as a light rail system, addition of third lanes to the Quincentennial bridge, with suspended bridges attached each way for cyclists and pedestrians. Perhaps a new and improved bus system with incentives for travelling by bus, e.g., free student travel, Incentives for car-pooling etc	Bushypark	✓			✓								✓		
364	• Objection to the proposed development of the new N6 bypass close to estate on Sceilig Ard, Headford Road. • Nice family estate to live in • Demolition of houses and devaluing of houses left beside, estate will be ruined • Do no consider yellow line • Don't ruin where we live and make homes unsaleable and ruin people financially	Headford Road				✓				✓		✓				

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
365	• Routes are badly thought out; they are more concerned with not displacing non human species of life than displacement of humans. • I believe a new route or routes need to be thought out properly in a way that minimizes the impact on dwelling houses and their environs and also minimizes the impact on other species of life (Animals, Birds and Plants) • With regard to protection of flora, fauna and habitats there are indeed many cases that can be made to protecting the natural habitat along the current proposed routes. • During the past year very large areas of the natural habitat in Lettergunnet, Furbo and Derrycrigh, Barna were completely destroyed by the construction of access roads and wind turbine structures. • It should be pointed out that the study area conducted by ARUP was far too close to the city and should have extended farther north away from residential areas. Wrong brief. • Traffic studies show that most of the commercial and private vehicles that pass through Barna go to destinations west of Barna. • Trauma as a result of 130 homes demolished	Cloch Scoilte			✓	✓	✓			✓						
366	I spent most of my teenage summer days in beautiful Menlo with my friends who grew up there. Swimming back 'the pier", exploring the woods, the lovely castle and surroundings, walking around the village, and up the quarry road to enjoy the wonderful view of the Corrib. Please do not destroy this beautiful part of Galway, destroy people's homes who have lived there all their lives, their children and grandchildren whose homes are there. For a highway?! Who are the bright sparks that came up with this plan? I'm sure they have not spent much time if any in Menlo. It is heart-breaking, on so many levels and makes no sense whatsoever. To help with the traffic issue in Galway there needs to be bus shuttle services from the county Galway areas into the city routinely throughout the day and evening. Something? There has to be the better way than destroying Menlo and people's homes. Please find one.	Menlo	✓			✓	✓									
367	1. We believe that the need for an outer city corridor has not been fully justified. 2. The road design which is being led by Galway County Council has very little of the road in the County area, so is going through the densely populated portions of the city. 3. There has not been sufficient detail on models put forward for public transport proposals and who will champion these 4. The road has been designed as a ring road, not a by-pass. Any route should be further out the Tuam Road, Carrowbrowne N84 and the Galway Moycullen Road. 5. By putting all the proposals through the City area, growth within the city will be curtailed, and any growth will require a reiteration of the need for another bypass/ring road again in 20 years' time. 6. The Eastern portion will totally destroy the village areas of Menlo, Ballindooley and Castlegar. 7. If the NRA has money to burn, there are many things that it could be spent on. 8. These proposals have been led by principal actors whose principal raison d'être are roads, and road building – the NRA, Galway County Council	Headford Road	✓	✓		✓	✓									
368	• I believe that we are in a dilemma when practical solutions are no longer permitted, to ensure that proper and lifesaving infrastructure and services for the greater good cannot be installed or built, because of uncertainty on how European Directives are interpreted. • I do have a deep founding respect for the Habitats Directive and have contributed to their preservation and protection, but in this instance, the Law is making a mockery of them. • I believe that the new infrastructure and bypass will contribute to the preservation of human and animal life saving infrastructure as it will ensure faster response time for Ambulances, Fire Brigade, Doctors and vets to emergency calls and ensure very sick or people in life threatening moments are saved. • I do believe that either through IROP1 or an appeal to the Court of Human Rights or a Ministerial Order should not delay this life saving device any more than is necessary. • A bypass for Galway and motorway to Clifden is needed and with it a reinstatement of a Rail service that can accommodate commercial industrial and passenger services. • I am sure alternative pavement stone can be found if necessary and the project designers and route planners have both environmental and public safety in mind. • I do believe that losing both our democratic rights to have lost our public imperative mandate is unconstitutional and not what Europe intended when drafting this European Habitats Directive. • The National Parks and Wildlife along with their Minister should be able to deliver a solution that allows the project to be completed.	N/A			✓		✓									
369	• Family are residing in the parish of Castlegar all our lives and the lands which you propose to take, should the green route be selected have been in family for a least five generations. • Taking the Family home where we have lived all our married life and where our three children have been brought up is one thing but with both of the routes you will also be taking substantial annual income. • Apart from the income earned from these fields they are also used all year round for grazing of livestock • We don't know which route affects us the worst from a business point of view. Again on this route our Family home is gone, however the pink route also proposes to take the yard from which I trade as a dealer of livestock.	Castlegar														
370	Four page submission objecting on the following grounds: • Scenic Beauty• Mental Health• Air Quality• Alternative Options• Ecology• Wetland Vegetation• Fauna• Rare species• Water Quality Impacts• Human Beings • Air Quality and Noise Pollution• Children• Arts, Heritage and the Gaeltacht• GHG• Flooding• ECHR – Peaceful enjoyment of land• Intergovernmental Panel on Climate Change review 2013• Sporting infrastructure of the City• Damage to Communities• Development of new cluster-communities• Downstream Impacts	Circular Road		✓	✓	✓	✓				✓					
371	Green or blue route would be the minimum required, green route more appropriate because: 1. Does not restrict future development of Barna 2. Takes 'non local' traffic away from the village centre 3. Enables proposed relief road to become a street in the village 4. Does not dissect the village to those in the north/south side and enables access to village services without the need of traffic pedestrian lights. Best option is previous route not included in proposals	Truskey West		✓		✓		✓								
372	I strongly object to the proposed Green route through Menlo village, the route would alter the live of the village, our family home is in Menlo and I reside there for part of the week. The road would destroy a quite and visually beautiful village. My family moved there almost thirty years ago because of the values of village life, having to move now would be such a tragedy, as it would mean losing our valued neighbours and friends.	Menlo				✓	✓									
373	Route choices unrealistic and lead to unreasonable and inappropriate least impact route, all based on premise of a supposed demarcation boundary that has no engineering or legal requirement. Impact of roads fails to consider real impact of bridge structure, overlooks aspects of such a structure, noise and sight impacts/pollution. Plan route further out and allow people the choice of moving beside it and not the other way around.	Dangan		✓			✓									
374	Green/Blue are not suitable for location in low density residential suburban areas. The blue route cuts through areas that are currently designated Agricultural, Amenity and low density residential in the Galway city developmental plan. • The blue route would directly damage community, amenity and natural habitat and tourism aspects of this area. • The material assets of the river walk way in Dangan will be damaged and several pitches will be demolished. • In addition, the Blue route will come within 300 meters of Menlo castle, an important cultural site. • The air will be severely affected with many studies (see attached) outlining the negative effect of car emissions.. • In addition; noise from cars/ roads is a recognised health risk and also impacts on the natural environment (again see attached) • The safety of the children in Bushypark National School will be compromised with the close proximity of a city bypass. • Galway will continue to be a dangerous place to cycle as there is no provisions for cycle lanes. • Climate change is happening. (http://climate.nasa.gov/evidence/) . • This plan is not line with the County development plan.	N/A	✓			✓	✓		✓	✓		✓	✓			
375	Repeat comments of 227	Menlo														

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
376	I just want to raise my concerns and hopes that the new road should it go ahead be pushed as far back as possible from the back of my estate. With regards to reducing noise from the road I ask that as much natural defences are used as possible i.e. trees native to Ireland natural vegetation. Can the road be lowered and therefore the higher embankments on either side would act as a sound barrier?	N/A		✓			✓									
377	Need/Rationale for the Bypass - The volume of traffic travelling out the west side of the city does not necessitate a bypass - - The volume of traffic flowing out towards Connemara is currently very manageable – - The majority of traffic congestion is caused by people coming into Galway city from the east side for work. - Industrial estates and factories are for the most part located on the east of the city not the west. - The proposed development of the Galway Docks area will create further need for an alternative route into the city centre, not a bypass road towards the west. - The destruction of homes and the impact on the natural environment cannot be justified as there is no need for such a drastic solution. Personal Situation - The Impact - Our family home would be affected by several of the proposed routes – the Green, Blue, Red Orange and Pink routes specifically. - The noise levels would be extremely impactful, given that we are currently situated in an area of great peace and natural beauty. - Emotionally devastating and not good for mental health to consider relocating Natural Habitats The site on which our house is situated is home to Lizards, Newts, many species of unusual Dragonflies, Damselflies and Butterflies as well as a huge variety of Birds – sightings of Bats Owls. Wild orchids and the hedgerows are rich with natural berries and flowers.	Aille				✓	✓		✓	✓						
378	1. The NRA show little or no interest in or regard for, the needs and wishes of the local communities. 2. The proposed N6 project is not part of the Galway region's Development Plan 3. The Galway city and county communities place a high value on and have huge concern for our environment and our natural heritage, landscape and wildlife habitats. 4. The recently proposed routes are not suitable for location in residential areas 5. ARUP engineers have acknowledged in their Public consultation that significant constraints exist with the N6 Galway City Transport Project. 6. One of the routes (Blue) cuts through a large number of areas that are designated as agricultural, amenity and low-density residential in the Galway city and county Development Plan. 7. The blue route would directly damage the community, amenity, natural habitat and tourism aspects of the areas affected, including: Six proposed alternative routes on the grounds that the proposals for all six routes do not meet the following criteria A. Environment B. Safety	Bushypark			✓	✓	✓	✓						✓		
379	- Several suggestions re. sustainable public transport, traffic congestion, pollution, light rail - There has been a very insensitive approach to this to the destruction of properties, there are a shortage of houses for sale in Galway - Concerns with individual routes red. - The problem with blue route is the destruction to the race course, which provides much tourism and income in Galway. The noise and disruption to the school in Bushy Park and the continuous pollution in the aftermath. There would be significant alteration to the ecosystem in the Barnacranny, Circular Road, Letteragh hill-land region. - Green would cause much destruction and demolition of properties. If people are forced from their homes in Barna for instance, they will have great difficulty finding similar accommodation. - With both blue and green routes there would be a long lasting effect on habitats, both human and natural. Increased pollution with more cars passing through, greatly reducing the quality of life. - Yellow / Orange / Pink / --- Again much destruction to properties and businesses, as I have mention above, it doesn't matter if people will be compensated, there is a lack of houses for those people to be relocated and I think the destruction of properties should be a last resort. As regards pollution, it is not just during the construction, it is the ever lasting effects, which we can never come back from.	Rahoon	✓			✓	✓			✓			✓	✓		
380	Opposed to all 6 routes While accepting a solution to solving the traffic problems that affect the city is required, we find each of the 6 routes presented by the consultants to be unsatisfactory. The impact, the 6 routes as presented, on people and their homes, the social impact, is not being properly addressed. Careful and considered consultation with the people is vital. The impact on people and properties - private, commercial, school or sporting - must be reduced, if not eliminated.	N/A					✓			✓	✓					
381	Objects on following grounds 1. 50 – 150 houses to be knocked 2. Hundreds of other houses will be affected by noise and pollution 3. Danger to Bushypark National School 4. Damage to environment, destruction of Dangan/Corrib amenity 5. Explore other options. No Joint thinking in Galway city plan. E.g. dock development. No proven necessity of development of route given it will only carry 3% of its traffic to Barna.	Circular Road					✓			✓	✓		✓	✓		
382	Route of Barna bypass was originally agreed between planners and developers was ignored when planning of development was approved by Galway Co Co for a dwelling along this route. Now new proposed road is going through their site and house to avoid this house, unacceptable.	Forramoyle		✓					✓							
383	Preferred route is Green route Barna Objections to Proposed Blue route 1)Divided community 2 Traffic 3 Safety 4 Traffic noise and pollution	Truskey West				✓	✓						✓	✓		
384	Objects to blue and green, either would involve neighbours losing home/land. Neither route are far enough out of city to make a difference. Redirect old bypass route to avoid bog cotton and limestone areas like overhead routes.	Bushypark		✓	✓			✓		✓						
385	Disagree with all six routes. Breaks up communities, knocking of houses, division of land and farms, many people lived in Galway for generations. Why not get a light rail system aside existing roads or even set up a good bus service.	Bushypark	✓			✓				✓						
386	More consideration should be given to route selection and alternative roadway further out N59. Unhappy to see Bushypark community divided especially with the green route, demolition of homes of some neighbours who have lived and contributed to the community for years. Another bridge over corrib is needed however light rail and park & ride should be considered. Look at bottleneck along Renmore road and LoughAtalia while pedestrian lights at Woodquay cause havoc. New vehicle bridge at salmon weir would help	Bushypark	✓	✓		✓				✓						
387	Objects on following grounds: - Efforts should be made remedy existing traffic problems by development of a new traffic plan to include bus corridors, wider new bridge, cycle lanes, light rail network, congestion charges. Free travel for children attending schools, use of bus lanes for car pooling. Ring road not needed. 5% of traffic travels around city, remainder is generic to the city. Entice 9% to use public transport. - Impact of all routes too severe on human habitat and on environment. - No enough time given to people to consume information, insulting people who could lose their homes.	Bushypark	✓			✓	✓								✓	

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
388	• Huge number of families negatively affected by green & blue. Not only people affected by losing their homes but people who will have to live next door to main road are also affected losing the peacefulness of the countryside. • Improvements to existing roads are needed, cycling, rail and bus transport, this might improve current traffic situation without need to build new road. • Red route not taken seriously by those that generated it, is it actually an option? • More thought need to go into alternatives to green and blue	Bushypark	✓				✓			✓						
389	• Instead of building a new bypass, a flyover on key bus locations to keep traffic flowing • Improve cycle lanes to housing estates • More bike parking like in NUIG • All year round park and ride to industrial estates • More bus lanes at busy junctions • Improve public transport. GPS on buses • Cable car from east to west of city stopping at key work locations	Bushypark	✓													
390	Sports clubs will be seriously compromised with increased demand on facilities elsewhere. People lose their homes. Route will cause unimaginable chaos during construction phase for residents of the city. Would not benefit residents of Galway. Solution must be found which will not compromise the well being of residents in their homes and neighbourhoods.	Rahoon				✓				✓	✓					
390a	Residents of Gort Greine in Rahoon object to planned red route as it will destroy their very nice, quiet estate. More than eleven houses will be knocked, forcing neighbours to move many years after living there. Remaining residents will be left to endure first the noise and pollution caused by the construction, and then the impact of a large motorway, all of which is sure to affect the value of property. Clue is in the name bypass not plough through!	Rahoon				✓	✓			✓						
391	Galway needs a bypass. Cynical manner of proposing 6 routes is wrong, promotes division on communities. Houses is on yellow route, may be demolished along with 3 neighbours. Right next to these houses is a disused quarry. Surely if route goes ahead it should travel via the quarry. 6 routes shown at public consultation were totally out of scale (10 times) in relation to the width of actual corridor.	Coolough		✓						✓					✓	
392	Objects to all six routes. Not suitable. Too close to city, pay no respect to human habitat. Routes will destroy any neighbour hood it goes through. Original bypass should be revisited and amended to provide access to existing N84 and N17	Clybaun		✓	✓			✓								
393	Home is the habitat. Purchased at peak of boom market. Remains an investment/pension and happy to live in it until value is restored and longer. If they receive CPO they will be affected financially Would be devastated to live next to a road with its pollutants	Truskey West					✓					✓				
394	Comments under the following headings 1. Communication with the public has not been well managed. 2. Disproportionate impact on human habitat 3. Galway Races 4. Impact of construction 5. Original GCOB route 6. Schools 7. Heritage sites 8. Recreation amenities 9. Divided communities 10. Absence of a public transport component	Circular Road	✓		✓	✓	✓	✓		✓	✓			✓	✓	
395	Object to Blue and Green as they demolish too many residences and they will have detrimental affect on Bushypark area especially the amenities of NUIG running track, hockey pitches and serenity of the river walk at Dangan	Bushypark					✓			✓	✓					
396	Not necessary to build a motorway/dual carriageway through Bushypark to serve Barna & Connemara. Two lane road is enough with a new bridge across the corrib	Bushypark		✓					✓							
397	Strongly object because: • Bypass is not needed. Situation has been artificially created by city planners in making traffic problems worse. Get rid of numerous traffic lights especially pedestrian crossings at junctions for zebra crossings and have a sequence of amber before green on all lights. • Put people before development, houses, villages, neighbours are our special habitat and nothing compensates for distribution of same	Coolough		✓	✓											
398	1. NRA showing little or no attention to community development, only concerned with traffic congestion 2. Is there a need for the bypass in light of the latest CSO population forecast 3. Damage to local environment air/noise pollution, 4. Dividing local communities by destruction of family homes 5. Sports facilities will be lost 6. Impossible to get proper information on day of public meeting, whole project unacceptable	Circular Road				✓	✓		✓		✓				✓	
399	Five out of six routes will pass directly behind estate and concerns include • Lack of thought/planning for other options of possible smarter transport solutions • Increase in air pollution from emissions and noise from nearby 4 lanes • Light pollution, disruptions during construction and increased traffic flow on Ballymoneen road	Ballymoneen	✓				✓						✓			
400	Concerns re. Blue route 1. Demolition of house and destruction of neighbourhood in a peaceful setting 2. High level of danger, noise, pollution especially at St. James school in Bushypark 3. Destruction of Dangan sports centre and public amenity 4. Barnacranny, Circular Road, Letteragh Hill land have not had a proper in depth study	Circular Road				✓	✓			✓	✓		✓	✓		
401	Highly object to proposed options for roads. Would destroy city and would not enhance image as city of culture. Propose alternatives such as light rail and improvement and upgrading of existing roads which are in very bad condition.	Bushypark	✓			✓										
402	Opposed to six routes, too much will be lost forever. Improved public transport could alleviate the traffic congestion. Ultra light rail systems, informed was not costed. Do not destroy homes and neighbourhoods before looking at other solutions. Let Galway lead the way in a sane and intelligent approach.	Bushypark	✓			✓	✓									
403	1. Family house is on the blue line. Lived there for peace not noise. Close knit community, which will be destroyed. 2. Inevitable air pollution will occur from vehicles using proposed hazardous route. 3. Forced eviction and destruction of 50 homes in community will have negative impact on human habitat, 4. Will lose Dangan sports ground and walkway by river which is an important public amenity.	Circular Road			✓	✓	✓			✓	✓		✓	✓		
404	I think that need for the Galway City Bypass is compelling. The 6 options presented are inner relief roads. The project should look at developing the Galway City Bypass outside the bounds of the city - north of the city across Lough Corrib.	N/A		✓					✓							
405	• Bought home after 40+years working with the intention to retire in peaceful environment. The proposed Blue Route will run through our garden, and will ensure that retirement will be anything but peaceful and enjoyable. (Value of home will plummet) • Concerned to note that the Blue Route will cross the River Corrib close to the scenic Menlo castle, having already desecrated the historic village of Menlo and Ballybrit race Course, before proceeding through NUIG playing fields then passing the grounds of St James National School, Circular Road before reaching our home and demolishing numerous homes and business en route. • Suggest that the original route for the Galway City Outer Bypass be reconsidered from a human perspective at the expense of flora, fauna and natural habitats. People are more important.	Circular Road			✓	✓	✓	✓		✓	✓					
405A	Same Comment as 405	Circular Road														

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
406	We wish to formally object to the proposed green and blue route of the N6 Galway Bypass. Blue route will destroy village, homes, farms, livelihoods. Noise concern during construction. Impact on health, air pollution. Children at risk. We are also surrounded by land that has major ecological importance. There is a rich and varied wildlife and this road development would destroy their habitat completely. Reconsider options	Rahoon				✓	✓			✓			✓	✓		
407	We would like to express our grave concerns about the Blue and Green Routes and the effect it would have on our community. These routes would destroy our rural community and would badly affect the local farm and bog lands in the area. The routes will have a devastating effect on the many local families in the Mincloon and Keeraun area and destroy the wonderful community spirit of the area. We also have concerns regarding the noise disturbance and the air pollution these routes would bring to the area and the impact it would have on our health and quality of life. Another concern we have is the catastrophic effect these routes would have on the local wildlife. We are lucky to see regularly, many different species	Rahoon				✓	✓			✓			✓			
408	• I feel that the proposed N6 routes will have a huge negative impact on communities around Galway, including Menlo. It will be a divider through the area, totally changing the rural nature of this part of Galway. • Large numbers of people will be left without their homes, some of whom have roots that go back generations. • The surrounding area is also home to fauna that is protected, and the resulting noise and light pollution, not to mention the adverse effect during construction, that will ensue is going to be detrimental to its wellbeing. • Of course this disruption will also affect the indigenous human population, changing our environment irrevocably, and totally for the worst. Visually and aurally our whole environment will be changed.	Menlo				✓	✓						✓			
409	I like to bring to your attention how unhappy I am with the proposed routes. If built, they will destroy Menlo, one the most beautiful places in Galway, which is only a short distance away from the city centre . Menlo is a tourist attraction and young and old alike walk out of the town to visit our lovely castle and to watch people rowing on the Corrib, as well as watching the lovely Corrib Princess pass up and down .We have wild life species which will be disrupted by construction and traffic noise. Come out for a walk and see this gem of beauty for yourself. I invite you to visit our castle, lake, our lovely graveyard and to go around our village and you will see why people are so eager to protect this breath-taking place	Menlo				✓	✓									
410	• Object to green route, will be close to home • I have lived in Menlo for nearly 9 years. Friends, neighbours and community will be weakened. Bad for mental health, social inclusion & keeping in contact with the elderly, and for our children in the future of being part of a community and society • Negative impact from noise levels and increased pollution, flora and fauna affected • Will affect Menlo's unique gaeltacht culture	Menlo				✓	✓									
411	Objects to green route • Demolition of homes & communities • Interference with farms and livelihoods • Destruction of scenic area close to the corrib • Unacceptable damage to quality of life to all people - traffic noise and air pollution Do not agree with bog cotton/limestone pavement protected over peoples homes, farms and communities. Suggestions for alternatives • Dedicated west/east bus services via Quincentenary Bridge linking residential areas west of the river Corrib with the industrial complexes to the east • Staggered opening and closing times for workplaces/schools/shops • Centrally controlled traffic lights at all east/west junctions • Flyover at Kinwan roundabout and other junctions where traffic lights are not possible	Ballindooley	✓	✓	✓	✓	✓						✓			
412	Strongly object to blue and green route. It will not solve traffic problems around Galway city and it will destroy Bushy park	Bushypark					✓		✓							
413	Strongly objects to green route. Family buried in Menlo cemetery. Shocked to think it would be even considered to build a roadway through Menlo, a heritage village and a place of great beauty. Proposed development destroy natural beauty, peace and quiet of the area, affect river amenities and protected structures of the cottages, the Lisheen, famine ruins and destroy homes of people who have families living in the area for generations.	Menlo				✓	✓			✓	✓					
414	Everyone knows Galway needs a bypass, more thought, consultation and planning is required. Blue route proposal is unconscionable as I would traverse a 400 student national school in Bushypark causing material and noise and visual pollution that would severely damage educational interest and health of generations of local children	Dangan					✓						✓	✓		
415	1. Prefer to remain in family home 2. Suggest new road would be pushed back from their property to furthest point of 150m corridor, 3. Lower new road level to reduce noise and visual effect	Circular Road		✓												
416	From Menlo roundabout, New Bridge, Westside through to Taylorshill. Build second tier road above existing road for cycle lanes and footpaths leaving no interruptions to traffic flow. Create four lanes on lower road, main one for motorway one for city, Carnmore, Headford & Tuam. Use flyovers at junctions. Put tunnel under Taylorshill Junction to go to Barna. Construct at night.	N/A	✓	✓												
417	Blue and green route will have devastating effect on the area. People worried they will lose their homes and families. More thoughts will have to be put into this. Please take into accounts where improvements can be made for example, flyover, improve existing roads, bike lanes, better public transport.	Bushypark	✓	✓			✓			✓						
418	Strongly object to green route. Family and friends buried in Menlo. Shocked that roadway would be even considered through what should be a sacred place. Menlo is a heritage village and a place of great beauty. Proposed development would destroy peace and beauty of the area and destroy homes of families there for generations. Would destroy protected structures of cottages, Lisheen, Old Famine ruins, habitats of protected flora and fauna and views of Lough Corrib.	Menlo				✓	✓			✓	✓					
419	Repeat comments of 413	Menlo				✓	✓			✓	✓					
420	Against green route. Concerns re Human and Socio Economics, Noise & Vibration, Air Quality, Light Pollution, Cultural Heritage, Historical and Archaeology, Geology, Alternative Routes, Wildlife	Menlo			✓	✓	✓						✓	✓		
421	No to green route.	Ballybrit														
422	Against blue route going through Dangan hockey pitch. 18 page petition of players parents and supporters attached.	Dangan									✓					
423	All routes bar red adversely affect home. House located in low density semi rural area and proposed road will severely impact on house and garden to rear. Will lose domestic privacy, with external conservatory and picture window to rear, garden wildlife will be lost. Value of home already been reduced at the prospect of new roadways. Health issues and loss of sleep and recreation.	Bushypark					✓				✓		✓	✓		
424	Took 44 years for them to have their home and do not want it wiped out over a road that can be put somewhere else. Not moving	Newcastle								✓						
425	Repeat comments of 227	Menlo														
426	Repeat comments of 227	Menlo		✓		✓	✓			✓						
427	Repeat comments of 227	Menlo		✓		✓	✓			✓						
428	Repeat comments of 227	Menlo		✓		✓	✓			✓						
429	Repeat comments of 227	Menlo		✓		✓	✓			✓						
430	Repeat comments of 227	Menlo		✓		✓	✓			✓						
431	Repeat comments of 227	Menlo		✓		✓	✓			✓						
432	Bypass should not go ahead because it will ruin the community and destroy family homes. It will ruin the memories in the houses. A lot of work, money, time and love have gone into building these homes and this would be ruined.	Bushypark				✓	✓			✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
433	• Blue and green route are clearly unsuitable options. Community impact, dissects parishes, destroys amenities. • Health and safety, blue route cuts through local school impacting child development • Destroys peoples homes, what is the logic of demolishing 50-60 homes of a small parish • Must be stopped now, Bushypark community will ensure its early demise.	Circular Road				✓				✓	✓		✓	✓		
434	• It was an outer bypass originally, now it's more like an inner city bypass • Blue route going through University grounds, only hockey pitch in Galway city and county, look after obesity • Look after people first not bog cotton or others • Need a solution but alternative to cars has to be looked at before we add more roads for more cars	Dangan			✓			✓			✓					
435	Blue or green option would divert traffic away from built up areas of the city, allow for freer movement of traffic. Proposed new road should not join into Barna relief road, should divert past Barna as per green option with link to local traffic/residents on Barna relief road. Allows for development of Barna village without a busy road dissecting it	Truskey West		✓		✓										
436	Objects strongly to blue route which would: 1. Directly damage community and natural habitat 2. Damage tourism aspects of area 3. Pose unacceptable level of danger, noise and disruption 4. Cut through Dangan Sportsground, most important public amenity in the area 5. Damage to wildlife habitat 6. Carbon footprint	N/A				✓	✓				✓		✓	✓		
437	Objecting to green route because it will cut through their local well, as the work is being done they will have no access to local graveyard (Lisheen) Consistent noise disturbance during the work and after. Road is taking family and friends homes, and dividing whole village and community. All routes will affect them. Bypass would affect health hugely	Ballybrit				✓	✓			✓			✓	✓		
438	Opposing blue route. • Four lane bypass directly behind Bushypark national school will have detrimental effect on health, safety and education of children attending school. • Severe noise and disruption while road is being built, may lead to a reduction in numbers at the school. Pollution will have serious impact on health of children. • Loss of amenities such as Dangan will have serious impact on locals and families throughout Galway. • All routes will have serious impact on life of many people in Galway. Lack of traffic during school/university holidays means other solutions must be looked into.	Westside				✓			✓		✓		✓	✓		
439	Opposed as it would ruin Menlo village	Menlo				✓										
440	Bad idea, too far north of the city so people will not be as inclined to use it.	Menlo		✓												
441	Played hockey with Galway for 9 years and played with school for past 3 years. Hockey is the main sport for females of all ages in Galway. Dangan is the only location in Galway that is available to train on. Building a road through it will remove hockey from Galway. Would deny them using a brilliant facility over a road that can be simply moved a few metres to avoid it. Ruining the scenic beauty that is Dangan, sports centre of Galway city complete with pitches for every sport.	Dangan									✓					
442	The Green Route is the Route which immediately affects us in that the Route runs less than 200 metres away from our homes. List of queries on relation to green route design and project plan. • Our most serious area of concern is in relation to the actual construction of whatever Road and type of Road is decided upon. • We would rather not have a new road constructed 200 metres away from our house, but if it must go there then we expect that our Architects, our Planners and our Developers will have educated themselves sufficiently to avoid many horrors which are the legacy of Development in Ireland to date.	Forramoyle	✓	✓				✓		✓						
443	Resident of Bushypark whole life. Completely opposed to all six proposed routes. No consideration for human habitat. It will destroy their homes and landscape, don't feel it is necessary. Children attending Bushypark school, ample evidence to suggest adverse effects of a motorway on children. For health and safety reasons this must not go ahead. None of 6 routes are feasible. Explore concept of proper bus service/light rail option, cycle lanes.	Bushypark	✓		✓	✓	✓						✓	✓		
444	Completely opposed to all six routes. No consideration for human habitat. Will destroy area and beautiful city. Cannot believe proposed route would be so close to local school, with international evidence suggesting there would be adverse effects on children. No route should go ahead. Timescale allowed for people to respond is way too short, further consideration should be given for such a major decision.	Bushypark			✓	✓	✓						✓	✓		
445	A resident of Bushy Park for over forty years, strongly oppose all six routes. Demolition of houses would be a catastrophe for all involved. Extremely concerned about the health risk posed on children with proposed roadway running close by.	Bushypark											✓	✓		
446	Resident in Bushypark whole life. Strongly opposed to all routes for the following reasons. 1. Demolition of houses and extent effecting too many people and extremely unfair 2. Do not think it is necessary as we are not using current infrastructure to full potential, i.e. extending existing bridges already 3. Adding bus & cycle lanes 4. Explore light rail option 5. Suggested proposed road over Bushypark school or any school will pose adverse health issues to children	Bushypark	✓	✓						✓			✓	✓		
447	How will this affect Galway races, Briarhill school, noise and traffic pollution, local industry and Parkmore	Briarhill					✓			✓						
448	• Directly affected by red route and I strongly object to this proposed option for the following reasons: • 22 houses in our estate will have to be demolished and this will have a negative impact on our residential community. Over 100 houses are on the proposed corridor is unjustifiable. • Noise levels during the road construction. Vibration damage to home. • Potential devaluation of my property • Too close to residential area and it will cause significant noise pollution. • Miller's Lane & Miller's Lane pitches are amenities in the area which are frequently used by the residents and neighbouring estates.	Rahoon				✓	✓			✓	✓		✓			
449	Repeat comments of 448	Rahoon				✓	✓			✓	✓		✓			
450	Repeat comments of 227	Menlo		✓		✓	✓			✓						
451	Repeat comments of 227	Menlo		✓		✓	✓			✓						
452	Repeat comments of 227	Menlo		✓		✓	✓			✓						
453	Repeat comments of 227	Menlo		✓		✓	✓			✓						
454	Repeat comments of 227	Menlo		✓		✓	✓			✓						
455	Repeat comments of 227	Menlo		✓		✓	✓			✓						
456	Repeat comments of 227	Menlo		✓		✓	✓			✓						
457	Repeat comments of 227	Menlo		✓		✓	✓			✓						
458	Repeat comments of 227	Menlo		✓		✓	✓			✓						
459	Repeat comments of 227	Menlo		✓		✓	✓			✓						
460	Repeat comments of 227	Menlo		✓		✓	✓			✓						
461	Repeat comments of 227	Menlo		✓		✓	✓			✓						
462	Repeat comments of 227	Menlo		✓		✓	✓			✓						

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
463	• Strongly reject the blue and or the pink road route which will pass down by the side of our house and possibly taking with it a corner of our front garden • Concerned about the health of children. The noise dust air pollution huge concern - Asthma • House has been modified to suit needs of child. • Not in a position to now turn around and rebuild our dream house • Have no idea where we could go if this construction takes place. • We would lose all our close neighbours, people we have called on several times in the past for help. • To support the rejection of the blue or pink route, we do not have the ruins of a 200 year old dwelling on our site or the possibility of a rare snail but we do have wren and fox and pheasants and rabbits that eat from our organic garden but the psychological, emotional and physical impact would have to be strongly considered here.	Castlegar			✓		✓						✓	✓		
464	• Objecting to all routes on behalf of all residents in the community. • Firstly, the lack of communication with the residents and people who will be affected by the routes has been appalling • The of the proposed routes will tear apart a beautiful part of Galway City being the Dangan, Circular Road, Bushypark and parts of the River Corrib. • Damaging effect on Dangan and Bushypark School • Planning should not have been granted for houses recently build if planning authority knew the potential of this scheme. • I urge you to reconsider and enter into proper consultation with the residents of Galway City before you proceed with this development through any of the proposed routes and damage our beautiful city permanently.	Circular Road														
465	• In the early 1970s the Department of Posts and Telegraphs built a five-storey block in Mervue, Galway. By the time it was completed it far exceeded requirements. Similar will happen with these proposals • The new road will inflict immense damage to communities, heritage and the environment, damage which can never be undone. • Please take short-term innovative measures to alleviate the traffic problems, until you better understand the impact driverless vehicles and other technological developments will have over the next ten years.	Menlo	✓	✓		✓	✓		✓							
465a	6 page report. Summary: If Galway is to retain its unique character, rather than become just another city, there can be no question of new roads cutting swathes through heritage villages, destroying communities and eliminating acres of unique landscape from recreational use. Remember, if building a new road turns out to be a mistake it is a permanent mistake. It cannot be undone.	Menlo				✓	✓		✓							
465b	• Grew up in Menlo, fortunate to have been able to return after years working abroad. Menlo is a huge value to residents • Menlo is a valuable amenity to other residents of Galway city and beyond. • The current and previous Galway City Development Plans have recognised this. • Is a bypass even the correct solution to Galway's traffic problems • Public transport not been afforded a fraction of the recognition of road component • Absence of meaningful information about the costs of the various proposals. • No decision should be taken on any bypass route until. • A rigorous cost benefit analysis of each of the proposed options has been carried out and published. • Realistic public transport alternatives are explored in a comprehensive manner	Menlo	✓			✓	✓		✓			✓				
465c	• Galway is unique in many ways a result tourist, employers and new residents are drawn to the area. • One aspect of this uniqueness is having rural villages with unusual landscapes, scenic views, an abundance of wildlife, heritage sites, close-knit communities and a traditional Gaeltacht within the city boundary. • It would be a major breach of trust to put highways with overpasses and underpasses through the village of Menlo or Killoughter and Coolough. • Galway has a traffic problem but, just as the city is unique, the solution to this problem has to be unique, or at least innovative. • There is ample opportunity to improve traffic flow by improving the existing road structure. • There can be no question of a four-lane highway going through Menlo and the surrounding area.	Menlo	✓	✓		✓	✓		✓							
466	Would like to register my opposition to the plans to build a four-lane highway around Galway. I am opposed to this because it will cause extensive damage to the city and its surrounds and because I am unconvinced that it will provide the solution to Galway's traffic problems. I am especially opposed to the route that goes through Menlo village, and to the one that goes close by because both involve a high bridge across the River Corrib close to Menlo Castle	Menlo				✓	✓		✓							
467	• There has been a lot of warranted opposition to the proposed new bypass of the city and the way the public consultation process has been undertaken. • Those in favour of the bypass want us all to believe that there is no alternative to solving Galway's traffic problems but to build a €500 million road through up to 130 homes. Using IROP1 process. • The bypass is far from a long term solution as a key piece of public transport infrastructure is missing from Galway. • Many have given their opinions on how to deal with Galway's traffic problems. • Much work has also been done on a feasibility study of Gluas(Galway LUAS) light rail system which could be implemented for an estimated cost of only €200 million or €10 million per kilometre. • In the immediate term, people want solutions. When people say they would leave their cars at home or not buy them in the first place (make a modal shift away from cars) if they are guaranteed a reliable public transport service with appropriate frequency then that's were public resources should be concentrated.	N/A	✓	✓			✓									
468	Repeat comments of 227	Menlo														
469	• I am a resident of Barna and am one of the many who's home will be impacted by the proposed new road. • I do not think the area of study was wide enough at all. It was too limited. • Where are the people who get CPO's supposed to move to? • There is no information being made public regarding the CPOs • It is going to break up communities and what are we, if not, a collection of communities. • What about the health of those people who will be very close to the road. • ARUP are not forthcoming about the ecological and archaeological survey that was done and won't show it to us. • It is unfair and unrealistic for you to expect the public to propose alternative routes when the information available to us is not complete or transparent in relation to the archaeological and ecological surveys. • We have bats, frogs and a well on our site. This was not something that ARUP uncovered in their study. • There is a complete lack of clarity on who is actually making the decision on the route selection. • If we can stop this now and get back to the drawing board then it has the advantage of - Not wasting four years of our lives being tied up with planning and objections while the homeowners lives are in limbo for a proposal that is unsustainable - We will get a realistic and sustainable solution that will serve the future generations well.	Cloch Scoilte				✓	✓								✓	

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
470	• Menlo is a heritage village with historical significance and family's origins can be traced back to times before the famine • Route will force neighbours to move as their house will be destroyed • Will leave me isolated from the community • Will lose much of my farmland, which I rely on for income • Will lose land that could be used for future development, • Worried about the future of Gaelic speaking in the area (Native speaker) • Menlo is an area of importance for Galway heritage and should be used bid for city of culture, green route will ruin this. • Proposed route is close to home and I'm worried about noise and pollution levels that cars create • No study has been published about the impact of the Turlough in Menlo and how this could lead to flooding • Menlo as a tourist attraction will be destroyed	Menlo				✓	✓						✓	✓		
470a	Translated from Irish: • Native Irish speaker from Menlo • Father wrote book on history of the area. Father and grandfather were raised in same house. Book gives a rich account of the town's history which is particularly famous. • Amongst Gaeltacht areas in Ireland, Menlo is alone, in that she is the only Gaeltacht that is very close to a city. My father is famous as he left us a rich heritage, which will never become extinct. There is a historical description in the book also which shows how important Gaelic heritage is to this very day in this small town of ours. • On his behalf, my people and I are ready to defend our town and our native language from this scrap. • There will be an end to Menlo, an end to Irish and an end to many of the people of the town. My heritage, my history and my language will be gone and my heart will be broken saying goodbye to many of my relatives and my friends.	Menlo				✓	✓									
471	Strongly object because • It will affect Menlo's natural beauty • It will mean I will not be able to build on family land • Worried about impact of noise and pollution as a result of all the cars using the new route	Menlo				✓	✓						✓	✓		
472	• From viewing the maps at Westwood Hotel Presentation I believe that I would be affected personally by the red and orange routes. • Blue route would be extremely disruptive to many live in Dangan area • Proposal would take away a lot from the Newcastle/Dangan area where I have spent most of my life. • This is a very large community that carries on out to the green route who have lived there for generations. Heritage, communities, quality of life will suffer • Huge effect on economy east and west of river. • In my opinion none of the 6 Proposed Routes or Combinations of such is right for Galway or its citizens. • Galway needs an integrated traffic solution including a serious and practical assessment of Light Rail, • Improved Bus Services including different routes and timetabling, More Efficient Use Of Bus Lanes • More Efficient use of Roadways than spending €20 million on the road linking the Western Distributor Road to The Quincentennial Bridge • Staggered School Opening and Closing Times should be considered noting the drop-off in traffic congestion and travel times during school holidays and mid-term breaks, • Safer Road Markings for Bicycle Lanes • There could be a proper Smart Traffic System around Galway linking Oranmore to Barna and Moycullen by using Park and Ride.	Newcastle	✓			✓	✓				✓	✓		✓		
473	Comprehensive 22 page submission with 104 individual comments. Covering all aspects of the scheme including but not limited to environment, safety, economy, integration, social inclusion, accessibility, public transport, smarter travel, Old GCOB, Habitats Directive, IROPI, Design, Legal, Development Plan, Health	Circular Road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
474	• I am unable to offer a fully informed comment of the routes identified in terms of which I feel will best solve the stated "traffic congestion" problems because no details of existing traffic flows and journey times has been provided to me. 5 general observations in relation to traffic congestion times, locations, bus lane times and percentage traffic travelling in and out of city as well as from east to west. Design option/suggestion also included in submission. • In summary, the absence of traffic counts and journey times fundamentally undermines the credibility of the process that has been undertaken. The need for any of the proposed routes and new bridge crossings is unproven. • Variation to Red Route should be given equal consideration/ evaluation as the other routes that have already been put forward.	Oranmore	✓	✓		✓	✓		✓			✓				
475	Comments on red route in the area around lower Newcastle/Distillery Road. Safety for residents staff, students, is already an issue around the bridge area and on Lower Newcastle with the traffic issue already on the Lower Newcastle and Distillery area. Increased noise pollution.	Newcastle					✓							✓		
476	Proposed route will destroy Dangan, Rua Corrib and there is no justification for such a huge road to be built. Road will not fix traffic problems in Galway city. Instead of enhancing Galway city it will ruin it. Roads don't clear traffic they make it. 140 odd homes are going to be knocked as a result, sheer madness. Whole plan borders on ridiculous and should not go ahead.	Dangan				✓	✓			✓	✓					
477	• The public consultation to date has lacked specific information to enable Galway residents to add input to the proposed routes. • The yellow route appears to pass through the amenity sports fields at Ballinfoyle at the rear of my house. About 10 years houses were flooded by "run off water" from the playing fields which necessitated us to take court action against those responsible • The proposed "yellow route" could interfere with this draining process. If it proceeds we would need specific guarantees in advance.	Coolough		✓			✓									
478	We would like to lodge in the strongest terms possible our objection to the proposed green route option for the above project as it would have a severe impact on our lives, our family and that of our neighbours should it proceed. The proposed demolition of neighbour's houses, confiscation of lands, noise Levers, reduction in house valises, dividing the community in this parish is disgraceful and it needs to be radically re-examined It is important to remember that people and' communities are more important than bogs and hog cotton and we shoal not be treated-in such a disgraceful-way	Forramoyle			✓		✓									
479	• I think it would be extremely disruptive of NUIG & Galway Racecourse. • The road would have an overpass going over a primary school – this would be very disruptive during the building phase and very noisy for the children both learning and at play into the future. • There are clear health and safety issues at stake • The proposed work at Dangan would damage a very established community and disturb long-standing walking routes. • The amount of disruption caused by these roads would be damaging for the local economy.	Dangan				✓	✓			✓	✓	✓	✓	✓		
480	We wish to make a submission regarding the proposed route for the N6 Galway City Transport Project bypass Orange route. We are concerned about the proximity of the proposed Orange Route to our property at Newcastle. We have concerns re the traffic management and access to our property and also whether being near this proposed route will devalue our property.	Newcastle					✓					✓				
481	Opposed with the plan to run a bypass through our townland at Cloughscoilte Barna for the following reasons. 1. There is no cogent evidence presented to date which necessitates a bypass from east to west 2. In my experience the reason for the heavy traffic in and around Galway is the fact that all schools are concentrated in and around Galway city. 3. Building a bypass will not remotely impact on this school traffic. 4. The main traffic arteries comes from the east with people coming to work in Galway every day. A bypass will not alleviate the traffic from the east in any respect. 5. The human cost with houses been knocked and communities decimated is unconscionable and totally unnecessary. 6. People deserve better than to be told that their homes will have to make way for a road which is not really necessary 7. The council need to think again and come up with a plan which protects the human habitat not destroy it.	Cloch Scoilte			✓		✓		✓	✓						

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
482	I do not think that the new road plan suggested is not the answer. I have always thought that better public transport crossing the city, which could be reliable and low-cost is the real answer. I have also noted the following while holidaying in the area:- •The villages of Menlo, Kiloughter and Coolough are places where many of the residents are from families who have lived there for generations. •The area maintains its farming tradition which adds to the amenity for the many visitors from other parts of the city, who view the area as a haven for looped walks. •Visitors also come to the area at various times of the year looking for blackberries, hazelnuts, wild garlic and watercress. •In the summer they come to swim and canoe in Lough Corrib, while throughout the year they come to enjoy the various water birds that are seen at Menlo Pier throughout the year. •Thatched cottages remain a feature and the ruins of many ancient houses are still visible. •In Menlo Castle we have one of the most iconic buildings in Galway. It is a constant attraction for artists and photographers.	N/A														
483	• As a business located in Westside, we are hereby taking the opportunity to list our reasons for our strenuous objections to red route Galway City Bypass • Red route does not bypass city it cuts through • Road works undertaken by Galway City Council in 2010 outside premises resulted in calamitous ramifications for our business. • Our tenant, also experienced substantial losses and continues to do so post construction • The last number of years have been a serious struggle for all businesses coupled with the serious disruption of the last upgrade to the Seamus Quirke Road. • Should this road go ahead, there is a serious concern that businesses will close and move to other more advantageous areas of the city • From the map provided to us it appears that our whole site will placed under a C.P.O. if the red route is selected. • We are committed to remaining in Westside and providing employment to the local area. • Any attempt by Galway County Council to put a C.P.O. on our premises will be strongly challenged.	Westside							✓	✓		✓				
484	• The effects of the routes proposed under the current N6 Galway City Transport Project would be catastrophic on the commercial life of Galway City and pose an unacceptable disruption to the lives of too many families. • I am in favour of a bypass but not one that causes destruction of as many as 150 family homes, the dividing of communities and the threatening of a number of businesses. • Three of the options put forward – the Blue, Pink and Green Routes – threaten the very future of the Galway Races, impacting as they do on the course at Ballybrit. • Communities right across the city face devastation, with up to 150 homes threatened with demolition, in Menlo, the Newcastle area, Chestnut Lane, Bushypark, Circular Road, Mincloon, Barna • Several business and commercial operations also face the bulldozer • But I believe there are alternatives out there that would have a much reduced impact across the city • There is scope for alternatives to the six route options currently being proposed and I would urge a return to the drawing board to find suitable solutions which would not discommode the number of families now under threat from the routes published • We need relief for Galway's traffic congestion, and soon – but not an answer that causes more problems than it solves.	Galway				✓	✓			✓		✓				
485	Living in Dangan for over 30 years and should not be expected to have home taken and look for other some place to live. Loves where they live and have friends here so would appreciate if plans are reconsidered to try find some other way of dealing with the matter.	Dangan				✓										
486	Writing to object to any plan which would affect home and land. Wish for objection to be registered with the appropriate bodies.	Dangan								✓						
487	Bushypark is a scenic area of natural beauty and habitat to many wild animals and flowers. Home to many local residents and farmers whose families have lived in area for generations. Proposed routes through Bushypark would see many displaced families as well as destroying the habitats of wild and farm animals. As a city we should be protecting our areas of natural beauty, both for residents and for tourists instead of causing destruction to the environment and evicting families for their homes. Instead of wasting money on this plan the city should invest in public transport and cycle lanes	Bushypark	✓			✓	✓			✓						
488	Will destroy a beautiful scenic area and so many houses. Come up with a plan to improve the traffic in the city, where all major traffic jams occur. If road goes ahead regardless of route taken it will destroy many amenities	Bushypark								✓	✓					
489	Strongly object to three proposed routes. Green: Destruction of Heritage Village of Menlo Blue: Destroy Galway race course Yellow: Directly impacts on property	Menlo				✓				✓						
490	Concerned and unhappy about N6 dual carriageway through Menlo. Works in GUH/HSE and visit Menlo once a week. Family go to this scenic village for cycles, walks and picnics almost every weekend. Little slice of heaven on doorstep of Galway city. Amount of publication of this matter is minimal and there are very little avenues available to voice my concern. No to N6 in Menlo	Doughiska				✓	✓				✓				✓	
491	Strongly object to run four lane road through Menlo village. Menlo has a unique character and it is a gorgeous scenic area. Castle is a gorgeous place to have family picnics in the Summer and a fantastic history. Regularly walk, run and cycle around Menlo. Destroying a beautiful area makes no sense. Surely must be a logical solution to the problem	Knocknacarra				✓	✓				✓					
492	Strongly opposed to Green route as home is directly affected. Family have lived in Menlo for generations. Proud of heritage and love Menlo. Beautiful place full of historical interest and native wildlife. Thought of a highway being built right through heart of village is completely absurd. Whole community would be destroyed, Menlo is a close community, neighbours are good to each other and families have been here for many generations. Many from Galway city enjoy scenic amenities Menlo has to offer, feeding ducks at the pier, walking in Menlo woods/bog lands, fishing, picnics in the grounds of Menlo castle, along the banks of Lough Corrib. Has to be a better way to solve the traffic crisis than to destroy a unique place like Menlo	Menlo				✓	✓				✓					
493	Completely opposed to Green route, as it directly threatens the destruction of family home. Lived in Menlo all his life. Special area, rich in historical and protected structures: thatched cottages, old famine ruins, Teach an nGeata, Menlo Castle, Lisheen to name a few. Strong community spirit, many families are interlinked through marriage, to split a village in two is completely wrong. Will destroy peoples lives and livelihoods. Menlo is an agricultural area and a Gaeltacht area. To displace residents would destroy these aspects as well as natural beauty of the area. Menlo village is an important scenic amenity to all Galway city residents, fishing in lough corrib, woodlands and boglands all utilised regularly. Do not destroy it	Menlo				✓	✓				✓					
494	Strongly object to destruction of Menlo by green route. House is directly threatened by route. Native of Menlo, familiys have lived there for generations. Provides support for elderly neighbours and If forced to relocate, it would have a negative impact on all concerned. Menlo is a heritage village and should be preserved. Strong community spirit. To wipe out half the residents homes would completely destroy village. Worried about impact of noise, light and air pollution, and flooding due to construction for those forced to live beside a dual carriageway.	Menlo				✓	✓						✓	✓		
495	Object to project for following reasons: 1. Not enough time given to public to view proposals put forward. Maps on display of very poor quality and difficult to identify impact it will have at first glance 2. Green route will completely destroy natural beauty of Menlo village. Visit Menlo on a regular basis to feed the ducks with young family as do many of friends. Menlo castle is an ideal location for walks, runs etc. and every effort should be made to preserve it and its grounds 3. Menlo is a quaint area of immense natural beauty and a motorway should not be built which will destroy the area	Menlo				✓	✓				✓					
496	Options proposed show little regard for people and character if distinctive city, as evidence through Menlo and Ballybrit race course. Outer routes may also curtail significant housing construction required in the city over coming decade. There is a real need and opportunity for development of a proper integrated public transport solution for Galway, including improved bus links and a future-proof light rail system. Cost of such a solution is achievable within proposed budget	Rahoon	✓			✓	✓			✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
497	1. Displacement of people and lives. When homes and ecosystems are destroyed, they are never recovered even with huge pay-outs in the name of compensation 2. Ecological disturbances: houses and trees will be pulled down exposing already conserved natural areas. Rural lives would not be worth it anymore 3. Urban bias: Individuals who are already existing in these areas would start to wake up no loving their homes as it used to be, because they will be exposed to noise and vehicle exhaust fume pollution due to this would be forced urbanisation. 4. New construction will make people start learning new ways on how to get to their homes being faced with controls from traffic gadgets and busy road scenarios 5. New form of health hazard will increase in high blood pressure, pollution from vehicles would increase respiratory disease in affected areas.	Ballybane					✓			✓			✓	✓		
498	• Received letter informing them that their house was in way of green route caused shock and horror to his family. • Site consists of one and a half acre which is surrounded by a stream. • It is home to variety of wildlife, frogs, hedgehogs etc. Also an old factory ruin approx. 300 years old borders their site, which is home to a flock of bats. • Worked extremely hard all their lives to build their home and are in no condition to start again. • As well as destruction of this route would do to the natural habitat it would also have an unacceptable level of danger, noise and disruption to residents who would be living close to it. • Areas of Bushypark and Tonabrocky are densely populated and already have well serviced local roads, new roads will require massive destruction of property.	Ballagh														
499	• Received a letter informing them their property may lie within on or more of the routes. • Built house in 2002 on family land. Have young children who can safely visit family in the area by walking through the fields. Green route would stop this • Family farm would be completely destroyed • Chose to build house there to be close to family, demolition of house would mean this would be no longer possible, no amount of money could compensate for this. • They love area and chose to live there and shouldn't be asked to move. Built there to have lovely safe and quiet surroundings, road would change beautiful area forever.	Tonabrocky				✓	✓			✓			✓	✓		
500	• I have lived in the Anglingham/Kiloughter area all my life. I am deeply shocked and saddened to learn of the new bridge that is proposed for our area. • Parent of young children I am very concerned about the impact this will have on them and their futures. • This proposed bridge will cause extra noise and pollution, not to mention potentially hazardous fumes from all the extra traffic. • Children are asthmatic it is a huge worry to me how this may impact on their condition. • Six generations of my family have lived in our village all of their lives. I would like for my children who are 7th generation to have the same opportunity	Kiloughter				✓	✓						✓	✓		
501	I totally object to the Green Route proposed by Galway City Council. It is unthinkable that family homes will be demolished, tearing the heart out of our community. The loss of neighbours will be like a death in the parish. The destruction of the natural beauty will be dreadful and this complete with the noise and pollution will leave life miserable for those remaining in the parish.	Ballindooley				✓	✓			✓						
501a	I totally object to the proposed Green Route currently being considered by Galway City Council. The proposed demolition of long established family residences will have a huge impact on the small rural community of Ballindooley. The destruction of farm land will undoubtedly lead to unemployment and cause unbelievable hardship to the local hard working farmers in the locality. The proposed construction would create intolerable noise and air pollution not to mention the inconvenience the proposed work would create.	Ballindooley				✓	✓			✓		✓				
502	The proposed Green Route would have a devastating effect on our community. It will tear our parish asunder with the proposed demolition of long established family homes. The destruction of farm lands will leave many families without a livelihood and will undo all the good that farmers have worked so hard for over the last decades. Young farmers will have to seek of farm employment. The pollution and noise on those fortunate enough to be left with a residence will be unbearable.	Ballindooley				✓	✓			✓		✓				
502a	Object to green route. I live in the parish of Ballindooley and it is unthinkable that family homes will be demolished thus impacting on the life of the very close knit community. The loss of those neighbours and friends would have a devastating impact on the community. The quality of our lives would be greatly diminished living in such close proximity to a major bypass. This could never have been imagined when we purchased our site and built our home in such a beautiful peaceful part of the countryside. The natural beauty and peace which we now enjoy will be greatly lessened.	Ballindooley				✓	✓									
503	Strong objections to proposed routes. Can't believe the number of homes that would be demolished. Tunnel under the river Corrib would be the only way I could see would work. Destruction of the natural beauty in our scenic and peaceful area would be a disaster. Peace and quiet of living in Ballindooley would no longer exist if road went ahead on proposed routes (Green Route)	Ballindooley		✓			✓									
503a	I strongly object to the Green Route going ahead as it would have such disastrous effect on so many people's lives. Demolishing family homes, the quality of life of people left behind living right beside a bypass. The destruction of natural beauty in a scenic, peaceful area. The pollution and noise from the bypass would effect all of us living here. My peaceful walks in Menlo village would no longer be.	Ballindooley				✓	✓				✓					
504	No more breaking up communities. Anything goes on the Headford Road.	Ballindooley				✓										
505	I object to the Green Route because of the ancestral roots in the area. The people who have made homes for their families here go back many generations. Now their families are making and setting up their own homes. When people come to this age they should be able to enjoy life. Not be pushed out of their homes they have built up over many long years. Where will country people of their years settle? Where are they expected to move to? Away from what was always their home and where their family roots lie. I hope this will not happen.	Kiloughter				✓										
505a	• Object to the Green Route of the proposed option for the Galway City outer bypass. • Lived in Kiloughter for over 40 years and have had my children here. 4 generations of family here • By going ahead with this four lane bypass the lands would be divide, homes and farms of many families demolished. • Proposals could affect mental health of people with financial stress • The older people will find it very difficult to see the homes demolished.	Kiloughter				✓	✓			✓			✓			
506	This is my objection to the Green Route. Kiloughter is a long established community and has many families who have ancestral roots in the area which are not being asked to relocate. As a very close community we lose very close family and friends as a result of the Green Route. Kiloughter is a beautiful and natural place to live. This beauty will be destroyed if the Green Route gets the go ahead. Finally, as a member of this community for the past 30 years, all the community use a block to walk to keep fit and get natural air in the lungs. As a result of the Green Route this will be destroyed and the community way of keeping fit and healthy will be gone.	Kiloughter				✓	✓						✓			
507	A bypass is meant to bypass a city thereby encouraging growth and industry. Its purpose is not to dissect cities and large communities and to be of no benefit to the future development of the city and its environs.	Ballindooley					✓									
508	No more roads through our village	Ballindooley							✓							
509	Strongly object to green route. Ridiculous in this day and age anyone is even considering demolishing family homes and communities. No sense or reason for this	Carrowbrowne				✓				✓						
510	New road will devastate neighbours and communities and break up generations of people who live here	Ballindooley				✓										
511	Do not agree with green route. Knocking peoples homes and livelihoods. It is absolutely ridiculous and strongly object to it going ahead.	Carrowbrowne				✓				✓						
512	Routes will not directly affect her dwelling but she is totally behind all efforts to preserve family homes and community over any flowers, fauna and animals	Carrowbrowne			✓	✓										
513	New road plans will have a devastating effect on everyone in their area. People are more important than roads	Castlegar			✓											
514	Do not think road should go ahead as it will destroy communities and neighbours around the area. A lot of noise and traffic. Neighbours and friends will be split up with the new road.	Ballindooley				✓	✓									

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
515	Proposed green goes straight through house and home. Neighbourhood would disappear and sense of community with it. Beauty and quietness of the area would be lost forever and a once rural community would become and involuntary city dwellers. Hazel, holly and woodland will be replaced by concrete and steel, noise and pollution. Integrity of community will be lost to future generations.	Killoughter				✓	✓			✓						
515a	Opposed to green route through Kiloughter. House and family home destroyed, no alternative but to move away from a life enjoyed for years. This route will divide farms and families that have lived for generations here in these unique and peaceful environments. The pollution and noise will drive the community away. I believe you should reconsider and look at the alternatives.	Killoughter				✓	✓			✓						
516	Residents of the Kiloughter, Anglingham, Carrowbrownie, and Ballindooley areas of Galway wish to state our vehement opposition to the proposal to route a bypass (Green Corridor) through our communities, because such a development would have devastating effects on our communities and areas. The Green Route would: • Require the demolition of family homes • Immediately force those families out of the area against their will, many of whom have lived here in our communities for all of their lives • Drive other families out over time • Cause enormous distress to those remaining • Fragment farm lands, rendering some farms not viable • Divide and destroy vibrant communities • Bring excessive noise and pollution to a quiet and cleat -environment • Destroy the visual amenity and natural, scenic beauty of our area • Cause a dramatic fall in property values	Kiloughter/Anglingham/Carrowbrownie/Ballindooley				✓	✓			✓		✓	✓			
516a	Submission report from the residents of Kiloughter, Anglingham, Carrowbrownie & Ballindooley opposing green route	Kiloughter/Anglingham/Carrowbrownie/Ballindooley				✓	✓			✓		✓	✓			
516b	Submission report from the residents of Kiloughter, Anglingham, Carrowbrownie & Ballindooley opposing green route	Kiloughter/Anglingham/Carrowbrownie/Ballindooley				✓	✓			✓		✓	✓			
517	Living in 150 year old house, and has been in family for generations. Received no letter advising that house was at risk, family have discovered that blue, yellow and pink routes affect home. Letteragh is a small community where the have lived all their life. Currently depend on support from family members who also live in Letteragh. No idea where to go if these routes go ahead, will destroy community in Letteragh	Letteragh				✓								✓		
518	Vehemently against all proposed routes. Wholesale destruction of (Even 30 homes) is an abomination and as a long time citizen of Galway will fight tooth and nail to prevent any of proposed routes going ahead.	Rahoon								✓						
519	• I strongly disagree with the GREEN ROUTE!! This is not the answer! A bypass that destroys so many homes and families that have been in Galway for generations. This is ridiculous and we will not allow this. We are from a beautiful village called Kiloughter in Galway and understand our people. Destroying our villages, homes, Gaeltachts, our beautiful scenery, and killing our quiet area is not the answer. • Over 110 homes will be demolished with the GREEN ROUTE! This is 900% more homes than the route proposed in the year 2000. • The GREEN ROUTE does not just destroy one village, but many villages. • Farming land owned by so many different families supporting their livelihood will be destroyed. • Green Route is a ridiculous option for a route. Over 110 homes will be destroyed, 1000's of families will mourn their lives that will be torn apart. You are not destroying houses, you are destroying homes and real lives.	Kiloughter				✓	✓		✓	✓			✓	✓		
520	1. Loss of homes business 2. Cost 750m and it won't stop there 3. Major disruption before during and after 4. Aesthetics - it will look dreadful - Galway/Ireland depends on tourism 5. Underpass Ballybrit racecourse. It will never recover and major loss of money during 2 year closure 6. Knock-on effect, habitat, environment, noise pollution. A bypass is not a solution to our traffic problems. Increased affordable bus services, school buses, cycle routes, walking, maybe yes.	Bushypark	✓			✓	✓			✓		✓				
521	Own a piece of ground, there is also and old house in the same place. Both are in the village. Also have a piece of land at the monument road.	Shantalla								✓						
522	Landowner on proposed green route, objecting to it. For last 15 years they have had possibility of the old outer bypass crossing their land, they had agreed to this route. Now they face possibility of a new route taking half their land. Change makes no sense as it runs parallel to old agreed route, new route would divide their land from the Liberty stream where they had a clean water supply of water for animals. Would require a new free clean supply of water for perpetuity to replace this. New routes should be shelved and old route reconsidered.	Forramoyle					✓	✓								
523	• Page attached from a book about Galway published in 2003. It shows a picture of a milk supplier from Letteragh (relation). It also lists the names of 6 other milk suppliers from Letteragh. • To those of us who live here and whose families have lived here for generations, Letteragh represents a tight knit community. • For many decades it was not possible for anyone other than children of landowners from the area to build in Letteragh. • 4 of the proposed routes would go through Letteragh. All affecting family • If any of these routes proceeds it will mean that Letteragh is divided and the community will, in my view, be irreparably damaged. • I have heard residents from larger areas argue that any proposals should avoid their areas because of their history and because they constitute communities that deserve to be preserved. • Letteragh may have a relatively small number of residents, but it represents a community that is part of the history of Galway and worth preserving. • I am strongly opposed to the community of Letteragh being sacrificed to make way for a road.	Letteragh														
524	Proposed route alternative are all unnecessary and this project should be renamed "Inner city bypass" not "Outer city bypass". Realignment of original route is the solution and nothing else is acceptable	Corcullen		✓				✓								
525	I would like to express my shock and dismay to the proposed Galway City and County Councils for the green route. This route will divide farms and families that have lived for generations here in these unique and peaceful environments. The quality of life experienced here will be destroyed and decimated for ever, all in the still unquantifiable economic benefits for the city. The pollution and noise will drive the community away and a way of life will be lost for ever. I believe you should reconsider and look at the alternatives.	Kiloughter	✓			✓	✓					✓				
525a	I wish to object to the proposal of the Green route through Kiloughter. My home, the homes of friends and neighbours will be air-brushed away in the name of progress. Are people or communities so dispensable? I don't think so. When an area is destroyed, the history, the traditions and the culture of that area are lost forever to future generations. Where is the joined-up thinking? Are we totally negligent regarding the conservation of what is most precious?	Kiloughter				✓	✓			✓						
526	Strongly objects to proposed blue route due to proximity to Bushypark National School, 1. Noise pollution – building of road next to school may damage children's hearing. 2. Toxic emissions – increased fumes and emissions from the cars, children's health may be at risk and may affect ability to learn 3. Loss of facilities like Dangan running track and hockey pitch are detrimental for Newcastle area 4. Concerned that an accident may occur while the road is being built in such proximity to the school and pose a risk to safety of children.	Newcastle									✓		✓	✓		
527	Galway city attracts large numbers of visitors, commuters, shoppers, students and school children all headed into the city not just passing through. Added to the commercial traffic, goods deliveries etc. None of proposed routes will alleviate traffic in Galway city. Regular frequent public transport within the commuter belt is essential. For visiting tourists well maintained clearly signed scenic routes for relaxed trips in the beautiful countryside in Galway County	Dangan	✓							✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
528	• Submission from family in Keeraun, five homes all in Keeraun village will be impacted. 23 people impacted, 23 signatures. Contents include: • Impacts on human family habitat • Community of Keeraun - o Human cost • Air Quality • Noise Pollution • Baseline Noise Study • Ecological Impacts • Species and habitats • Traffic Intensificaiton	Keeraun				✓	✓						✓	✓		
529	Group submission from the village of Keeraun, impacted by all routes except red. 101 signatures in the submission from all people living in the village • Community of Keeraun - o Human cost • Air Quality • Noise Pollution • Baseline Noise Study • Ecological Impacts • Species and habitats • Traffic Intensificaiton	Keeraun				✓	✓			✓			✓	✓		
530	• Residents group Upper Ballymoneen Road: 5 out of the 6 proposed routes are situated in our immediate location. Concerned about following: • Type of road constructed i.e. "in cut" or "fill-in" • Noise pollution – both during construction and after completion • Light pollution – no plans have been published as to whether there would be lights situated along this stretch of carriageway • Traffic flow own the Ballymoneen Road – a road that is currently not large enough to cope with traffic volumes • Air pollution – we currently reside in an outer suburb boundaries by farmland and the air quality would be diminished as a result of the road construction • Length of time to construct the road and ongoing disruption throughout this process.	Keeraun		✓		✓	✓						✓			
531	• The original idea was the most sensible and some of the environmental issues should be addressed. • A wider route through less dense farmland would be much wiser and would give the opportunity to add lanes later if needed. • I lived in Galway for six years and it is vital that the city maintains its small town feel and character and maintain its most attractive residential areas.	Mervue				✓	✓	✓								
532	• Communication with the public has not been managed well. • ARUP/NRA/Local Authorities have had many months to develop these plans but unfortunately the same amount of time has not been given to those most impacted by the routes. • Postpone April deadline allow more time for affected landowners to make submission • Huge human impact, too many demolitions. • The proximity to both schools especially Bushypark, will create a health & safety hazard • Dangan/NUIG sports amenities badly affected • Menlo Castle is a Heritage site. • I also feel that the proposed routes would divide established communities which have been built up over generations. • Original GCOB route modified west of the N59 should be revisited.	Dangan				✓	✓	✓		✓	✓		✓	✓	✓	
533	This type of solution that ignores alternative options is directly contrary to current National Planning Principles of: -supporting a low carbon future -exploiting local renewable power sources -encouraging greater use of public transport • ARUP have produced a flawed process with the proposed routes. • The scheduled routes are limited and exclude real alternatives. • The Human habitat is being completely ignored. • Amenities will be destroyed. Families will be involuntarily relocated from their homes and communities by the application of an outsider imposed solution with disregard for any human values.	Dangan	✓		✓	✓	✓				✓					
534	• I strongly object to the proposed 6 bypass routes • I do not see it as long term solution. • Consider a Light rail - Luas type system • We are being offered systems to move cars not people and not long term solution. • The damage caused by any of these routes going through the beautiful village of Menlo would destroy it forever, • The history, heritage and people who choose to live here and people living in the city who use it regularly as quiet scenic area for walking and cycling etc. would end. • This village of Menlo would be a divided community the quality of living in it destroyed forever. • Please consider a system that moves people and not cars as long term solution • Maintain Menlo a beautiful safe and quiet area beside the Corrib forever for all Galway people and visitors alike	Menlo	✓			✓	✓									
535	• The Green Route – as proposed would require the complete demolition of our house, of our neighbours and relatives homes, and ultimately, a complete 'resettling' of an established neighbourhood. The Green Route is in our opinion, too close to the city and again going through to many homes and to close to school and local amenities • The Blue Route – as proposed would require the complete demolition of our house, of our neighbours and relatives homes, and ultimately, a complete 'resettling' of an established neighbourhood. The Blue Route is in our opinion, too close to the city and again going through to many homes and to close to school and local amenities • Old GCOB preferred option – less disruptive • We think more time should be spent looking at the smart transport solutions, trams, cycle routes, more bus lanes or something similar	Barna	✓	✓		✓	✓			✓	✓					
536	• Family Submission On The Proposed Roads • The Green Route – as proposed would require the complete demolition of our house, of our neighbours and relatives homes, and ultimately, a complete 'resettling' of an established neighbourhood. The Green Route is in our opinion, too close the city and again going through to many homes and to close to school and local amenities • The Blue Route – looks to have significant impact on our neighbours behind us. • Totally against the Green Route as it destroys so many family homes and lovely views; • The Orange Route – its unclear on the level of impact on our established neighbourhood the end-point of the orange route will have. More detail is required to form an opinion on this. • We don't feel any of the current options are reasonable, the original option (Galway Outer Bypass option) is in our opinion the preferred one as it is further from the city and disrupting less family homes and scenery.	Bushypark				✓	✓	✓		✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
537	Detailed submission under the following headings 1. Environment • Air Quality • Landscape & Visual including light • Noise & Vibration • Hydrology • Architectural, Archaeological and Cultural Heritage • Non-Agricultural Properties 2. Safety 3. Economy • Efficiency and effectiveness • Wider economic impact of the proposed routes : • Galway's City of Culture 2020 bid 4. Integration • Transport Integration • Other government policy integration	Menlo	✓	✓		✓	✓			✓		✓		✓		
538	1. The route should not go through Galway racecourse and 2. Some of the previously rejected route should be used so I don't think any of the newly proposed routes should go ahead.	N/A						✓				✓				
538a	Won't be directly impacted by any of the new proposed routes in terms of none of the proposed routes go through or close to any property I own. I do believe a new outer bypass needs to be built. It needs to go ahead but as any of proposed routes	N/A														✓
539	• Elderly parents home affected by red route. • Cost of the red route makes it a non-runner. There are massive concerns that the CPO process would leave people short changed, with no option to buy a similar house in Galway. • I have never heard of a bypass road going straight through the main residential areas of an established city – it seems to be highly unusual and not fully appreciative of the impact to the established houses, families and communities. • You are proposing to build a motorway through the city to bypass the countryside - it makes no sense. • Go back to the drawing board and come up with an option that makes more sense and strikes a proper balance between the impact to people and the environment • There are numerous valid grounds for people and businesses to launch legal challenges against each of your routes.	Newcastle				✓					✓	✓	✓	✓		
540	Objection on the following grounds. • Noise pollution • Destruction of natural habitat • New road will encourage further unwanted development to a rural area • Other alternatives have not been fully explored • Statistics prove that more roads lead to more cars • Evidence from other city bypasses result in congestion • The city and community would lose the amenity of the equestrian centre local employment and our annual charity run, walking and running amenities etc • Potential loss of unique and historical thatched cottages and children's graveyard • We object in general to the proposed development on the grounds that it seems to us to be badly planned.	Tonabrucky	✓			✓	✓			✓	✓					
541	• The green route will decimate the Menlo community. • It is rare that such an area and community exists in close proximity to a major urban centre. Menlo's heritage speaks for its self. • It is evident that there is a mismatch between Local (County) and National strategy • In summary, Galway is a wonderful & vibrant city. Don't let us look back in 3, 5 or 10 years' time and wish we could do it a different way because if we do not get this correct now there is no going back to replace what will be destroyed. • I have a deep appreciation into what is required to integrate new infrastructure. Revisit your strategies and justifications so that the ultimate solution can be implemented with the lowest risks to people and children of Menlo.	N/A	✓			✓	✓									
542	1. Coolagh village is a unique in that it is situated within 4 miles of Galway city but yet maintains the character it had over 200 years ago. 2. 8 generations of family here. To lose this history lineage is absolutely unacceptable Coolough village must be protected 3. Homes in proximity to road could be damaged during construction 4. Noise pollution during and after the road construction would be unacceptable 5. School access for the number of children from the village who are attending Brierhill NS will be affected during the construction of the road.	Coolagh			✓	✓							✓	✓		
543	• The red and green routes will involve the demolition of house, • Health and safety issues • Damage to our landscape • An adverse impact to our natural environment: • Air and light Pollution: • A seriously negative impact on the value of our home • A prolonged CPO process which will put a freeze on our freedom to change residence.	Cloch Scoilte				✓	✓			✓			✓	✓		
544	21 page report outlining impacts on the family and community of Keeraun Ragoon, Items include: human cost of development, air quality, noise, ecology, species and habitat, traffic intensification, petition. Noise assessment carried out.	Keeraun														
545	• Object to the environmental destruction which would result if the proposed road developments in the Ballagh/Bushy Park • Ornithologist - Concerned about endangered bird species such as corn crake • Issue of health, safety and local amenities used by young and old alike – walking, play areas for children and family-friendly housing with attendant peaceful, green areas.	Bushypark					✓				✓		✓	✓		
546	We are objecting to the N6 Road Proposal - Blue Route! Such massive road project beside the Bushypark school is unjustifiable. Hundreds of growing children are in this school daily over years. It is our duty as adults to protect our children. A project and road like this will have a massive impact on the health and well being of our growing children. Pollution and noise will massively impact on their learning, health and future. We strongly object to this Road proposal. Alternative options must be explored further, such as proper public transport, widening bridges etc.	Docks	✓				✓						✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
547	• Strongly object to the green route. Involves the demolishment of family home. • Green route will force them to sell which will lead to financial issues • It is extremely frustrating for us that there was another route planned a few years ago that would have led to minimal disruption to peoples' lives. • It seems that bog cotton was prioritised over human beings. • We cannot emphasize how strongly we oppose this N6 project. It is unjust to knock down family so many homes, when there are other options available. • I hope in your decision making that you would take our strong views into consideration. (Engineers Letter also included in submission)	Forramoyle	✓		✓							✓				
548	• Opposed to the routes • This does not seem to be an outer-bypass. Do not allow for future development. • How can we demolish 30-150 houses, cut communities in two and divide neighbours and villages. • Other roads projects such as M50 were not as destructive. • I believe all options should be fully explored. • I find it very hard to understand that the human habitat is less important than wildlife and Special Areas of Conservation (SACS) • Road will damage family life and neighbourhoods, amenities and facilities. • Economic effect on Galway by affecting Galway races. • Go back to the drawing board and find a route which has the less impact on the human habitat in particular and one that is also cognisant of the economic value certain lands bring to our city.	Wellpark			✓					✓	✓				✓	
549	Submission is made under the following route selection criteria: • Environment • Landscape and Visual • Human Habitat • Communities • Air • Noise • Safety • Integration • SMARTER Travel	Keeraun	✓			✓	✓						✓	✓		
550	I feel my life has come to an end with the thought of a motorway raging beside my business, flarae and through one of the few central green spaces left in Galway which thousands of people appreciate and enjoy. To call it the N6 Galway City Transport Project is a joke in itself, in actual fact it would be the most singular act of destruction ever to take place in the city. Huge personal and commercial impact.	Dangan	✓				✓			✓	✓	✓				
551	1. Site and various other neighbouring lands are zoned LDR (Low Density Residential) 2. The proposed routes would completely contravene the Galway City Development Plan. 3. The proposed routes would destroy a well established communities 4. Barnacranny Hill and Laneway is a unique natural habitat, which is home to many wildlife including pheasants, fox, stoat, hedgehog, frogs and cuckoo birds. 5. Barancranny Hill and are lands adjacent contain of the highest vantage points in the City 6. The road proposals would be an Environmental disaster. The destruction of such a unique area and habitat would be monumental. 7. The proposed routes would destroy Amenity Lands at Dangan, the running track, hockey pitch and most of a very important Amenity to the entire City. 8. The road proposals would destroy the rear portion of Bushypark School with an elevated structure passing alongside. 9. Our home value and injurious affection is seriously damaging to us. The roadway proposals would hugely impact our home value by at least 50% We strongly object to all Blue, Yellow and Pink proposals	Bushypark				✓	✓				✓	✓			✓	
552	Six routes have large impact on peoples homes. Barna especially. Consultation process has little support, view that Council management, NRA and ARUP have not engaged sufficiently with the public, homeowners finding it difficult to get detailed information and reasoning behind criteria. Advises to recommence a proper consultation process with defined and agreed criteria for any route assessment.	New Docks								✓					✓	
553	Routes badly thought out, more concerned about displacing human species over non human species. New route needs to be thought out to have least impact on dwellings and environs (animals, birds, plants). Flora fauna and habitats have to be protected but over the past year large areas were destroyed for construction of access roads and wind turbines. Study area far too close to city, should be moved further north. Traffic studies show most of he commercial and private vehicles that pass through Barna go to destinations west of Barna, ending N6 route in Barna village is against all known good traffic management processes.	Cloch Scoilte		✓	✓		✓									
554	Object under the following headings (a) My local community being split by either the proposed green or blue by-pass routes. (b) Noise and pollution arising from traffic with such development. (c) The visual impact which by-pass roads would have on this high amenity area. (d) Interference with the local by-road network in the area. (e) The general widespread disruption such a development would have.	Bushypark				✓	✓				✓					
555	• Sense of home, security and belonging to the local community have been challenged to the core since receiving letter. • Shocked to discover they are on demolition list if green is selected • People's lives and livelihoods at stake, should be informed in advance • House was constructed in the 1980's on the site of a thatched cottage. • Children have settled well into Scoil Bhride, huge impact if forced to leave • Local environment and wildlife are now at risk of destruction. • The proposed Green Route cuts through the heart of Menlo Village, destroying a traditional community. • Personal impact on our home and family life if the Green route goes ahead.	Menlo				✓	✓			✓					✓	🔪
556	1)Green route will •Ruin the visual aspects of the walk which in many parts will be dominated by the four lane Green Route • Raise the noise levels and negatively impacting the air quality on what is in the main a peaceful walk on country roads • Intercept with it at the top of Monument Rd, thus creating a busy junction to be negotiated by walkers 2) Panoramic views encompassing Lough Corrib from Monument Rd are listed as protected views in the Galway City Development Plan 3) The route will destroy the character of Menlo village. 4) Menlo graveyard is one of the most beautiful and peaceful burial grounds in Galway City, with large mature trees it overlooks the river Corrib, and has a view of Menlo Castle. 5) Over the last number of years Galway City Council has carried out extensive works in relation to flood prevention around the turlough in Menlo. 6) Family home currently overlooks green farmland, trees, and Lough Corrib. I am concerned for well-being of family in view due to level of stress caused by road. Amenities will be gone.	Menlo				✓	✓						✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
557	- Defies belief that the preservation of bog fauna takes precedence over human habitation - Traffic problems are caused by traffic entering the city not bypassing it - Present uninterrupted view of any bay will be obscured - Prevailing wind will carry traffic pollution and noise - Wildlife habitat of foxes, rabbits and birds will be destroyed - Proposed deep-berth port at Rossaveal will generate 24 HGV's - Vibration caused by traffic will be transmitted through bedrock	Truskey West			✓		✓									
558	- Object to green route. So much cultural heritage and historical value to Menlo, the famine village. - Land under protected views as per table 4.7 Galway City Development Plan. - Wildlife beside house, pheasants, butterflies, hares, etc. - Strongly object to a fly over going right beside house, pollution and noise would be unbearable. - People don't count it has to be environmental or habitats to be considered as a constraint in the road decision - Inhuman to think bog cotton, limestone and bats are more important than human beings. - Green route will affect up to 130 homes including thatched cottages which are protected structures - Looks like it was purposely intended to affect as many homes as possible	Angliham			✓		✓			✓			✓	✓		
559	Objects to all routes. Proper public transport should be put in place to service commuters from West to East Galway city across the Quincentennial bridge first, along with proper transport to schools. Despaired at the loss of glorious countryside and potential leisure amenities for people of Knocknacarra	Clybaun	✓				✓				✓					
560	I strongly object to the Green Route due to its impact upon Family Home and its complete disrespect for the people and place of Menlo Village. Object under following headings: Heritage Human Impact Climate Noise, Air quality, Light Landscape	Menlo			✓	✓	✓									
561	Damage that will be done to families and communities is excessive, extremely so. Remain to be convinced that all options have been assessed. Cost would be better applied to other transport systems	Forramoyle				✓						✓				
562	Come up with a different alternative to routes you have proposed. They are affecting too many people in Dangan and Menlo communities in a negative way. Plans to build a bypass have been poorly planned from the start and have not given enough notice and information to affected people. No long-term plan though it seems as the road would need to be further from the city, as the city will grow over time.	Ballymoneen		✓		✓										
563	- Objecting to proposed routes. Suggest route chosen will include the utilisation of a tunnel but without current, economic, social and environmental damage impacted by current submissions. - A minimum 100 years European Structural Fund Criteria ROI (Return on Investment) will apply. - Extensive costing of the Risk & Cost benefit analysis must be executed for public scrutiny - Environmental, Social and Economic damage impact considerations to the city of Galway's natural built environment and the pending economic and social impacts to the citizens of Galway are taken on board. - The traffic problems are greatly reduced in times of school holidays. - We suggest that this evidence is worthy of a refocused master traffic plan /study - Further considerations of valid and viable traffic management solutions negating the impact to the natural and built environment of Galway City, the Corrib River and Lough Corrib.	Dangan	✓			✓	✓					✓				
564	- Totally object to green route, Menlo native, family go back hundreds of years. - Menlo is an old village older than the Claddagh, steeped in history, many books written on same - Old gaeltacht village, a famine village where community interacts, the green route would split this village in half. - Monument road boasts a spectacular view of River Corrib and the mountains, view is reserved by Galway City Council Development Plan V7. - Many walkers enjoy this unique walk, where the lake, the mountains and the boats, can be seen. - No objections to original route, could it be revisited. - Better public service transport to the city and in the city, like Luas in Dublin	Menlo	✓			✓	✓	✓			✓					
565	Concerned about effects this route will have on the school. So close to pitch and will seriously cause problems with noise, pollution and light for pupils of the school.	Bushypark					✓						✓	✓		
566	Objects to outer bypass going through Forriamelia East Barna. Adequate empty bog near to proposed route without cutting through fields and houses as proposed.	Forriamelia East			✓											
567	- So called smarter travel is an insult to residents whose homes and quality of life it will destroy. Not a solution for city or east/west congestion. Existing networks need intelligent management. City is choked with unnecessary traffic lights which backlog from every entry/exit. Small buses could serve well throughout city/suburb, regularly and often, better flow. - Loss of clean environment/landscape/health hazards of pollution. High level of noise/fumes. (Aggravated by carrying winds) and grime. - Total obliteration of panoramic views with concrete/steel/traffic likely wipe out of local ecology (including bats/returning migrant birds) - Danger from rock breaking on granite table to unique terrain. For such horror and a devalued uninhabitable house we would get no compensation.	Truskey West	✓				✓					✓	✓	✓		
568	Finds all six routes devastatingly destructive to peoples homes, lives and businesses, To think of any four lane route is inconceivable. Feel these routes are not needed and no other alternative solutions have been explored properly. i.e. 1. regular bus routes from Knocknacarra - Ballybrit. i.e. Knocknacarra to Ballybrit & Ballybane. 2. Staggering of school times, starting and finishing.	Ballymoneen	✓							✓						
569	- All proposed routes cut through the Coolough village which would have significant impact on house and its surroundings. No apparent measures taken to mitigate/minimise the impact and disruption on people living in village. - Significant economic impact on the village as it is made up of working farms that have been ran by the same families for generations - Coolough village in city development plan as green belt to be protected as only one of three villages left inside city boundary - Complete ignorance shown of the heritage value of the village and communities. - Transportation project, misnamed as only deals with 'roads' and very weak public transport, cycling, walking routes component. - No integrated linkage of different components that should be included in in a modern transport project - Poor public consultation process	Briarhill	✓			✓	✓			✓		✓			✓	
570	Plenty of roads in Galway city to use and widen, and bridges as well. Road should not interfere with Ballybrit racecourse in anyway. Galway races is very important to his business and the local economy. Will be affected If road goes near racecourse and closes it for any time. Please consult landowners first before making plans as it really affects peoples livelihoods	Roshill								✓		✓				
571	Objecting against blue route proposal as it is to run very close to Bushypark school. Very concerned with regard to children's safety and health issues arising from this.	Tuam											✓	✓		
572	Lifetime resident of Briarhill for over 60 years. Objecting to new routes. Three routes have direct impact on lands and property/dwellings in the locality. Protecting bog cotton is all very well but protecting humans has not been taken into account. Original routes more sensible and with minor adjustments would be acceptable to all. Destroying areas such as Briarhill is a disgrace, as is the lack of forward planning. Stop before its too late. Go back to the start and listen to people.	Briarhill			✓	✓		✓		✓						
573	On behalf of total community and family, she fully opposes all routes suggested under N6 process. Proposed routes are not fit for purpose and will cause huge trauma as well as health and safety implications. Strongly suggest original route be revisited and come up with a proposal that will work in Europe. Having a road running by Brierhill National School is not acceptable and will effect all the children and be a health and safety matter that will be brought through the courts.	Briarhill						✓					✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
573a	Huge concerns about National School, safety for children, noise levels and autistic kids. Route can only be re-plotted close to original line, makes much better sense. Slip road would join a roundabout at Merit Medical and connect to outer road at Broughy. Green Route is crazy, not feasible. Need to go back to the drawing board. Must move out towards airport.	Briarhill		✓				✓					✓	✓		
574	Strongly protesting the proposed new routes which will have a severe negative impact on the quality of lives and the local environment. Believe that any of the proposed routes are unacceptable as they do not take into account any future planning needs, expansion etc. and would suggest the original route be revisited as far as practicable. Does not accept this old route is dead in the water and with minor adjustments believes it would be the best option,	Briarhill					✓	✓								
575	Life long resident of Briarhill area, objects strongly to all routes. At least 3 would have devastating impact on property and young family, and fails to see the logic of roughshod over peoples properties in this manner, when a perfectly feasible route is already in place i.e. original route via Tonabrocky. Does not accept ruling in courts that this matter is final as her area is as much an over-riding importance as wildlife, bog etc. Let common sense prevail.	Briarhill			✓			✓		✓						
576	1. Revisit original bypass plan and liaise with Europe to find out which is the best way to continue to build on without disturbing the bog cotton or limestone. 2. Put bus lanes on Quincentenary bridge to provide direct transport from east to west, not going through Eyre square 3. Slip roads to be provided to access NUIG campus and Dyke road thus providing connection to Headford road and Tuam road from Quincentenary 4. Road from Galway docks to Oranmore connecting Limerick and Dublin roads 5. Major review by City council to utilise better what road networks we already have during peak time traffic to tweak junctions, smart traffic lights, stagger work times, school opening times, provide free school buses, park and rides, trams and light rail, water ferries to Oranmore, pedestrian footpaths, cycle lanes and any other sustainable traffic options. We will have much nicer city to continue to live in as the human habitat that we all deserve.	Briarhill	✓				✓	✓								
577	On the orange route in Letteragh, Rahooon area. Extremely distressed to learn that our home is in the path of the route. Majorley concerned with health implications. Family living near for support Decision to uproot us and the task of relocating is a challenge we could not cope with and we object totally to have this done to us.	Letteragh								✓			✓			
578	Translated from Irish 1. A ring road is urgently required for Galway City on economic and social grounds, especially for communities on the west of the city. 2. We would like the new road to be constructed without delay on the shortest route around the city. 3. People are more important than "white cotton-grass and fields of limestone" 4. We recommend as a first preference that the route selected in 2007 is re-examined 5. In the case that the 2007 route is not considered, we recommend the green or the yellow route as a first choice. 6. If the Yellow or Green route is selected it must be ensured that steps to reduce traffic speed, from National road to regional road speed are implemented where the new N6 ties in with the R336 road at the edge of Furbo. 7. There is no sense what-so-ever with the orange or red route on the basis of cost or the number of houses to be knocked for road to break up communities as with these two routes.	Spiddal		✓			✓	✓				✓				
579	Green option comes too close to Sli Gheal estate and will cause pollution and noise to local residents. Road needs to be pushed further north, away from Sli Gheal estate to less dense area	Ballymoneen		✓			✓						✓	✓		
580	• RTE reported recently that 3% use public transport. 80% Cars. • Somebody reported that 40% of the traffic goes from one side to the other. • Somewhat incompatible with a previous study that said 5% go from west to east so presumably they just got lost. • There is a system which will alleviate the problems in Galway dramatically and can be introduced gradually with public support. • They are called black taxis which people share for a minimum fee going from ranks in the city centre to ranks suitably located outside suburbs for a fixed fee per person about the price of a bus ticket. • Takes 6 cars off the road. • Efficiency. The car does not leave the pickup point till it is full. • Service. As they are popular and don't take long to fill they are more regular than buses. • Flexibility 1. People can be dropped anywhere on the route and provided there is a space available flagged down anywhere along the side of the road (not only at a bus stop). • Speed. They drive on the bus lane (fast lane) • Flexibility 2. if don't want to confuse you overly but at the appropriate rank in the city the first passenger to mount picks out of the available route options for the first taxi who would then put the appropriate sign in the window and he waits till the taxi is full before departing. • Cost. • Public transport and shared private transport is the only logical first step	N/A	✓													
580A	• Various suggestions such as changing taxi legislation, better use of bus lanes, one way system from Lough Atalia to Salthill, road from Furbo along the Rahooon road could be widened or made 2 lanes. • The reduction in city traffic with the use of shared taxis combined with the re-designation of some roads into one way will provide the bypass and reduce slow moving traffic and congestion (by reducing single driver car use and keeping bypass traffic moving). • You can't simply discourage private vehicles...there must be a more efficient flexible cheap fast alternative....shared taxis and buses on designated routes. • There will apparently also be a significant dock development which should be taken into consideration at this point. • There are some new technologies out there which could be used at the docks. E.g. pod cars • Finally and a poor second to the shared taxi idea, electric bikes (more recently monowheels...compact versions of Segway's) and dedicated cycle lanes such as putting one along the route of the old railway from Moycullen should be encouraged. • Ideally as cars withdraw from the city centre it should be safer for cyclists. • We have to accept that private cars cause congestion which reduces our quality of life through well congestion and our health through laziness and pollution. • We have to choose the way we want to live...and make the corresponding effort. A bypass costing millions of euro won't save us from making that choice. It would delay it but inevitably congestion would win.	N/A	✓	✓			✓					✓	✓			
581	As a resident of Coolough I cannot understand the N6 Transport Project ruining our village. Having been born and reared in this beautiful village it would be very unfair to ruin this quaint area of the city. It would have such an impact on all residents not to mention our elderly who have lived here all their lives. There has to be alternative routes that can be discussed.	Coolough				✓	✓									
582	I write to let you know of my objection to the proposed bypass through Coolough village. I feel it would be detrimental to the quality of life of the residents, and would ruin the community spirit of the area. The community would be divided if any of these routes were to pass through or close to the village. None of these routes seem practical and demolishing houses as proposed would damage or even destroy the spirit of neighbourliness and community amongst the local people. Many of the houses here were built pre-famine and I feel an alternative route must be sought and found in order maintain a beautiful area of the city which is much admired. Visitors to the area are surprised and delighted to see such a lovely mixture of new and old houses and active farming taking place so close to the city. I would urge all concerned to review your plans and desist from destroying a close knit village and its residents.	Coolough				✓	✓			✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
583	• I am perplexed that the human cost of this new road is being overlooked. How a plan to build a road through whole communities was conceived is beyond me. • It is very important to protect our environment but not at the expense of people and their homes and communities. • I hope to one day have children and watch them play in the same garden. • The plans for the new road will devastate our own home but apart from that I do not believe this new road is good for Galway. • State of the art Public transport would be worth looking at first. • New road will only open up areas of county Galway to development of houses and businesses which would otherwise have been left unspoilt. • We don't need more cars on our roads! We need less! Please provide us with a light rail system or a far more efficient bus service at least!	Cloch Scoilte	✓			✓	✓									
584	Oppose to the N6 Bypass plans. 4 of the 6 routes cut through Barna village, 2 of these routes pass our estate! Barna is a community full with families and children and so far has been a safe place to bring up children. It's a lovely place as it is right now. The N6 Bypass should not ruin this. The proposed routes that cut through Barna mean endangering the lives of our children, cutting off amenities to large parts of the community, splitting the community in two, it leaves a playground and sports courts on one side and a primary school on the other side! The people of Barna worked very hard to get these amenities and the N6 Bypass will ruin all of this. It's obviously possible to avoid the village, as indicated by the green and yellow routes, so I can't comprehend that 4 of the 6 routes cut right through our village. I'm sure an adjustment can be made to all routes to bypass Barna village. As the word 'Bypass' indicates, a Bypass should go around a town/village, not cut right through it!	Barna				✓					✓			✓		
585	Concerned about the following: • Noise pollution • Air Pollution • Increased traffic volumes in Knocknacarra • Exact proximity of the proposed route. • why people are being put out of their homes and put into financial difficulty due to impending property price falls - but BATS, that no one likes, are being prioritised. • What considerations have been given to the impact on children, and their safety - considering a new school has just been built beside where these proposed routes are - increased traffic, pollution, noise etc. • blight on the landscape has been proposed for a picturesque area. • This will be a threat to my family's health, security and standard of living.	Ballymoneen			✓		✓						✓	✓		
586	Land ownership: Owns house on private roadway with five other dwellings, one of which will be removed under one of proposed options. Proposals and their affect: • The private road, currently meets the R336 roadway at a typical perpendicular intersection. Lines of sight in each direction are good, and the access or egress is considered safe. • Blue route' will relocate this junction in an eastern direction. This will have a direct impact on property as it will traverse current holding. The existing boundary wall, entrance, septic tank, and gardens will be removed, or significantly disturbed. Alternatives: There are more favourable options available that would not impact on property. The maintenance of the roadway in its present location would mean the following: • Any physical loss or disruption to property would be minimised, • Properly valuation would not be as greatly reduced, • The cost of remedial works to property, and its services would be minimised. • A safe junction would be maintained. We accept that road safety is paramount, and will correctly take precedence over all else.	Furrymelia East		✓						✓		✓		✓		
587	• The disruption to businesses, destruction of people's homes, and impact on important amenities is unnecessary in identifying a reasonable and effective transport solution. • Proposed impact on Galway Racecourse in the case of a number of the route options would • The proposed route options have been limited by constraints imposed by the study area. • I also consider that all six of the route options are unfeasible for reasons of cost. • Funding in respect of the project would present an insurmountable challenge in the current economic environment. • Any solution to Galway's acknowledged transportation problems must be designed to enhance the city's economic development and improve the quality of its residents' lives. • The acclaimed tourism product offered by Galway would also be damaged • The project would also have a grave impact on the campus of NUI Galway, which is a hugely important institution to the cultural, social and economic fabric of the city and county. • It is also the case that each of the six routes traverses sites of national or international ecological importance. • Preferable options exist beyond the study area and, if necessary, by seeking planning approval under Article 6(4) of the Habitats Directive notwithstanding the impact on areas of ecological importance.	Bohermore				✓	✓			✓	✓	✓				
588	1. Registered owners of the site upon which National School & its ancillary facilities are erected 2. The Blue Road proposes to encroach upon lands; 3. Concerned that the consequences of such a road is detrimental in terms of health & safety of pupils 4. Religious and charitable institutions have a legal immunity from Compulsory Purchase; 5. Church may be adversely effected by Green & Blue routes & 4 above has application; 6. Bushypark cemetery is potentially adversely effected also.	N/A								✓			✓	✓		
589	5 page submission Objecting on following grounds: • Loss of Residential Sites • Flawed Design Brief • Segregation of Communities • Benefit of Selected Routes • Integration of Alternative Travel Solutions • Is the Selection Process Objective or Subjective Summary Objection to the Proposed Blue & Orange Routes in that it will result in the complete demolition of our site. We suggest that the Design Team need to go back to the drawing board and re-design a solution which reduces the impact of any new route on the Human Habitat, which in turn will protect the interests of all the residents of Galway who may be potentially evicted from their homes as a result of the proposed new roadway.	Letteragh	✓	✓	✓	✓			✓	✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
590	4 page submission Objecting on following grounds: • Loss of Residential Sites • Flawed Design Brief • Segregation of Communities • Benefit of Selected Routes • Integration of Alternative Travel Solutions • Is the Selection Process Objective or Subjective Summary Objection to the Proposed Green Route in that it will result in the complete demolition of home. This house is a unique home on one of the last sites with uninterrupted views out over the Corrib River. This house can never be replaced nor will it ever be possible to obtain a similar site to build a similar house. We suggest that the Design Team need to go back to the drawing board and re-design a solution which reduces the impact of any new route on the Human Habitat, which in turn will protect the interests of all the residents of Galway who may be potentially evicted from their homes as a result of the proposed new roadway.	Bushypark	✓	✓	✓	✓			✓	✓						
591	5 page submission Objecting on following grounds: • Loss of Residential Amenity • Potential Loss of Family Residence • Flawed Design Brief • Segregation of Communities • Destruction of Community Facilities • Benefit of Selected Routes • Integration of Alternative Travel Solutions • Is the Selection Process Objective or Subjective Object specifically to the proposed Blue/Pink/Yellow Routes and in General to all current proposed routes	Dangan	✓	✓	✓	✓			✓	✓						
592	Impact of green route: • Destruction of local history, heritage, culture • Loss of community, neighbours, family • Home, farms, destroyed • Financial personal loss losing home and valuable site • Future destroyed – cannot raise family in area, culture, community • Air Pollution, water and environment pollution • Better improve the public transport system that we have • That would be better for the city and the county • Improve the roads and the N6 through the city, the existing road that would be better for transport companies, tourists, travelling people, local people etc. • A low standard of life will be had by the people left with the road next to them.	Killoughter	✓			✓	✓			✓		✓	✓			
593	• Green route impacting on farming land at Kilroughter Menlo • Huge financial loss due to sites and farming • Farming will cease on the land • No sites can be sold or given to family members • Stock will need to be sold as no other available land for use close by. • Effects every member of their family, homes lost and livelihoods destroyed • Devastating for such a unique historical area in a quiet tranquil area	Castlegar				✓	✓			✓		✓				
594	Strongly objects to green route. Home would be demolished if this route goes ahead. Forced to move away from neighbours, friends and family. Son would lose his entitlement to enrol in primary school. No other site this route would have a significant financial impact on him. Ill considered and wrong option.	Killoughter				✓				✓		✓				
595	Do not select green route. Has a site on families farm here, which lies on the route. No other lands available and would not be in a position to purchase a site elsewhere. Currently live in rented accommodation and saving towards building a house. As a native of the area, with strong ties to community it has always been their wish to live there. Green route would have a devastating long term consequences for family and Menlo area	Killoughter				✓						✓				
596	Young farmer will be greatly affected by the green route. If this option goes ahead he stands to lose land. This is good quality farm land with significant road frontage. Loss of land would mean he would be forced to reduce number of stock and remaining small holding would not be viable. Thus forcing him out of farming. Any potential future gain from the sale of the site would also be lost. Green route has devastating, long term consequences for him, his family and the farming community of the area.	Castlegar				✓				✓		✓				
597	Comments in Irish – translated: There were no maps available to take home. Not enough information on the maps too technical and difficult to read. There are other ways to solve Galway's traffic. Public transport is one of them, use that one. There is nothing about park and ride or improvement of the traffic lights. There is a increase in the amount of people here, as high as they were expecting. There is a drop in the traffic going to Connemara. These days, new methods can be implemented to remedy traffic problems. Galway could show the rest of the country how it's done. Not every solution needs to be based on roads and cars. It is nobody's' right to inflict heart-beak on another person or family, or to destroy our native place and our heritage, or to destroy nature, for a scheme that won't stand, but for a short while.	Menlo	✓			✓	✓								✓	
598	Submission from parents association of primary school Main concerns: 1. Effect of ambient and traffic related air pollutants on the respiratory health of children 2. Noise pollution and its adverse effect on learning 3. Risks to the health & safety of pupils and staff 4. Inevitable disruption to teaching and learning during any protracted period of construction 5. Visual and material impact on the school landscape and potential loss of light 6. Reputational damage to school 277 Petition Signatures attached	Bushypark					✓						✓	✓		
599	Consequences of choosing any of the routes will 1. Demolish people's homes 2. Constitutional issue where people's property rights are considered inferior to protection of habitats 3. Wipe out recreational facility at Dangan 4. Pitch communities against one another 5. Huge effects on health and education of children of Bushypark school (noise emissions) 6. Ruin the unique qualities of our beautiful city	Dangan			✓	✓	✓			✓	✓					
600	Children attend Bushypark NS. Very concerned that proposed route (blue) will adversely affect children's school life from the point of health, noise & safety. Would like to lodge objection to blue.	Moycullen					✓						✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
601	• Shocked to hear recently that one of the routes (blue) will be travelling adjacent to school where children attend. • Noise, visual disturbance as they concentrate in class and various safety issues it brings into play. • Same route will destroy grounds at Dangan where child plays hockey every weekend and pitches that other children play football and hurling at weekends. • Hopes that other options i.e. light rail, widening other roads are becoming more of a priority than these routes recently proposed	Bushypark	✓				✓				✓		✓	✓		
602	Do not agree proposals for motorway. The impact on Galway area would be so dramatic, would cause harm to many people, the environment, and future tourism for Galway. Believe that original plan proposed through Menlo would be only route that I would agree with.	Clybaun				✓	✓	✓		✓						
603	Please reconsider the location of the project as it is very dangerous for the whole school causing pollution, problems and accidents	Knocknacarra											✓	✓		
604	Opposed to motorway routes. Any route will destroy quality of life in Galway. Tourism will be affected. Thinks there is a better solution. Too late for any motorway project. Solution was needed 20 years ago, when city was smaller. Bridge across corrib at Menlo (low impact style). Should be the first step. The widen routes on either side of N59, N84 etc. Change road configuration of road in Westside so bus lane is a car lane. Add pulling bus stops to keep traffic moving. Also make distributor road two lanes on either side so traffic moves well through Knocknacarra.	Clybaun	✓	✓					✓							
605	Dispense of new proposed six routes. Revert to original plan.	Clybaun						✓								
606	Opposed to bypass routes which will destroy and divide stable close-knit communities. Also disrupt the natural habitats in Dangan and the racecourse. Alternatives need to be considered. Bypass will do more damage than good. Cost benefit analysis needs to be reconsidered.	Bushypark				✓	✓			✓	✓					
607	Loss of free space in Dangan and restriction of access to playing fields for the local community is of great concern to them	Circular Road				✓					✓					
608	Do not agree with proposed bypass in Bushypark area. Urges the NRA and City council to favour improving public transport	Bushypark	✓													
609	Interested to know where Bushypark NS will be located if this plan goes ahead. School will be unusable during construction due to noise and afterwards, yard and new astro pitch would be unusable due to air pollution and traffic noise. Perhaps the health of 400 young children is of no importance when it comes to the convenience of road users, and they should play outside just metres from a road planned to take heavy traffic volumes	Newcastle														
610	Building an overpass beside Bushypark NS would interfere with children's education. Also noise disruption would be major. Surely an alternative route can be picked. Not to mention the effect the pollution would have on the pupils, teachers, and people living in the area.	Shantalla					✓						✓	✓		
611	Total against new road going through or adjacent to school property.	Barna														
612	Do we really have a chronic traffic situation? Able to leave Ragoon today at 4.50pm today and travelled to racecourse road and back and was home at 5.45pm. Disruption that will be caused with the construction of this route will cause a lot more traffic congestion. For the coming years and will it really reduce the amount of cars on the road.	Ragoon							✓							
613	Opposed to these routes and feel we should look for alternatives to digging up half the city and spending this amount of money. Feel a system put in place for school routes and a tram route would be better use of this money it would alleviate a lot of traffic from our roads	Ragoon	✓								✓					
614	Project not properly discussed. No alternatives (apart from other road options) are put for discussion, with the help of NUIG and other experts, re what are the benefits of the projects, what are its weaknesses, threats. Citizens of Galway should discuss why and if, not have such attitude to the project is un-sustainable	Newcastle							✓							
615	So unsafe and unhealthy for the children.	Letteragh											✓	✓		
616	Object to bypass behind St James NS Bushypark	Knocknacarra											✓	✓		
617	No Comments	Ragoon														
618	Don't want new road so close to school	Bushypark											✓	✓		
619	Park and ride might be a better solution than building new roads and bringing cars into the city. Look at big cities where they found solutions like buses (regularly going) park and ride on the city entrance. Building a road next to a primary school id ridiculous	Bushypark	✓										✓	✓		
620	Complete object to the construction of the proposed blue route on the grounds that the levels of pollution will rise significantly. Child suffers from asthma this will have severe health implications. Noise levels and more importantly the destruction of beautiful surroundings in Dangan i.e. hockey pitches, running track, walking and playing area for children. Proposed cost of the development could be put to a lot better use in the Galway west area, i.e. improving roads in Connemara which in turn would help alleviate traffic problems without consequences of Blue route.	Circular Road					✓				✓	✓	✓	✓		
621	Too close to school noise level will be too high for environmental reason.	Newcastle					✓									
622	1. Ethnic cleansing 2. Cultural Identity and strength 3. Galway City of Culture 4. Menlo Castle 5. Conflict 6. Culture - Memory 7. Farms 8. Benefits – Traffic 9. Recent Development in Menlo 10. Appearance of the motorway 11. Loss of views/residential amenities 12. Geographical Integration 13. Cultural – Gaeltacht 14. Fields, Field names, walls trees, treelines 15. Water 16. Safety	Menlo				✓	✓			✓	✓			✓		
623	Translated from Irish: I was born and raised here from 1919, as were my ancestors before me, for 600 years, in Menlo. I am completely opposed to putting a road across my house and to leave Menlo ruined. I won't let it happen next to my house.	Menlo				✓	✓									
624	This road will destroy Menlo. • The village of Menlo is tiny, barely bigger than the four lane highway "Green Route" that you're planning to put through it. • Almost alone on this side of the Corrib, Menlo is a Gaeltacht. It has particular cultural significance. • To this day researchers, archivists, post graduates, etc. come to Menlo to record and learn from its native speakers. • A large proportion of the people who will be displaced if this motorway goes ahead are natives of the village - born and bred here • Are you going to continue to refer to "the Gaeltacht village of Menlo" in your tourist brochures when the few remaining Irish speakers have been forced out? • Think infrastructure and limestone pavements matter more than culture, language and identity? It will no longer be a Gaeltacht in those circumstances. • If you pick the Green route, be prepared to be bogged down in the court system for years because - make no mistake - this is a Rights issue.	Menlo			✓	✓	✓									
625	Totally opposed to demolition of family home and gardens built up over the last 46 years. On both blue and pink route and of either are chosen, they will have to move which means they would be leaving neighbours, friends and communities. No amount of money can compensate for that. A relocation would be a major upheaval in their lives. Many other families in danger of losing their family homes.	Castlegar				✓				✓						
626	• It contravenes the Galway City and County Development plans, e.g. it does not link up with the proposed Docks development. • It is not inclusive of public transport options. • It will destroy the Bushy Park area which is currently designated High Scenic and low Density for development and will cause the destruction of well-established family communities • We are paying for poor planning policy in Galway, where industry is on the east side of the city and the west is primarily residential and has been ignored for decades. • Is clearly designed to open up lands for development, lands which should be kept as a green belt for the city.	Bushypark	✓	✓			✓	✓		✓						

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
627	• I wish to confirm my strong objections to the proposed routes for the N6 Galway City Transport Project. In particular the Green Route which will have a detrimental impact on Bushy Park and will result in 100 homes being demolished and Menlo village being destroyed. • The building of this Outer Bypass has been ongoing for the last decade or so and has caused untold stress and upset for me and my family. • We are now facing the prospect of the green route dividing our land if it is selected. • Remaing comments same as 626	Bushypark	✓		✓	✓	✓	✓		✓						
628	• Wish to confirm my strong objections to the proposed routes for the N6 Galway City Transport Project. In particular the Green Route which will have a detrimental impact on Bushy Park. • Family have lived in the area for many generations and the proposals to dissect and split the communities like you propose I find intrusive and truly divisive. • If the green route is selected, it will result in 100 homes being demolished and Menlo village being destroyed. • Had to wait years to get planning permission for a house on family land as it is zoned high scenic amenity, yet I now have the prospect of this road in the field adjacent to me. • The proposed route options are in my opinion an exercise in box ticking obviously done by someone not from Galway and will not have to live with the consequences. • Remaing comments same as 626	Bushypark	✓			✓	✓			✓						
629	• Strong disapproval of the proposed new road (blue corridor) through Castlegar Village: Such a development would devastate an entire community. • Specifically, this new proposed route will impact hugely on our family home. • Due to the high levels of carbon monoxide and air pollution at previous home, they were required to vacate our home and move to a safer environment. • Health issues as a result of air pollution. Research shows carbon monoxide to be a contributing factor in autoimmune diseases. • The blue corridor sits directly over home. The proposed road height of 7 metres, which will over-shadow our property, will undoubtedly result in high noise levels, pollution, disturbance, and disruption to our quality of life. • If this prosed route is implemented, we will have no alternative but to seek compensation relative to the current value of our property	Castlegar														
630	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
631	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
632	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
633	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
634	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
635	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
636	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
637	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
638	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
639	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
640	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
641	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
642	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
643	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
644	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
645	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
646	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
647	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
648	Repeat Comments of 227	Menlo		✓		✓	✓			✓						
649	Pictures attached showing the Claddagh in 1920's with thatched cottages which were demolished in 1930's, Irish was spoken language. Pictures showing cottages in Menlo in 2015. Showing Menlo's cultural significance and importance as an Irish speaking area.	Menlo				✓										
650	Environmental impact on families and homes is too much, do we need any proposed routes? Traffic can be managed, buses & school buses? Everyone in Galway knows when schools are on holidays, traffic flows. Tourism is important during Summer months and increased traffic is off putting for local enterprise. Quincentennial Bridge was too little too late and this will be too. Seems we've been talking too long. Time for real action and no road. Impact on Bushypark NS is obtrusive.	Dangan	✓				✓			✓						
650A	School and friends houses will be destroyed. Child could come up with a better plan than this. Blue route is going right over school which is very dangerous, if there was an accident a car could flip over the railing and kill children instantly, such an idiotic idea and the noise would be so loud it would affect their learning. Feels they could run Galway County & City Council & NRA better than this	Dangan											✓	✓		
651	Submission from National School Objection Basis Numerous research studies and papers both at European level and further afield have been published in recent years, proving beyond doubt the major negative impacts that result from such major roadway constructions positioned in close proximity to learning institutions. These negative impacts can be categorised under the following headings: (1) Traffic Noise, Cognitive Performance and Child Development (2) Air Pollution and ill-health (3) Safety Issues from the Construction phase and from falling debris from HGVs. (4) Visual implications. (5) Vibrations (6) Reputation.	Bushypark					✓						✓	✓		
652	Green route would devalue home and proposed height would murder the scenic value of the area. The route does not respect the human habitat. Air quality will be affected due to high traffic. Prevailing winds will bring traffic noise into sitting room. Feel every avenue to relieve traffic congestion coming into city has not been explored.	Forramoyle			✓		✓									
653	• We are objecting to the proposed green route which runs adjacent to Monument road, Menlo. • This road will seriously affect our view of Lough Corrib and Connemara which is a protected view according to Galway City Council. Development Plan • It is our intention to protect the view and we are prepared to go all the way to Europe with our case. • This proposed green route is also a Health & Safety issue for our community. • Menlo is an area of enormous heritage value • Intention to demolish protected lands and houses like the cottages is just completely unacceptable. • Lived in Menlo for 40 years and the notion that you are going to split this village and community in two is overwhelming and unacceptable. • If this proposition goes ahead, it will lead to general anger, loneliness and isolation let alone more serious issues such as Anxiety and Depression. • We will be joining the proposed land-league to protect our own and our neighbour's rights.	Menlo				✓	✓			✓			✓			

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
653a	- Proposed route contravenes clause 4.8 of Galway City Council Development Plan - Desecrate an ancient woodland containing protected species, wildlife, flora and fauna - Would gouge through pleasant rolling country side on urban fringe - It will result in significant noise and disturbance to the area - Will damage the character and amenity of established residential area - Development will result in primary amenity area of garden and home being overlooked resulting in serious invasion of privacy - It will divide very small close community destroying Menlo's gaeltacht cultural and linguistic heritage in contravention of section 6.1 of Galway city development plan. - Will destroy a habitat of ecological merit, that of limestone habitat through which the proposed route will be constructed.	Menlo				✓	✓									
654	- Objecting to all routes - Concerned about Dangan sports ground, river walk etc. .Amenities will be destroyed and lower quality of life not just surrounding residents but people from all over Galway city who play hockey/football etc. - Bushypark National School too close to blue route, risk to children and staff, forced to inhale toxic fumes	Circular Road					✓				✓		✓	✓		
655	- Concerned majorly re. health impact e.g. lung damage to children. - No school should be within 300-500m of any motorway, cutting through areas leaves homes and schools at increased risk serious health problems - Traffic is a reality and multi-faceted solution must be sought, light rail, park and ride, improved bus routes etc. as part of traffic management. Extra bridge may be needed. - Roads are part of an overall system, blue route would irreparably destroy Dangan area riverside amenity and general scenic attributes of Circular road, Moycullen road area - Impacts are in health, social, psychological, physical wellbeing, wonderful natural habitat - Leave Galway in a better not worse state for generations to come. Leave modern environmentally friendly light rail systems. Galway can be an example to other European cities - If not we will be losing the essence of Galway as the gateway beautiful medieval city that leads to Connemara	Dangan	✓	✓		✓	✓						✓	✓		
656	Objects to blue route - Excessive noise pollution - Air pollution - Visual intrusion - Detrimental effect on Dangan area by river used by sports people	Dangan					✓				✓					
657	- Family object to road development affecting Ballagh community - Existing road can be developed, not a new road crossing and destroying environment - Thorough analysis is the foundation of good planning, what consultation was carried out in the community. - What consideration has been given to using/developing local roads. - Houses on that road would love road widened and developed - Have you considered using one way systems with traffic count indicators like the M50 - All residents agree to an alternative to what's proposed. - With imagination there are several other alternatives e.g. public transport.	Bushypark	✓	✓		✓	✓								✓	
658	- Strongly objects to proposed routes affecting home area. - Would destroy an existing community. - Motorway scheme was handled in Ballinasloe much more sensitively - Development in Ballagh as madness. Please think a bit more sensitively	Bushypark				✓									✓	
659	Family strongly object to N6 development through Ballagh. Consider developing existing roads rather than destroying their community.	Bushypark				✓										
660	Object to green route which runs parallel to Monument Road as it would affect view of Lough Corrib, and divide village in two. Old gaeltacht village with a number of thatched cottages which are preserved and would be demolished. Development plan for Galway city 4.8 section V7 says Monument road is a preserved area. Lived there for over 20 years and feel it is unacceptable that somebody can upset their lives and cause so much anxiety	Menlo				✓	✓			✓						
661	Concerned as resident of one of the estates which will be disproportionately affected by these routes. Concerned about - Noise & air pollution, - Safety of children - Deterioration in house value Reconsider routed for the sake of 100s of affected residents	Ballymoneen					✓					✓	✓	✓		
662	Strongly object to proposed blue route - Route and link road will cut through residential community. Concerned about increased traffic, noise and visual impact. - Child attending Bushypark, blue route severely impacting school and recently completed pitch - What public transport options have been considered? No bus service option from Bushypark to school. Cycle lanes only cover a fraction of the route	Bushypark	✓				✓									
663	Strongly object to overall process adopted by Galway Co. Co. and NRA and brief provided to ARUP for the route selection. All routes negatively impact communities and the process should be halted and a more integrated solution sought, with less adverse effect on communities. Letter of specific comments in respect to green route attached - Economy - Environment - Landscape & Visual - Human Habitat - Communities - Air Pollution - Noise Pollution - Water Pollution - Ecology - Wildlife Ecology - Safety - Integration	Truskey West			✓	✓	✓					✓	✓			
664	Objects to all routes, all negatively impact on families living along them. Letter attached opposing green route under heading of land drainage & safety.	Truskey West					✓							✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
665	Observations 1. It is regrettable that the public consultation process did not commence in advance of the publication of the six proposed routes. 2. The process, the methodology employed, and the six routes proposed by Arup have created a 'collision' between council, business and residents 3. The choice of six routes is worrying. It is a divisive methodology and is likely to result in communities being isolated if and when one route is chosen. 4. I cannot support any routes that would involve the following: • the destruction of a heritage village such as Menlo • the impact on Ballybrit racecourse • the impact on our University • the impact on Bushypark NS and the close proximity to children at play. • the splitting up of family networks of 4-5 families in one place - difficult to recreate. • the destruction of between 50-130 family homes on routes proposed, an unacceptable level of human displacement. • the lack of a specified 'buffer zone' distance between the proposed by-pass routes and the remaining homes in proximity to the route. 5. Crucially, the proposed By-pass routes will not solve inner city traffic mayhem and will not make Galway a friendly city to move around in.	N/A	✓			✓	✓			✓		✓		✓		
666	1. Terminate GCOB at N59 and allow Western section to be considered as part of R336 Bearna to Screeb road plus the N59 Galway to Clifden schemes and as determined by previously by ABP. This avoids splitting the R336 and N59 proposals 2. Tunnel under Menlough to minimise pavement and household damage 3. Provide toll charge if all GCOB exits to city to be used to provide free public transport and car parking at park & ride and Gauraun Railway Station into city 4. Reopen Clifden railway tunnel to provide connectivity between bus station to blackbox carpark, blackbox to NUIG using old footings in the Corrib, NUIG to UCHG and on out to Kingston at junction of Threadneedle road.	N/A	✓	✓			✓									
667	Object to the proposal of the red, orange and yellow routes of the proposed N6 through our estate for the following reasons, 1. Possible demolition of 16%, up to 10 residences out of a total 64 residences in our estate. 2. Forceful relocation of a large section of population from our estate. 3. Disintegration of close knit community 4. Destruction of open spaces used as recreational areas by children of the estate. 5. Destruction of landscaping and entrance provided by residences from their own resources. 6. Increase in noise and pollution levels due to more high speed traffic. 7. Access and egress difficulties from our estate due to new road layout 8. Character of estate changed forever.	Tuam Road		✓		✓	✓			✓	✓			✓		
668	Objection to all 6 routes proposed in the Public Consultation process that was recently held in the Westwood Hotel, Dangan. It is our belief that the route originally proposed as the Galway City Outer by-pass be revisited and re –introduced having consideration for the environmental restrictions. The 6 alternatives proposed in a most undemocratic fashion do not give any consideration to the disruption of the "human" habitat and the communities on all both sides of the river and must therefore be rejected	Dangan			✓			✓								
669	As a resident of the Bushypark area and a parent of a school going child. I would like to strongly object to the proposed Blue Route of the N6 Galway City Transport Plan. I strongly feel that its impact to the school and this area would be a negative one.	Bushypark				✓										
670	As a resident and farmer born and raised in Coolough objecting in the strongest possible terms to allow this project to go through our beautiful and unique village with the devastation of people losing their homes and livelihoods - people who have lived and worked in the village all their lives. It would have a catastrophic effect on the elderly, children and many families. Please reconsider and check routes that could be more feasible rather than destroying family homes and our village.	Castlegar				✓				✓						
671	• I object in the strongest possible terms to not only the way the N6 Galway City Transport Project is being carried out, but also to the main content of this project, which appears to be only about building more roads. • It will fail to alleviate traffic congestion in Galway City, protect the environment. It will cause stress, divide communities and ruin Galway City • Any mention of “sustainability” regarding this project is a complete fallacy. • Roads filled with fossil fuel burning vehicles is not sustainable • Galway City has been plagued by bad planning for as long as this young State has existed. Tram system should not have been removed. • Galway want to go for European Capital of Culture, proposals will affect this. • If our roads have too many vehicles on them now, how is the solution more roads, when this will just lead to the same issue in the future. • Get as many cars off the roads as possible by offering alternative transportation options • Close off entrances/exits to shopping and retail parks, which turn the ring road into a car park, and route them through feeder roads that don't block the ring road. • Stress caused to people as a result of project will affect people's health according to the Irish Heart Foundation. Against constitutional right. • There have been major studies "linking motorway pollution with permanent and life-limiting damage to children's lungs" • The noise pollution from roads can have detrimental health effects on humans and animal • There are many animal species in Cappagh and I lament the thought of not seeing them in the area anymore • You have not provided reports of the ecological effects of building roads, which prove that they will have no detrimental effect on surrounding sensitive areas while the road is being built and afterward. • Due to the topography of the area, the proposed routes passing from Ballyburke through Cappagh, directly affect the drainage of the Designated Natural Heritage Area. • Creating flyovers through the area will still not alleviate air pollution, heavy metal run off from the roads and only serve to increase noise pollution, increase the difficulty of introducing noise abatement measures and have devastating impact on the natural beauty of the area. • In accordance with European Union directive 2002/49/EC what increase will there be from the current noise levels in the area to those that will be present after the motorway will be built? These routes through Cappagh will be like a knife through my life long dreams, through my heritage, a denial of my right to offer parents immediate support in their old age and offer my children the same wonderful environment that I grew up in.	Cappagh	✓	✓		✓	✓						✓	✓		
672	Objecting to road going through Ballybrit racecourse, destination of huge importance for a lot of people. Longterm detrimental effect and also on courses who depend on funding raised from Galway through horse racing Ireland. Loss of jobs	N/A								✓		✓				

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
673	• Urban Architect & Project Manager with a business based in West Galway. Setting aside real and tangible concerns which are likely to directly impact business there are broader and objective Urban Design concerns. 1/ VECHICULAR MOVEMENT PRIORITY OVER LIVING ENVIRONMENTS- CONTEXT: • Beyond the individual Engineering construct, Urban Design is a much broader expansion of the built environment, assessing and responding through design around the multiplicity of interdependent elements, requirements, constraints and physical barriers & conflicts that make up the collective public realm, some would say the communal Human Habitat. • This is why roads proposals and the rationale behind such schemes result in such ubiquitously similar constructs. • In principle this type of outdated intervention can (and does) destroy the established and locally successful URBAN FABRIC upon which we live out our daily lives. 2/ COUNTER TREND • All over Europe “Urbanity” as a positive force has reasserted itself, resulting in some superb examples of living environments and indeed additional • commercial benefits for the communities and businesses concerned. Reference; Copenhagen and Amsterdam. • Yet here we are with the N6 proposals?! • The N6 route proposals all fall foul of severance issues • Where are the Community aspirations reflected in any of the proposed routes? • In particular, any local transport function of national road bypasses and relief roads in respect of the urban areas they pass through is, and must continue to be, secondary to the role of these roads catering for strategic traffic. • This is why, in assigning National N6 status to the N6GCOB routes through the City; it is very hard to imagine how any genuine community & people first priority will emerge from such a policy stricture. • Any of the normal principles associated with good sustainable Urban Design simple cannot co-exist in such an engineering dominated environment. 3/THE REAL ISSUE Like many of the historical examples, any proposal to drive ‘National HighwaysfUrban Motorway’ through existing Cities is entirely questionable, typically, only addressing dysfunctional symptoms rather than the core spatial causes and poor urban planning. It is a great pity that such a Human Environment Benefit and societal opportunity was lost in the ‘noise’ caused by addressing non–urban nuanced matters. 4/ TIME WARP! This proposal not only ignores essential good urban practice, it is also regressive, outmoded and ultimately hostile to our collective, unique and precious HUMAN HABITAT known as GALWAY CITY.	Barna	✓	✓	✓	✓	✓									
674	Our property has been selected as a possibility for demolition as it lies on the yellow route. This route involves removing approx. 23 properties in our estate. We are situated on the very top of the estate in a quiet and peaceful setting. We have lived here since 2002 and are very settled in the local community. Our main concern would be where we would relocate to given the current market value of our property. It would be great very difficult to either let or buy a comparable property in the area. We have also spent a considerable amount on the house over the last few years on home improvements, redecoration, insulation etc. We have a tracker mortgage which is very valuable to us also. If we had to relocate and get another mortgage the tracker would be lost. The house is close to town, work and school and our three children are very settled and have many friends here.	Headford Road				✓						✓				
675	Wish to object in the strongest terms to the Red, Green and Blue routes for the following reasons. Red Route This option ends at the eastern side of Bearna and will cause major difficulty for both traffic on the R337 and pedestrians trying to cross the road in the village. Traffic will be chaotic at busy periods in particular at weekday peaks and weekends during Sunday evenings. Blue Route This option will destroy Bearna by splitting the village in 4 pieces. The majority of the population will have to cross the new road to get from their homes to the shops, the school and the church in addition to the amenities at the pier and the beach. Green Route While west of the village it is too close to the village requiring the demolition of far too many houses and permanent disruption to more. This route cuts the village off from the amenities at the GAA pitch, pitch and putt course and Lough Inch. A study of the SAC at Corboley and Boleybeg should be carried out to determine what qualifying interests in the SAC would be impacted if the route were to progress through the SAC well North of the village. Any decision on either the Red or Blue routes should be predicated on a very robust analysis on the population of Bearna. This analysis must include a traffic analysis of how the population will access shops, school, church and amenities including the pier, beach, GAA pitch and Lough Inch. The analysis must include both safety and traffic flow considerations. In relation to the studies to be carried out prior to route selection we wish to point out that from an ecological point of view Bearna has a significant population of bats, frogs, newts and common lizards that need to be considered in any route decision. It is important in this regard that ecologists carrying out any studies have appropriate experience.	Barna				✓	✓							✓		
676	Preliminary issues 1. The communication around the proposals is unacceptable. I received no letter in relation to the destruction of my home. But it was explained to me in your offices that our home was on the blue route and would most likely be destroyed, probably as a result of a slip road. No proper explanation has been given as to why this was not communicated in writing to me. 2. Given the complexity of the proposals and their impact on the people of Galway, the consultation period is too short to represent true consultation and leads to a position where a preferred route is being selected in the absence of complete facts. 3. ARUP staff has explained this project is a “transport project”. However, only a road is being discussed. No details have been presented or other alternatives or as to how the various elements of the transport project interact. Therefore, again, decisions are being taken in the absence of complete facts. Other Issues: 1. St. James National School, Bushy Park 2. Community 3. Local facilities 4. Our home	Circular Road				✓				✓	✓		✓	✓	✓	

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
676A	Resident on Circular Road and I first became aware of the proposed six routes of the “N6 Galway Transport Project” on Sunday 25 January 2015, three days in advance of the second Public Consultation on the project. Please find below my submission in relation to the project. We purchased our house in The Heath, a 5 bedroom detached family home on a 1 acre site, five years ago. We made a decision at that time, to purchase the property, based on a number of factors, as we have a young family and this is to be our long term home. The proposed Blue route not only destroys our family home but also the community in which we live and will have a significant impact on our entire lives both now and in the future if that is the chosen route. Six page submission under following headings: The school: The sporting and amenity facilities at Dangan The local community Our home Further considerations	Circular Road				✓				✓	✓		✓	✓	✓	
677	Presently constructing a house at Bushypark, Galway. It took us 18 years to obtain planning permission which was eventually granted to us in September 2012 and with the construction of the house well advanced we are shocked at the possibility that it could be completely demolished if the Blue link up road to the N59 (the offshoot from the proposed Blue Route) is chosen as the preferred option in preference to the Orange link up road near Bushypark church. The proposed Green Route is possibly even worse as it will be passing right at the back of our house at a much higher level and will completely destroy any quality of life that we were hoping to enjoy from living in what up to now was a beautiful peaceful community. Either option for us is completely unacceptable as our house will either be demolished or we will end up beside a massive motorway which will be towering above our house and the noise, pollution etc. will be intolerable. We cannot possibly contemplate trying to bring up a family in this environment, so we will have no choice but to leave. We have been planning our new home for over 20 years and we were overjoyed when we eventually obtained planning permission only to have our entire dream wiped out. Can you imagine how we feel? We have three young Children and our plan for the future was to give each of the Children a site when they became of age. We know of people who are objecting to particular routes on the grounds that certain amenities in the locality will be affected. They are making out the loss of the amenity is the reason for not wanting the motorway but the real reason they don't want the motorway is because it will be close to the area where they are living and they are concerned at the impact it will have on their homes. If the Green Route goes ahead nine houses in a row on the Moycullen road in Bushypark will have to be knocked. In addition, there will be a further five houses right behind us that will also have to be knocked. These are all substantial houses that would have been very expensive to construct and we fail to see the logic in putting a roadway in a location like this where so much destruction will have to take place to facilitate it. Is it not possible to pick a route where there would be less destruction of homes involved? Please re-examine the proposed routes and see if it is possible to find a solution which will minimise the number of homes that have to be demolished.	Bushypark								✓						
678	I am writing to register my opposition to the proposed N6 relief road and the green route that is to cut through rather than by-pass Barna. This route seems to cut through the heart of the village rather than bringing any relief to the area as it will cause major congestion where it is proposed to join with the existing coast road. I thought that the idea of a bypass was to do just that not cause more congestion in the very area you are trying to bring relief to. Surely it would be better to bring the road out further down the coast to a less populated area where traffic management could be better implemented. As a frequent visitor with family in the area I would be appalled to have my vista of the world famous Galway Bay interrupted by a road in the sky !	Barna		✓							✓					
679	I wish to object for the following reasons: • The motorway will be too close to our home. • It will be higher than our home. • It will block our view of Lough Corrib. • It will cause a lot of noise by passing traffic. • It is possible it will cause flooding on our property. • It will cause pollution. • We will not have a proper exit or entry to our property. • We have a relative with special needs living with us in our home and we need a bus to collect our relative. • Our property will be seriously devalued. • We will lose contact with our neighbours.	Menlo				✓	✓			✓		✓				
679a	Same comments as 679	Menlo				✓	✓			✓		✓				
679b	Same comments as 679	Menlo				✓	✓			✓		✓				
680	Concerns: • We believe that a house situated beside a motorway is not a safe environment for children to grow up or Elderly people to grow old in. - o Traffic noise, air and light pollution will impact on both their physical and mental well being. - o The physical dangers living directly beside a busy road or flyover are well documented and unacceptable - o The family will be exposed to littering from the fly over or road way. • The crèche next door which my nephew attends will be directly affected also. - o Under the children's rights; every child has a right to an education and a right to play. Having the road/flyover directly beside either the school or the crèche will be directly in breach of these rights. • We do not believe that the N6 Galway City Transport Project has given enough attention to improving public transport in Galway City to make it a more viable option for people to use. • We believe that there is a need to develop Galway as a more environmentally sustainable city, where there are many options of transport available rather than just dependency on cars. • We are appalled at the bad planning that that was led to the horrible unsightly mess that is the east side of the city and can only be dismayed at the inevitable destruction that will surely happen to the environment to the west of Galway should this road be proceed. • The beauty of the west of Galway City for both the residents of Galway city and the all the Galway's many visitors; is that there are no big industries and roads smashing through it.	N/A	✓										✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
681	I agree there is a traffic problem in Galway but I don't however believe that this N6 Project is the answer. It's another road. We have roads, what we don't have is strategic and clever public transport system. Studies have shown that investing in cycle lanes, consistent and reliable public transport methods are cost effective and successful in reducing traffic congestion in major cities. Bypassing seems counter productive. People don't want to go around the city, they want to go into the city and stop off at the communities, businesses and facilities along the way. Why would we bypass the problem? On a personal note and I feel that my story echoes that of the many people of Galway. I have grown up in Barna. I took my first steps down the hall of my home. My childhood and early adulthood memories are rooted in my beautiful bungalow. I don't want to lose my house. I don't want to have to stand back and watch my bedroom get knocked to the ground. The disconnect I would feel is too overwhelming to fully comprehend. The area I live in has always been peaceful, quiet and rural. I do not want to live near a busy road where emissions will increase the risk of respiratory and cardio-vascular problems. Where is freedom of choice and right to choose where to live? I appeal to the members of Galway County Council, ARUP, the NRA and Galway City County, stop this project going ahead. Alternatives do exist. Save the homes. Do not bypass the problem.	Barna	✓							✓			✓	✓		
682	10 page report Conclusions are as follows: - The current N6 Galway City Transport Project Route Selection process should be stalled until the questions raised by Arup Consulting Engineers regarding Public Transport impacts are addressed and answered. - The Public Transport provisions and recommendations of previous transport studies should be revisited with renewed impetus for implementation. - Due weight should be given to sustainable modes of transport as a primary solution to traffic congestion issues. - Any transport solution should be developed within the context of an overriding vision for the type of city we want Galway to be. In particular: - o It should be concerned with conserving the unique environment that makes Galway special; - o It should seek to create a city where the human scale is prioritised over the scale of the motor car; - o It should be concerned with creating a sense of place which enhances the urban setting of the city; - o And it should engage with communities on a deep level to ensure that there is real public engagement and that any solutions proposed are done so in the context of a public understanding of the reasoning and implications of the solution. - Localised incremental interventions should be pursued which will have a rapid, measureable and verifiable impact on the city. - Introduce a Beta-project approach to testing design solutions for the city to facilitate rapid testing and analysis and to minimise abortive costs for projects which don't deliver expected outcomes. - Move away from low density suburban sprawl and dispersed one-off rural housing in favour of medium density communities which are well served by public transport and amenities.	N/A	✓													
683	Prioritising of wildlife over homes Whilst recognising the ecological beauty found in Galway, it is frankly nonsensical to place this above the beauty and belonging people place in their homes. With some of the proposed routes demolishing a minimum of 100 homes, leaving hundreds of people without a home. Furthermore, it seems the homes of thousands of people would be negatively affected to a considerable degree, as whilst their homes will not be demolished, they will be in the shadow of the new road, only metres away. The fact that the human habitat impact has not been quantified in the study for the proposed N6 but that considerable resources have been expended in determining the impact each route would have on the habitats of other forms of life is frankly astonishing and renders the entire study flawed. Insufficient Due Diligence It is my understanding that affected residents have contacted ARUP requesting traffic volume predictions for the proposed routes but these could not be provided. It is astonishing that such relatively basic data could not be provided for a project that could cost as much as seven hundred and fifty million euro. It is a clear indication that the diligence carried out on this project is not up to standard and removes any confidence one could have about the proposed routes. A need for modern city planning Whilst recognising your brief was to provide plans for the proposed N6 and therefore alternative solutions could not be investigated by you, there seems to have been a flawed belief that all our transport issues could be solved by this one road. Modern City planning is far more complex than that and we need to examine how we can make the positive impact on our transport issues rather than building this road and then seeing what impact it has. To do this, alternative solutions must be examined with the same commitment as any potential roads. Many alternative solutions have been suggested which have not been/could not be considered as the remit for you was to find the best road solutions, which are not necessarily the same thing. When proposed plans are being put forward which suggest demolishing hundreds of homes, I believe we have an obligation to, at the very least, thoroughly examine all potential alternatives before they are ruled out. It is simply unacceptable for them not to be considered.	N/A			✓										✓	
684	I think it's a disgrace and in poor taste that the notion would even be considered to out a bypass through the village and surrounding area of the picturesque Menlo!! It's shows everything that is wrong with the country at the minute looking at short time gains never mind the future! Menlo and the surrounding area has managed to maintain the rural Ireland feel that is slowly being eroded across the country and it needs to be stopped! With the castle and the lough on its door step and its sense of community it is unthinkable as to what the bypass would do to this community!! Please take this email as acknowledgement of my extreme protest to the prospective plans and urge you to look at other options that have been outline to you by other representatives	Menlo				✓										

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
685	I am just writing to outline my grace concerns regarding the proposed N6 Galway Outer Bypass, as a resident of the area of Kiloughter for all of my life. As you are aware, the townland of Kiloughter also happens to be one of the affected areas of the green route option. My family home is likely to be only a few hundred metres away from the proposed green route option. The Green Option, if it is to be chosen for the bypass, will gravely impact on my enjoyment and experience of living in the area particularly the relative peace and scenery of the area. The high traffic volumes which will probably use the Outer Bypass will result in a great degree of air and noise pollution. I have little doubt that the area, which I have enjoyed living in throughout my life, will be destroyed to an irrevocable degree if the areas of Kiloughter along with Menlo are to form part of the route Outer Bypass. Many questions need to be asked as to the reasons for you along with the Project team for concluding that the Outer Bypass will ultimately solve Galway's chronic traffic problems.	N/A				✓	✓									
686	I am writing to ask for you to reconsider the blue and pink route proposed. I am a native of Castlegar which is a wonderful community. A community steeped in rich history and breath-taking landscape which has shaped our lives. I am devastated to think that this could all be lost with the construction of a bypass. Please do not think that I am against improvements to Galway's infrastructure. I know traffic is an issue but I firmly know families and communities are more important. My family and I are so passionate about this issue that it brings tears to our eyes. My parents have been living in Castlegar all their lives plus 6 generations ahead of us. If these planned routes go ahead It will cause irreversible damage to my family and our Castlegar community. I am extremely saddened to learn of this dismissive nature Ireland has adopted. This dismissive nature I refer to is the demolishing of Castlegar, a small but established community rich in history. There are always alternative solutions to improving traffic which would have less impact on human lives. I can at least think of two; 1. Bring back trams! It would take cars off the road Thus hugely reducing traffic and not to mention pollution. 2. Improve on the existing infrastructure...Headford road, dyke road widening. (Just some suggestions) I am asking you not to bestow this upheaval my family and also our community in Castlegar.	Castlegar	✓	✓		✓										
687	I would like to outline my dissatisfaction with the Green route as proposed for the following reasons. Safety Environmental (1)Noise (2) Air Quality (3)Flooding (4) Residual Impact Economy Community Pink Corridor The Pink corridor as proposed is sited far too close to the village and will have a significant negative impact on the village community .The junction design; road levels and lighting requirements as outlined will cause unacceptable levels nuisance impact on our community. Noise, vibrations, air quality, dust, and disturbance levels will be increased at each home in the village because of the proximity of the route to the village. Blue Corridor The Blue corridor as proposed has a lesser impact on the village than the Green and Pink options but never the less it still has significant negative impacts. The levels of noise, vibration, air quality, dust, severance, loss of amenity will be high. Red Corridor : The Red corridor will have similar negative effects on the village and the community as the Blue corridor. Yellow Corridor: The yellow corridor is very similar to both the Blue and Red options with similar negative impacts. Orange Corridor: The orange corridor as proposed has similar negative impacts for the village as the blue, red and yellow options outlined above. These corridors as proposed are positioned unnecessarily close to the Coolough village. Conclusion I feel current proposals on the table will create untold hardship on communities it effects and will have a negative impact on the economy of Galway. The concerns outlined by both Galway Race committee and NUIGalway regarding current proposals must be considered. The previous route the N6 Galway city outer bypass should be revisited to find a compromise that could be accepted by Europe and would impact less on our community.	Coolough				✓	✓	✓				✓				
688	Same comments as 687	Coolough				✓	✓	✓				✓				
689	Same comments as 687	Coolough				✓	✓	✓				✓				
690	My property which is home to my family will be significantly and adversely affected by the proposed 'Green Route Corridor' which will transect my property. For the record, I never received any written notification from any authority informing me that a route corridor option was transection my property. I only discover this through word of mouth and I had to personally source maps from the ARUP office in Ballybrit. The rear building line of my house and domestic garage is set back approximately 170m, north---west of Monument Road. The proposed 'Green Route Corridor' intends to run along a northwest---south west axis parallel to Monument road. According to the drawing prepared by Arup Consulting (See Copy Attached), the indicative green route corridor has the potential to run through my home/garage or run directly alongside. In the event the road were to run alongside my home, it is likely to be elevated and will severely affect the setting of my house. It is completely unacceptable for this route to be considered, where my home would either have to be demolished or adversely affected in the form of noise, overbearance and impact on residential amenity. I know I am not alone in this regard. It is unconscionable for the designers to consider these types of routes through established parts of the city suburbs, and is short-sighted if we are to consider the long--term expansion of the City. In terms of the environment, there appears to be no obvious advantage to any of current route options over a modification to the original bypass route. In my opinion, the design process should recommence to include a modification to the original bypass route, and this can be brought forward through the IROPI process if needs be. Finally, I am aware that under the provisions of the current Galway City Development Plan 2011---2017, views from Monument road looking north towards Lough Corrib are protected. I cannot understand how the green route option can be considered when it designed to run along an elevated embankment close to Monument road, which would Materially Contravene Objective V7 of the Development Plan.	Menlo		✓				✓		✓						

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
691	Points about yellow route as it passes through Sceilg Ard estate:. Our concerns and objections: 1. The passage of the road across the N84 will be unsightly. 2. The approx. 20 houses to be demolished represents a big portion of the estate. This will have an adverse effect on friendship and neighbourliness on the people who are moved on and those left behind. 3. The loss of most of the rear green area will mean more than 1/3 of the total green area in the estate will taken away and nothing added. 4. There is a varied diversity of wildlife visible especially in the morning at the top green. This would be gone. 5. The access road to the houses not demolished at the back of the estate will be blocked. 6. The road going through the estate is cut below the surface. Although we expect there will be a fence on both sides of the road, we have concerns about the maintenance of the fence where children will be playing near it. 7. There will be a big increase in the noise coming from the traffic on the road. This will be very close to where people live in these houses. 8. We have concerns about the remedies for noise. The use of fences or walls can become a magnet for graffiti. 9. A lot of fumes from the traffic will come to rest in the local area and in the air generally. 10.We have concerns about the alternative access road to the houses not demolished at the top of the estate.	Headford Road				✓	✓				✓					
692	Please consider this as part of the public submission process on the proposed N6 Galway City Transport Project. This submission is being made on behalf of myself, and my family. All proposed routes would have an impact on all residents of Coolagh village but the proposed green route would directly impact my land and thus have a detrimental impact on our livelihood and the quality of the life of my family and future generations of my family. Though our village is within the Galway City boundaries it remains a rural community and I am one of successive generations of my family to have farmed the family land over the centuries. The Galway City development plan 2011-2017 has specifically referenced "The heritage of the city is also enhanced by a number of village settlements, such as Menlough and Coolagh. This heritage is a significant element in defining the character of the urban environment, in creating the distinctiveness of the city. It is also a valuable cultural and tourism asset." The city also contains a number of small village clusters, which contribute to its diverse character. Opportunities exist for enhancement of these villages through the provision of facilities and appropriate development, which would benefit each village and the overall city. I would contend that all routes and especially the green route which transverses Coolagh village is in direct contradiction of what is contained in the City development plan and it in effect would destroy the fabric, culture and heritage of the village for current and future generations. Concerns re the following: Safety Noise Pollution Accessibility and social Inclusion Economic Impact	Coolagh				✓	✓			✓		✓		✓		
693	I am from Truskey West, Barna. Our family home is north of the proposed green route, as it crosses over the existing road at a height of 8m above the existing road level and will be directly in front of us. The old proposed route which has been on hold for 15 plus years also had a adverse impact on our father's land, in reality it did not make sense either, but it certainly made more sense than the new proposed routes. It had less impact on people's homes. This proposed route negatively impacts on us, our neighbours, and the community within the area. The proposed route passes over the existing road, it is not known yet if this is to be a single or dual carriage way, I would have thought it would be less costly both in terms of building the road plus its impact on the area if the proposed road was kept low and the existing road went over. The proposed route would have a complete adverse effect on the value of all homes in the vicinity. I understand that the costing process does not take any account of this as a cost, therefore I would have thought that any routes must be investigated fully so its impact is lessened as much as possible. This I do not believe has been done with these new proposed routes. My Grandfather built our family home in 1920 and although solidly constructed we can hear road noise and feel the house shake when construction lorries pass by. This is because the house was built 2ft from the road, which wasn't a problem at the time. We fear that the increase in numbers of wagons and lorries carrying heavy loads for the duration of construction (a number of months at best) for a proposed flyover / single / dual carriageway will have an adverse effect on this 95 year old property. The original cottage which my Grandfather lived in prior to building the new house still stands to the rear of the house, and we fear for this also. I wish to lodge my objection to the proposed green route and ask that you give consideration to people's homes and environment in this process.	Truskey West										✓				
694	I live in the village of Coolough Cahir which is soon to be destroyed forever if the green or blue routes are chosen for the new N6 motorway. You must consider the following before you make the ludicrous decision to destroy a historical human habitat. 1. This village is a unique in that it is situated within 4 miles of Galway city but yet maintains the character it had over 200 years ago. 2. My wife's family have lived in this village for over 200 years and she is the 7th generation to have called Coolough Cahir their home, which means my children will be the 8th generation. To lose this history lineage is absolutely unacceptable to us and I must state in the strongest possible terms that the destruction of Coolough village must be taken off the agenda immediately 3. The close proximity of the houses that are not detailed for demolition would pose a great risk to unacceptable levels of ground settlement and could result in many homes being damaged beyond repair. We saw this with the construction of the M6 motorway and this wasn't as near to the village as the routes proposed for the new roads 4. Noise pollution during and after the road construction would be unacceptable 5. School access for the number of children from the village who are attending Brierhill NS will be prohibitive during the construction of the road.	N/A				✓	✓									

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
695	I'm deeply concerned about the proposed routes for the N6 Galway Transport project (outer bypass). Also I must say I'm very disappointed at the quality of maps that have been available to download as it makes it very hard to scrutinise the proposed routes. Luckily I managed through Photoshop to enhance the quality of the maps provided. My concerns and objections go from the very personal to practical, I'll largely be referring to the green, blue and yellow routes in this letter. On a personal level I'm a resident of Menlo village. It's my home of choice in Galway. Here there's a peace, tranquillity and beauty of the countryside whilst being within a very short space of Galway city. I think it would be an absolute tragedy to destroy this unique area of Galway's. A big road through here would destroy this place and would be a death knell for the village. I'm only here at Quarry Road for 3 years myself although I lived previously for a time in Carrowbrowne so have connections to this area now for around 8 years. Even before moving here I used to come out to cycle around here from the city so I've loved this area for a long time. Aside from my personal concerns I really feel for the other long-term residents of the area and how it would impact on their lives in so many ways. This would seriously affect some of the older residents mentally as the place of their whole lives would be ripped apart and changed forever. From the study of the map it seems to me that the green route would be going to also destroy some of the old cottages as well as modern buildings. This would I think not only be a tragedy for the cottages residents but also for the village and of Galway. These older buildings and whole area for that matter are a link back to the Galway's heritage. For people who've poured their savings into building here this would really lead to a devaluation of properties in this very sought after area. I'd be very concerned about noise, air and light pollution of the area for local residents and especially for the children at the school in Menlo. Living in Menlo I would notice the large amount of wildlife here, Birds, Badgers, Fox's, it's unthinkable how the bypass would affect them. Visually a bypass going through Menlo, Kiloughter, Ballindooley over the river towards Barna will have a hugely negative impact on the landscape of the area too destroying the natural beauty of Menlo The woods, roads and castle are a fantastic amenity for both local residents and those of the city. All frequented by walkers, swimmers, cyclists, runners. What an asset for the city for people to enjoying being out in nature within a short distance of the urban environment. Perhaps with a little investment the whole area could be protected as it is of such benefit to Galway and it's citizens. An amenity near Galway City, is an important part of City of Culture Bid, to drive a road through the area would really be stating I think the Galway has lost it's path and direction. I'm aware of the Cultural Heritage, Historical and Archaeology of Menlo and that of it being a Gaeltacht area. I think with some planning and investment this could be made more widely known of its value as a heritage village. As I'm not involved in farming I'm not sure how it will impact on the local residents, however I do know many residents have horses and other livestock. I think personally it'd be great to see more farming reintroduced into the area. Moving on from Menlo I must say that I think it would have a terrible impact on the NUIG sport facilities to put the green or Blue routes over the Corrib in their proposed locations.	Menlo	✓			✓	✓				✓	✓				
696	I am writing to object to the blue, purple and yellow options for the N6 bypass. I was brought up in the Bushy park and Newcastle area and I went to college in NUIG. The river walk and sports grounds are as much the best part of Galway as shop street and The Spanish arch. I believe these options will ruin this part of Galway. I have been working in Australia for the past 4 years and hoe to come back to Galway. I would hate to see this beautiful part of Galway ruined by being turned into a bypass. I believe Galway would benefit much more from an efficient, widespread public transport system. I is how I get around in Australia (buses generally) and it makes a 1 hour commute much more manageable than driving.	Bushypark	✓			✓					✓					
697	Comprehensive 8 page submission: Objecting to both the Green & Blue routes having studied the publicly available material over the past few weeks. I strongly object to the proposal to run a four-lane road through the heart of the village of Menlo (section of the proposed Green route), because it will destroy the heritage, the environment and the lives of the community of Menlo village. This is because it personally affects me and my family. We would not have chosen to live and develop a home within close proximity to a major road or motorway. Safety & Environment; Economy; Safety & Accessibility - Other Community Groups; Consultation Process - Integration Landscape- European and International Conventions.	Menlo				✓	✓			✓	✓	✓	✓	✓	✓	
698	Resident of Menlo Village. The Green Route, as proposed by ARUP, will result in the destruction of my family home as well as the village which I have grown up in. Added to this it will result in the destruction of land owned by my extended family and houses in Menlo Village and surrounding area which my father and his family before him lived in, farmed and which are still occupied and worked by my extended family. The house I currently live in was constructed in 1984/5 by my father and local tradesmen. He along with my mother , younger brother and I have lived here since. My father died in 2002 and is buried in the local graveyard. In recent years my son has also lived in the house. This makes the house home to three generations of my family. It is built on family land and behind the land is situated a field which is still owned by the family. I strongly object to the proposed Green Route on the following headings: - Human Beings and Socio Economic Implications - Cultural, Heritage, Historical and Archaeology - Geology, Hydrology, Ecology and Agronomy - Climate - Noise, Vibration, Air Quality, Light Pollution - Landscape and Visual	Menlo			✓	✓	✓			✓		✓				

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
699	My parents' home would be subject to a CPO if the Red route were chosen. The Red route as a bypass option makes it sense to me. It comes at too high a cost in terms of its impact on so many people. No amount of money via a CPO could compensate my parents for the loss of their home. They live within walking distance of all amenities such as shops, churches, pharmacies - vital as they age - and especially for my mother who does not drive. They are both in ill health, and the possible loss of their home is not helping the situation. How would a market-value CPO allow my parents to purchase a similar-sized (5 bed detached), just as ideally-located home in the Newcastle area? As it is homes such as theirs rarely come onto the market, and when they do they tend to be bought by investors due to their proximity to NUIG and UHG. In common with many residents of Newcastle, my parents have a small flat at the side of their house which they let to students at NUIG. How would the loss of rental income of this flat be considered in any CPO? We park at my parents house when I take my children to their swimming lessons in the Kingfisher sports club on the NUIG campus. I am a member there and I gather it is to be demolished for the Red route, depriving the Newcastle area of a fantastic resource. As an aside, many hundreds of students and employees of NUIG, and staff and patients of UHG, use the Newcastle streetscape as a car park Monday to Friday. Where would all of those vehicles be accommodated if the Red route were chosen? I've seen it suggested that people would be unwilling to use an outer bypass to get across the city. I would happily use such an option if I knew that I could plan such journeys with certainty, unlike now. Galway is a city that has a unique appeal because of its location for tourists, students, and those of us who chose to live here. Constructing a motorway that ploughs through established communities and neighbourhoods would do nothing to enhance the city's attractiveness as a place to live or visit. Are environmental concerns such as those that stopped the outer city bypass really more important than the lives of so many people who live in Galway?	Newcastle				✓					✓	✓				
700	As a resident of the Bushypark Lawn area and a parent of a school going child attending St James NS, Circular Rd. I would like to strongly object to the proposed Blue Route of the N6 Galway City Transport Plan. I strongly feel that its impact to the school and this area would be a negative one.	Bushypark				✓					✓					
701	My husband & I attended ARUP offices to discuss our concerns about impact of proposed bypass green & blue to our home at Cappagh. The house is in a quiet scenic location: south facing and below road level: and we could foresee considerable noise and loss of light and privacy and would be grateful if our concerns would be addressed	N/A								✓						
702	Email correspondence about the latest report produced by Galway Chamber of Commerce, based on a survey of an unspecified sample from a proprietary database, which purports to make an evidence-based case for a "bypass".	N/A	✓	✓			✓	✓								
703	I am writing to you to strongly object to each of the four planned roads which would go through UCG grounds and the Galway Racecourse and one of which would include an overpass above the playground of a school. I object for the following reasons: 1. Is a new road really necessary in the first place? I do not believe at all that enough has been done to encourage individuals and companies to car share/carpool which has been shown to significantly reduce traffic volume. Building more roads is a short term exercise; reducing traffic volume involves each of us questioning our use of individual cars, usually with only one occupant. How about incentives for businesses which encourage/facilitate carpooling? With Uber, Lift and other "sharing" opportunities, surely this is the way to go. These are long term sustainable endeavours. 2. From an environment point of view, as in point 1 above, I believe we are consuming way too much petrol already and therefore causing excessive harmful emissions. All of this could be reduced by inspirational national, regional and local leadership embracing the win-win approach of car-sharing; reduction in the amount spent on fuel for the individual; reduction of traffic and therefore congestion and reduction in wear and tear on the roads. We need long term, visionary solutions/approaches which support a sustainable future. 3. From a health and safety viewpoint, even contemplating putting an overpass over a school playground is inconceivable. Would any parent want his/her child playing beneath an overpass? The resulting noise and pollution are just totally inappropriate anywhere near children. 4. To destroy the grounds of NUIG and the walking area of Dangan is to take away the immense social, spiritual, physical, mental and emotional benefits which these precious areas provide and have provided for decades. These grounds are cherished by natives of and newcomers to Galway. 5. The closure of the racecourse for 2 years would have a massive economic impact and would ruin the events that thousands of people thoroughly enjoy prior to, during and after all horse-racing events. The racecourse is an integral part of the fabric of Galway. Please consider my thoughts and beliefs as outlined above. I would appreciate a response to my comments. I have a brother who has lived in Galway for 32 years and our whole family visits him often. He is devastated by the proposals pertaining to these four roads and I stand behind him 100%.	N/A				✓	✓				✓		✓	✓		
704	Lived in Coolough since 1964 when he married his wife. She was born there and lived there all her life. Would hate to see beautiful little village split up and further land taken. Land previously taken for the N6 which caused a lot of grief for his late wife. Severally affected again for the remainder of his life by both green and blue routes. Old man living alone, severally affected by noise, starting to worry a lot about it. Health and safety will be affected by this road. Late wife's family have been in Coolough for 5 generations. Would be left with nothing to leave his family	Coolagh				✓							✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
705	Here are our observations regarding the proposed N6 route options through Aille, Cloghscoilte, and Truskey East into Bearna village and surrounds. We ourselves are directly impacted as the red route will run through our lands in Cloghscoilte and Truskey East as well as resulting in the CPO of our daughter's house, possibly forcing them out of Bearna. Compulsory Purchase Order House Value Pollution Road Design Impact to the environment North South Divide Alternative options Security Data Cost Benefit Suggestions Provide a dedicated route with new bridge option for Bushy Park, Moycullen without having to complete with the westbound traffic on the Quincentennial Bridge. This would take a lot of traffic away from the Westside and Knocknacarra traffic. Provide a public bus service across the Quincentennial Bridge in the morning and evening coming from Knocknacarra and going directly to the workplaces on the east of the city Marian Harkin, MEP, clearly stated that of a total of 12 project exemption applications made to the Commission to date, 11 had been approved. Given the impact of all proposed routes to human's (health and wellbeing, socially, financially) versus the impact to flora, there is over-riding negatives to the public interest the proposed routes should be promoted as no alternative viable option which according to European law proves that all alternatives have been exhausted thus the IROP! (Imperative Reasons of Over-riding Public Interest) could be invoked forcing an exemption. Conclusion The new proposed routes into Bearna will have a very negative impact on the social, financial, health and wellbeing of us and our neighbours. We ask Galway County council, ARUP and any interested parties from Galway City council to look for alternatives to the proposed N6 routes which do not result in the CPO of our land, the degradation in health of all that will live close to these roads, which do not stress us, impact the environment, affect our livelihood, our heritage or our family.	Barna	✓	✓		✓	✓				✓	✓				
706	• Firstly I believe that the way Galway County Council and ARUP have gone about the route selections is flawed. • I believe that the situation has been handled very poorly and has caused severe levels of stress for anyone involved in any of the proposed routes. • I believe ARUP has communicated in a very poor manner with the public. I am still waiting on the requested reports from my meeting on Friday 13th February. • Public consultations were held with little or no information been given and representatives that were there were unable to adequately answer basic questions, Wednesday 4th February. • The public consultations were deemed to be "an information gathering" activity from the community however it is very hard to gather information when all the information is not available. • Fundamental flaws were easily recognised from the start i.e. my family home was not visible on ARUP's maps – how many more people are there, in this situation? • My family and I have been living in Cappagh for just over 3 years now. • It took us over 5.5 years to receive planning permission for our home which is built on family land which we purchased. • We have built what we believe is our "Life Long Home" where our children can grow up in the countryside and have a happy, healthy and safe childhood. • My children live next door to their grandparents and we have a wonderful relationship with them. • There are three generations living together in Cappagh. Ecology: Visual: Noise/Air Pollution/Light Pollution: Safety: Public Transport: Alternatives: In conclusion I wish to express my dismay and disappointment in the entire process. I believe that Galway County Council and ARUP have dealt very poorly with the entire project and have given very little information to the public and in many cases have misguided many, including myself, my neighbours and my family. I have very little faith or trust in Galway County Council and ARUP after my experiences in dealing with the process to date.	Cappagh	✓			✓	✓			✓				✓	✓	
707	The Need for the Road Project Impact on Communities Inadequate Reference to the Environmental Impact on Communities Adjacent to the Proposed Routes The proposed roads will have a significant adverse effect on the lives of those families living closest to the infrastructure in terms of: • Noise Pollution • Toxic Fumes • Light Pollution • Public Safety A Diversion of Resources from the Existing Road Network The proposals are a diversion of scarce resources that could be successfully employed in other ways. The existing road infrastructure is more than adequate to cope with current and future levels of traffic. There is simply not sufficient investment in the existing network to make it work for the anticipated levels of traffic. The stated traffic volumes that the proposed project seeks to accommodate can easily be handled by the existing network with a coordinated strategy implementing: • Smart Technologies • Traffic Management • Increased availability of public transport • Road pricing Those same financial resources earmarked for this proposal could be diverted to alternative initiatives that would be far less intrusive and much more in tune with National and European policies in relation to energy, pollution, public transport, ecology, economic development, health and tourism.	Barna	✓			✓	✓		✓			✓		✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
708	7 page submission: Our family have lived in Menlo for 15 years. We made a conscious decision to live in the countryside so that we could enjoy the benefits of living next to nature in a well established community. We currently have a simple but good quality of life, all of which is at threat by the proposed routes that go though (Green) or near to Menlo (Blue). The following is how we feel our lives, our family and our community will be affected by either of the routes that affect Menlo. We don't wish this on any other community and would ask that your recommendation calls for the immediate and prioritisation of an Integrated Public Transport system that removes cars from the roads rather than cater for them. Concerns raised under the following headings: Environmental. Archaeology: Cultural Heritage Human Beings / Socioeconomics Health Ecology Geology Hydrology Hydrogeology Agriculture / Agronomy Air Quality and Climate Noise and Vibration Landscape and Visual Economy Safety Social Inclusion Integration Integrated Public Transport We would like you to consider • Letting cars use the bus lanes at off peak times. Have cameras in place for peak times to catch cars using the lanes at this time. • Subsidise public transport so that bus fares are cheaper, day tickets that provide endless travel all day, have more buses running at regular intervals. Buses that link East to West and that are reliable. • Provide more car parks on the periphery so that cars don't have to come into the city centre. • Look at charging to come into the centre of time similar to London. We have to help re-educate drivers about other options that are more efficient.	Menlo	✓			✓	✓				✓	✓	✓	✓		
708A	Video Attachment to support above submission	Menlo														
709	Please accept this email as an objection to the proposed N6 Galway City Transport Project. My interest is in connection with my family members living in Cappagh. Please refer to my family member's letter to you dated 4 March 2015. I wish to reiterate the contents of this letter and support their family in their attempts to hold on to their family home. I would ask that GCC and Arup go back to the drawing board come up with a new innovative, modern and environmentally friendly proposal that Galway City, County and it's people can be proud of. This area of outstanding beauty and nature deserves protecting for future generations to enjoy. Thank you for taking the time to read this email and to consider the impact the proposals will have on both my family and the area.	Cappagh					✓			✓						
710	Please consider this as part of the public submission process on the proposed N6 Galway City Transport Project. All proposed routes would have an impact on the residents of Coolagh village but the proposed green route would directly impact my family lands. Though our village is within the Galway City boundaries it remains a rural community and my family have farmed the land for centuries. The Galway City development plan 2011-2017 has specifically referenced "The heritage of the city is also enhanced by a number of village settlements, such as Menlough and Coolagh. This heritage is a significant element in defining the character of the urban environment, in creating the distinctiveness of the city. It is also a valuable cultural and tourism asset." The city also contains a number of small village clusters, which contribute to its diverse character. I would contend that all routes and especially the green route which transverses Coolagh village is in direct contradiction of what is contained in the City development plan and it in effect would destroy the fabric, culture and heritage of the village for current and future generations. Concerns raised re the following headings: Safety Environment Accessibility and social Inclusion Economic Impact In conclusion, I wish to place on record my family's objection to all the proposed routes for the N6, as it would have a detrimental effect on the way of life, community/village ethos and environment of my family and all of the residents of Coolagh village.	Coolagh				✓	✓			✓		✓		✓		
711	We are writing to lodge our objection to the proposed Blue Route south of the River Corrib. Concerned about the following • Our Community • People Conclusions We purchased our home in 2003 for a very significant amount of money. In 2011, we were given planning permission from Galway City Council to complete a home extension. We completed this extension and refurbishment of original house structure. We are stressed out by the fact that we are potentially faced with living adjacent to a motorway overlooking my property, at an elevation of 7+ meters above our home. We have paid significant fees to the national & local authorities so that we could establish our home for our family. We are most concerned about the health of our child who suffers asthma difficulties, and how air pollution from a motorway will impact on his development. We will do everything in our power to protect our family, our home, and the financial sacrifices that we have made over last 32 years of our working careers.	Dangan				✓	✓					✓	✓			
712	I firmly oppose the pink and blue routes primarily because I have lived in this house for the last 35 years having bought the site off my father, the land has been in our family for the last 55 years. I do not want to live where there will be a concrete jungle at my back door, generating unnecessary pollution and destroying the natural habitat and green areas. During construction the health and safety issue would have a huge impact as there would be a high level of noise, especially for rock breaking machinery as well as fumes. This would be detrimental to my health as I suffer from Asthma.	Castlegar					✓				✓		✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
713	After 14 years of direct involvement in the development process, cumulating in a CPO on house and lands, we have been denied any remedy or compensation for harm caused. During this period, planning applications were refused and any developments were refused. The family farm was forced out of business as a result. The stressful and injurious nature of this long, drawn out process has significantly impaired the health of the family members involved. To name a few events, these 14 years have involved planning, negotiations, development plans, meetings with affected parties and politicians and engineers, the employment of agronomical advisers, draft routes, alterations, land seizures, development restrictions, bad planning, judicial reviews of decisions, Supreme Court appeals, all resulting in uncertainty of our position and future. In consideration of the proposals available, it is my contention that the Blue proposal should not be chosen. Firstly, should it emerge as a preferred route, consideration should be given to its western portion along the N59. It begins at the junction where Gortacleva meets the N59 and extends westward for a few metres. I contend that the junction extends westward far enough and that it would encounter geographical difficulties if it were to stretch into the land in front of my dwelling house. Also, this route, if selected, should not result in the widening of the N59 for the road from the mentioned junction to the hard shoulder for heritage reasons. There are the 200 year old ruins of a former school just beside the main road. The original walls are still standing. Not only would any development adversely impact on the dwelling house, which is over 200 years old itself, but it would be contrary to the aim to conserve the local heritage. Care should be given to the local surrounds and their history. As regards the safety of such a design proposal, the current 100km speed limit already encourages high speeds in this area. Any facilitation of this could lead to an increase in the number of road casualties on this road. The added traffic, coupled with the high speed limit would make access extremely difficult for all parties along this piece of road. As it is, traversing the N59 outside is dangerous enough without an added influx of traffic. In assessing the other proposals, the Green route clearly bears the most resemblance to the original GCOB. Aside from a variance or two, the Green route mirrors the original route placed a few hundred metres closer to the city. There is a question as to the Ballindooley junction- is this section too far removed from Galway City? While removing traffic from Galway City should be a priority, it could happen that commuters would rather go through the city instead of the 20-30 minutes (for example) trip to the junction then back to Barna again.	Bushypark		✓		✓	✓			✓			✓	✓		
714	Only a strategic transport plan for Galway will sort traffic chaos Galway needs an integrated, comprehensive transport plan to solve the major traffic chaos in the city and county, 'It is quite clear that the current routes being suggested for the Galway City Outer bypass are totally unacceptable to the local community and should be scrapped. 'I am also unconvinced that the former route planned would have any significant impact on the volumes of traffic travelling through the city. I fear that there may be vested interests that are pushing this option, but at the end of the day hundreds of millions of euro could be wasted without easing the pressure on commuters in any meaningful way. 'Galway's traffic chaos is a product of decades of atrocious planning, lack of investment and non-existent co-ordination of existing services. 'What we need is a comprehensive study of the travel patterns of people in the city and the wider region. This needs to specify how, when, where and why people are travelling across and through the city. 'We then need to tailor solutions to actually get people to where they need to go, in a timely and efficient manner. This means implementing a strategy that looks at relocation of facilities, development of new infrastructure in the form of light rail, park and ride facilities, widened roads with extra capacity, cycling and pedestrian facilities and also at a bypass option. 'We need to co-ordinate and adapt the existing transport provision into the new strategy also. 'Lots of practical, easy to implement measures could be introduced in the interim to ease pressure on the system. But to do this we must have buy in from Galway City and County Councils, from transport providers, the NRA and Department of Transport and other key stakeholders. 'We then need our government need to secure funding for the strategy and this will need support at local authority, national and European level.	N/A	✓									✓				
715	The village of Menlo is a beautiful old village. At least four generations of my family have lived there with four family members still living there with their families. The scenery is fabulous, from the ruins of Menlo castle to the many boreens and paths along the River Corrib. There are several beautiful thatch cottages with their owners still living in them. One of these cottages was recently refused planning permission to build a bathroom/toilet because there is a preservation order on it... This cottage is sitting in the middle of the proposed green route. The history in the village goes back generations with lots of stories and connections with the famine times. 'The Lisheen' is an area of land in the centre of the village which has always been rumoured to have been an old burial ground even before famine times. ' The Lisheen' is also sitting in the middle of the proposed green route. The ruins of the once beautiful Menlo castle lie alongside the river Corrib, with 'teach an nGeata' (the gate lodge) close by. The castle dates back to 1569 when the Blake family, who were known to be one of Galway's most influential families in the late 12th century. The castle ruins are not in the middle of the proposed green route but it will be situated so close to it that it will demolish the quiet, peaceful atmosphere that surrounds it. Quite near the castle is Menlo graveyard which has burials listed dating back to the late 19th century. The graveyard is surrounded by traditional stone walking and is well known to be a haven for wildlife and natural heritage. This is another vital part of Menlo village that will be destroyed if the proposed green route goes ahead. Some of my family are among the many people who will lose their homes, land and therefore their livelihood if the proposed green route goes ahead and the people that don't lose their homes will be left trying to get on with their lives without many of their neighbours, without many of their friends and without the community that many of them have lived in all their lives. The effect a motorway will have on its surrounding environments will have a terrible effect on the people 'lucky' enough to be left in their homes, health issues being the most important one. I spent my childhood holidays in Menlo, and was lucky enough to have been able to spend a lot of time and have a lot of fun getting to know all these places and the importance of them to the village that is Menlo. The future children, grandchildren great grandchildren of Menlo should be afforded the same privilege. The proposed green route will very definitely be the end of Menlo village and all it has to offer. Please do not let this happen. Please do not demolish a beautiful, historic village to build a road. There has to be another way to solve this problem? Build a light rail system? Improve massively on the public transport system for Galway city and its surrounding areas? Please go back to the drawing board.. Please leave Menlo alone. Please leave it as safe and as beautiful as it was when I was lucky enough to spend my childhood holidays there LEAVE MENLO ALONE PLEASE.	Menlo	✓			✓	✓				✓					
716	33 Page report Outlining concerns and objections to proposed blue route affecting Dangan Regional Sports Centre The Regional Sports Centre has, since its inception in the early 1990s, established itself as key part of the regional sports infrastructure. • Capital funding support from the Department of Transport, Tourism, and Sport • The on-going support of National and Regional Sporting Bodies • The voluntary work of the current and former Members of the Board of Management of the Regional Sports Centre, and the unrelenting support of users of the facilities at the Regional Sports Centre. It seems clear that the work of all of these organisations and individuals and the contribution that the Regional Sports Centre has made, and continues to make, to the Region has been considered by the NRA/Galway County Council Project Team to have no value. The destruction of the Dangan facilities and amenities seemingly counts for nought. For the reasons which are clearly set out in this submission, we object to the proposed Blue Route on the West side of the River Corrib as it would do irreparable damage to sports and amenity infrastructure in the Region. Accordingly, the Blue Route should be rejected. See report for more detail.	Dangan								✓	✓					

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
717	8 page submission under following Agenda:- 1. Absence of Consultation 2. Disruption to the Business 3. Implications for the Business 4. Other Business Observations 5. Summary:- Businesses that could be affected should have been told that their business park was likely to be affected if a particular route was selected. It is not enough only to advise business owners if their business is to be knocked, they must be notified if their normal business day is going to significantly disrupted. Most of the premises in the Briarhill Business Park have a retail unit on the ground floor. Who is going to patronise these businesses if the park is turned into a building site for a year or more? Most of the businesses above the ground floor in Briarhill Business Park are in the service sector and most of these are like our own in that they require peace and quiet to do their something that is not possible if building works are in place for more than a few days. It is unacceptable to withhold that information from business owners and from tenants of such premises. 6. Recommendations 6.1 All owners and tenants should be notified about the three routes immediately even if this is much later than it should have been. At least owners and tenants will have some opportunity to do some contingency planning in the event of one of these 3 routes being selected. 6.2 Business owners must be adequately compensated if they need to relocate if a particular route is chosen.	Briarhill								✓		✓			✓	
717a	18 page report under the following agenda: 1. Briefing Given to ARUP by the NRA 2. Observations Regarding the ‘So Called’ Consultation Process 3. General Objections to All 6 Routes 4. Specific Objections to Nearest Routes to Our Home • Community Involvement and Initiatives • Wellbeing • Better/Improved Quality of Life • Reduction in Health Risks 5. Summary and Recommendations 5.1 Galway City and County Councils should advise the NRA to scrap all 6 routes immediately and ask ARUP to come up with a new solution to Galway’s traffic problems. We appreciate that the Environmental Habitat has to be protected but in doing so the Human Habitat has been completely overlooked in the preparation of these routes. How can anyone propose the destruction of between 50 and 120 routes on this occasion when the old Outer City By-Pass only envisaged the destruction of 8 houses? 5.2 We recommend that the project should be given to a National Transport Authority which should have a mandate to look at light rail, public transport and roads as part of the solution of this major problem. 5.3 We recommend that the plan to select a preferred route in April should not go ahead. There is no point in selecting any of the six routes proposed against the wishes of residents and communities. If Galway County Council and ARUP insist on selecting a route far from reducing opposition they will only succeed in ensuring that this matter will become a defining issue in the next General Election issue in Galway West. Furthermore if Galway County Council persists with its plans and this matter is not addressed by our local or national representatives it is likely to be taken to the European Court as was the GCOB previously notwithstanding the stress involved in having to deal with this critical issue in our lives. 5.4 We recommend that a belated but thorough and comprehensive consultation process is initiated immediately. 5.5 In the meantime short term measures should be undertaken to relieve the immediate congestion problems. Improving the school bus system, allowing buses carrying people to and from work from west to east across the Quincentennial Bridge are a couple of obvious examples but I would suggest ARUP would propose their top 10 suggestions and these could be put to the city and county councils to effect an immediate short term solution while the new consultation process takes place.	Bushypark	✓		✓	✓	✓						✓	✓	✓	
717b	I forgot to point out in our submission that the land at the bottom of the land beside our house in Bushypark has a tendency to flood on a fairly regular basis. In addition after each instance of flooding it can take several days for the flood waters to subside. The water can rise to between three and four feet and comes right up against the end of our garden. I do not the source of the flooding as it could not be attributed solely to heavy rainfall although that is a factor. I suggest you check it out before deciding whether it is a suitable area for a road.	Bushypark					✓									
717c	Due to a medical condition which was so severe that the medical consensus was that it could not be operated on with any prospect of a successful outcome. I was making good progress in following doctor’s orders until the bypass issue surfaced a few months ago. Despite doctor’s orders in relation to avoiding stress I felt I had to get actively involved as I felt I could not be any more stressed by involving myself in the campaign to oppose the city bypass as I would be if I took a passive role while knowing my family home was under threat. Anyway the involvement in the campaign has given rise to a much increased level of my condition but as I see it I had, and have, no choice given our home and our place in the community where we have lived happily for 32 years is on the line. I can send you written confirmation of all of this from my doctor if you wish but in any event I wanted this to be included in my submission before a decision is made on a preferred route	Bushypark											✓			
718	See 10 Page report Outlining concerns and objections to proposed routes Summary Submission on commercial impact on their business. In short the blue route presents a detrimental impact on the viability of the business. There is a distinct lack of clarity regarding the extent of demolition proposed and as a result it is impossible to accurately assess anticipated impact as a result. Other concerns as detailed above relate to the general lack of clarity and lack of information provided to date, the loss of an existing direct access onto the National Secondary Road and revised vehicular access arrangements. We entirely opposed to the Blue Route option as presented.	N/A								✓		✓			✓	

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
719	See 38 Page report Outlining concerns and objections to proposed routes Conclusions: Report planned to articulate for decision-makers the value of an educational amenity to the City, Region and nationally across a broad range of headings such as economic, employment, educational, research, social, sporting and cultural. It has clearly done that by reference to a comprehensive study, completed in 2013, which demonstrates the significant part the amenity plays in the region. In compiling this report, professional advice has been sought in the areas of Urbanism, Master Planning, Environmental and Development Planning, Transportation and Traffic Engineers, so as to maintain professional objectivity in the process and report. Finally, the report considered the detailed impacts of each of the Red, Blue and Orange Routes in three categories: strategic; operational or construction phase; and legacy. In that regard the report clearly sets out the extremely damaging and negative impacts of the Red and Blue Routes and that these are not merely temporary impacts, but permanent legacy impacts in many instances. The reader should be left in no doubt but that if the Blue or Red Route is selected, the impacts would be so significant that successes to date would be undermined and future strategies delayed or making those strategies undeliverable. To summarise, the impacts of both the Red and Blue Route would cause irreparable damage and cause significant risks to its ability to achieve strategic objectives. They present a risk to sustainability, which is unacceptable, and should, therefore, be rejected. The impacts of the Orange Route, in so far as it is possible to assess at this stage, do not appear to give rise to strategic risks. Operational risks exist but it seems that these can be managed or mitigated with careful planning and consultation. However, further consultation and assessment would be necessary to achieve certainty on this issue. The overwhelming conclusion of this report is that the Red and Blue Routes have such negative impacts on this amenity and City that they should not proceed and should be removed from any further consideration.	N/A	✓			✓				✓	✓	✓				
720	15 Page report Outlining concerns and objections to proposed routes affecting Local communities of Coolagh, Breanloughaun, Brierhill, Ballybrit/Parkmore and surrounding areas. Petition attached	Coolagh				✓	✓				✓	✓	✓	✓		
720A	10 Page Submission of Objection by the residents • Mission Statement On behalf of the residents of the village of Coolagh, I am forwarding this "Submission of Objection" to the strongly oppose all routes of the proposed N6 outer bypass as presented by the ARUP team during local consultations over the past number of weeks. The residents request that an alternative route is identified to avoid total devastation of the village which will divide family units, lifelong friendships and create heart break for many years to come. Our message to Arup, to the planners, to the NRA is very clear, we are all citizens of Galway with equal rights, and we will not allow ourselves to be manipulated against one another by any public body, which does not respect our rights. The destruction of people's homes, splitting local communities in half, and the massive disruption of their lives is of far more concern than a very small area of limestone. The protection of limestone ledges, bog cotton, and butterflies is important, but the human habitat must come first. Like the original bypass plan, the new routes also encroach on ecological sites of international importance; and would almost certainly result in further challenges before the courts. The manner in which six potential routes had been chosen was a cynical attempt to set people against people and communities against communities in some cruel divide and conquer strategy Headings include: • Purpose • Background • Grounds for Objection o Environment ☐ Protection of villages as defined in Galway city development plan ☐ All reference to villages in Galway city development plan (2011-2015) ☐ Noise, disturbance and structural impacts ☐ Flood plains ☐ Ecological Impact of Proposed Roads o Safety ☐ Effect of proposals on Village of Coolagh ☐ Brierhill National school o Integration o Accessibility and social Inclusion • Appendix A-Signatures of all local community opposing all proposed routes	Coolagh			✓	✓	✓							✓		
721	I am posting this "Submission of Objection" to the strongly oppose all routes of the proposed N6 outer bypass as presented by the ARUP team during local consultations over the past number of weeks. My Background Our family have lived and farmed here in Coolagh for generations going back to landlord times. 10 page report headings under the following: N6 Impact on Family N6 Impact on my Property Village Heritage & Historical Importance Protection of Villages as defined in Galway City Development plan Aim, Context and Strategy Noise, Disturbance and Structural Impacts Local Burial Ground (Ballybrit) Mass Rock Right of Way Christian Monuments Ecological Impact of Proposed Roads: Location of Hazel Woodland in Coolagh Economy Safety Effects of Noise Pollution "Special Vulnerability of Children to Air Pollution" Greater Exposure and Susceptibility Adverse Health Effects in Children Integration Accessibility and Social Inclusion	Coolagh				✓	✓			✓	✓	✓	✓	✓		
722	I wish to object profusely this bypass for the following reasons. I have lived in my house which we built ourselves 28 years ago. When I walk into my back garden I have experienced badgers Also pheasants . We have also experienced bats at night All this seems to mean zero to you . The stress of this by pass while I'm in the middle of treatment for cancer is having a detrimental effect on my health	Dangan					✓						✓			

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
723	My opinion is heavily biased as I have grown up in the area, but i believe the suggestion of having the green corridor to be an extremely poor option. In fact, I think any suggestion "north" of the blue/yellow intersection in Coolough to be a poor choice. History of Menlo village Menlo is also one of the few remaining Gaeltacht areas so close to the city. A route coming through the village will no doubt eliminate what few Irish speaking families left in the area. With this rich and colourful history, I urge you - please don't put a bypass through this village. When you stop and think about it - it has offered up so much to the world and our country - literally. It doesn't deserve to be sliced in half by the green corridor bypass. History has shown that dividing a region based on maps & rulers is just not effective in the long run. As a side note, I would hope that whatever route gets selected, it provides the provision whereby pedestrians/cyclist could conceivably cycle/ walk from one side of Galway to the other. Alternately, have a wide enough margin of set-aside on the route such that should a future government/city council see fit, a light rail system / bus way corridor could be implemented. Whatever route gets selected, please make the bypass an amenity of sorts - provide people with the ability to "walk the bypass" - the 21st century version of walking the prom of Salthill. It would open up the area to walkers, and have the knock-on effect of boosting the health levels of Galway's citizens.	Menlo	✓			✓										
724	View of the lake from the N59 has been protected in the City Development Plan and it should not be destroyed by a dual carriageway. Amenity area in Dangan is of great importance to health and well being of local residents from Bushypark to Newcastle and should not be destroyed by a dual carriageway.	Dangan									✓		✓			
725	As someone who works near the proposed bypass/bridge project and someone who commutes between Moycullen and Galway I am dismayed and the proposed project when other alternatives are not being fully explored. We are currently at a crucial point in the world's history - peak oil has passed, our climate has been negatively impacted by unregulated energy use. Galway could stand as an exemplar about how a urban/rural transport system can be both effective and have a minimal environmental impact. In the discussions to date I have not seen the results of any simulations about how the proposed bridge will affect traffic flow compared to say a park and ride system combined with effective public transport from the suburbs and outlying towns. Such a system could be powered by a hybrid buses/trams even powered in part by local windmills. Have there been any attempts to create a better public transport system across the city - say from Knocknacarra to the East across the existing Quincentennial bridge. As for cost, a public transport system requires some initial capital investment but fare income would potential reduce its running costs to near zero. Compared to the proposed bridge which is just a loss. Finally what is the total economic case? How much will the economy of Galway, city and county, benefit from the reduced travel time east to west? Is there evidence that businesses have not set up in Connemara because of the transport links across the city? Building a bridge across the Corrib would also have a detrimental impact on one of the most beautiful aspects of our city environment - our visitors come in part to Galway for this. It is increasingly rare to have a city where is it is possible to work to areas like the shores of the Corrib. Do we want to create a transport system which destroys the city it is meant to be helping. Finally on your web site there is a picture of the new engineering building in NUIG set against the Corrib - this is the image we want to send around the world of Galway - one of modern industry, academia and architecture which is respectful of the environment.	N/A	✓									✓				
726	We wish to raise our concerns regarding the proposed N6 routes on several grounds: We were granted planning permission on a site in Bushypark and consequently purchased the site. We would not have done so had we known of these plans at that time; Our children attend Bushypark National School, which would be irrevocably changed for the worst should the blue route go ahead; We have grave concerns from a health perspective for any resident living so close to proposed routes; We am disappointed that this extreme and detrimental set of proposals is being considered when none of the obvious and less harsh measures have been taken; As a business people we are very concerned that these routes do not facilitate future rejuvenation of the city, which aims to make the city centre more attractive for both business creation and for living. We feel that the proposed routes would dramatically take away from the innate attractiveness of Galway, which thrives on community spirit and rural, yet bohemian atmosphere. Going ahead with one of these routes would not resolve the traffic issues, would be detrimental to the city and its residents. Moreover, it would be an opportunity lost. 5 page report under following headings: Personal Situation Bushypark School Health impacts Alternatives Urban design and planning for jobs and growth Conclusion As residents of Galway, we hope that you go back to the drawing board and find a solution. We now have opportunity to push the agenda for a smart city, and use Galway as the flagship solution for how a city should be.	Bushypark	✓								✓	✓	✓	✓		
727	In brief our company wishes to voice our opposition to the route corridor options currently being offered that cross the river and in particular the 3 most Northerly bridging options being considered. The Green Corridor we would have the strongest objection to on the grounds that it presence at the most Northerly bridging point will be most damaging to the aesthetic , ecological & amenity value of the River Corrib, which is a greenfield site on both banks and approaches. Our objection to the bridging points of the Blue/yellow corridor are for the same reasons. I feel strongly that the proposed bridging points so far north from the city will cause the destruction of the unique character of the river, and in doing so damage our business. We also have the same issues with the proposed corridors crossing the hidden lakes & Jordan's island.	N/A					✓			✓	✓					

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
728	I am writing this note to object to the N6 Galway City Bypass project. My mother recently received a letter informing her that our home would be demolished if the yellow route goes ahead. The house is our family home, and at least five generations of our family have lived here in Coolough. Our family home has been on this plot of land since the 1800s. There is an old thatched cottage nearby which is protected by a preservation order because it's part of our national heritage, and yet there is no protection for the families who have lived here for generations. Heritage should not just be about buildings, but also about the families who have lived here generation after generation after generation. Three of the proposed routes cross the river just south of Menlo castle. These routes all go through the NUIG grounds at Dangan, straight through some of the best sporting amenities the city has to offer. In a time when obesity of our youth is of growing concern, demolishing running tracks, hockey, football and rugby pitches seems like a ridiculous idea. The NUIG grounds at Dangan are a beautiful natural resource in very tranquil surroundings. These facilities are enjoyed regularly by many of the cities inhabitants. Galway is blessed to have such a resource and this should not be destroyed. Please don't ruin some of the most beautiful and historic parts of our city,	Coolough				✓					✓					
729	Please build the green route or failing that the eastern blue route with the western end of the green route from Knocknacarra westwards. Alternatively build the original planned route. The Germans bulldozed an entire SAC for an Airbus factory ...ss an IR while we Irish mess around with a few fragments if rock and big cotton that can be offset with ease. All the other 'options' are too expensive...disruptive...and ultimately stupid.	N/A														
730	We the owners of the above business would like to object to all the routes of the proposed N6 city by-pass for the following reasons. 1) Our customers/clients use our business due its safe access in a country location which would now be lost. 2) Potential loss of client base resulting in less child numbers would result in loss of local employment. 3) Cost of loss of employment and redundancy payments which business can not afford. 4) Loss to large garden area which is a selling point to new clients resulting in loss of clients/business. 5) Access and egress difficulties. 6) Convenient drop off and collect in a country area would be lost. 7) Safe access would be compromised for clients walking. 8) Noise pollution 9) Loss of profits to owners and unsecure future 10)Depreciation of viable business 11)Diminution in value of business and of Property	Barna								✓	✓	✓	✓	✓		
731	Action group submission 1.Detailed Community Impact Report (64 pages total, 46 pages - signed petition) • Community Life • Need for the road • Route selection criteria • Impact of road on communities • Health Implications 2. Technical Advisory Assessment Report	Dangan				✓	✓			✓	✓		✓	✓		
732	11 page report objecting on the grounds of the following 1. Flawed route selection & consultation process 2. Safety Concerns 3. Health (Air pollution) 4. Noise Pollution 5. Vibration 6. Light Pollution 7. Protecting our Gaeltacht 8. Impact on Barna Village 9. Existing section of inner relief not fit for purpose 10. Ecology 11. Human Habitat 12. Not a solution	Barna			✓	✓	✓						✓	✓	✓	
733	I write to outline my concerns in relation to the proposed N6 Galway bypass as currently proposed, to which I thoroughly object. My comments relate to the detrimental impact of two of the proposed routes on my home, community and children's school, in addition to their hugely negative impact on NUIG and the city amenity of Dangan sports facility with broader implications for Galway City and County. I am shocked that all of the proposed routes represent ploughs through urban, long established communities and their support institutions, rather than an outside city bypass - which is the solution actually required for traffic management in Galway now and remaining fit for purpose into the future, as the city continues to expand. Having received a letter and visited the consultation meeting at the Westwood Hotel, I understand that my family's home will have to be demolished if the Green route is selected and developed. I understand that my family home will be substantially negatively impacted by noise and pollution if the Blue route is selected for development. Both routes would destroy our local community of Ballagh, Bushypark, transforming it from a historical mixed urban and rural community into a thoroughfare transacted by a motorway and its tributaries. The proposed Green route will, literally, destroy our home. The Green and Blue routes will destroy our community and I believe will result in closure of our local school of St. James's Bushypark and lead to the decline of NUIG with reduced capacity to attract international students and high calibre teaching staff. The knock on effect of this for the broader community of Galway City and county is immeasurable. I object to the proposed N6 development due to its detrimental effects at a personal, family, community and City level.	Bushypark					✓			✓	✓					
734	Following lengthy discussion at break time in our staffroom and at our last staff meeting below we outline our greatest concerns: • Noise pollution and its adverse effects on learning • Effects of traffic related air pollutants on health of pupils and staff • Negative visual impact on the school's landscape • Disruption to both teaching and learning during construction (which can not be underestimated) In conclusion, we the staff have no desire to teach in a school with a "flyover" as its next door neighbour. It is pretty much the single worst scenario for any school or educational institute. We believe this road project is generally accepted and perceived as being ill advised and ill planned. We ask that you find an alternative solution to the Galway's traffic problems. Petition signatures attached	Bushypark									✓					

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
735	Several routes plan to go through Bushypark and are of low density housing, only one in the city. Routes will disrupt/destroy long established communities and seriously damage the appearance of the city. For city dwellers and visitors alike roadway will create and ugly scalp on the city. All routes are inappropriate. Should be an outer city bypass not channelled through the city. All of the proposed routes will interfere with the families, house dwellers in the path of the roads or adjacent to them. Routes through Bushypark will impact the health and safety of school children at Bushypark School. Many of the adults living in the area are elderly and suffer from medical conditions. Impact of pollution has implications for respiratory health and noise impact has been known to increase blood pressure. To run a motorway across the grounds of NUIG is not only a great loss to the student body but also destroys the amenity of pleasant walk along the river corrib, enjoyed by all and available to city residents. As well as being a resident I too am a commuter and am daily acquainted with the bad traffic situation in Galway, but do not believe that running a motorway through the city environs is the solution. Access to West Galway/Connemara is also important but destroying Galway City with an ugly roadway running through the city which will permanently scalp the city is not the answer. People before cars	Circular Road				✓					✓		✓	✓		
736	The Galway City Transport Plan looks at three integrated components as the solution to the congestion in Galway City: Smarter Travel Component Public Transport Component Road Component It is envisaged that all three aspects would be considered in parallel and that the proposed new road would be just one part of a bigger solution. We very much support this three pronged initiative. Smarter Travel/Public Transport Case for the Road Component Assessment of Road Component Options Recommendations A revised route – different to the proposed six – must be found. Careful and considered consultation with the people is vital. The impact on people and properties; private, commercial or sporting must be reduced. While the six options are proposed as alternatives to the original outer bypass, appropriate assessments of these alternatives must be carried out to establish if they are viable and realistic. If they are not viable, then it appears that an application can be made under the Imperative Reasons of Overriding Public Interest clause in the Habitats Directive to reconsider the old bypass route. Please see attached as part of our submission: 'Traffic and Travel Trends in Galway City	N/A	✓													
737	Attached submission to the N6 Galway Transport Project, as well as an alternative configuration for traffic from Barna to the Quincentennial Bridge, which we believe could substantially alleviate the traffic issues on the west of the city. All three routes would run within 100m of our home and disrupt our home and community life, substantially reduce the amenity of our neighbourhood and impact negatively on access to our community. If you are interested in pursuing any of the ideas included here, we will be keen to speak with you. We are also looking at an alternative configuration for traffic eastwards from the Quincentennial Bridge. Overview: This is neither a transport nor a traffic project, but a road-building project devoid of any public transport or traffic-management plan. It is an inappropriate engineering response to poor planning whereby people live far from the services they need to access daily and from centres of employment. It is environmentally hostile in scope and scale, insensitive to the unique landscapes the routes traverse and violates the neighbourhoods and communities in its path. Business case is weak and far from proven Proposed design inappropriate to actual needs Proposed road insensitive to local environment and hostile to inhabitants Issues specific to Barna. Alternative traffic plans attached	Barna	✓			✓	✓									
738	See attached 6 page report highlighting concerns about proposed blue Barna relief road at Freeport Barna (marked up land owner map attached) Conclusions 1. This Transport Project is overtly focused on provision of a road, 2. It does not appear to improve either public transport initiatives or cycle options. 3. If this road project goes ahead and a preferred option is selected, we will require that the detailed design minimises disruption and provides maximum noise and visual mitigation measures adjacent our property. 4. The demolition of old walls and trees at Carraig an Iolar is unnecessary. 5. The section of The Aille Road between R336 and proposed Bearna relief Road/N6 be a cul-de-sac.	Barna	✓	✓												
739	20 page report outlining concerns of proposed green route. Conclusions: The proposed green corridor option of the N6 Galway bypass would bisect business. The selection of the green corridor option as the preferred corridor option would certainly result in the sterilisation of a large of our business. The loss of the ground would have socially and economically detrimental effects on the business (with very significant direct and indirect financial losses and costs), and on the industry within Galway city and the wider western region. It is considered that the proposed green corridor option does not adequately consider the strategic importance of area as set out in national guidelines that relate to the safeguarding of proven resources. In summary, it is the considered opinion of our business that the proposed green route corridor should not be considered because it appears, based on the limited information available, that the assessment work has not given sufficient weight to the following factors: • the strategic importance of significant resource to the region; • the potential sterilisation of a proven resource; • national, regional and county planning objectives and guidelines; • the difficulties in establishing a similar replacement site; • the direct and indirect costs of the closure of this site to our business and to the wider economy; • the effects that the closure of this facility would have on the construction industry in Galway City and environs. We are firmly of the opinion that the relevant segment of the green corridor option should either be excluded from any further consideration as a possible route for the N6 Galway bypass or should be significantly amended to avoid our site.	Twomileditch		✓						✓		✓				

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
	Commercial submission under following headings: - Strategic Importance of the Site - Employment generated - Reserves and Lifespan of the Site; 1.1 STRATEGIC IMPORTANCE OF THE SITE 2.0 EMPLOYMENT 3.0 RESERVES / LIFESPAN OF THE SITE 4.0 CONCLUSION Most strategically important source of aggregates and value added products for Galway City and the region. It has adequate stone reserves to continue to provide supply of these essential construction materials to Galway City and the wider western region for the next 40 years. The proximity of Quarry to Galway City is of great significance. As outlined above, transport is a significant proportion of the cost of aggregate and mineral products and it is not financially viable or sustainable to transport them over long distances.	Twomileditch								✓		✓				
740	I am writing to encourage you to reconsider the plans you have made for the n6. Galway's traffic problem needs proper planning, innovative and sustainable development for the future. Use of imagination and forward thinking could make Galway a template for other cities. Destroying homes, habitats, school and university, not to mention an institution like the Galway races is not a solution to any problem.	N/A				✓	✓				✓					
741	As a site owner in the village of Coolough I am writing to oppose all routes of the proposed N6 outer bypass as proposed by the ARUP consultants. I support completely the Submission of Objection of the neighbourhood residents. The Coolough village is an area of natural beauty and a neighbourhood with a very strong sense of community. The separation of families, the destruction of natural habitats, the damage to the countryside, and the health and safety hazards for families living, working and attending school in the area caused by road plan would be devastating. I request that an alternative route is identified to avoid this devastation.	Coolough				✓	✓						✓	✓		
742	We wish to strongly object to the road route proposals in The Galway City Transport Project on the following grounds. • Our home would be demolished in the process. • Our businesses would have to cease trading [we operate two businesses from home • Our family would have to look for sites elsewhere to build their homes. • Our family work in our businesses and would also lose their jobs. All of the other objections we have are already put forward by neighbours.	Rahoon								✓	✓	✓				
743	We are absolutely opposed to the 'Green Route' as outlined among the N6 route options for the following reasons; Environment • Our house and the surrounding area is within a Special Area of Conservation and borders an area of Ecological High Constraint • There is a significant bat population in the area • A stream runs to the back of our house, one of two streams that runs to Bearna Village crossing the path of the proposed road, and it's unclear what effect the road height and embankment run-off will have • There is a considerable pheasant, moorhen and wild fowl and raptor population Transport solution • The Blue route already largely exists in an area of high population and traffic density • The proposed route will bring cars at high speed onto the Coast Road • There is no guaranteed public transportation / non-motor element in the proposed plan. • The road height is completely at odds with the Connemara landscape Economy • A proposal such as the green route cannot be effectively costed given the Connemara landscape of bog and stone Noise • The blue route travels through an area where considerable traffic already exists, and will not have the same impact as the green route travelling through a quiet area Sociological Impact • Our children and the neighbouring children walk to school on certain days each week, the proposed road will divide the community into an 'above and below the road' • we have collected over 150 signatures on our road and adjoining roads, illustrative of a community united in opposition to all proposed routes. Archaeological Impact • A stone famine bridge crosses the stream where it borders our land and our neighbour's land	Barna	✓			✓	✓									
744	2 page Document - Intro: The routes contained in the N6 Galway City Transport Project will only exacerbate the traffic problems of Galway city and environs. Any of the proposed routes listed, as well as the previous proposed Galway Bypass that would have eliminated important areas of wildlife habitats, will only postpone the implementation of a sustainable transport system using smart technology based on a city-wide pedestrian-friendly, cycling-friendly and public transport integrated infrastructure where the private motorized vehicle is not given priority. Whilst other cities across the developing world are moving towards a people-friendly and low-carbon emission transportation system, the car-based N6 Galway City Transport Project represents a failed outdated philosophy that contributes to global warming, is harmful to the health of people as well as destroy areas of high value biodiversity, homes, vibrant local communities, areas of cultural heritage, farmland, recreational amenities, workplaces and areas within educational establishments. The N6 Galway City Transport Project will led to long-term negative impacts on the economic, social and cultural life and environment of the region.	Headford Road	✓			✓	✓				✓	✓	✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
745	We are writing to clearly sate that we completely object to all the proposed routes as outlined in the N6Galway city Transport Project . 1. Green Route Impact Integrity of the village of Coolough Briarhill. Negative impact for business. Environmental Impact Community 2. Pink Corridor • The Pink corridor as proposed is sited far too close to the village and will have a significant negative impact on the village community. • The junction design; road levels and lighting requirements as outlined will cause unacceptable levels nuisance impact on our community. • Noise, vibrations, air quality, dust, and disturbance levels will be increased at each home in the village because of the proximity of the route to the village. • It impacts other areas in the environment of the City grossly and I will object on behalf of anyone who is affected by this route. 3. Blue Corridor • The Blue corridor as proposed has a lesser impact on the village than the Green and Pink options but it still has significant negative impacts. • The levels of noise, vibration, air quality, dust, severance, loss of amenity will be high. • It impacts other areas in the environment of the City grossly and I will object on behalf of anyone who is affected by this route. 4. Red Corridor • The Red corridor will have similar negative effects on the village and the community as the Blue corridor. • It impacts other areas in the environment of the City and I will object on behalf of anyone who is affected by this route. 5. Yellow Corridor • The yellow corridor is very similar to both the Blue and Red options with similar negative impacts. • It impacts other areas in the environment of the City and I will object on behalf of anyone who is affected by this route. 6. Orange Corridor • The orange corridor as proposed has similar negative impacts for the village as the blue, red and yellow options outlined above. • This corridors as proposed are positioned unnecessarily close to the Coolough village. • It impacts other areas in the environment of the City and I will object on behalf of anyone who is affected by this route.	Coolough				✓	✓									
746	Granted planning permission for site in Kilroughter, Menlo, in 2013. Started construction in late 2013. Old route would not affect site, new green route does. Disappointed and unsure what to do going forward. Strongly objects to green.	Menlo								✓						
747	I would like to make the following objections to the proposed red route: • Concern regarding noise pollution. • Concern regarding the impact of vibration on the foundation of my home both during construction and long term from on-going traffic. • Concern regarding light pollution both during the day and at night. • Concern regarding the effect the proposed route will have on the landscape and the views currently experienced of the countryside.	Ballymoneen					✓									
748	Today we heard that the UN described ISIS as criminal for bulldozing their way through traditional, cultural monuments in the Middle East. But is this not exactly the same thing that the Irish government is seeking to do to a small, quaint, gaeltacht village, on the outskirts of Galway city, called Menlo ? This is a village renowned for its rich, deep legacy of the Irish language - a legacy that continues there to this very day. A village that has such a strong community spirit, where everyone knows each other, by name - indeed, most people in Menlo have had roots there for generations, upon generations. Villages all over this island are being decimated and pillaged for nothing more than money. I object, to the so called Green route, and I will not allow my home, my heritage, my history, my future, my children's future become yet another ghost town, with an ugly monstrosity tar filled motor way running through it - for nothing more than money. The Taliban, to the horror of the entire world in 2001 destroyed Buddha's which had stood for 1,700 years. Are Galway Counsellors going to do the same to Menlo ?	Menlo				✓										
749	Impact of Proposed N6 Galway City Transport Project Four page report outlining concerns re. red route at Ballymoneen Road: We submit the comments below regarding the proposed Red Route Corridor outlined in Route Selection Stage of the N6 Galway City Transport Project and associated Public Consultation. Overall our client welcomes infrastructural improvements in Galway City. On reviewing the Red Route Corridor presented at Route Selection Public Consultation, we note the following issues that may impact upon the proposed development. Furthermore, our comments on the proposed route are based on the assumption that if the red route proceeds as the preferred option, the original and primary function of the western distributor road will remain, i.e. to enable intra-urban traffic and allow for the expansion of development in the western suburbs, such as the undeveloped land-bank which the planning application site forms part of. Were the function of the distributor road to alter or be undermined, significant impacts on the area would be likely to arise. Due to the lack of detail currently available regarding the proposed routes carriageway cross section, junction forms, road levels, earthworks and pedestrian/ cyclist facilities, our comments are based on the route corridor only. 1.0 Access to the Subject Site 2.0 Potential Land take from the Subject Site 3.0 Impacts during the Construction Stage 4.0 A Number of Options on Display	Ballymoneen								✓						
750	The proposed blue route will come within one house distance from our house as it passes through the neighbouring cul de sac. I object to this route on the following grounds: Noise Landscape and visual Amenities Communities On a separate note, I also object strongly to the process used to date for route selection. While I believe a Galway city by-pass is needed to enable future development of our city, legislators need to devise a more efficient process to effect such changes that does not involve (i) householders/families living for over 15 years (and still on-going!) with the threat of a Compulsory Purchase Order over their head with no compensation mechanism, as happened with the original by-pass plan, and (ii) pitting communities against each other, as is currently the case. Please let us learn from the failures of the last 15 years.	Dangan								✓		✓				

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
751	Main points • I wish to express my own sentiment, that of my immediate neighbours and a large number of residents from the Chestnut Lane, Glenlo, Bushypark, Ballagh, Gortacleva, and Tonabrucky areas. Many of these people are completely devastated at the proposed routes. People who have lived in these areas for several generations are faced with the prospect of having their houses demolished and their communities destroyed. • I currently reside in Pairc na gCapaill and I am affected by both the green route and by the blue link road to the N59. • The ultimate decision makers have a serious responsibility on their hands to make the right decision regarding which route should be chosen for the people of Galway city and for the future generations of people who will inhabit this city. Self-interests, lobby groups, pressure groups and all form of representations should be set aside and the decision should be made using objective criteria, giving due consideration to the best professional advice which I expect will be based on detailed studies of all the possibilities. • Opinion among some experts seems to be divided on the issue of whether a motorway is needed at all, but I think it is fair to say the general consensus is, that a road is necessary. It may be possible to reduce traffic congestion in the city centre using park-and-ride facilities. • Such facilities have proved extremely successful in many cities throughout Europe. • Some people have made the point that Church Car parks for example could be used for this purpose in Galway and there are several of them ideally located close to the city. A bus service could be laid on to transport people in and out of the city, and it would also be self-financing. Many people would prefer not to have to bring their cars into town as they find it almost impossible to get parking and when they do it is very expensive • We hear people objecting to certain routes because they would lose a local amenity. It is ridiculous to even compare losing one's home to losing a local amenity • While the impact on the amenity is often put forward as the reason for not wanting the motorway, the true motive behind the objection is the people in the locality do not want the motorway running anywhere close to their own homes. These objectors simply want a different route to be chosen and have little or no concern regarding the number of homes which might have to be demolished to facilitate an alternative route, as long as it is kept away from them and their community. The selfishness of people when it comes to such issues is simply incredible. • Almost everyone is out to protect their own patch with no regard whatever for the impact the decisions we make today will have on the future generations of people who will hopefully benefit from these decisions in the years to come • So to summarise, I am asking the people in charge to use your conscience and think of the future generations to come when choosing a route, do not be bludgeoned or pressurised into making a decision for the wrong reason/s. Please try and minimise the number of homes to be demolished if at all possible as I feel this is the biggest hardship for most people.	Bushypark	✓			✓										
752	4 page report Conclusions and recommendations The "route selection" process conducted by the N6 Galway City Transport Project does not address the many important policy objectives described above, especially those relating to climate change, sustainable transport and high quality urban planning. Neither does "route selection" take into account the many co-benefits of alternative strategies of comprehensive interventions such as Transportation Demand Management. Accordingly, this submission rejects all six routes proposed to date. The N6 Galway City Transport Project must now proceed to investigate in depth all feasible alternative solutions.	N/A	✓													
752A	Supporting documentation for Submission 752 above	N/A	✓													
753	Summary Firstly, none of the six routes take the traffic out of Galway City, e.g. traffic travelling from the Tuam direction will still have to travel along the N17, similarly travelling on the N84 to Galway, traffic must reach Ballindooley Castle before it can cross to the Westside of the city/county. Both of those locations are adjacent to the city. Why can't the routes be further away from the city? The bypass needs to take traffic out of the City not into or alongside it. Secondly, the majority of 2nd level and 3rd level students would cycle to school/college if there were appropriate cycle lanes or safer routes for cyclists. This would drastically reduce the traffic at peak times. The reduction in traffic for the months of June, July and August indicate just how many cars are travelling to the city for school/college drop off and collect only. Thirdly, workers commuting from the Westside to the Eastside and vice versa do not have a direct transport method other than driving their cars. If there was a public service (bus) using a bus corridor which would reduce the journey time, commuters would use this. The DART and LUAS and Dublin Bus buses are packed to capacity each morning and evening as their journeys are much faster than travelling the journey by car. (I lived in Dublin for 18 years and worked in the city centre and used public transport as it was faster and cheaper and thousands of commuters continue to do so each day). Fourthly, the proposed routes will destroy all of the villages and parishes from Barna right through Menlo, Ballindooley, Killoughter, Castlegar, Two Mile Ditch and Ballybrit, Briarhill to Coolough. In all of those villages, which have been in existence for hundreds of years, there is huge community spirit and sporting spirit – all of this will be lost with the proposed routes as they cut right through the heart of all of the villages. The pollution and noise levels will be increased greatly for all of Galway City in particular the areas local to the selected route.	Castlegar	✓			✓										
754	• I am sixth generation of my family in Castlegar. I was reared and still live in this area. I know every inch of every field, every road and every boren and even today I am still fascinated by my own location. With the above in mind, I am devastated to think or even imagine a dual carriage way will do such damage to where I was reared and currently live. • I am now in my late 60's and have health issues. The thought of my home being demolished and forcing us to relocate is a definite source of stress and not good for our health. Our daughter and her family live behind our home. The sole purpose of having our daughter so near was to have family support for my needs. This proposed route will have an awful impact on the support I need. At our age, we did not envisage our family home being demolished, and severing the support I need. • Not only would it demolish our home but it would mean the separation of my sisters who live two doors down from us. • It would also mean we would lose six of our lifelong neighbours whose homes are being demolished by the proposed Blue and Pink route. Our neighbours have been a huge support to us and are lifelong friends. We will be left isolated. As one becomes older, making new friends is not easy and certainly not something we thought we would have to do, given our ill health. • If the proposed Blue and Pink route goes through our home, it also means I lose access and right of way to my land and my parent's home in Castlegar village. • My wife has health problems and the stress of this proposed route is having a terrible affect on her health. We have suffered enough with our health conditions and would ask you to reconsider your proposal regarding the blue and pink route.	Castlegar				✓				✓			✓			

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
754A	Summary • The proposed route is demolishing my parents' home. This will have a devastating impact on my parents and on our whole family. My parents are part of the aging community in Castlegar and should not have to consider relocating at this stage of their life. They are both in their late 60's and suffer from ill health. The proposed route means they will lose six to seven neighbours and life-long friends who have supported them. Losing their neighbours and friends will isolate my parents and sever a close-knit community with no access to their support structure • The proposed blue and pink route will create a border in our community, literally separating the aging population from the youth and young families. • We need the NRA, ARUP, Galway City and County Council to value Castlegar from the perspective of local residents and not destroy its character over convenience. This proposed route is not justified because there are, indeed, alternatives and sustainable solutions. • The two proposed junctions (one on School Road and one on N17 road), will have a harmful impact on our local community. It is a serious safety issue and concern for residents on School Road. Currently, School road is utilised as a 'Rat Run' for HGV's and vans with bottlenecks every morning and evening. • I ask you to reconsider your proposal regarding the blue and pink route and not resort to conventional 'last resort' road planning. • I appeal to you to comply with EU targets to reduce greenhouse gas (GHG) emissions, as it will also have a negative impact on us economically. • I appeal to you to implement Spatial Planning approaches recognised by the National Spatial Strategy.	Castlegar				✓	✓			✓			✓			
755	We strongly agree that the transport problem needs to be addressed, however, we believe that the "Do Something - Public Transport plus upgrade of existing roads" is the best course of action for Galway's people and environment. We feel it is the needed option when all factors such as induced traffic, long term urban sprawl and the experiences cities such as Copenhagen are taken into consideration. We believe that none of the proposed routes should be pursued. As well as the international experience mentioned Galway's experience with in using road construction as the main tool to address overall transport problems are ineffective in the long term. Galway's past experience saw the construction of the Quincennial Bridge; at the same time there was a failure to invest in sustainable transport infrastructure or to ensure that public transport was adequate, affordable and desirable. While there has been investment in these areas of late, it is still not sufficient nor significant enough to address the transportation problem in its entirety. We have identified that Galway needs a new public transport feasibility study. The 2010 study (Flavin et al.) provided it's recommendation for a BRT (Bus Rapid Transit) system on the basis of an 800 meter catchment area, however, new findings show that the catchment area is limited to 400 meters when considering people commuting to work (Guerra & Cervero, 2013, p21). This newer research could fundamentally undermine the conclusion of that study and a full new public transport feasibility study is needed before any decisions or proposals are made in relation to the "Preferred Options". We feel that local political representatives and Council Executives have shown a vested and biased interest in the progression of a bypass - to the detriment of investing and committing to sustainable and public transport options. Relating to Article 6(4) of the EU Habitats Directive, we feel that there has not been a full commitment to exploring all potential alternatives to the bypass.	N/A	✓													
756	We vehemently oppose the implementation of this plan for the following reasons: The impact on a whole community. The decimation of the character of the village. It is totally contrary to the objectives and aims expressed in various Galway City Development Plans to date. Brierhill school, which is opposite the entrance to Coolagh village, will be adversely affected for environmental, safety and functionality reasons. From a wider perspective the following considerations are relevant:- • The local economy ,where within a mile radius approx. 10000 people are employed. • The economy of Galway due to the disruption of the Galway Races and the impact on long term viability of the meeting. • The significant dislocation of people due to routes traversing cluster and high density residential developments. • Has a proper cost – benefit analysis been carried out? • The proposals would seem to indicate that human habitats are now of secondary consideration to wildlife/landscape habitats.	Coolagh			✓	✓					✓	✓		✓		
757	We would like to make a submission regarding the proposed Green route of the N6 bypass. Our home is located in Forramoyle West, Barna and is just a few meters east of the proposed corridor. We have significant concerns about the proposed route as it will significantly impact the rural and natural lands that exist in and around the proposed route. In addition some of our lands will be subject to CPO if the route was to go ahead. We purchased our site and built our house in 2006 with a number of key desirables/factors in mind. Many of these will be negatively impacted if the proposed road was to go ahead: the vista from our house is an uninterrupted view of the Connemara landscape the N6 would completely ruin this; there is little or no road noise at our current setting, the N6 would certainly create significant noise; we paid a very high price per acre for the land around our house and this land will be significantly devalued because of the N6 proximity; when we purchased the land our intention is/was to develop a number of sites to the rear of the house, the proximity of the N6 makes any house or site significantly less attractive/valuable; the junction at the end of our road is already a very difficult point from which to exit, the traffic on that road due to the proximity of the primary access point onto the N6 will make it almost impossible to exit onto the main road to Furbo.	Barna								✓		✓				
758	1. The roads (all of them) are too close to the city, to our race course, to our college and have not in anyway incorporated the future plans for the city and are purely relieving the existing roads of traffic during peak hours. 2. The communities of people who live together in their villages, who support each other in times of need and who have history and culture dating back hundreds of years, menlough, Coolagh, etc. are simply being sacrificed under 'well we can't keep everyone happy and we have to go through some houses' philosophy. You cannot disregard communities as if they are individuals living independently of each other. You have farmers supporting each other, children living next door and supporting elderly parents living at home, neighbours and grand parents supporting their children next door by minding young children while the parents have to work. This is all part of community living and cannot be disregarded so lightly. 3. To say the original plan of by passing the city is dead in the water is not true, it can be revisited under special circumstances so I believe this is an option before we go destroying communities. 4. I have read many submissions by various communities which I'm sure you have read thoroughly at this stage whereby details of various heritage and cultural aspects of areas are possibly going to be destroyed or impacted on. Surely this must be considered as equally important as limestone and bog cotton.	N/A			✓	✓										
759	I firmly oppose the blue and pink routes primarily because I have lived in this house for the last 13 years having bought the site off my father, the land has been in our family for the last 55 years. Prior to me building this house, I lived in my parents house next door for 22 years. I do not want to live where there will be a concrete jungle at my back door, generating unnecessary pollution and destroying the natural habitat and green areas. During construction the health and safety issue would have a huge impact as there would be a high level of noise, especially for rock breaking machinery as well as fumes. This would be detrimental to my sons health, as he suffers from Asthma	Castlegar				✓	✓						✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
760	I would like to add my voice to the objection of all the proposed new routes for the following reasons: - Health & welfare of our children: How can the construction of an over pass within metres of a fully subscribed primary school be considered a safe and healthy option. Has the impact of traffic on the children going to school as well as the noise impact on their learning been assessed? - Financial Impact: The loss of earnings were Galway races to be cancelled for a two year period would impact the city as a whole. The loss of earnings for all of the city but particularly our young people who rely on race week to provide them with a much needed income boast when they are unable to find work all year round. Were Galway races to be cancelled we may never regain the same following again, especially if the tranquil race site we currently have is impacted by traffic noise etc. with the proposed routes. Moving the route back closer to the airport would also provide a boast to businesses/overseas companies that invest in our city, especially if the airport is reopened. - Impact on Coolough village & the loss of a village that played a pivotal role in Galway's fight in the 1916 rising. Brian Molloy was one of the leaders of the uprising at Carnmore Cross. In the aftermath of the rising he hid but ventured regularly to his home in Coolough for supplies. This is how he was captured. His home was also burnt down by the Black & Tans and later rebuilt by the family. He was a very influential strong leader in Galway and his homestead/village should not now be torn in two. I feel very strongly that in relation to Coolough village the original route was by far superior to anything put forward by the consultation. The destruction of people homes along with long term financial impact on the city have not been considered in the plans. I would urge that the original route is revisited and compromises are made which priorities not only the natural habitat we leave to future generations but also respects the historical importance of areas in our city and the need to create a city that continues to prosper and provide jobs for our young. I would urge the council to reconsider these plans.	Coolough				✓		✓			✓	✓	✓	✓		
761	Oppose any routes that will affect our farm. We oppose the destruction of our farm and all outer buildings ending generations of farming livelihood. We find it hard to comprehend the habitat of bog cotton and any other habitation of that nature and according to all forms of media it seems to be more important than the habitat of families and their homes. We also oppose the destruction and demolition of our farmyard cottage which has a preservation order attached to it.	Rahoon			✓					✓						
762	I wish to advise, that having attending a public consultation session and having viewed the detailed maps available at this stage that myself and my husband have no objection to the proposed yellow option route being progressed. It is our understanding that the yellow option, as shown on the detailed maps will pass through our family home, however we have no objection to this subject to an acceptable offer being made in due course.	Headford Road								✓		✓				
763	Financial Impact on Homeowners We are seriously concerned for close friends who have homes on one of the Proposed Routes and the likelihood that the forthcoming process will cause very significant and prolonged stress for many homeowners. Concerned about the following, (see email for comments) Negative Equity Stress & Distress Environment Splitting Communities University Campus & Sports Clubs Air Quality Landscape & Visual including light Noise & Vibration Hydrology Architectural, Archaeological and Cultural Heritage Safety Economy Integration Transport Integration	Barna	✓			✓	✓				✓	✓	✓	✓		
764	Intro: Regrettably, it would appear that the Selected routes have been unduly influenced by ECJ case C-258-11. This has resulted in a flawed and reactionary interpretation of the Precautionary Principle as set out in the Habitats Directive. This basis of this type of decision making in the design of the 'route corridors' is entirely misguided and is devoid of common sense. In the aftermath of the recent experience of legal challenge based on European environmental law, it appears clear that a decision has been made by the design team to avoid adversely impacting upon Natura 2000 sites rather than avoiding the sensitivities of the local population and human beings i.e. peoples homes, communities and amenities. Ominously, at a strategic level, the routes selected will impair the city rather than facilitate or frame its growth. The route options will dissect the city, and stunt the extent of its future expansion. At a local level it will result in significant adverse impact on residential amenities and built heritage in particular. It will materially contravene an extensive list of objectives contained within the Galway City and County development plans respectively. Conclusion: At a personal level, my family home is located in a secluded suburban location. The serenity and attractiveness of this residential setting will be forever destroyed by the proposed 'blue' route corridor. This same route option would also rip through the NUIG northern campus, and the amenity of Dangan. There is no justification for the destruction of this part of this or any other part of the city. Overall, there appears to be no obvious advantage to any of current route option over a modification to the original bypass route. In my opinion, the design process should recommence to include a modification to the original bypass route, and this should be brought forward through the IROPI process in the interest of common sense.	Circular Road			✓		✓			✓						
765	I object most strenuously to the proposed new routes for the extension to the N6 around Galway City. The proposal as prepared by Arup is flawed and is likely to have devastating effects on our communities.	Dangan				✓										

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
766	Main points from 3 page letter • Priority unsympathetic to human habitats and facilities. While ARUP's document Public Consultation: Jan/Feb 2015 identifies the goal of minimising impact on "the natural and built environment" as a "key driver" of the Galway City Transport Project, any project of the kind envisaged must inevitably have adverse effects on either the natural environment or the built environment – and usually on both. The crucial issue for the project decision-makers, therefore, is how they should order the weighting or priority they attach to different aspects of the natural and built environments. • ARUP got its brief from Galway County Council acting in this matter on its own behalf and on behalf of Galway City Council. On the basis of the presentations at the Consultation Meetings, the brief given–or ARUP's interpretation of that brief– appears to give priority to minimising "impact on designated sites" over all other considerations. As a consequence, they attach less importance to human habitations and community facilities and in the options they propose can contemplate the destruction of between 50 and 120 homes. • It should surprise nobody, therefore, that people have reacted with abhorrence at the ARUP proposals and the value system they imply. While Galway citizens appreciate their natural environment and the heritage of their city and county, not unreasonably they expect that decisions made by their Local Authorities in this matter would at least attach an equal priority to the homes and communities they have built with Local Authority approval. • New proposals have to be realistic and take accent of a number of realities. The short distance between Lough Corrib and Galway City is a serious limitation. The problem is exacerbated by the fact that designation of areas of special interest north of Galway City • The options proposed need to be reviewed to give at least an equal – or as most citizens would expect – a higher priority to human habitats, human health and human well-being. • My Community. The Blue, Yellow and Pink Options seriously impact on my neighbourhood of Aughnacurra and on our neighbours on the other side of the N59 in Ard an Locha. While my own home is not directly on the coloured routes, the quality of my quiet, rural environment will be greatly diminished by unhealthy noise and light pollution, and the chemical emissions from thousands of vehicles passing by day and by night so near my back windows. It will involve the unwelcome replacement of the mature sycamore grove at the back of my house that is a haven for hundreds of songbirds. • Our Primary School. The proposal to have the Blue Option pass just behind our local primary school, Bushypark National School is very distressing. It will inevitably involve the children and staff being exposed to unhealthy levels of noise and chemical emissions emerging from thousands of vehicles passing very near their classrooms and play areas. For that reason, as an educationalist I regard the proposal as being entirely unacceptable. • University Campus. The authorities of NUI Galway deserve great credit for their foresight in anticipating the growth of the university and of its student body and acquiring land to extend the university's campus along the Corrib as far as Dangan. The university has invested heavily in developing and maintaining the land as sports fields catering for a variety of games and recreational activities and have provided on a single campus facilities for its students that have few equals.	Dangan				✓					✓					
767	I would like to put on record my dismay at the proposed new road which appears to pass right through the village of Menlo where I currently live. My own first introduction to Menlo dates back to the seventies when as a student in NUIG I found boat trips to Menlo castle were a perfect opportunity to get away from exam stresses. More recently since coming to live in Menlo I am continually struck by how the peacefulness of the area allows enjoyment of nature without the continual noise of traffic. I get great enjoyment from simple things like blackberry picking in the autumn, spotting hares on the bog road, hearing the cuckoo in April or getting a good view of the night sky without the light pollution of the city. Apart from my own personal enjoyment of the village and its surroundings, I know that Menlo has for many generations provided recreational pleasure for nearby city dwellers as well as for locals. We have reports going back for well over a hundred years of events like the May day celebrations around the castle before the fire of 1910 being enjoyed by city dwellers as well as locals, and of people coming out from town to spend afternoons in the vicinity of the castle and the woods. The castle grounds, the woods, the bog road, the quarry road and indeed the entire road network in Menlo continue to provide a haven of peace for walkers, cyclists and joggers. Proximity to Woodquay also means that boat users can readily visit the area. I am also continually struck by how many of our visitors, both Irish and foreign, react to the outstanding natural beauty all around us here in Menlo, and who marvel at how it is possible to enjoy all of this and at the same time have the city on our doorstep. Galway city's own development plan recognises the significance of this in the section on village envelopes, specifically mentioning the area as "a valuable resource for the city". Furthermore the same plan commits to "protect and enhance the character and amenity of Menlough". The proposed road which will carry a heavy load of traffic and run right through Menlo village will certainly not enhance either the character or amenity of Menlo and will instead in my opinion significantly degrade the village character and negatively impact on its amenity value. The visual impact on what is a stunningly beautiful vista around the castle and graveyard, the constant background noise and the light pollution will have a very negative impact on the enjoyment by residents and visitors of this lovely area. Menlo also has a number of beautiful thatched cottages, currently in total harmony with their surroundings, and an overhead, heavily used road cannot in any way be considered compatible with these or indeed any of the rest of the area.	Menlo				✓	✓				✓					
768	• Firstly, the execution of this public consultation was extremely poor. The meetings that were organised were far too busy to get a proper view of the maps that were presented, or to get proper answers from the engineers present. The information presented was very sparse – no information on a proper public transport option, no information on traffic counts/surveys, no details on the proposed routes and costs of same, just some maps showing the different options. The website was poor, and the maps shown on the website are of poor quality. There was no FAQ, and no information on how CPO would be implemented. It struck us as solely a box-ticking exercise, and not a proper exercise in public consultation. We hope that is not the case. • We currently live in Doughiska, but are in the process of buying a house in Castlegar, that we had envisaged as our family home. It was chosen for a number of reasons – proximity to work, proximity to a school, proximity to family, quiet neighbourhood, size and layout of the house and garden. We were dismayed to learn that the house could be compulsorily purchased as part of the plan, or that we could have a busy and noisy dual carriageway running right past the house. One of the main reasons we bought this house was for the quiet area – this would be ruined by a dual carriageway, and the property would be significantly devalued. • We are not the only people in this situation – all of the proposed alternative routes have huge impacts on people, families, farms and businesses. Some of the routes impact hugely on the racecourse, which brings in €60m every summer to Galway. Some of the routes would bisect the university and result in unacceptable losses of infrastructure. But most of all, the proposed routes will devastate families by dispossessing them of their family homes. This is unacceptable. • We understand that the previously proposed route was turned down because of impacts to protected habitats. However, the proposed alternatives are far too intrusive in their impacts on people and life in Galway. They are not viable alternatives as they will cause too much distress and upheaval to real people, as well as huge impacts on business. For that reason, we submit that there is no viable alternative, and that the original route should be proposed under the Imperative Reasons for Overriding Public Interest, and progressed through that process. There is extensive tunnelling proposed in the alternative routes proposed – this should be investigated as a means to mitigate impact on protected habitats along the original route.	Doughiska	✓			✓		✓			✓	✓				

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
769	• The proximity all proposed routes in the plan to Coolagh village. • Coolagh-Brierhill along with other villages within the city limits were given special status in the Galway City Development plans 2005-2011, 2011-2017 (ref Appendix 1) • One of our children is asthmatic. The proximity of the proposed routes, associated pollution, and prevalent wind direction will combine to adversely affect her health. • All routes, bar the green route, pass extremely close to our house, with one (red) crossing through our rear garden and the others passing within 30-100M. • All will result in unbearable noise levels during the construction and operation phase • Even if the proposed routes do not cross our property, the effect will be to destroy the property's value with no required compensation. • The ground structure surrounding our house and most of the village is fissured limestone, with minimal topsoil. Any development will necessitate massive amounts of rock breaking and blasting, similar to the section of M6 running into the Coolagh roundabout. • Most of the proposed routes run directly through an area that is tagged, in the projects own constraints mapping, as a medium importance ecological constraint (the orange region in map below). These regions contain hazel woods that cover limestone pavement regions. • An area close to all routes contains two natural spring wells with underground connection. • All the proposed route constructions cross the natural drainage direction for higher ground lying north/north west of the existing M6 • In the hearth of the community is a "State of Art" National School. Brierhill National School was originally built in 1952 • The main earner with the household works in the medical device industry in Parkmore. • The greatest and most lucrative race meeting in Ireland is the Galway races in Ballybrit, • Four of the six (routes) run through Ballybrit and could force the cancellation of its popular summer racing festival for at least two consecutive years. • As described in this submission and in the overall community submissions from Coolagh-Brierhill, all criteria for route reconsideration are met, including health, safety, environment, cultural and economic. Therefore, we demand that the original route be re-visited and perhaps some minor adjustments to support a positive reaction in Europe.	Coolagh				✓					✓	✓	✓			
770	As a resident of Ballagh, Bushy Pk., I strongly object to both Green and Blue proposed routes, which I feel will adversely affect the quality of lives of those living in the surrounding communities Cutting through grounds of NUIGalway and Dangan pitches and running track will be devastating for the very many people who currently use and appreciate these facilities and also for those who have planned and fund raised for these for years. It would also be a terrible legacy for the next generation if this were allowed to happen. The Blue route I believe will impinge on the school lives of all pupils and staff at Bushy Pk. N.S. The noise and air traffic pollution from proposed road above rear of new astro turf pitch will be a major health and safety issue for all concerned. It is likely that the children will be unable to play outdoors. All in all we are in danger of decreasing quality of life for our children. There is a proposal for a link road in Ballagh, thus dividing our rural by-road in two. This will lead to traffic noise/pollution to the surrounding houses. Residents in this area have chosen to live in a quiet rural setting and have accordingly paid high prices when purchasing our properties. I feel that these proposals will definitely de-value these properties. Lastly, it would seem that process of planning permission for any of these routes will take a considerable time, perhaps a number of years. During this process all properties on affected route will be in limbo. Not a desirable place to be. These are my comments.	Bushypark								✓	✓		✓	✓		
771	We object to the N6 project option that would effect Bushypark NS.	Bushypark									✓					
772	Please note that I object most strenuously to the proposed new routes for the extension to the N6 around Galway City. The proposal as prepared by Arup is flawed and is likely to have devastating effects on our communities	Dangan				✓										
773	Same comments as 772	Dangan				✓										
774	Four page report showing zoned maps of clients lands at Letteragh Road Ragoon Comments are as follows • This submission is in response to the Phase 2 – Route Selection stage of the N6 Galway City Transport Project and its impact on a 14 acre residentially zoned site at Letteragh Road, Ragoon, in Galway City and agriculturally zoned lands • Our Clients lands are designated within the outer suburban area of Galway city and are residentially 'Zoned R' for development within the Galway City Development Plan 2010. We would expect the council to look for a density of circa 35/ha at this location to achieve a quality neighbourhood setting. • We understand that a further North South spur road of approximately 30m in width is proposed to connect the outer link road with Bothar Stiophan to the south. Both designs, blue and orange again impact our client's zoned lands and the associated 150m reservation affectively halves the development potential of the lands. • The diagrams below identify the location of our Clients lands and the clear impact both the proposed roads and their associated reservations have on the zoned lands. • We acknowledge that some form of connection is required from the proposed N6 road but ask that the zoning of the lands and the nature of proposed use i.e. housing, is considered in the alignment of the road. • We suggest that this spur could be realigned to the west and the 150m reservation would then skirt the 'Zoned R' lands and release them for development in the short term allowing the provision of new housing, which our Client is in a position to fund and deliver. We have attached a further diagram showing this alignment in a Purple colour for clarity. We note that this proposed alignment would still impact the agriculturally zoned lands in our Clients ownership to the west of the residentially zoned lands. • Our client is eager to proceed to planning to Galway City Council for permission to develop the lands for housing and the alignment of the 150m reservation would sterilise the potential of the site in the immediate term. • We ask that you take due consideration of this submission and amend the proposed alignment of the road and reservation to release needed residentially zoned lands for development in the near future.	Ragoon								✓						

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
775	Translated from Irish: I was raised here in Menlough. History of Menlough. There is tranquility in our heritage and a quiet place attracts us, and more attractive yet is the water there. If this road is build, the place won't be as quite again If the road goes ahead, it is said that the thatch house will be in danger, as well as the Market Cross at the back of the house, (on the left). It's not in any way like a cross. It is a rough stone around 5 feet in height and 6 inches both wide and deep. There is a small cross engraved in it and ..."I Healy 1817" written below it. It is thought that the stone is standing from the era Before Christ. We'd always heard that there was a market at the cross long ago and that the Irish had to provide the best of their products to the English. There'd be dances at the cross as well when the weather was fine. The townspeople are very fond of this cross and would not like it to be knocked, harmed, or moved. On Monument Road, on the edge of the rock there are small blue flowers Spring Gentian – Gentiana Verna growing. They are about 2 inches in height and you'll see them at the end of April/start of May on the days that aren't dark. These plants are under the protection of the law and the state is responsible to preserve them as there are few places in Europe were they can be found. It is said that air pollution effects people who are near roads like this, I'd expect that plants are in the same boat. One reads in the paper the odd time that shops in Galway are refused planning permission when they don't tie in with the local form/appearance, for example colours that are too strong or a multi-coloured picture that stands out too much. Is it similar, that the same criteria could be put in place in this case? It is accepted that there is a need for a plan which will reduce travel time to the city, what sense is it to ill-treat the virtues/the joys of the place indeed, in the name of development. The proposed route (Blue route). If built, will be 100m or less from our house, which will be noisy as a result. 150m up the boreen from us the new road will cross the boreen and it will destroy the beauty of the place as well as the noise from the cars, lorries and buses. I wouldn't think it a beautiful site a huge giant in the heart of a small, delightful oldtown like this, as it will be high above the ground not to mention the wood sticking up to reduce the noise levels. And I'm not happy to destroy the best two pieces of land that I have, that 5 generations before me had. They are	Menlo				✓	✓				✓					
776	Menlo is a beautiful old village. Granny's family have lived there for many years. Scenery is fabulous and so are the old thatched cottages which still have people living in them. Four different families of aunties, uncles, and cousins living in Menlo and she loves going to visit them and stay on holidays. If a road is built through Menlo village 2 of her aunties, uncles and cousins will lose there house and land. This would be horrible for their friends and neighbours who will also lose their homes. Please do not do this to Menlo. Do not ruin a the beautiful village, do not build the green route.	Menlo				✓										
777	We are writing this letter in response to recent information provided by ARUP regarding six new road routes for N6 Bypass. We have also been informed that two of these routes (green and blue) directly affect our property "Pairc na gCapall" in Bushy Park. The green route in the words of Arup engineers will 'take you out'. We object to the roads for the following reasons: In relation to our property please note the following: • We purchased the house in March 2014. • The construction on the house following sale started in August 2014 and final work finished in March 2015. • We met with ARUP and Galway County Council on 10th March 2015 to seek clarity on the proposed routes. We felt that the atmosphere of the meeting coupled with the general attitude of the council that 'we should just get on with life as it may never happen' was extremely unhelpful given our circumstances. Little regard was shown for the emotive issues raised. • It is incomprehensible to us that planning permission was granted in January 2014 by Galway County Council for a dwelling that is now directly affected by road development in the City. Full enquiries regarding future infrastructural developments in Bushypark and Galway City in general were made by our engineer on our behalf at that time. According to ARUP, the first public advertisement for the new routes were made in July 2014. This is an issue which warrants further investigation and we will seek legal advice on the matter. We are seriously concerned about the impact that this road plan is going to have on our children's mental health and happiness in the coming years. We are in favour of traffic solutions that will not see the destruction of homes or landmarks of Galway. We also oppose all six routes going through our city for the following reasons: • Fundamentally unacceptable route options which traverse heavily populated areas of Galway city resulting in the demolition and devaluation of people's homes (including our own), properties, and businesses 2. Unacceptable destruction /disruption of landmarks of Galway such as: • The racecourse Ballybrit • Menlo village (important historical location from the famine years). • National University of Ireland, Galway and Kingfisher sports facility • Dangan playing fields • Large communities which have been settled for years being split by roads We are pro-solutions to the traffic problems but not this plan. Perhaps if the residents of Galway were afforded an opportunity to plan our city rather than object to plans already made, it would be more fruitful.	Bushypark				✓	✓			✓	✓		✓	✓		
777a	Preliminary comments on the proposed Green and Blue routes which directly impact their property at Pairc na gCapall, Bushy Park (copy map attached). It is to be noted that it is not possible to produce a detailed assessment at this stage as inadequate information has been made available to me to undertake a comprehensive analysis of each of the proposed routes. I would therefore request that you provide me with full details of the data supporting your selection of each of these proposed routes including (inter alia) data under each of the following headings Environment Safety Accessibility Integration Air Quality. Noise and vibration. Landscape & Visual Quality. Land Use.	N/A				✓	✓			✓	✓		✓	✓		
778	This submission is intended for Arup & the Galway Transport Solution in opposition to the proposed Green & Blue routes and their planned course through the village of Menlo. Submission also includes supporting comments from friends and neighbouring families: Intro: The family have been in Menlo for over six generations. Paragraph about family history at Menlo Points made under the following headings (See report for more info): • Human beings & Socio Economics • Cultural, Heritage, Historical and Archaeology • Geology, Hydrology, Ecology and Agronomy • Climate • Noise, Vibration, Air Quality, Light Pollution • Landscape and visual	N/A				✓	✓									

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
779	Following a public meeting on 18th Feb 2015, Castlegar Residents Association were tasked to make this submission (16 pages + petition + appendices) on behalf of its residents. Residents live on the Tuam Road - N17, School road, Castlegar - Bothar na Choiste. Compiled by locals for locals and based on 5 submission objection headings • Environment • Economy • Accessibility & Social Inclusion • Integration • Safety Petition attached and Info about local festivals (See report)	Castlegar				✓	✓					✓		✓		
780	Huge impact on families some of whom have been in the villages for generations. Size and height will destroy the areas, and the noise will be unbearable it will effect the quality of life for everyone living in the areas. I have concerns about how much will affect the area. Comments attached regarding: Landscape & visual, noise pollution, safety	Barna					✓							✓		
781	Proposed height of green route is completely out of character with the area and does not have any respect for any of the families living along the route whose lives will be severally affected. Noise from road will negatively affect the drainage in the area which has lots of underground streams that work very well and given the height of the road on the area it may lead to flooding.	Barna					✓									
782	As a householder and landowner, I was horrified to receive a letter regarding the possible demolition Of my dwelling house if the blue corridor is chosen as the preferred option on the N6 Galway City outer bypass. On a personal and family level this would have disastrous effect on our family way of living. This land has been part of our family for generations. I have lived here for 20 years, with my wife and children. They are attending local schools which if we were moved we could not guarantee that they could continue to go to as we would have little chance to of being able to relocate in the Castlegar area due to this ludicrous bypass going through the whole of Castlegar . It annoys us further as the earlier route that was chosen was turned down on ecological/ habitat grounds. This route had a lot less effect on the lives of many families, as the number of houses to be demolished was minimal in comparison to the mass destruction of houses with these new proposed routes. How can bog cotton, fauna, etc. be treated with more than humans moved from there family homes, communities and schools. As a Castlegar person all of my life and all of my ancestors were, these proposed routes will destroy Castlegar as a parish. Has anyone looked at the impact of the road 150 metre wide running from Coolough through Brierhill, Ballybrit, Two mile ditch, Castlegar village, Ballindooley, Kiloughter and finishing in Menlough will have on an area such as Castlegar . This parish has steeped in history, heritage and sporting achievements. This bypass will kill all of these and this end result will have a disastrous effects on all Castlegar parishioners. To finish my submission I would ask the bypass planners to please go back to the drawing board and choose an alternative route with human beings, family life and community life as chief important and logical reasons for this new route. Hoping in the interest of common sense my submission will be treated with the utmost respect it deserves.	Castlegar			✓	✓				✓						
783	Translated from Irish: This week at a meeting, it was decided that it is the blue route is most appropriate. Travelling from Connemara into Galway City, it is in Barna that the traffic jams start. In the summer the traffic is worse, especially at the weekends. Parents with children in the gaeltacht come to visit them from Dublin and other counties in the country. It is the route that will do least damage to the area.	Barna														
784	Respectfully request to be informed of any implications for the Heritage of our City and the environs in the emerging preferred route	N/A				✓										
785	Wish to protest in strongest way possible to motorway coming through Kiloughter. As a resident who has lived here all her life (60+ years) parents and grandparents before her. Thinks it is sacrilegious to wreck the countryside and people's homes and livelihoods with the introduction of a motorway. Kiloughter is one of the few areas where families carried on their ancestor's farms, built new houses and are working the land, and now many of their families in turn are settled here. A rural area like this on the doorstep of the city should be left so, to nurture and encourage future generations in the old ways and pass on the heritage of the area to our children and grandchildren.	Kiloughter				✓										
786	Objecting to green route. Want to clarify he is not against progress but feels there is a better route suggestion that will not cause as much destruction as the proposed green route for the following reasons • Needless destruction of homes • Noise and air pollution • Devaluation of remaining property in the area • Destruction of scenic & peaceful area and sense of community Feel there would be a negative impact on the area, where he was born and raised, should the green route go ahead. Especially as there are many viable alternatives that should be explored, that would have such a negative impact on the locality.	Castlegar				✓						✓				
786a	Same comments as 786	Castlegar				✓						✓				
787	I strongly object to the Green Route. This route would destroy the homes of two of my brothers, as well as many of their neighbours' homes and the whole village of Kiloughter. Everyone who lives in and visits Kiloughter recognises the beauty and uniqueness of the area. It is hard to miss. The Green Route would destroy and wipe out the village of Kiloughter forever, as well as destroying the lives of families like the families of my two brothers. They have lived in Kiloughter with their families all of their lives. They have never lived anywhere else and it would devastate them beyond repair should you choose this route and demolish their homes and everything they and their families have worked for all of their lives. There is nowhere else in the world that you could re-locate them to that would give them and their families a fraction of the quality of life they have in Kiloughter. Kiloughter is their home, and the home of so many families. You cannot just rip families from their irreplaceable homes that they hold so dear and leave them in despair and great sadness and stress for the rest of their lives for the sake of a bypass. I have seen first-hand the devastation that this route has caused on my brothers so far. They are not sleeping and are constantly in a state of distress and stress. This is an awful situation for them. They and their families cannot cope with the horrific thought that their home is under threat. You must consider the human impact this has on families. Kiloughter is a peaceful, quiet, scenic, and clean area. To build a concrete mass of a bypass through an area like this would be horrific. There is no way that this should be allowed. The locals and I enjoy walks around the area, taking in all the beautiful nature that surrounds us. I walked the very same road when I was just a young girl to Scoil Bhride Menlo as did many other locals and it is awful to think there is a potential plan to destroy what is history and heritage to so many people. How will people be able to ever walk these roads again when all they can see is a big, horrible, noisy, polluting bypass in front of them? The Green Route would create unbearable levels of noise and air pollution for those left behind. People here in Kiloughter do not want the adverse health effects that come from living so close to a bypass. They are worried for their future health if they are surrounded by fumes from car exhausts and pollutants from the bypass. The noise will prevent those who are left on the side of the new bypass from proper sleep. When you live in the quiet surroundings of an area like Kiloughter it would be incredibly difficult to cope with the noise levels of living next to a bypass. The wildlife in the area would suffer greatly also. Wild animals and birds roam freely around Kiloughter. This is something the locals enjoy but this would also be something else that would be gone forever if you choose to build the Green Route as you would have destroyed the rural habitat of the area. The community of Kiloughter are a tight knit, close community that are there for each other and are close neighbours. You would wipe out many of the long standing members of the community like my brothers by demolishing so many homes and you would leave the rest of the community living with a bypass on their doorstep. This would cause deep stress to all involved. Please consider the devastating effect that the Green Route would have on families, the environment, and the natural beauty of Kiloughter and all of the other villages on the route such as Menlo. You must listen to the objections of the people.	Kiloughter				✓	✓				✓					
788	Three attached documents to submission 1. 'Galway – City of culture?' Personal Submission about the cultural implications of the N6 green route 2. 'Galway's Cultural Heritage' – A treasure endangered by the proposed N6 green route (Information about the cultural heritage of the area. 3. 'Menlo - A rich legacy'	Menlo				✓										

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
789	Green route should not be built as it will knock too many houses and destroy the village of Kiloughter. Must be another solution to Galway's traffic problem. Please find a way to bring people from East to West and vice versa to work. Pollution and noise won't solve the problem. Bus only corridors at 20 minute intervals would help and light rail. Eventually this is the way forward. So don't make this road for the sake of neighbours and environment. Please rethink.	Kiloughter	✓			✓										
790	Strongly object to proposed green route. This route will have huge impacts on our community. Not only will it destroy a vast amount of homes in our area, it will remove the tranquil & peaceful environment in our community. New route would be an eye-sore and cause huge levels of noise pollution. The green route cannot go ahead as it is not a logical decision.	Castlegar				✓										
791	Proposed green route is a ridiculous suggestion to solve the traffic problems in Galway city. This green route will destroy not only 120 homes but a beautiful community and the natural surroundings. This route will also cause huge noise and visual pollution to the area. Urge you to reconsider this outrageous green route.	Castlegar				✓										
792	No to green route.	Castlegar														
793	Do no approve of Green route, it's a joke.	Castlegar														
794	Green route is totally out of the question. Destruction of farms and houses in the beautiful, peaceful area is not on. Moved to Kiloughter in 1982 and since then have been always treated so well by great neighbours. Now the whole area is to be torn apart. Neighbours will have to move from the area and seek houses elsewhere. There must be an answer to this problem by not having to go through peoples homes.	Castlegar				✓										
795	Green route cannot go ahead. Kiloughter/Menlo Area is very special to us. We are a very close-knit community and what is proposed to happen will affect everyone in the area. Menlo is a famine village and to divide this would be a crime. Families who have been living here for generations will be uprooted.	Kiloughter				✓										
796	Objection to green route. Why is the wildlife and bog cotton more important than people's homes? We are against demolishing family homes, dividing up family farms, noise and pollution going through our village.	Castlegar			✓	✓										
797	Green route is not a suitable option for the GCOB as it would have a devastating life changing impact on each and everyone of us in our communities: • Large number of homes would be demolished • Those left behind would have a bypass at our doorstep • Destruction of farmland and livelihoods • High levels of noise and pollution • Loss of friends and neighbours	Ballindooley				✓										
798	Same comments as 797	Ballindooley				✓										
799	Plays camoige in the fields where the new road would go in Kiloughter. Family have been living here for hundreds of years. Please don't destroy my beautiful village	Kiloughter				✓					✓					
800	Objection to routes proposed by GCTP. There are three proposed routes affecting family home where we have lived for over 20 years. These routes will see homes knocked and families attacked whilst destroying local community and environment. The effect on unique Gaeltacht and heritage village will be permanent. Reject routes as viable alternatives when the planning system has not exhausted other less impactful options. The consultation process did not allow for meaningful discussion when the maps presented had conflicting information and key detail was absent. It will destroy our homes, our life within our community and we will be unable to continue to live where our roots are.	Menlo														
800a	• I wish to object to the proposed routes as outlined by the Galway City Bypass. In particular the routes blue, pink, yellow and green will have a devastating and lasting negative impact on our lives. • Having lived through the failures of the first proposed Galway City Outer Bypass over the last fifteen years, it is disturbing to see history repeating itself with the mistakes previously experienced again unfolding in the roll-out of the Galway City Transport Solution. • There has been no meaningful consultation process which affords input to the initial design phase. The process to date in my opinion is fundamentally flawed and the lack of information and transparency to the process has been compounded by the misinformation given by the project officials. • For Menlo, the proposed routes will split our community and adversely affect the quality of life of its population regardless of the proximity to the proposed routes. • With regard to the routes which destroy of home of over twenty years our lives and that of our four children will be devastated. The upset and distress is immeasurable. Our everyday lives are in Menlo, our children's schools, church, neighbours, community and friends. • The alternative routes offer little consolation - the well documented adverse effects of living beside a road of the proposed magnitude are frightening. We do not accept this as an alternative. The noise levels will exceed WHO guidelines and are not acceptable. • The proposals as outlined are not fit for purpose. The "divide and conquer" approach to route selection will lead to continued distress for this involved and impacted by the road. The alternatives have not been exhausted and a light rail system is certainly a viable option. • What we destroy cannot be replaced - we are only custodians of our environment for future generations - we should all feel the weight of responsibility of this gift and ensure we plan accordingly.	Menlo	✓			✓	✓	✓					✓	✓	✓	
801	Too many people/families are affected detrimentally should any of the 6 route proposals go ahead. Alternative proposals should include developing existing infrastructure and bridges. Blue route proposal too close to Bushypark school. All schools should be protected property.	Newcastle		✓						✓				✓		
802	I object to this development to the N6 Routes. It's going to create lots of noise and air pollution and cause great disruption in homeowners lives. The school children's safety will be at risk and the cost of the project and the length of time will be huge. I'm saying no to all routes on the N6.	Bishop O'Donnell Road					✓						✓	✓		
803	We would like to strongly object to this new bypass coming any way close to this school, Bushypark National School. The new proposed route should be much further out, as we were led to believe.	Bishop O'Donnell Road		✓									✓	✓		
804	I have lived under the GCOB old route for the past 15 years. I found it very stressful that part of my home place was being taken (land and house). I had many sleepless nights and I ended up having treatment for an illness over 2.5 years. I would not wish this on any other person of family. I would like the decision to be made by the powers that be who designed the road that the bypass will be the best possible route for the people of Galway and not to be influenced by politicians or lobby groups or people with their own self-interests. I hope I live long enough to see it.	Bushypark						✓					✓			
805	We live in a lovely area and I would not like to see it destroyed by an outer city bypass. I do hope that the powers that be who design the road will make it a just and honest decision for the best possible route for the city and the people of Galway.	Bushypark					✓									
806	Submission from residents association, main concerns: • All proposed routes (with the exception of the red route) will pass between 0 - 150 meters of our estate thereby causing significant noise, visual and environmental disruption to our vibrant semi-rural community and our human habitat. • There is a lovely community spirit in our estate of - largely facilitated by our central communal green area and all that that it entails • We purchased our homes in good faith in an area that was clearly designated a residential zone. • The proposed routes will result in significantly increased traffic by our estate which will cause both noise and chemical pollution which is of major concern • Heavy granite-rock concentration in the region may inhibit the sinking of any adjacent route-option to our Estate - thereby impacting negativity on the visual appearance of our estate and environment. • The primary purpose of this new route, in connecting the west and east sides of the city, will facilitate the increased movement of heavy-vehicle truck and haulage providers in our area who will probably operate at family-unfriendly hours. • We would have concerns regarding an increased level of congestion as more traffic from the area will divert into these local roads as they travel towards proposed access routes for the new road. • Due to the very close proximity of these routes, a series of "landlocked zones" will be created around our estate on both the North and West perimeters While we fully appreciate, the drivers for this project in supporting the future growth and prosperity of our city, we would urge key decision-makers to explore all alternative options where possible before the unique atmosphere of our city and its residential communities are compromised.	Mincloon		✓		✓	✓				✓		✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
807	Main objection to the Blue and Red Routes: 1) Either Route would lead to the non-existence of Castlegar parish from top to bottom. From my knowledge, of all similar projects in this country has not done half as much damage to any parish. 2) There's a preservation order in place on thatch cottage on our property, yet years later being told can't do anything with it and getting no help off heritage or Council. That it can be demolished, very frustrating! 3) Also swamp area and well (well was our drinking water in Castlegar National School until water scheme started). Swamp area has frogs, lizards, rabbits. I'm from the parish and also postman for the village and Blue and Red Routes wipe out half my customers and neighbours. Also my place of work: 4) Could 50% of original route (that doesn't affect lives) be looked at and work around habitats?	Castlegar				✓	✓	✓								
808	• I have been living in one of the most beautiful parts of Galway for 15 years which is of course Dangan. • Dangan for me is the best possible place to live in the whole of Galway; it is close enough to the city centre yet still has the peacefulness of the countryside. • Where I live, the Corrib River, I have so many fond memories. • The Dangan hockey pitch at which I train twice a week and the pitches at which I regularly run, these facilities are all only a few steps away from my house. • Building a 35 foot dual carriageway right through such excellent facilities? To be completely honest, I don't think trying to solve our child obesity problem here in Ireland means building a four-lane dual-carriageway through our pitches, running track and hockey pitch. Imagine how unhygienic that would be? • Constantly breathing in the fumes from cars whizzing past every minute of the day, never mind the horrible noise of a screaming road going over our heads. • I just want to tell you that I love my home in Dangan and I plan to live there for my whole life and raise my children without a monstrous highway towering over my head.	Dangan				✓	✓				✓		✓	✓		
809	• I have lived here my whole life and cannot imagine living anywhere else. My family have lived here their whole lives and have worked extremely hard to keep business going. • It's been hard but they've kept going all of these years and putting a bypass through it would destroy a beautiful home that I feel is a historical attraction and a wonderful community with a lot of importance such as hockey pitches which many clubs depend on to train on and destroying this would leave clubs with no-where to train. • Also the Dangan pitches where a lot of people exercise and a motorway would not fit in, endangering children trying to learn in school (Bushypark NS) for the sake of a bypass does not make sense. • So please whoever is behind this decision please factor in everything and you'll see that there are far more cons than pros.	Dangan				✓	✓			✓	✓			✓		
810	• I would really love to know who or what is actually behind the big push to put a bypass into Galway. • I believe there is something a lot more sinister going on here. • Report said that 8-% of traffic goes into the city itself and that no bypass would ease the traffic problems. • The planners of this city have made a complete dog's breakfast of this city over the past 50 years. Doing a bit here and a bit there without any overall plan to make Galway a free-flowing city. • If you think we, the citizens of Galway, who have given everything for the success of our lives and the city are going to pay dearly for the blunders of our planners you have another thing coming. • I don't want this route going anywhere near my home and business where I have spent 50 years of my life building up my home and business all to be destroyed by one stroke of a blue pen. • I believe the money trail has to be followed back to find out who is benefitting from this ludicrous plan.	Dangan							✓	✓						
811	• Hockey Club objecting to the proposed "Blue Route" of the Outer Bypass which passes through the hockey pitch at Dangan Sports Grounds. • The hockey pitch at Dangan is the only hockey pitch available to clubs in Galway City and County. • Loss of this pitch to the new Outer Bypass it would be devastating to Connacht Hockey as players would have nowhere in Galway to train or compete. • Hockey Club currently has in excess of 350 members ranging in age from 5-80 years. • In the past we have had players represent our Club at Interprovincial and Irish level which is some achievement given the limited resources available to us. • Hockey has always been a sport played primarily by women and the threat hanging over the pitch at Dangan is completely at variance with the Women in Sport Initiative from the Irish Sports Council. • Hockey Club was founded in 1948 and has been at the forefront of Connacht Hockey throughout its history. • Hockey Club was able to host the Euro Hockey Indoor Club Challenge in 2010 due to the excellent indoor facilities provided by the Kingfisher complex. • Having to cope with only one pitch makes it difficult enough to run league and cup competitions for our girls, boys, women and men but if the Blue Route for the Outer Bypass as it currently stands proceeds and the pitch at Dangan is lost an entire sport in Connacht will have been destroyed. • Petition enclosed signed by members and neighbours. Please re-consider this proposal.	Dangan				✓					✓					
812	All routes through Briarhill are not practical and will cause unnecessary disruption to local business, particularly Parkmore. The Green Route is by far the most non-sensical route as it is a real safety concern to Briarhill school and will cause a divide in the local community. The Green Route should be pushed out beyond the school which would minimise the amount of houses being CPO'ed. I strongly recommend to re-plan the routes closer to the original line, but yet a safe distance away to avoid a connection to the original route which was thrown out in Europe. The Green Route is the least practical and will be a huge issue re the National School.	Briarhill						✓		✓				✓		
813	• I have serious concerns about the design of the proposed routes and how they will affect the village. I do not believe this is a solution to the traffic congestion and that an alternative traffic management proposal is needed which has less of a negative impact on communities. I attach my comments on the Green Route. Green Route — Truskey West, Barna • The road is designed at a height above ground level, and increases to heights of 8 meters above existing road levels where it passes over existing roads. • The proposed route does not respect the human habitat. • The proposed route negatively impacts the quality of life in the area without offering any quantifiable benefits to the local community. • The proposed route will adversely affect the air quality in the area. Transport is a leading source for many of the chemicals which contribute to air pollution, • Noise Pollution, transport is recognised as a leading source of community noise and will negatively affect the quality of life in the area. • Traffic and road surfaces are significant sources of various types of contamination which form part of the run-off as it leaves the road surface, • Ecology: The proposed green route cuts across areas of ecological constraint. • Safety At present entry and exit points have not been detailed in the route design, however it has been indicated that this would be managed by traffic lights and roundabouts as opposed to access and slip roads. There are safety concerns as to how this would be safely integrated with existing road traffic, in particular where traffic converges at the junction with the existing coast road. • On a daily basis people in the area use the existing roads for walking, running, cycling etc. similarly there are a large number of families with young children who play and train at the local football pitch at Clough Scoilte who frequently walk or cycle between the village and the pitch.	Truskey West														
814	I have major concerns about the proposed route and how this will affect the village. The Green Route cuts through the community and families which have lived here for generations. I believe this process should revert to the drawing boards and come up with alternatives which have less of an impact on communities.	Truskey West				✓										

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
815	On a daily basis the road is used by myself and my family. My children often take off for jogs and cycles to their friends houses. We would use the roads around the area to go to the Golf Course, football pitches which we walk as a family to for training and matches. This new Green Route will make it so unsafe for my children to take off on their own.	Truskey West									✓			✓		
816	The Green Route does not respect the human habitat. It negatively impacts well established family communities along the route, any of which extend by 5-6 generations within out village and community. This impact is not considered in this design.	Truskey West			✓	✓										
817	The height of the road is too high. The noise level at that height would bring negative effect to life in my area and also the rain water run-off is also a concern.	Truskey West					✓									
818	People's homes are more important than this route. The impact on people and their homes and the social impact on communities are not considered in the design of this proposed route.	Truskey West					✓			✓						
819	The height is completely out of character with the surrounding landscape . Destroy the scenic value of the area. The impact on people and their homes.	Truskey West					✓			✓						
819a	Rain and storm water run-off from the road is also a concern. Traffic and Noise	Truskey West					✓									
820	The proposed height is completely out of character for the country village area. It would destroy the scenic view of the area. The volume of traffic and noise in my back garden will be outrageous.	Truskey West					✓									
821	The NRA has shown no attention to community development and has concentrated solely on a solution to traffic congestion. No consideration has been give to people and their homes. The impact on communities and families along the route will affect them adversely. I would have safety concerns as a father to young kids who use existing roads on a daily basis for walking to activities at the football pitch or cycling to the playground. Noise pollution from traffic would affect the quality of life in the area.	Truskey West			✓	✓				✓	✓			✓		
822	The proposed height is completely out of character with the surrounding landscape and would destroy the scenic value of the area. Looking out at a road higher than the house is an invasion of privacy. The noise from passing traffic will negatively affect the quality of life in the area as well as adversely affecting the air quality in the area. Rain and storm water run-off from the road is also a concern.	Truskey West					✓						✓			
823	Feel strongly that it will have a detrimental affect on people and areas surrounding said routes. I have lived in Bushypark (3rd generation) most of my life. We still do not have a public bus route even though we looked for same for past 30 years. I feel that the traffic congestion around the city will not be alleviated by said routes and will only add to noise pollution. Why not utilise what's there - add lanes to existing bridges - look at old railway lines to develop.	Bushypark	✓				✓									
824	Very unhappy with detrimental effect on all house owners. Strongly feel that you cannot impose sanctions on the number of houses that you deem acceptable to demolish. There has to be other ways to incorporate change and facilitate requirements.	Bushypark								✓						
825	The Green Route will have an adverse effect on our house and quality of life. Adequate sound barriers would need to be installed.	Menlo					✓						✓			
826	• We don't want a dual-carriageway. What I suggest is upgrade all the existing roads around Gortacleva, Ballagh, Letteragh, Tonabrucky, widen straight the N59, get more car parking spaces outside the city and build more schools on the outskirts of the city. • Objection to proposed green route and proposed blue link road to N59 • We wish to object to the proposed new roads outlined above which will have the effect of destroying the Ballagh, Glenlo, Chestnut Lane & Bushypark areas. We are at a loss to understand why the green route is located in the heart of Bushypark right in the centre of one of the longest established communities where the number of house demolitions will be greatest. In the Bushypark area alone over 20 houses will have to be demolished and this will effectively wipe out the entire community. • It is difficult to understand why anyone would choose a route which would lead to the destruction of such a large number of houses in a settled community. The compensation costs, if this is a factor at all will be very substantial. We find it difficult to accept that there is no other option available. Surely the road could be located in an area with a lower density of housing resulting in a smaller number of houses having to be demolished. • We would appeal to you not to destroy our community and see if an alternative to the present proposals can be found.	Bushypark		✓		✓	✓			✓						
827	• I have extensive knowledge in the area of tramways and have previously been involved in the promotion of same for the regional cities in Ireland. If I may, I would like to set the record straight on this topic. There are at least 14 small European cities that not only have populations smaller than Galway's and have operating tramways but in several cases actually have multiple lines as well. - A study of any of these cities will show tram lines serving extensive areas of medium to low population density; indeed there is also no difference between the areas LUAS passes through in Dublin and Galway in this respect. • High population densities actually lead to higher capital and operating costs, as well as greater subsidy, because more services have to be provided and supported; • Conventional LUAS-type tramway technology can be scaled for Galway like it is in the comparable European cities • I found that a tramway would actually have a positive Benefit-Cost Ratio / BCR and also a reasonable Net Present Value / NPV. • I do think the current study will only succeed when there is full and proper consideration of alternative transportation planning options for the city;	N/A	✓											✓		
828	Submission on proposals for the N6 Galway City Outer Bypass Project. • At the outset I wish to point out that the Brief given to the Consultants ARUP was for Design and Planning services for the N6 Galway City Outer Bypass. This brief has not been adhered to. Not an outer city bypass. • Following the failure of the previous attempt at a route for the Galway City Bypass a number of years ago when it was shot down by the European authorities no attempt to the best of knowledge was ever made to appeal part or all of that decision. • All six proposals practically entirely within the administrative area of Galway City Council. • I believe that no serious consideration was given to the provision of light rail and upgrade of the roads leading into and through the city. • The implication for employment have not been given serious consideration on either the eastern or western side of the Corrib . • The impact that any or all of the proposed routes would have on communities and families will be very sever • To propose a route that starts at Coolough on the east side and end east of Barna village does not make sense. • A lot is said of smarter travel but yet there is no reference to any proposal for a cycle lane along any of the proposed routes. • It is clear that SPC's and wild habitats are to take precedence over human habitats, This just cannot be allowed to happen. • For those people whose houses would be demolished if any or all of the routes within the administrative area of Galway City it would appear that no provision has been made to have them rehoused. • A person from the Galway City administrative area will not be able to secure planning permission within 20 miles of Galway City because such a planning application will be regarded as Urban Generated • I will suggest that if it is not possible to proceed with light rail, road improvements and an affordable public bus service and that the only alternative is an Outer City Bypass then any proposal for an Outer City Bypass should start eastwards of the proposed route at Coolough and east of Carrowbrowne avoid interfering with the existing roads in the city but have off spurs along the Bypass to facilitate motorists going from the east side of the county to the west. • It is past time that a stand was made once and for all and to put human habitats first. • The CEO of both Galway County and City will just have to take on board the genuine views of those whose lives are now in their hands. • As it stands no one is in favour of any of the six proposed routes so it is back to the drawing boards.	Oranmore	✓	✓	✓	✓	✓	✓								
829	Total opposition to all the routes selected for the new dual carriageway in the Menlo area. If any of these routes are finally selected in April it will have a dramatic negative imposition on the lives of all the residents living in the area, with people having to leave their homes, their adjoining neighbours worrying and stressed about future visual impacts, noise levels, air pollution and the devaluation of their properties without any apparent compensation for their loss. All the routes will have major negative impacts on the visual beauty of this area that has been protected to date by our city fathers, together with the possible dramatic impositions on the geology and ecology of Menlo's very unique Burren style biodiversity with areas of limestone pavement and a turlough with their associated rare flora. Design change suggestions included in submission In conclusion I sincerely hope that none of the Menlo routes as presented in the route selection is chosen, and in the event of the Blue/Pink being the final option that careful consideration be given to our above submission at design stage.	Menlo		✓		✓	✓			✓		✓	✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
830	• Deep concerns and reservations regarding the different routes being considered for the new outer city bypass the blue route in particularly worries me greatly. • Outcome of previous report showed that 80% of traffic was into the city itself and that no bypass would ease the existing traffic problems within the city. • None of the traffic easing measures put forward were implemented, e.g. bus over Quincentenary Bridge to cater for 1000's of people living in the west and working in the east. Other examples suggested. • Proposal constitutes nothing more than a cut through, dividing communities, destroying several community sports facilities destroying national school playing facilities NUIG playing pitches, not to mention the homes it will destroy. • Quality of life be severely compromised, business will be destroyed as it will be overlooked by a highway 45ft up in the air after it has chopped off a third of our lovely walled in garden. • There is more value attached to Menlo castle (which at this stage is no more than a pile of rocks ready to fall with the ivy) than to a living working recreational environment. • New proposed crossing point of the river is pushed down because of its proximity to Menlo castle with the result that it cuts through the NUIG playing fields and bends around to take away part of our property. • Proposed route does not follow the direct line of the pylons across the river. • Do not want compensation. I want to be able to live and work in an environment that I have spent all my life working and investing in and which I hope to pass on to my own family. • If this new highway goes ahead I will have lost everything.	Dangan														
831	• Wish to object in the strongest possible terms to the above proposed new roads which are shown as traversing our farm. Should either of these proposed routes be adopted they will have a serious negative impact on our farm but more particularly on the local community which will be completely decimated. • The green route alone will lead to over 20 houses in the immediate Bushypark area being demolished. We cannot understand why anyone would choose a route which would take out so many houses in a long established settled community. The cost of constructing these houses would have been very substantial. • Surely the road could be located in an area where a smaller number of houses would have to be demolished. We would ask you to please do not destroy our community and seek an alternative to the present proposals which are completely unworkable.	Bushypark				✓				✓		✓				
832	I wish to object in the strongest possible terms to the proposed Green or Blue Routes which are shown to traverse our farm. Either Green or Blue route proposals carve our farm holding, making it unviable to farm. It will destroy our way of life. The farm has been in the ownership of our family for generations. I further object to: a) our local community being split by either of the proposed green or blue routes b) noise pollution arising from traffic from such development c) The visual impact such roads would have on this high amenity area d) Interference with the local by-road network in the area e) The general widespread disruption such a development would have.	Bushypark		✓		✓	✓			✓		✓				
833	Residents Association Submission Report Summary: • We recognise that there is a need for an Integrated Transport Solution to Galway City's traffic congestion and we welcome the opportunity to feed into this process. • It is our considered view that the Green, Blue, Yellow and Pink routes are not viable route options in the context of the wider issues for our community and Galway City. This document provides detailed information on Menlo, its rich cultural heritage, shared history and the strong sense of community that exists. It highlights the importance of Menlo as a heritage amenity in Galway City's bid for the 2020 City of Culture. It details the specific impacts that the above routes would have on our Community and most importantly it shows the utter devastation and destruction that would occur if an emerging route involved Menlo. • Our community would be destroyed, our people displaced, our unique heritage, language and identity would be lost, found again only in history books. Widespread destruction of homes, heritage and archaeological areas of importance are a few of the impacts detailed. Why destroy something that is irreplaceable? • Can we learn from lessons from the past where we lost significant archaeological structures such as the remaining sections of the Medieval Walls of Galway City? • In expressing our strong objections to the proposed routes which impact on the Menlo area, we ask that you consider all the points that have; been made in this report in your selection process. Report includes deatiled commentary under the following headings: Environment, Economy, Safety, Integration, Social Inclusion	Menlo			✓	✓	✓			✓	✓	✓	✓	✓		
834	I have lived all my life in Menlo and I am sad and upset to think it is going to be destroyed to make way for traffic. Menlo is a beautiful scenic area that is steeped in history . Many books have been written about the area and it attracts visitors all year round. I was hoping to give my children the wonderful childhood I had, in a safe, clean, unspoiled atmosphere surrounded by nature. I am hoping somebody will see sense and Menlo will be kept for future generations.	Menlo														
835	Please allow us to grow up in a beautiful, safe, happy place that we love. Our school is in the village and we have ducks to feed, woods to explore and lots of history to learn about our surroundings. Please don't destroy it.	Menlo				✓	✓							✓		
836	I disagree completely with the Green Route, Menlo is one of the Ghaeltacht regions of Galway. It is a peaceful place to live with a wide range of flora and fauna. In my opinion, taking the green route is not logical because it is the longest route and it is directly cutting through a Ghaeltacht area. I trained in Menlo, running, cycling because it is a safe, quiet place. I would be losing my friends, home, extended family which is on the same route. It's unfair on the elderly. They would have nowhere to go and love Menlo.	Menlo				✓	✓				✓			✓		
837	I am going to Menlo school and walk to and from school everyday. I walk every day with parent to feed the ducks and visit family buried in cemetery. Please don't knock my house. I love where I live and have lots of friends, teachers and family here. If you took the green route it will be all taken from me. It makes me sad to hear my parents talking about the road.	Menlo								✓	✓					
838	Elderly person. House is earmarked for destruction. I and all my family have lived here going back hundreds of years. Family buried in the local cemetery and I am stressed and not sleeping with the thought and work of having to leave them and start again at this stage in life. This would be impossible for me to do. Menlo has always been my home and no other place on this earth could replace it. Please reconsider this route.	Menlo								✓			✓			
839	I believe this proposal merits nothing but the wanton destruction of a beautiful, tranquil, scenic part of Galway that attracts visitors both international and national alike. My immediate family have lived here since Menlo began and we vehemently have absolutely no intention of leaving it for any amount of compensation to make way for the inevitable pollution from cars. A simpler and less destructive solution would be a tunnel under Lough Corrib. If one can be completed under the English Channel surely it can be done under a small crossing like Lough Corrib.	Menlo		✓			✓									
840	I strongly object to the Green Route. Living in Menlo for the last 20 years. Raised children and built beside family. It is very stressful and emotional on us as the thought of moving and nowhere to go. There would be the loss of school, friendly neighbours, community, family and extended family. Our children's academic development would be impacted upon by moving house if the Green Route goes ahead. Destroying an old village, steeped in history life the famous castle, pier and graveyard.	Menlo				✓	✓						✓			
841	To whom it may concern, the Galway City bypass, if the Green Route goes ahead, travelling straight through the village splitting Menlo village in two and knocking lots of houses on the route, it seems to be the craziest route possible as Menlo village is a beautiful village and attracts a lot of visitors summer and winter. I myself was born here and my family has been here for generations. Menlo is a very tight knit community and has great neighbours. Surely there are better options than destroying a beautiful village and neighbourhood.	Menlo				✓	✓			✓						
842	We don't agree with any route when it impacts on families - being forced out of their homes. Surely a family home should take priority over any road.	Menlo								✓						
843	I strongly object to the proposed Green Route as it destroys the community of Menlo and its amenities. The bypass will divide the village in half, bulldozing people's homes, ruining local walking/cycling routes and isolating the school from half the village, creating unnecessary distress. Menlo is a beautiful rural area, among the last remaining in the immediate Galway city area. It would be a shame to destroy such beautiful wildlife that is becoming more and more obsolete in the Galway city area.	Menlo				✓	✓			✓	✓					

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
844	I strongly object to the Green Route as it will destroy the beauty of Menlo Village. The animals and plants that fill the woodlands will be at high risk. The fantastic views of nature and town will be replaced with the bypass. The natural sounds we love will be replaced with some noise traffic. Menlo is also very historical and some of that history may be destroyed. Many young residents inhabit Menlo. How are the going to concentrate on studying/homework?	Menlo				✓	✓						✓			
845	I strongly object to the Green Route. Menlo is a very historic settlement and constructing a new road will destroy it physically and psychologically for all the residents. Menlo has a high population of young people and it will make it difficult for some children to get to the local school. Also the noise pollution will affect the studies of second and third level students like me to study at home.	Menlo				✓	✓						✓	✓		
846	I strongly object to the Green Route as it splits out community. I will be alienated from the wider community of Menlo. The beautiful views that I experience will be replaced by the embankment at the bypass. One of the most unique urban villages that remain in Ireland will be destroyed. Our commute to the local shops is divided by the road and will result in stress. We use the village as an amenity and this will be lost.	Menlo				✓	✓				✓					
847	I strongly object to the Green Route as it will destroy Menlo which is one of the oldest heritage villages in Galway. Our village will be divided in two so how do we have a 'walking' route which will no longer exist. A motorway will destroy the natural beauty in Menlo and what impact will noise and air pollution have on us? Local farmers will lose land and earnings. Our good neighbours will lose their homes. We worry about safety implications of a high bridge.	Menlo				✓	✓			✓	✓	✓				
848	Leave the building of new roads, we have enough. Utilize what we have, with Public Transport Galway to Dublin. Its proof of highly utilized Public Transport use. The proposed N6 is only seasonal traffic well suited to public transport and without incurring the costs of new builds. Stop destroying communities and homes which have been here for generations. We will have no use for the N6 because the people will have gone. Peoples and homes and communities matter, not bats.	Menlo	✓		✓	✓			✓	✓						
848a	The current maps are not positive solutions for the many persons that will have their homes demolished. These routes and displaying of same has caused many sleepless nights, fear, anger and frustration. Not a win-win for our community. Forget the bats that reside locally. Homes and humans must come first. We object to your disruptive road plans.	Menlo			✓					✓						
849	I strongly object to the Green/Blue/Pink/Yellow Routes. The whole project will personally affect me and my family. My husband is a native of Menlo and therefore our wider family unit all live in Menlo so all our family will be affected by the proposals. The community will be destroyed, community spirit, historical connections with land and water for generations. Menlo's is also an important part of city culture - protected structures of cottages, the pier, Menlo castle, etc. What would the flooding implications be - we know how flooding is already impacting our village. This will destroy everything that Menlo is all about.	Menlo				✓	✓									
850	As a person born and raised in Menlo I am very annoyed at the proposals of the routes through and near Menlo village. The impact that these proposed routes will change the whole community that we love. Menlo is a safe and healthy place to live - the safety issues of a high bridge poses a big risk. Menlo is a Gaeltacht heritage village - it will no longer be so if these proposals go ahead. What about the protected structures - the thatched cottages, the graveyard, the pier, the Crois and the Lisheen. What about the flooding implications?	Menlo				✓	✓						✓	✓		
851	I strongly object to the current proposals for the new N6 (blue and green routes). These would both lead to the devastation of the village of Menlo which is of significant historical importance to Galway. The community will be destroyed and its heart ripped out. The impact to families who live along those chosen routes will be detrimental.	Menlo				✓										
852	My husband and I moved to Menlo in 1982 with our children. The community and school and whole area was so good for all of us. My husband is from a Gaeltacht area and Menlo connected with him in every aspect. Having a motorway through the village will divide the community in every way as both of us are mid-70s we need the familiarity of our neighbours. Our heritage will be destroyed. Our grand-children will not have the same sense of security and safety as my son grew up with.	Menlo				✓								✓		
853	As a resident of Menlo, I wish to register my objection to the proposed Green Route. Building this road will ultimately destroy a village filled with historical structures and centuries old landmarks that are valued by residents and tourists and are an integral part of the larger community. Any proposed solution must protect the heritage of the village.	Menlo				✓	✓									
854	I do not agree with the proposed plans to build a road through Menlo. The Green and Blue routes will destroy Menlo. These routes will create a safety hazard to the children both on the road and underneath the road. The routes will create a split within Menlo village and there will no longer be a sense of community. Having grown up in Menlo village I would love to spend my future here but the Green and Blue routes will not make Menlo the beautiful historic place that it is. Menlo will no longer be safe for children to live in.	Menlo				✓	✓							✓		
855	I do not agree with the proposed plans to build a road through Menlo. The Green and Blue routes will be detrimental to the survival of Menlo as a village and local community. Menlo is renowned for its historic sites, heritage, language and scenery. Menlo is an asset to Galway and attracts tourism from all over the world. It's history and sites should be protected by Galway City Council not replaced by a transport project.	Menlo				✓	✓									
856	I strongly object to the Green and Blue routes as they will dramatically change the village of Menlo. Menlo is a safe place to live with a great sense of community, heritage and love of the Irish language. The natural beauty of the area, wildlife, tourism, history and forestry will be destroyed. Menlo should be protected due to its heritage and areas of historic importance and families should not lose their homes or quality of life for a new road and to deal with traffic issues.	Menlo				✓	✓			✓				✓		
857	This is to express my objection in the strongest possible terms to any proposal that would divide and ultimately destroy Menlo. While I recognise the necessity for a transport solution for Galway it must not be achieved at Menlo's expense. The Green route option in particular as currently proposed would have a devastating impact on existing residences and on the entire community. Building a massive road through the heart of a centuries old village with its rich heritage simply cannot be countenanced. Surely a better solution lies elsewhere.	Menlo				✓										
858	We would like to object to the yellow route in particular, but also to the Green route and Blue route. The beautiful village of Menlo will be destroyed if this goes ahead. Children attend the local school in Menlo, they will be affected by the noise and air pollution at school and the yellow route would severely impact our house. We would like to see proper public transport in Galway instead. There should be lots of buses running over the Quincentennial Bridge during commuter times. If this was even trialled for a year it would make a massive difference to traffic levels. There has been no proper effort put into public transport despite an obvious need for it for years.	Menlo	✓			✓							✓	✓		
859	It is hard to believe that you are talking about building the new road through Menlo. It is a tranquil town in the Gaeltacht with some thatched houses. My family are here for hundreds of years. They all went to school here and now after getting a new school here this year, you are going to destroy the village, through the very centre. I have a love of nature and I understand that it was necessary to implement legislation for its protection, but people are a lot more important. It would be a great scandal if this road goes ahead.	Menlo			✓	✓	✓									
860	I don't like the road going through Menlo village, going to knock houses, is not on. My opinion is that they should go the old way. It would ruin Menlo village forever. Going the old way you wouldn't have to knock many houses at all. Think about it please and go back to the old way and everybody will be happy.	Castlegar				✓		✓		✓						
861	I strongly object to all routes proposed. I would ask why the option of improved public transport would not be first exhausted before any more roads are built - given that not one bus passed over the Quincentennial Bridge and this is where a lot of the congestion is. The impact on this area will be devastating for the community, the environment and the protected view of Lough Corrib.	Menlo	✓			✓	✓									
862	I am against every one of the N6 routes, because it would interfere with the community here in Menlo. Farms in this place will be destroyed and there will be a danger many more will follow – this happens as a result of the motorway to Dublin. Menlo is a small gaeltacht village and it will be divided as a result of this work, it will take the heart from this area which has been here for hundreds of years.	Menlo				✓				✓						
863	When an engineer had the correct route with only a few houses to knock, why did they not lay the road there? There is plenty of rock and bog cotton left everywhere in the country. I think it is a great shame to put a road across through Menlo, a town that is at least a thousand years old and the same with Barna.	Castlegar			✓											
864	I do not want the road through Menlo.	Menlo														
865	Our concerns: 1) Too many plans thrown at us 2)Undue stress and consequent health issues for people who have received letters re CPO 3)Plan for people who will lose their homes and livelihood? 4) Destruction of community 5)Not a solution to city traffic problem 6)No public transport existing on bridge 7)No option to leave car at home as city is unsafe for cyclists 8)Long term destructive impact of such a project 9)Now time for a more creative way of looking at the project 10) Damage to wildlife, flora and fauna.	Menlo	✓			✓	✓						✓			

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
866	I strongly object to the Green route which would destroy Menlo as a community. It is within 100m of my new home which I took out a large mortgage for to live in an area where I was born and reared. I proposed that the original bypass is used with whatever tweaks needed as it has minimal destruction compared to the new proposed road.	Menlo				✓		✓				✓				
867	Comments translated from Irish: It is of huge concern to me and vital that the best route is selected therefore I oppose the destruction of Menlo village. Traditional Ireland and rural life need protection despite necessity to upgrade roads and transport systems. Old rural traditions cannot survive if there is no countryside there.	N/A				✓										
868	I strongly object to the Green, Blue, Pink and Yellow routes. It would destroy the community spirit of the Menlo area and all the important protected structures like old cottages, old famine ruins and Lisheen, plus many more. Old farmland would be destroyed and would put an end to farming in the Menlo area. The noise it would bring to the area plus all the pollution of air and land. The natural beauty of Menlo would be gone forever.	Menlo				✓	✓			✓						
869	I write in connection to the proposed Green route option to the Galway City bypass. I wish to object in the strongest terms to the development. 1) The total lack of privacy 2) The countryside totally ruined 3) Families destroyed, etc. 4) Quality of life, traffic, etc. 5) Moved to the countryside for peace and tranquillity.	Killoughter				✓	✓							✓		
870	I write in connection to the proposed Green Route option. I wish to object in the strongest terms to the planned development and it's impact 1) Immense level of noise and air pollution 2) The diminishing and absolute destruction of the natural scenic beauty of such a peaceful area. 3) Severe effect it would have on the quality of live of its inhabitants and sense of community.	Killoughter				✓	✓									
870a	I write in connection to the proposed Green Route option. I wish to protest and object in the strongest terms, regarding the above. We, the inhabitants of Kiloughter, Menlo and surrounding area enjoy peaceful, tranquil and natural beauty of the environment and its heritage and sense of community spirit. Not alone will this, or would this, have a devastating effect and detrimental impact on the residents, each and every one in this community it will also have a severe effect on the quality of life of its people and it will divide the people. The demolition of family homes, the destruction of farmland and livelihoods is incomprehensible. The sight of opening ones front door and seeing this monstrosity staring them in the face is a step too far. Our privacy invaded by passing traffic. Out quiet strolls along the country roads. Our basic quality of day to day activities obstructed and trespassed upon. Totally opposed to and totally object to this proposed plan.	Killoughter				✓	✓			✓	✓		✓			
871	I strongly object to the Blue, Pink, Green and Yellow bypass through Menlo village. It would effect the community spirit of the Menlo area and all the important protected structures, like cottages and historic monuments plus many more. Farmland would be destroyed along with other agricultural activities. It would put an end to farming in the Menlo area. The noise and pollution from this project would be devastating and natural beauty of Menlo would be gone forever.	Menlo				✓	✓			✓		✓				
872	We wish to object to the blue/green route for the following reasons: The green route will totally destroy the village of Menlo, which is an area of huge cultural and historical significance. Menlo as a Gaeltacht area will be lost forever. Noise levels from both routes will destroy the peace and tranquillity of the whole area. Views of Lough Corrib would be obstructed. Menlo village and its surrounding woodland are used as a walking route by locals and others outside the area. The proposed developments would have a negative impact on the enjoyment of this amenity and also affect the wildlife. An area such as this, so close to a city should be protected and nurtured for generations.	Menlo				✓	✓			✓	✓					
873	Please listen to our plea. Don't do it. Don't destroy our beautiful village in Anim Dé (translation: in the name of God). Stop and reflect on what you are about to do - dividing the neighbourhood - ruining the natural beauty of the place - destroying old settlements and new houses. Is Menlo again going to experience evictions? Polluting the place with noise and street lights and exhausts from vehicles to name but a few! This is madness. There has to be a Slí Eile (translation: another way).	Menlo				✓	✓			✓						
874	I strongly object to the Green Route. Menlo is such a beautiful village. I have so many memories like playing hide and seek down the bog road in the fields, the woods by our beautiful castle. This is what I want for my children now growing up in the village. Their mother and grandfather grew up here. Please don't take our beautiful village and destroy it. The thought of my father's cottage and my own childhood home being demolished does not even bear to think about. How can anyone in their right mind even think of destroying our beautiful community?	Menlo				✓	✓			✓						
875	I object to the roadway as Menlo is such a beautiful village with a long history. Many people come to visit here, to visit the castle, the pier, the monuments. Some like to walk, run or cycle around the village, some like to see the wildlife or pick berries and flowers. The village would be destroyed and divided if this eyesore of a road goes through the village.	Menlo				✓	✓				✓					
876	This new road intends to pass through my aunt's current home. It is a very peaceful scenic area and I object to building this new road, which would force my aunt's home to be demolished.	Menlo					✓			✓						
877	My mother's family is from Menlo. My grandparents, aunts and uncles live there. This new proposed road aims to demolish my aunt's home. Menlo is a truly beautiful, quiet, scenic area - a stone's throw from the busy city. I find it beyond belief to consider destroying this natural heritage spot. Surely there is a better alternative. I strongly object to current thinking and urge reconsidering this unwise choice.	Menlo				✓	✓			✓						
878	My mother's family is from Menlo. My grandparents, my godmother and my two other aunts live there. This new road proposed to demolish my aunts home. Menlo is a truly beautiful quiet scenic area - very close to a busy city. It is beyond belief to consider destroying this natural heritage. There must be another alternative. I strongly object to the current thinking.	Menlo				✓	✓			✓						
879	Mother is originally from Menlo. Both my grandparents and three of my aunts currently live there. This road proposed to demolish my aunties home. I do not agree with this at all. Menlo is a beautiful, quiet, scenic area. It is the only Irish Gaeltacht village this side of the Corrib. It would be a sin to destroy it. I strongly object to current thinking. It is an unwise choice.	Menlo				✓	✓			✓						
880	I am originally from Menlo. Family currently live there. This new road proposed to demolish my sisters home. Menlo is a truly beautiful, quiet, scenic area - a stone's throw from the busy city. It is beyond belief to consider destroying this natural heritage. Surely there is a better alternative. I strongly object to current thinking and urge reconsidering this unwise choice.	Menlo				✓	✓			✓						
881	We would like to offer out thoughts and deepest concerns at the proposed Green Route which will destroy the unique heritage invested by people of Menlo village over many generations. Stories of Menlo on days gone by and my uncle whose hand drawn maps illustrate the unique place names and historic boreens along which the cottages and clachans once prevailed. It fills us as a family who have 4 generations connected with Menlo, with the deepest anxiety of what might become of Menlo and its environs. We hope sense prevails to protect this unique place.	Menlo				✓	✓									
882	I was born and bred in Menlo. I lived here the majority of my life. My family home is here and all my friends. To think a motorway to free up traffic is to buldoze through Menlo or anywhere near it makes me sick to my stomach. Menlo is so unique and has wonderful historical monuments and beautiful cottages. How could anyone think that route Green or route Blue would make sense is beyond me. A new transport system is the only answer.	Menlo	✓			✓	✓									
883	I strongly object to all routes through Menlo village and surrounds. Menlo is full of historical and cultural heritage. The graveyard and pier are so peaceful and to have this destroyed will be unforgiveable.	Menlo				✓	✓									
884	I think the proposed bridge and bypass would be disastrous for Galway and in particular the local areas directly damaged and destroyed thereby including Menlo, Bushypark and the other neighbourhoods affected. The proposed will not improve traffic in the city - only a decent, planned public transport system will achieve that objective and will totally fail on a cost-benefit basis. This proposal will result in the destruction of our local Gaeltacht village and of a truly unique cultural heritage that has survived there for centuries as a legacy fro Galwegians and for visitors from Ireland and abroad. A unique resource for the benefit of all our people would be completely destroyed and would result in irretrieveable loss for everyone who values peace, tranquillity and beauty.	Menlo	✓		✓	✓	✓					✓				
885	I have learned of the proposal of a bridge through Menlo with shock and devastation. In this area of great natural beauty and charm a bridge would deprive people of their premier natural resources and devastate the area we local people have made our home. This is a gaeltacht area full of history with generations of families settling here. This is an ill-considered proposal.	Menlo				✓	✓									

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
886	I believe it would be an absolute disaster to put a bypass through Menlo as it would split the tight-knit community into two. In my personal opinion you should concentrate more on public transport, to sort out the traffic congestion rather than destroying the family homes which have been located here for many years. I think its an absolute disgrace to tamper with Menlo's unique beauty and landscape. In conclusion I believe that the NRA should think of a different plan to please not just the people in Menlo but also the people that could be affected if an alternative route that might be chosen.	Menlo	✓			✓	✓			✓						
887	In my opinion the proposal to build a bypass through one of the most beautiful and picturesque areas in the county is wrong and unnecessary. This village is home to generations of families who settled here because of the calm and beauty and to take this away from a very close knit community is totally wrong. This village is a very close knit Gaeltacht area and a scenic amenity within the city with a long history and beautiful surroundings. If this bypass were to go ahead it would ruin the village and community and destroy one of Galway's most historic and scenic area.	Menlo			✓	✓					✓					
888	I strongly object to the Green route because as a person who lives in Menlo village I believe that a new motorway can sadly affect ecology, climate and historical, cultural aspects of our place. Menlo attracts attention of a lot of tourists as a unique historical area with protected structures of the cottages, the old settlement patters, etc. Also I believe that the Green route can destroy community spirit and a historical connection of few families with the land. My family will have to live next to the noise and air pollution caused by a new road. Please take it all to the attention when you make a decision.	Menlo				✓	✓									
889	I strongly object to the Green Route as this will have a negative impact on my health. I suffer from allergies and skin conditions which are worsened by air pollution. This was a major reason for moving to Menlo. The Green route will destroy property prices, making it impossible to sell/move. Children attending Menlo school would be forced to travel under the bypass and play in its vicinity. This is extremely dangerous and unhealthy. This route will divide out community literally in half and force all to live under its shadow. Why not look at alternative solutions such as a LUAS? This would improve accessibility for the future, reduce cars in Galway and actually increase property values near stops.	Menlo	✓				✓					✓	✓			
890	While progress and development is necessary and often welcome it needs to be done with sensitivity and respect for the historical and cultural value of the environment. While Menlo village doesn't have official heritage status (and it really should) it is one of the areas in Galway with high historical value. It would be a serious mistake to decimate this for a road. It is your responsibility to preserve this area, which has been populated for hundreds of years, for future generations. It is also an area with ecological value, particularly the bird life by the lake.	Angliham				✓	✓									
891	Rather than literally bulldozing through people's homes and in the case of Menlo causing major disruption to what is an acknowledged area of cultural importance, why not think laterally and install efficient public transport services? It is facile to say that sufficient numbers use Galway buses at present. Were the fares and frequency tailored to the needs of the service users, uptake would be much greater.	Menlo	✓							✓						
892	I strongly object to the Green route. It would destroy the historic heart of the village, the beauty of Menlo and the area with all its wildlife. Tourists and locals love walking in this area. I go for walks with my children in the village every day which is great for our health. Due to problems with asthma family could not live close to a motorway - but we would not be able to sell our lovely home right next to a motorway. So I don't know what we would do. I am very scared and worried. Our health would be destroyed, we'd be financially destroyed too, and the entire community with our friends and neighbours would be destroyed.	Menlo					✓					✓	✓			
893	As a resident of Coolough I am opposed to the building of the N6 motorway as it will destroy the villages of both Coolough and Menlo. My family has been in Coolough and Menlo for over 5 generations. Both areas will effectively be split in two which is unacceptable and will downgrade these areas significantly. The noise pollution will be a huge problem for those living near it and for my neighbours who'll have to be forcibly relocated it will be a disaster.	Menlo				✓	✓									
894	Absolutely ridiculous! The preposed routes will ruin one of Galway's untouched and unspoiled areas.	Menlo					✓									
895	Absurd! A road going through a heritage village. It will destroy the area and the community.	Menlo				✓	✓									
896	I object strongly to the Green route as it will split the ancient village and visually dominate it. I would worry about the water flow from the motorway to the turlough at the T junction, Menlo is a unique village close to town with a lot of remains of the famine village, dolmens, etc. We would lose everything from this route and gain nothing and so would the city, schools, walking groups and so on.	Menlo				✓	✓									
897	I strongly object to any route going through Menlo the grounds of all the pollution it would bring to the area plus it would destroy one of the few villages left in the country. Menlo has a great heritage village with a lot of historical locations (e.g. Menlo Castle, Crois Gate Lodge). I would hope ye see sense and re-route your ring road away from Menlo and keep this small piece of heaven still intact.	Menlo				✓	✓									
898	Objection to noise from proposed route through Menlo. I strongly object to the four proposed routes through Menlo on the basis that a dual carriageway will completely destroy this unique historical, scenic and peaceful location. One of the joys of walking through Menlo is experiencing the peace and tranquillity which will be completely shattered if the dual carriageway is erected. It is very special to have a piece of quiet countryside in the city and I can think of nothing worse than listening to the continuous noise of cars zooming along a dual carriageway. The four proposed routes will utterly destroy the peacefulness of this special place.	Menlo				✓	✓				✓					
899	I think it would destroy the beauty of the Menlo areas. I would hate it going near the graveyard Also it would be very noisy with the traffic going through the Menlo area because people do want to get some rest in the comfort of their homes. Also it would affect the wildlife in the Menlo area.	Menlo				✓	✓									
900	Strongly object to green route. As a resident in Kiloughter, a place where I have been born and raised, and called my home for the last 33 years, this road will destroy it. Family lived in village since before 1800, and due to this proposed road members of my family will lose their homes and have to leave the area that they love. I have three young children who will be affected, along with every other person in the area by noise and air pollution etc. Cannot understand why alternative transport options e.g. park and ride, light rail system etc. cannot be implemented/experimented with before constructing a monstrosity of a motorway that is going to destroy communities and houses for generations to come Surely there is a better alternative to this motorway, it is not an option to demolish numerous homes in small country villages. Road will totally obliterate the villages of Kiloughter and Menlo along with the people living there. Find a different way.	Kiloughter	✓			✓	✓						✓	✓		
901	Husbands family have been in Kiloughter for generations. Kiloughter is a beautiful village and will be destroyed if the proposed green route goes ahead. We are raising three young children here in our village and the effects of air and noise pollution will gravely affect us all. A number of my family homes will be demolished if the route goes ahead. To think that they would have to have their homes where they have lived all their lives and leave their village is an absolute disgrace. The thoughts of us living beside a busy road with three young children, who now as it stands can play outside their home and village, is unthinkable. I strongly oppose the proposed green route coming through beautiful village of Kiloughter. Surely there is a better route that could be planned.	Kiloughter				✓	✓			✓				✓		
902	Green route cannot go ahead. Destroys too many houses, some there for nearly three decades. It would have a disastrous effect on the community with countless neighbours losing their homes and livelihoods. There has to be a better solution than to force out of their homes for a bypass that might not even sort out Galway's traffic problem. Bypass would destroy families, friendships and a sense of community. It would turn a peaceful, scenic, beautiful area of Galway into an eyesore with immense levels of noise and air pollution. Green route cannot happen	Kiloughter				✓	✓		✓	✓						
903	Objects in the strongest possible terms to the green route, which if developed would pass within an extremely close distance to own residence. Totally unnecessary for any new road to pass through an area containing so many residences. It will absolutely destroy the local community and make the peaceful rural village unliveable. Family has lived in this area for over 200 years and this route would see both uncles homes destroyed. Bypass proposal is cynical, undemocratic attempt to divide the people of Galway, and put them against each other in order to force it to be built, and for that reason it must be stopped.	Kiloughter				✓				✓						

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
904	• Green route cuts through community area of Kiloughter, demolishing family homes, destroying farmlands and peoples livelihoods, and the rural nature of the countryside, which is unique to Kiloughter. • Our village has a rich mainly rural Gaelic Heritage, part of an active Irish speaking Gaeltacht, and has strong local history and traditions. • It will destroy the natural beauty of our scenic, peaceful area, raising immense levels of noise and air pollution and destroy the homes and farmland of our family. • It appears that natural habitats and flora & fauna, take precedence to living human beings. • Impact of the quality of life of us residents losing homes, this has not been considered seriously enough. • Could a LUAS, high quality bus corridor, or an upgrade to existing roads suffice if invested in • Let it be back to the drawing board or back to Brussels, but we as a loyal community, will stick together and do our utmost to prevent this plan of a green route going ahead.	Kiloughter	✓		✓	✓	✓		✓							
905	• Wish to express total opposition to the proposed green route. I have lived here all my life like parents, grandparents and great grandparents, we hold this village dear to our hearts. Born and reared and have a very unique association with this area. • Proposed route will demolish some of my extended family homes and force them to leave this village where they made their livelihoods. • Irish speaking Gaeltacht area with beautiful rural nature attached can still be seen and protected. • Route will destroy everything, surely homes should be protected before wild flowers and limestone. • Old water shores are disturbed forever more and have taken different channels due to crevices being opened underground by continuous blasting. • SACs should be lifted in certain areas • Most people in the area are elderly and never dreamt or expected that something as stupid as this bypass would come along. • Plenty of other ways and alternatives to deal with mounting traffic problems in Galway. • Go back to drawing board, come up with alternative route solution and leave the good people of Kiloughter alone.	Kiloughter			✓	✓	✓			✓						
906	Commerical business, 45 page report outlining concerns. Loss of revenue/earnings. Local Economic Impact Damage to reputation, brand, perception Employment Jeopardised future Includes letters of support from business partners	Ballybrit		✓						✓		✓				
907	• Go the Germany and look at their traffic management policy. You will not find that homes were destroyed or communities divided as they thought before they built. Kept their homes and communities together all the way. • You cannot destroy homes for the sake of other people to use the road. We are quite outraged at the planners to come up with such a damaging route on the green. Please put yourselves in your ancestor's shoes and think how they might feel. This is not the way forward. • Breaking the hearts of people all around me will not help traffic. Don't do this to my beautiful community and village.	N/A				✓				✓						
908	Construction of green route would have a devastating effects on all families and communities in the area. Benefits of the construction of the route can definitely not outweigh the destruction of the route. Will cause livelihoods and families will be torn apart alongside communities. Urge you to reconsider the construction of the Green route	Ballindooley				✓										
909	Do not agree with Green route at all because it will destroy the homes of neighbours and friends and cause them to move away. They don't want to go and I don't want to see them leave for the sake of a road that won't work to alleviate traffic congestion in the city. Bus and light rail is the proper way forward for travel with CO2 emissions at all. This will make a modern city out of Galway free from fumes and noise and keep the old city of culture and old Galway as well. It can be done with a lot of thinking put into it.	Castlegar	✓			✓	✓									
910	It will cause flooding to Ballindooley lake and destroy farms and livelihoods to countless families. Also many others will see their homes demolished. Noise and pollution levels will have a devastating effect on wildlife not to mention people living along the proposed route. This is an aggressive attack on a beautiful scenic area.	Ballindooley				✓	✓									
911	Strongly oppose the Green route. This route would have many terrible effects on the community. It does not seem logical to destroy over 120 homes in our beautiful area, in order to help solve the traffic problem in Galway City. You would be destroying family homes which leads to the loss of friends, neighbours and a sense of community. Also causing a lot of air pollution and immense levels of noise.	Ballindooley				✓	✓			✓						
912	Concerns about proposed bypass (green route) • A quiet area of this townland is being divided by the proposed route. It's running very close to homes leaving them hemmed in from the back and front or possibly demolished • Little rivers and drains run from lough such to enter the sea at Barna Village. These are likely to be closed off as has happened before causing flooding. • Land owners have right of way to their pockets of land which will no doubt be rerouted or split further. • It's very disturbing to think that people's homes and the expense of having and keeping them is of less importance to a bypass. This proposed bypass is my opinion is of no real value as it should be continued further west as Coast Road a very busy route to Connemara	Truskey West		✓		✓	✓			✓						
913	Resident at this address for years and hate to think that a bypass is proposed causing lifetime neighbours to be divided. Land and livelihood to be split and made more difficult to manage. (Have a few cattle to keep me attached to what I did all my life). Parts of land get very soggy in the Winter time especially, more than likely drains and small rivers in the area will be blocked causing flooding. Dread to dream about the noise levels that will be at the back door literally. A home should be of more importance to heather and rushes.	Truskey West			✓		✓			✓						
914	• If you take the heart out of anything, it dies this is what will happen to Menlo Village if the green route is chosen as Galway City Transport Project solution. • I have lived in Menlo village all my life and my family have lived there for generations so you can imagine how devastated I am to discover that if the green route is chosen, my ancestral home as well as the homes my family will be demolished, • Walking around the village is no longer a pleasant exercise as it is fraught with stress and upset. • Green route will run approximately 150 meters from my back door so we will have to cope with noise, vibration, as well as air and light pollution. Health & safety concerns. • There is a turlough in the village and I dread to think of the implication for flooding that will be caused by the disruption to the landscape in Menlo. • Menlo has a vast cultural heritage. • The natural beauty of Menlo will be destroyed if the Green/Blue routes go ahead. strongly oppose the Green/Blue routes and earnestly appeal to you to look at other solutions to ease the traffic problems in Galway City. • As for the people of Menlo, they won't really have access to new Outer Bypass motorway unless they are prepared to travel several kilometres to access it. • I earnestly implore you to think hard and go back to the drawing board to investigate other options before you wipe out Menlo Village.	Menlo	✓	✓		✓	✓						✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
915	• Serious concerns regarding how close all routes except the red one, come to the rear of the estate. Location of these routes will cause massive noise pollution to a quiet area and should not be routed that close to existing houses. • Preference would be to take my house rather than spend the rest of my life overlooking a dual carriageway. If it proceeds please locate the road as far away as possible from the estate and plant native Irish trees to act as a sound barrier. • Don't believe the routes will address the existing issue of traffic problems as they will just create new backlogs at access points as there simply aren't enough access points on the west of the city. • Object to any route that affects the recreational and sports facilities at Dangan. These are used by thousands of Galwegian students and visitors to the city every day.	Ballymoneen		✓			✓				✓					
916	From Menlo. Do not agree with the demolition of the village, green line is totally wrong and must not be considered. This is an Irish, Gaeltacht village, The site of the Corrib and is a cultural gem.	Salthill				✓	✓									
917	• Green route must not go ahead. Historical Menlo is an important part of Irish History, with the castle, • Book wrote and published on Menlo, remember stories about what it was like in Menlo as a little boy • It's amazing to have such a unique piece of history at their doorstep. • How come every other country in Europe retains and upkeeps their historical buildings, cherish their language and all aspects of heritage. • Unbelievable and unthinkable plans to bulldoze Menlo have even made it this far down the line, it must stop now. • They have always shown what a special and absolutely stunning place Menlo is, can't let this mistake happen again, it's sad that these houses are no longer in existence. • Child has recently developed asthma and a road on the doorstep would definitely add to and make it condition worse. • Don't let us regret this road, let us instead forget about it.	Menlo				✓	✓						✓			
918	Living at School Road, Castlegar for 33 years. Have 3 adult children and 7 grandchildren. Daughters and their children come home regularly. Proposed blue and pink route is demolishing their home. Object to these proposed routes. They will lose their home, neighbours and memories. Retired and the demolition of their home will have a detrimental impact on their family. At this point in their lives they did not expect to have to be taken from their lovely family home.	Castlegar				✓				✓						
919	Living all my life on School Road, Castlegar. Raised, baptised, married, baptised first child etc. I am 6th generation to be living here in Castlegar, - My father was raised in the village of Castlegar. Child going to school in Scoil Bhríde Menlo, plays hurling for Castlegar. Family leave near Where we live: • We are within the corridor of the blue route and very close, too close. • We are very lucky to be living where we live. The Community is so active and supportive with Community Alert, Connect Castlegar, Castlegar Residents Association. • We have been working so hard with the City Council on our green way walks, Castlegar area plan which we were being consulted with in the last year. We have been campaigning for years, for footpaths on our road, speed limits etc. and are still awaiting same. Our Community: • Castlegar has been my life, friends, neighbours. We are a very active community and take great pride in connecting the old Castlegar with the new Castlegar through Connect Castlegar see Boreen Festival — 2009 and 2010 How the Blue/Pink Route impacts us: • School Road within the corridor of the Blue/Pink Route. • This route runs through parents home • We are left within 50 m near the route and are level at the new route • It also cuts the access for school walkers to and from school, walkers, farmers, people walking to shop and bus in Baile an Choiste. • I will be left looking out onto this expressway and am conscious of the Noise, Carbon monoxide etc. to me and my family. • It will devaluated my home. • I take care of my parents • I am worried and bothered for their health with the added stress of these plans to demolish their home, my family home. • If this route goes ahead, they lose their home, their friends, their sense of place at an age where they should not have to worry. We are understanding people and are aware that Galway needs a bypass and proper transport system, however hate to see people and families being taken from homes.	Castlegar				✓	✓			✓	✓		✓	✓		
920	• Your proposed transport routes for Galway are an outrage. • In the name of so called "progress" and the "Common Good", you plan to strip, dispossess and evict us and many others from our homes. • Our government has a contract to protect its people and we in turn contract to support it. • We have been compliant citizens — paid taxes, never broke the law, and employed many people for years. • Our only asset — our home, which we slaved for and which was to pay for pending nursing home care is now — with a stroke of your pen, being buried under concrete. • SOLUTION Shoot us — much cheaper! and plant bog cotton on our grave. • This is not a democratic decision. This is a rampant attack, by self-appointed Demi Gods, on the very essence of our city — its people and their sacred homes. • You have lost the plot people must come first not bog cotton	Forramoyle			✓											
921	Submission from Primary School objecting on the basis of: • Environment • Air Pollution • Noise Pollution • Safety • During Construction Comments as per 921a	Brierhill					✓						✓	✓		
921a	As members of the Parent Association of Primary School, we wish to strongly object to all the proposed routes for the N6, as they would have a detrimental effect on the children • The environment around the school would be destroyed, • Many children in the school have asthma and we would have grave concerns about the pollution levels in the area, due to the volume of traffic passing the school. • All of the routes will negatively impact the school because of the high levels of noise pollution. • The proposed routes will negatively impact the health & safety of the children attending the school. • Many children would find it difficult to access the school, due to the network of roads. • During the construction period, there would be huge Health & Safety concerns. • Children would find it difficult to learn due to the noise of rock-breaking, lorries, diggers, etc. • Many children's asthma would be exacerbated by the amount of dust in the air. • The children in the A.S.D. unit would find the noise from the motorway intolerable.	Brierhill											✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
922	Residents association firmly opposed to the proposed red, yellow and orange routes, primarily because they demolish 10 number houses and create a concrete jungle on our doorstep generating unnecessary pollution and destroying our green areas and landscaping. A condition of planning in our estate was to provide green open space areas, which the N.R.A are now proposing to take away and use for a motorway! We will not allow this to happen and will use whatever forces are necessary to prevent these routes from getting planning permission and construction in our estate. Please find enclosed our detailed objections under the following headings; • Human Impact. • Health and safety • Accessibility/Social Inclusion • Economic Impact • Viability and destruction of the local environment, landscape of Galway City & communities IN CONCLUSION: We recognise that there is a need to address the traffic congestion in Galway City. However, we ask the planners to reflect seriously on our submission. These are genuine objections and there is real fear amongst the residents in relation to this plan. Given the consequences it will have for our community as outlined, we feel there must be a better and more practical way to address Galway's traffic problem. (90 submissions attached with the same comments in each)	Tuam Road				✓	✓			✓		✓	✓	✓		
923	I live in Barna village with very close access to the proposed blue route. I would like to strongly object to the proposed blue route on the following basis: 1. I don't believe the road is needed as I am someone who travels every day to Ballybrit from Barna. The problem appears to me to be one of traffic management as its amazing when schools are off the difference in commute time. We need to remove the need for cars or dis-incentivise people to use cars. Even basic changes like car pool lanes using under-utilized bus lanes, improving cycle lanes, improving bus services would improve the situation. 2. I have young kids and am very concerned from a health and safety point of view about: a. Travel to and from Barna primary school. During and after construction b. Noise and dust pollution both during and after construction 3. The irreparable damage such roads will do to the countryside. Barna to Bushypark is currently a very picturesque area and the building of these roads will change the landscape irrevocably and for the worse.	Barna	✓			✓	✓		✓				✓	✓		
924	Strongly object to the Green route of the proposed Galway City Outer Bypass for the following reasons: • The devastation of the character of the village of Menlo, which would ensue if a large road was to run right through the centre of the community. • The light, noise, air pollution. • Effect on the fields, forests and wild spaces, where we pick blackberries and see badgers, foxes, hares and rabbits, as well as the health of residents. • As we don't know the height of the proposed road, we can't know to what extent it will block our light, especially when the sun is low in Winter. • Menlo is of historic interest, with old thatched cottages and archaeological remains but it is also a living community of families and neighbours, some with long roots in the area. • Those who choose to live in Menlo have opted for a rural lifestyle without streetlights and traffic noise. There are frequent visitors from town, who want a quiet walk or cycle, and a feeling of being in the countryside. • That the Green Route is a serious proposal is unthinkable to anyone who knows Menlo. It makes no sense to anyone who values the heritage, landscape, and community that exists here.	Menlo				✓	✓									
925	Opposed to blue route as it will run directly through Dangan playing pitches and will decimate local sports clubs who use the pitch. There are no other astro turf pitches for the different hockey clubs to use. Hockey in Connacht will suffer directly as a result. One of the proposed routes will run directly through their estate, what do families do?	Knocknacarra								✓	✓					
926	Do not support the building of proposed structure over the Bushypark National School field, this is a sign of danger to the pupils of this great school.	Ballybane		✓									✓	✓		
927	Do not support the proposed bridge over the school field.	Ballybane		✓									✓	✓		
928	Comments regarding public transport in Galway. Light rail vs. BRT, cost benefits etc. New bridge and road bypass is likely to be part of the solution with BRT. Suggestions going forward include: 1. Establish public workshops to exhaustively explore alternative routes 2. Complete and publish detailed studies of route options and start a new public consultation period 3. Appoint another consulting engineering firm to provide a constructive challenge and second opinion to the project engineer – 4. Establish guiding priorities and weights of each priority on the route selection methodology before a route is selected 5. Give clarity on compensation to those affected	Crescent	✓	✓											✓	
929	Strongly object to blue, yellow and green routes as they will result in Menlo village being destroyed. Residents in this community have already been through more than enough with having to deal with the previous planned outer city bypass for the last 15 years. This has caused families, including theirs such distress and worry and its happening again. It is madness. Only built their home four years ago with full agreement from Galway City Council and the NRA but now they are facing the stress of living next to a motorway which is much closer than the original route. Menlo is a stunning place to live, has a great community spirit and endless forest and woodland areas, all a stone's throw from the city centre. Areas like this should be protected at all costs so proposing to build a motorway through it is beyond ridiculous. No one will gain from this, but many will be negatively impacted. Please stop this madness.	Coolough				✓	✓	✓					✓			
930	Affected by two of the routes of blue and yellow. Blue route will take field completely out. Will come close to daughter's house at the back of them. Looks like it will take a part of the garden and garage. Few years ago got planning permission from Galway Corporation and the NRA and now the route is way to close. After getting permission the NRA are now nearly taking out site, how can this be right. Yellow route is far too close to them also.	Coolough								✓						
931	Do not support constriction of this bridge. It will destroy local sports clubs and there is very little for the children of Galway to do as it stands.	Knocknacarra									✓		✓	✓		
932	We understand that the children are settled in school and have established a lot of friendship and are regulated to attend school in the area. Please we ask you move the route outside of the school premises.	Roscam											✓	✓		
933	I do not support the siting of the proposed bridge over the Bushypark National School field.	Ballybane		✓									✓	✓		
934	Don't support the proposed bridge over the Bushypark National School field.	Ballybrit		✓									✓	✓		
935	Re. blue route: I do not support the proposed bridge.	Doughiska		✓									✓	✓		
936	Re. blue route. Do not support the siting of the proposed bridge over Bushypark National School field as this will bring a grave danger to the innocent school children playing under the bridge. Strongly object to the building of this bridge as this will dangerously impact the use of the field. Sincerely hope the Galway National Roads Project office and government will listen to their objections.	Ballybane									✓		✓	✓		
937	1. Health and safety issue for the school kids 2. This will bring about noise pollution as well as frequent traffic which may cause undue distraction while learning in school.	Eyre Square					✓						✓	✓		
938	Don't support the proposed bridge construction over the Bushypark National School field.	Ballybane		✓												
939	Re. blue route 1. Noise level and pollution from vehicles will not be acceptable 2. Safety of the school and children come first.	Roscam					✓						✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
940	Many members of the public would like to see the route of the previous design marked on all the maps involved. There is a belief that for some reason it is been hidden and why cannot some element of the design be incorporated in the new layout. I would like to see the outcome of a design layout where the brief was to avoid as much home destruction as possible. I don't understand a brief which sets out to upset and annoy as many people and organisations as possible in its first attempt and having as a result a protracted war of objections to the bitter end. Where is the common sense approach of bringing as many people with you as possible to achieve a certain level acceptance of the project? I would have expected that some level of professional PR skills in government depts. would have been learned after the Water debacle on how to present major difficult projects to the public. While I am all for the project, if it includes the destruction of a lot of homes it will not succeed.	N/A						✓		✓					✓	
941	Translated from Irish • I ask you to continue with the Galway City Bypass Project and that an application for this will be facilitated under article 6(4) of the EU Habitats Directive. • European Court of Rights/The correct European court did not reject it under this article and it directed that an application could be made under article 6(4). • According to the agreement between Galway County Council and Galway City Council which was accepted at the Galway County Council meeting held on the 25th of November 2013 it was a bypass around Galway that was in mind. • The wording of the agreement is as follows: • "For the purpose of this agreement to proposed road to be constructed is termed a Road Scheme known as the Galway City Outer Bypass from : • (a) the R336 Regional Route Galway to an Spidéal in the Count of Galway , and; (b) the M6 Motorway at Glennascaul in the County of Galway." • It also says, "to provide a bypass for traffic travelling to and from the west and east of Galway City" • According to that I do not see that there is any existing agreement for the "N6 Galway City Transport Project". I am not of the opinion that the "N6 Galway City Transport Project" is in keeping with the agreement. • The recommended routes will greatly interfere with people's residential houses, businesses and educational centres and they will promote stress and worry for people in terms of health.	Aille				✓		✓		✓			✓			
942	Report submission An adequate integrated public transport system solution for Galway, Embedded within a comprehensively efficient integrated inter regional transport system.	Galway	✓	✓			✓			✓		✓				
943	Commercial Organisation Submission • Opposed to any roadways that would impact on the uniqueness that is Ballybrit. There is no need to point out the importance of Galway Race Week, it is certainly the most prestigious festival race meeting held in Ireland and has gone from strength to strength over the past years. • Independent sources confirm that the festival is worth 60million to the local economy and equally important the revenue generated from the betting is an essential stream of income. • Indeed, any Irish trainers will tell you that all their owners want a runner at Galway especially those who live abroad — the diaspora returning home for their annual Ballybrit holiday is a highlight in the racing calendar and not only impacts on the racing but on the whole economy of Galway city. The September and October meetings are also seen as vital to the structure of the Irish Racing Industry. • Any changes to the track, be it through the course or under it, would be detrimental to what is undoubtedly one of the best surfaces for racing in Ireland. To maintain a consistent surface during racing is paramount to the safety of both horse and rider. • There is the possibility of losing not one, but two Summer Festivals if any of these proposed routes go ahead. If Galway was to lose these dates to another track, for the duration of the construction of the roadways, we would have to question if the races and sponsors would come back one hundred percent to Ballybrit and more importantly, can Galway afford to lose Galway Race week. • Looking at the proposed routes it would appear that they are very close to the inner city but we know, from past experiences, i.e. The M50 in Dublin and the M25 in London, that the further out the "by pass" the more successful it becomes.	Ballybrit		✓						✓		✓				
944	Submission from residents group • We can understand that the people of Galway see a need for a Transport Project with the current traffic congestion in and around the city. • However what is needed is an outer city bypass not an inner ring road as represented in the 6 options presented so far. • Another bypass will be required almost as soon as any of these proposals are constructed • Any serious proposal should be strategically thought out to serve the needs of the city for decades to come not just the next few years. • What is needed now is a solution to the traffic problem for a reasonable period of time not the "band aid" represented in the 6 routes proposed • None of the proposed 3 routes through Bearna makes sense bringing traffic into residential areas and dissecting the village. • We do not want to see our homes and community destroyed and still have no effective long term resolution to the city traffic problem. • It is time to take planning a bypass seriously and if necessary, exercise the Imperative Reasons of Overriding Public Interest mechanism (IROPI) to bring a permanent resolution by selection of a route through the available largely non-residential areas outside the city	Barna		✓	✓	✓			✓							
950	I strongly object to the Green route. I strongly object to all or Transport option. • There are better options than destroying people's homes and lives just to save a 10 Minute commute in the morning. • School buses would be a much cheaper option. The people of Menlo have done without sewers, foot paths, street lighting, and planning restrictions to preserve this area. • Why this change to benefit a few that should purchase their homes knowing they would be delayed.	Menlo	✓													
951	• It is a sad age we live in when the historical significance of an area such as Menlo village must be exemplified for the sake of saving it. Galway's appeal - for both tourists and residents alike - is founded on our county's roots. • These inimitable stories and the tangible evidence still intact around us mark this colourful town out as a front runner for the prized award of Europe's "Capital of Culture". • Our history - its appreciation and respect - constitutes our very identity. Menlo is, as it always has been, an intrinsic part of this legacy, and it is now under threat. • Our ancestors cherished this quaint, untouched tract of rural Ireland. • We love this village - this special little place that we call home. Please, do not let her die of a broken heart.	Menlo				✓	✓									
952	• Living in area prone to flooding it had happed a few times since we moved in, but in 2009 the flood water rose very quickly. Everyone in the village banded together to help those of us in the worst situation, people even offered their homes as our house was completely surrounded by the flood waters. • People used every means possible to get pumps out to save the village...Menlo was not the priority; the city council was busy trying to save the Claddagh. • Putting the green route through the village would have an adverse affect on the hydrology of the central village with a very strong possibility of affecting the ground water drainage. This affect could potentially flood what is left of the village. • Possibly a light rail, a light rail would connect both side of the city and provide continuous employment.	Menlo	✓					✓						✓		
953	Would be a shame to lose a beautiful village. No road, no way.	Angliham				✓										

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
954	The reason I am objecting is that they are knocking our house. The air is pure and the views are brilliant. This is not going to be the same with a motorway. The area will not be the same. Where do we go? Noise and air pollution will be the norm. It will destroy the natural beauty of the Monument Road and Menlo area. It will destroy community spirit and take the heart out of our area. It will split whole farms.	Menlo				✓	✓						✓	✓		
955	Translated from Irish: Menlo is a very rich place, in terms of its environment, its nature, and its culture and some of the routes planned for this road will destroy the area and the town in their entirety. The place in amongst very few Gaeltacht areas on the east side of the Corrib. There is a need to fortify the area so that the culture and heritage that is there can be preserved. If a motorway comes through Menlo, it will do tremendous damage to: • the nature and the unusual, excellent landscape • to the Irish language • to the heritage particular to this place This place is used as a resource and it is a part of every Galwegians Heritage. Therefore I am strongly against putting this road through Menlo.	Menlo				✓	✓									
956	Leave people's homes alone. Sure there has to be somewhere else.	Castlegar								✓						
957	• Object to green route • Dissect beautiful, clean, peaceful village in Menlo • Close knit community, natural habitat, wonderful scenery replaced with air/noise pollution. • Views of lough corrib will be looking at concrete structures and large volumes of traffic. • Tranquillity and beauty of are often commented on by visitors • Will no longer be a tourist attraction. • Heart of village destroyed forever.	Menlo				✓	✓									
958	The Green Route will: 1) Impact on a scenic amenity 2) Impact on children's health 3) Destroy few remaining Irish speaking communities 4) Directly affect tourism 5) Cause pollution 6) Split communities & families	Menlo				✓	✓					✓	✓			
959	I strongly disagree with the idea of the bypass as a whole. Galway city is not in the need of a bypass which will knock down people's houses when it is to need the needs of a few. Menlo is an extremely old area containing historical landmarks relating to Irish culture and should remain untouched by this idea of a bypass to service those who have chosen to live in the area they have. On top of this the proposed route will be passing directly behind our family home causing a large amount of both air and noise pollution, which is nothing but harmful to the residents of this area. No to the bypass.	N/A				✓	✓						✓	✓		
960	I strongly disagree with any route that would have the effect of people losing their home on either side of the Corrib. The need for the bypass has only originated because of the bad planning on the city and county planners. The existing road network is sufficient if planned properly. For example the N6 starting at the Pillo Hotel has not three sets of lights in a 300m distance. Then we get to the main junction at the bridge. All this does is backs up our traffic from the N6 all the way across the bridge where you then come to more lights instead of maybe an overpass and then carry on to a one lane road up Seamus Quirke Rd again. Bad planning. Traffic has nowhere to go. Moral of the story: Better public transport and leave people with their homes.	Menlo	✓	✓					✓	✓						
961	• I strongly object to the bypass going through Menlo for the following reasons. History of Menlo. Scenery and human impact. • History: Anyone that knows Galway, the amount of history attached with Menlo and to have such a disaster happen would ruin his beautiful place. • Human Aspect: I personally live on the Green Route and have done so for the past 25 years and my concerns are noise pollution and emissions from the cars which will be passing right outside my back door. Also how am I to be reassured that there will be no damage to the structure of my house during the building of this monstrosity of a road? The value of my house is going to drop significantly. • Scenery: For the past 25 years I have lived here, planning was very strict and hard to get. Only bungalows were allowed on the side of the lake, but now because it suits they want to build a road with high walls, removing all views from the existing road. I ask you who exactly this is for. Not for the people of Menlo.	Menlo				✓	✓					✓	✓	✓		
962	• I strongly object to your Green Route and Blue Route as proposed on your recent plans. These routes adversely affect human beings and their homes. Without humans there will be no need for these roads. • I suggest you broaden your vision to consider using the under-utilised waterways as a solution to this N6 project. I believe this option has not been seriously considered at all. • Look outside the box and invest in our water, lakes, rivers as serious solutions. Villages in Galway will be destroyed. You'll have nothing to be proud of for your year of culture.	Menlo				✓	✓									
963	• I strongly object to all routes. Menlo is the only clochán in Ireland and the roads would destroy our village as well as our home. It would no longer be a village I routes went ahead. • It would affect tourism in our area, the impact of noise and pollution (air and light) would have a devastating effect on Menlo, wildlife would be affected the natural beauty and peacefulness be destroyed, loss of earnings for farmers would be devastating and flora and fauna need to be protected. • Menlo is filled with beautiful thatched cottages, old famine ruins, the Lisheen, the crois and settlement patterns and these need to be protected. • Menlo is an extremely close knit community and if any of these proposed routes went ahead it would destroy this closeness, cut our village in half and ruin family lives. • What Galway needs is proper public transport solution not a bypass.	Menlo	✓			✓	✓			✓		✓				
964	I strongly object to the proposed Green Route for the N6 Transport Project on the following grounds: 1) Destruction of Menlo as an important Heritage Area on the outskirts go Galway City 2) Destruction of Menlo as a Valuable Resource to Galway city, as outlined clearly in the City Development Plan 3) Impact on the Menlo Community and our family personally - Menlo community spirit will no doubt be detrimentally affected by a four lane dual carriageway running through the village in a no. of places as people struggle to adjust walking routes/farmland routes. Many homes and farms will be destroyed and many will no doubt consider relocating. - As our home would be approx. 100m from the proposed road, I would be deeply concerned about the high level of traffic noise, traffic pollution affecting our family health and the ugly intrusive of a flyover overlooking our home. I find it very difficult to understand how an area with "Protected View" restrictions in place re. planning, which we all had to adhere to, can now be fundamentally disrupted with a large roadway. If it goes ahead, my home will have little financial or locational value.	Menlo				✓	✓			✓		✓	✓	✓		
965	I am a Galwegian and have been living in Menlo village for over 30 years. I have raised children here. I strongly object to all proposed routes through Menlo. Menlo is a heritage village of which there are very few left in Ireland. It is a wonderful healthy and safe environment to live. There is fantastic community spirit here which doesn't exist in a lot of places. If either of the proposed routes went ahead the village would be ruined forever. Nobody wants to live in a village divided by a huge motorway. I hope alternative ways of easing traffic congestion will be considered. Surely destroying people's homes is not the answer.	Menlo				✓	✓									

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
966	• I feel the imposition of these routes have caused huge and immeasurable distress in homes and families across the city. It follows a policy of divide and conquer - in order (I feel) to prevent cohesive opposition and to force people into acceptance of the unacceptable. • In Menlo, it has divided community - blue vs green. The Green route would destroy a unique community and cultural story. • Noise levels and light pollution will cause her further distress to family health. I further feel that the uncertainty generated by these proposals going forward has impacted well-being of whole families and neighbourhoods. • People are now in fear of losing their homes, their tranquillity, their neighbours and their financial security as a result of possible diminution of house values.	Menlo				✓	✓					✓	✓	✓		
967	I strongly object to the Green Route on the following grounds: - It will create a noisy environment approx., 100m from my back door. It will also be an eyesore - It will destroy the village where I grew up. Menlo is a heritage village where I can trace my family origins right back to famine times. The green route will cut through the heart of the village where some historic ruins of houses are located. These will be lost forever if the route goes ahead. - It will cut off access points to my family farmland - As the road could be within 100m of our homes I would fear that the impact of noise and air pollution will damage out health. - Menlo as a tourism area will be affected. The amenity of walking through the natural beauty of the woodlands will be destroyed. Walking is very popular in the Menlo area and attracts many from all parts of Galway. - I would fear for the future generations of children if the road is built as there would be bridges constructed in the area.	Menlo				✓	✓						✓			
968	• As a resident of Menlo I am totally against the building of the N6 motorway. It will affect me and my family greatly as it will be 80ft from my front door and will rip right through Menlo Village if the Green Route or Blue Route are chosen. • It is heart-breaking to think that the environment of our beautiful village is going to be destroyed in order to save 15 mines in rush hour traffic. • The village is said to be as old as the Claddagh. Menlo castle • Lough Corrib and the river Corrib are historical battlegrounds over 1000s of years. • Why can't the NRA come up with a route that is less damaging to people and communities. • I wholly accept that some sort of plan is needed to ease the city's traffic issues at rush hour but this is not the answer. • I think if these routes (blue and green) go ahead, Barna, Dangan, Ballybrit, Coolough, Bushypark will be much worse off, not enhanced. • We need a new plan, one which does not involve the destruction of so many homes and uprooting so many families.	Menlo				✓	✓			✓						
969	Objection to Green Route. If planners are prepared to cut through a heritage village, historical entities, etc. and remove, then consideration should be given to revisiting the original refused route and cut through some of the flora and construct the bridge with an extra bridge or 2 paid in part by not having to demolish houses.	Menlo			✓	✓		✓		✓						
970	As citizens of Menlo we strongly object to the proposed Green route as we feel it would destroy our beautiful village of Menlo. Menlo has always been a safe place for our children, we're walking distance to local school, the pier, the castle grounds and all the wildlife that is such a joy to behold in the area. The thought of all that being destroyed is unthinkable. The stress being inflicted on our family members and neighbours in that they could lose their homes they worked so hard for is so enormous, our two elderly uncles who we help care for live in a "protected thatched cottage" are greatly affected by this. We do not want to be living next to a motorway. We don't believe this bypass is the answer to Galway's traffic problems. We feel we have so much to lose from this and nothing to gain. We don't want our air polluted. We don't want our lives and that of our neighbours turned upside down. Find another solution.	Menlo				✓	✓									
971	I believe it is crucially important that any solution to Galway's traffic congestion preserves all of the unique and special characteristics of Menlo village, with its 15th century castle. Menlo is of enormous historical significance to the people og Galway and the West. As a Gaeltacht village on the doorstep of Galway city, Menlo is hugely significant from a cultural and heritage perspective. With its stunning scenery and pier bordering both the river Corrib and Loch Corrib, Menlo is a wonderful amenity for Galway. It is vital that any proposed solution does not destroy the special village of Menlo for social, environmental, cultural and historical reasons. Menlo is an ancient village that has been enjoyed for generations of people. Please protect Menlo so that future generations can also experience it's special and unique attributes.	Menlo				✓	✓									
972	• I am living in Menlo and my home is on the Green Corridor. My wife was born and reared in Menlo and can trace her family roots for many, many generations. • Menlo is an idyllic place in which to live. It has remained much the same since I first came here in 1983. I have often referred to it as the Jewel in Galway's Crown. • We have cattle calving at the moment. During the summer we cut hay and of course we cut our own turf. The community here is unbelievable and I am proud to be counted as one of them. We all know each other and we all look out for each other. • We help each other out with all farming activities and we look after the graveyard, the Pier, the Leacht, the Dolmen, the Crois and all the other archaeological features that remain untouched in Menlo. Every so often we organise community clean ups of the area to ensure Menlo is maintained to a high standard. • There are a number of elderly people living in the village and I visit them daily to keep an eye on them. • This proposed route would cause me terrible financial hardship at a stage of my life when I should have the comfort of knowing I have a roof over my head and neighbours, friends and family who care for me. • Needless to say this road has caused enormous upset in our Village. It will bring noise, pollution, will compromise our safety but most importantly it will rip our community apart, a community that has stood for several centuries. • There must be another solution to the traffic problem in Galway. I, like my neighbours will NOT accept this happening in Menlo. • Menlo is unique and the preservation of this Village, its community, its history and its heritage is worthy of a battle that will be remembered.	Menlo				✓	✓					✓				
973	Some of the reasons I chose to move to Menlo are the heritage , history and natural rural landscape of Menlo. The fact that it is a Gaeltacht region is also high on my list. I would hate to see all of this potential destroyed by any route of a major road through Menlo. I think the woods, the old thatched cottages, castle and surrounds should be preserved at all costs. Menlo could become a tourist's dream with some development of the castle grounds as opposed to a bleak, grey major road which from plans doesn't even link with the N17 which surely goes against any national plans for connectivity.	Menlo		✓		✓	✓									
974	• Family live in Menlo village. Children in Menlo School. Very close knit family. Two uncles live in the village in a listed thatch cottage. They are extremely proud of our heritage and it is so distressing to think that a whole family unit can be pulled apart and destroyed. • We are a very close community, each person is known by their first name and we watch out for each other and have a fantastic neighbourly bond. • I understand that something needs to be done for the future of the transport system but to bulldoze through people's homes, a wonderful close community and expect us all to "set up" home elsewhere really is a disgrace, not alone to us who have a voice but to the scared and frail elderly people. It is an absolute disgrace.	Menlo				✓	✓			✓						
975	• I would like to apply the idea to the impact such infrastructure will have on Menlo and indeed other affected villages. • Galway has a unique setting along the Atlantic seafront to the west, and Lough Corrib to the north, attracting global visitors to witness this unique scenery. It is within this unique setting that Menlo village has evolved, contributing in a significant way to the quality of this built and natural habitat. • In all the debates over recent years about the traffic problems in and around Galway, there has been little attention given to the idea of a place for people, the car has become so dominant that it is limiting other potential means of safe travel. • I have lived my entire life in Menlo Village and apart from my years abroad for education, I have come to appreciate the unique setting in which Menlo is anchored next to Lough Corrib and it's close proximity to Galway City. • Menlo Village offers a unique template on how to make such spatial transitions between our public and private realms, and if lost can never be replicated in such wonderful detail. • We have a choice to make - do we want a place for people or do we simply want to destroy our built and natural habitats for the car? I have yet to experience a city for cars that enhances the pleasure of living.	Menlo				✓	✓									

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
976	Approx. Translation from Irish • I have lived in Menlo since I married in 2006. Irish is my native tongue. I have children and it's a big thing for me to bring them up in the medium of Irish here in Menlo, a place that isn't two miles from Galway. Clearly, there is generosity in the people of this town and I am lucky that it was here I settled. • Family have been living here for years. If a road goes through here it will create a horrible spilt that can never be cured between the people. • It's true that there is not one other place on earth nicer than Menlo. Our children are safe in this town and they have plenty of freedom in their youth. The roads are safe and they can even walk to school without danger. • There is nature surrounding us here. We even have pheasant's nests in our garden. There are wild goats in the town too for the last couple of years. The swans, ducks and the fox, often come up to the door of the house to get food. • There is a lovely character associated with this small town. There are plenty of thatched houses still standing as they were hundreds of years ago. There are lots of ruins to see that were there since before the Famine. • With the help of God, make the reasonable and right decision, which is to not continue with these plans. At the end of the day, it would be nothing but horrible act of vandalism of the town of Menlo and its people.	Menlo				✓	✓							✓		
977	Approx. Translation from Irish: • The destruction that will be done to one of the oldest and most beautiful towns if this road goes through Menlo is awful. What other place would you see stone walls (built over hundreds of years), thatched houses that have preservation orders • Even though Menlo is situated two miles from Galway city, we have no streetlights, no bus, footpaths or shops. This town hasn't changed since the old days, • Everyone knows each other. If anyone needs anything, help is available immediately from neighbours. • We are situated close to the lake, a place where we have wild geese, swans, ducks and birds. The swans and the ducks come up to the house. • This proposed highway cannot be put through a town as old and as beautiful as Menlo. It will be destroyed and most of the people will be dispersed. It intends to demolish many houses that are in the town for years, as well as new houses built only a couple of years ago. This lovely town will be dead. Bóthar Leacht, the Crois, the Gate House, an Chulog Mhoir, the red garden, the castle and other places like that won't ever be heard of again.	Menlo				✓	✓			✓						
978	I strongly disagree with the proposed N6 Green Route, that would have a profound affect on Menlo. This route would destroy our village and obliterate our close knit community. I have lived in Menlo for almost 40 years. I can trace my ancestry back over five generations. I can't imagine my house being knocked. I worked so hard to build my home so that I could be close to my parents, siblings and cousins who live within the village. I would be distraught if I had to uproot my family and live elsewhere. Surely some other traffic solution could be devised without ripping apart our much loved village that is enjoyed by its inhabitants and wider communities.	N/A				✓	✓			✓						
979	• Route Selection Comments • I strongly object to your proposal to run a four-lane road through the heart of the village of Menlo (section of the proposed Green route), because it will destroy the heritage, the environment and the lives of the community of Menlo village. See details below. • Cultural Heritage and Natural Beauty • Destruction of Environment and Landscape • Gaeltacht Area • Personal Impact • Impact on neighbours • Turlough • Contravention of the Galway City Council Development Plan • Menlough. These villages have a historic pattern of development and have opportunities for sensitive infill development. It is Council policy to allow housing and limited local services or community facilities where they contribute to enhancing the area's character.' • Possible Components of the Transport Solution	Menlo	✓			✓	✓									
980	The proposed green route will damage, divide and destroy a community forever. There is no evidence that the Green Route will solve the problem it is trying to address. Reducing volume rather than encouraging it to increase sounds reasonable. Traffic management over environment destruction.	Menlo				✓	✓		✓							
981	I am strongly against the green route through the village on Menlo for the below reasons. I have compiled the below list of adverse effects than any of the Galway City Transport designated routes would have on families and the environment: Comment under the following headings: • Health & Safety • Urban flooding • Wetlands and watercourses • Woodlands • Fauna • Frogs and frog spawn can be found throughout the village. • Hedgehogs can be very beneficial to gardeners as they feed on a number of plant pests including snails and slugs which reduces the need to spray pesticides. • Mink• Red squirrels sighting have been posted with a study in NUIG. • Foxes• Badgers have been given legal protection under the Wildlife Act • Pheasants• Cuckoo• Wood Piegon• Feral goat•Red Admiral butterflies• Marsh Frillary butterfly • Bats are strictly protected in Ireland under the Habitats Directive. • Irish Hare have been sighted along the Quarry road as well as in the fields along the main road through the village. • Heron• Duck species• Salmon• Trout• Pike• Swans• Otters and their breeding grounds are protected under the Wildlife Acts and are also listed in the Habitats Directive. •Shieldbugs• From Birdwatch Galway site. Many bird species have been sighted within the past 12 months in the Menlo/Lough Corrib area. • Native woodland located around the graveyard and the castle. Natural or 'ancient' woodland is now very rare and many of our native woodlands are currently under threat.• Large native trees located in the graveyard• Hedgerows cannot be altered or removed at certain times of the year as they provide nesting and shelter sites for many species.	Menlo				✓	✓						✓	✓		
982	• I have lived in Menlo since birth. Menlo is a truly special place and I am confused that there are plans for a motorway to be put through our town. • I had the most wonderful childhood growing up here. I had endless freedom as I climbed trees that have stood for hundreds of years and roamed the ruins of the seas tithe that were here during famine times. • What is amazing is that not a lot has changed in Menlo since that time. It is still a beautiful place to live. It is peaceful, tranquil and it is so safe. I reared my children here and they grew up with the same freedom as I did. • I love nothing more than sitting outside my home looking across the Corrib and watching the wildlife. • When you grow up in Menlo, you can't help wondering about times past. There is so much history here. • We have a wonderful community here in Menlo that I am very proud of. Families look out for one another and we help out during times of trouble. • I am devastated that there are plans to take all this away from us. Galway should be proud of Menlo and hold onto the scenic amenity it is for the city. Unlike the races that may not run for two years while a new road is being constructed, Menlo would be wiped off the landscape forever. • I cannot find the words to express my horror at such a tragedy and I implore you not to destroy our beautiful and unique village.	Menlo				✓	✓									
983	The route should not go ahead. Menlo is a beautiful area with a lot of beauty, wildlife, history. A lovely school also. The road would have an awful impact on school-going children and families with high density of traffic and noise pollution. Will ruin Menlo village and community. As a mother with childean attending school.	Headford Road				✓	✓						✓	✓		

N6 Galway City Transport Project

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
984	• Live in Menlo for over 30 years and every day I wake up I feel blessed to live in such a beautiful picturesque place. It is unimaginable to think of having a huge motorway through our beautiful, peaceful, historic village. • Menlo has so much to offer as a tourist attraction and needs to be protected. • A perfect village in the countryside. Fields, woods, the river, the castle, peace and quiet and yet only 3 miles from Galway City. • Personally the proposal of these routes has caused me a lot of stress and heartache. Our idyllic village will be destroyed if any route goes ahead and many of my neighbours will lose their homes. • The destruction of the environment, the noise pollution, the air pollution, the effect on the wildlife habitat. There has to be a better option than a new road going through the city. Light rail, improved public transport.... • These routes will not even benefit the people of Galway much. The traffic of people crossing the city from west to east to go to work/school and vice/versa will still remain the same. • Why are we destroying our city to make way for another road? It may be of use to tourists who want to use it as a ring road but why ruin the city of Galway for its people to help a small percentage who may be passing through. • Within 3 miles of Galway we have a unique pre-famine historic village, still very much untouched by modern life. No shops, anything in Menlo, just a collection of great houses and great people living in this little gem of an area.	Menlo	✓			✓	✓									
985	• Menlo is a stunning, peaceful, tranquil and picturesque village with extraordinary history dating back hundreds of years. By building the proposed motorway through Menlo it would cause catastrophic and irreparable damage to such a magnificent village which has so much character and beauty. • Older and younger generations lived would be greatly affected with such a wreckless and inhumane act by destroying villagers homes which should be passed on from generation to generation. • Menlo would be polluted with fumes from the motorway, stunning views would be wiped out and replaced with that of an ugly motorway. The values of homes in Menlo would undoubtable depreciate, affecting many lives in the area. • By building the N6 motorway it would cause many residents who've lived in Menlo for a number of years to relocate and leave behind dear friends and family in the village. • Children would be forced to leave their old school and friends in Menlo causing possible psychological damage in the process. • In the plan it calls for 50 houses on the least destructive route to be demolished and 120 houses on the most destructive route. This cannot happen. • If the motorway goes ahead my life and the lives of all of the Menlo residents will be changed forever - and not for the better.	Menlo				✓	✓					✓	✓			
986	I see this project as the climax of and a disgraceful effort to rectify the poor standard of planning of Galway city corporation with most of the industrial and commercial sites on the east and most of the housing on the west side of the Corrib. This proposed motorway will desecrate the landscape, flora and fauna of a relatively unspoiled area, an area full of culture and historical importance containing a village where road connect us with a Gaelic world now being pushed to the edge of extinction. The physical and mental wellbeing of those unfortunate enough to be in the path of this proposed motorway apparently counts for less than a few scraggy bits of bog cotton under protective dictate of the high priests of Brussels. If the motorway has to be built I suggest the Millau Bridges across the river Taed in France might be a less destructive mode to connect the high ground on the east and west banks of the Corrib.	Menlo				✓	✓						✓	✓		
987	• The primary basis of my objections to all the proposed routes is that there is not a coherent plan in place for the development of Galway City. • The city has been allowed to develop into an unsustainable low-density sprawl. The presence of the legally required six-year plan may tick all the boxes, but it does not present any long-term view of the future of the city. • I believe that ARUP may well have come up with the best answers to the brief given to them — the problem is that the brief itself is flawed. • Clearly the alternatives have not been seriously considered • Unquestionable we have a traffic congestion problem in the city and any one of these routes may well be proven to solve the current congestion problem. Is it a long term solution? • No vision for the city nor is there a proper public consultation. • Flawed though the current city development plan is, it refers to Menlo as having 'a distinct character, informed by its location on the Corrib, historical pattern of development and vernacular buildings.' • How can building a major new highway through established communities be in keeping with the declared aims of shifting away from car-based transportation, reducing emissions and pollution, and promoting social inclusion? • Road building encourages private car usage leading to decline in exercise, increased obesity, declining health, increased CO2, increased flash flooding, increased polluted run-off. I could go on.... • In addition, the effects of the road on local drainage are incalculable since your maps do not even show the local flood plains. • We are hell bent on repeating the mistakes of others where road building has been shown to lead to increased traffic and has not been a solution to the fundamental issue of facilitating the movement of people, not cars.	Menlo	✓	✓		✓	✓									
988	• Grew up in Menlo as did father and generations before. Childhood was the stuff of dreams, my friends and I walked to the local school every day and played in the beautiful green fields and open spaces down by the river. • The remarkable thing about Menlo is that 40 years on, not a lot has changed. It remains a tranquil, unspoiled oasis and while there are certainly more houses these days, it has managed to retain the values and traditions lovingly passed down from generation to generation. • Emigrated to America in the 1980's and always carried Menlo in my heart. Moved back in 2008 with family • There is no compensation for losing a home, a way of life. • It is hard to find words to adequately convey what the impact of this proposed motorway through our gorgeous village would have. • Elderly people who have lived their entire lives in the one spot should not be subjected to the outright fear they are currently experiencing. • It's not right to split families up and shatter a peaceful way of life that has stood for generations while protecting a particular flower that grows on a bog. • There are other options to provide solutions to the traffic problems in Galway.	Menlo			✓	✓	✓					✓	✓	✓		
989	• Lived in Menlo for the past 23 years. House is under line of proposed GCTP. • Those proposed routes have caused more upset and fear in households since we received letters. • Every community member in Menlo have long lasting memories which we want to hold onto and keep close to our hearts. • We as a community don't want our heritage to be destroyed by this new project. • Our house is not just another house on this route, it is our home. • We are a community who are loyal to one another, a community that will remain stuck together through thick and thin to put a plan in place to save Menlo as it means the world to each and every one of us. • What frustrates me most is areas are being preserved because of wildlife habitats. • Lot of stress and emotion caused. I cannot begin to imagine the affect it has had on the older generations in Menlo. • Every year tourists visit Menlo because of its unique beauty, located 3 miles from the city centre. • I am begging you from the bottom of my heart to look at every possible solution before coming up with your final decision in order to save Menlo. • Will try to save Menlo, a place that has fond memories and cling onto them close to my heart.	Menlo			✓	✓	✓									

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
990	• Comments translated from Irish • I was born and reared in Menlo, the place that my family have lived for centuries. • My family have roots in Menlo for hundreds of years. They survived the famine and my ancestral home is home to my cousins now. • You can't grow up in Menlo without an awareness of the past. There is history & heritage everywhere. • The Big Stone, the place where the people gathered on Sundays after mass. • The Market Cross is where the market was long ago. The Ogham writing that goes back hundreds of years can still be seen there. • The Gate House • The Castle, a place that we all played in our youth in Menlo • The Dolmen • I had a wonderful childhood here as did my father and his parents before him, and I am glad to say my own children have had the same experience. • This road will serve little in preserving the past and instead will destroy a village that Galway should be proud of. • My family home may be demolished to make way for a motorway that will dish up plenty of noise and pollution not to mention the safety aspect of it. • Please come to Menlo to see for yourself the wonderful oasis this village is within the confines of Ireland's 3rd largest city • I urge you to select another way, without destructing our town, our heritage or our history.	Menlo				✓	✓				✓		✓	✓		
991	Comments translated from Irish • I was reared with Irish, my native language, and it is a big thing that Irish is still alive in this town these days My home is a listed property and was built by my ancestors hundreds of years ago • My father and grandfather lovingly taught me this skill thatching as they too thatched our home many times using locally sourced reeds. • Behind our home there is an Ogham Stone called Crois an Mhargaidh. This was an old market place where villagers sold potatoes. • Since I was a young boy I have farmed our land, the same land my parents and their parents before them farmed. • We still live by old traditions and the community is at the heart of this. Menlo might only be a few miles from Eyre Square but we are a unique village with a tight knit community. • Over the years birds, ducks, swans and foxes have even wandered in. • Our cottage has often appeared in the local papers and we have been visited by many dignitaries over the years • I live a simple, quiet life in the country and I am devastated to have received notice that we are on the Green Route. • I urge you to select another way, without doing this to Menlo. Don't destruct our town, our heritage or our history • You can't take back what you cast away.	Menlo														
992	• Comments translated from Irish • I live with my brother in a thatched cottage in Menlo. I was born and reared in Menlo in my family home. • I can't believe that there are plans to put a motorway directly through our town, the place where my father, grandfather, great-grandfather, etc. were born and reared • I love Menlo, it is in my soul. I farmed my father's land when I was younger and I still rear cattle on it today. • I cannot imagine the Boreens I skipped through as a young lad would no longer exist. • My home is a listed thatch cottage that has stood for hundreds of years. Together with my brother we have looked after our home and have maintained all the old traditions we grew up with. • I cannot understand how you are prepared to build a motorway through my home when I couldn't even get planning permission to build a bathroom. How can this be? • Menlo is a place of natural beauty and I cannot imagine living anywhere else. We have peace and quiet and the most wonderful community who look out for me all the time. I feel safe here. • I am devastated since we got the letter. I cannot sleep with worry about what will happen to me and the village I love so much. • I am praying that you will see sense and not wipe Menlo off the map. We are the only village within the city. Menlo is a Gaeltacht. I am very proud that my native tongue is still alive in Menlo and I urge you to protect our heritage, our language, our old customs and our town.	Menlo				✓	✓							✓		
993	• I think it is absolutely appalling that you would expect any family to simply up-root and commute elsewhere to try to settle, live and commute to and from school, work and other places. • Menlo village has become one joint family over the decades, particularly in handing down traditions from generation to generation. In particular, my family is greatly affected. Three of our family's houses and surrounding areas will be taken. • How could you possibly expect the elderly to live somewhere else for their remaining lifetime? • Ireland is seen as one of the safest and best places to live in the world. I can't help wonder why, as people can easily threaten to simply take our house and surrounding grounds from you, and expect you to locate elsewhere like a shanty town.	Menlo				✓	✓							✓		
994	Why this road should not be built in Menlo • The European Court of Justice ruled that the integrity of the limestone pavement would be destroyed by the road going through it. • The chemical effects (run-off, air pollution), and noise and light pollution will impact severely on a delicate ecosystem. • Fauna: obviously it will have a huge effect on the native fauna who roam across this area. Hares, foxes and badgers are common, as are pheasants. • The effects on the bat population of pipistrelles in and around the castle will be very severe. The road cuts straight across their flight paths. The noise will hinder their echo location hunting, leading ultimately to their emigration or destruction. • The green route will impact on the waterfowl along the lakeshore. • This route also has characteristics of a karst area, with mostly loose limestone on the surface, but also pieces of pavement here and there. • There is a major need for a green belt around Galway. • The vegetation of limestone pavement areas to the north of Galway city and its importance. • The landscape of the area between Galway city and Lower Lough Corrib is dominated by productive agricultural grassland and limestone pavement. • Although the areas of limestone pavement to the north of Galway city have suffered damage in the recent past due to quarrying and agricultural reclamation, a substantial area of the habitat, perhaps somewhere in the region of 150 hectares, still exist in an undisturbed state. • The routing of a road through areas of existing limestone pavement would cause considerable damage to the habitat and result in the severe fragmentation of the area.	Menlo						✓								
995	Approximate Translation from Irish: We strongly object to the Green, Blue, Yellow and Pink N6 traffic corridors due to the close proximity of the routes to primary school. Concerned that the health and wellbeing of our children will be affected as well as their education if the expressway goes near to the school. We urge you to protect our children.	Menlo											✓	✓		

Ref No.	Summarised Comments	Townland	Public Transport / Smarter Travel	Design	Habitat Vs Humanity	Community/Cultural Heritage	Environment	2006 GCOB	Need for Scheme	Material Assets	Recreation/Amenity	Economy	Health	Safety	Public Consultation	Other
996	Comments submitted in Irish & English - Principal of local primary school objecting on behalf of staff and children to the Green and Blue routes which will impact directly and indirectly upon all our pupils. - Both routes will run within 300 metres of school with high embankments and underpasses cutting off existing school drop off systems. This will directly impact the safety of our children. - School is focal point in Menlo and shares the site with Community centre. There is no church or shop and yet such a strong community exists with the help of connections forged through our school. - The destruction of so many houses will greatly weaken this sense of community which our school is built upon and thus weaken the school. - The Health Implications of pollution, tremors and vibrations on our pupils and teachers is uncertain. - Heritage is part of the fabric of our school as it emerged from a hedge school. Many past and present pupils have direct family links which run back to ten generations. - Our school regularly brings History and Archaeology to life by walking within a mile radius. The loss of this is unquantifiable. - Nature walks are an integral part of school life. Birds, bats, flora and fauna are truly special in a river setting for the mind of a child. Noise pollution and ecosystem disturbance will dullen this sensory experience.	Menlo				✓	✓						✓	✓		
997	- Menlo is unique, appalled that it is proposed to decimate a truly beautiful village. We have thatched cottages, natural stone walls, meandering landscapes and boirns that befit the Gaeltacht area that it is, - These routes will eradicate our village, destroying the ability of families to live closely, families that have existed in Menlo through the generations. - Family home overlooks the river Corrib, where ducks and swans regularly walk to my mother's back door to be fed; foxes lounge and sleep by daytime in the garden and I have a resident pheasant in my back lawn. - The horror of mass construction and ensuing permanent noise will stop this wonder of nature in its tracks. - Children will not be able to enjoy the area in the same way their generation did - No longer will they be able to walk to school and no longer will they enjoy what is their inherited entitlement, to live in a quaint, quiet, picturesque and scenic and unique village. - Reconsider destroying our beautiful village.	Menlo				✓	✓						✓	✓		
998	- Parents in local primary school objecting to the Green, Blue, Yellow and Pink N6 Galway City Transportation Corridors. - Many of the children in the school have parents / guardians who are experiencing high levels of stress at the thought of losing their homes, community and school community or having to live next to a motorway if any of the above routes are chosen. - We also strongly object to any of the routes which involve Menlo and the possible proximity of a motorway next to school. Health Issue - This risk from the level of pollutants and emissions can happen within 500m of a motorway. - Construction of any route would also impact heavily on the children and teachers in the school due to exposure to dust, vibrations, noise, light and traffic pollution.. - Evidence is also highlighting the impact of road noise on children, especially regarding their learning capacities. - One of the routes goes through the village there is a risk that these roads will not be accessible, safety risk - We urge you to protect our children,	Menlo				✓	✓						✓	✓		
999	- The noise, light, air, traffic pollution will have a devastating effect on the school - School has been operating as a primary school for over eighty years and is intrinsically entwined in the surrounding communities. - Before the school became an official school it was used as a hedge school. - Either of the routes will destroy the beautiful and peaceful environs of the area where the children presently enjoy freedom. - The area is an ecological gem where flora and fauna are in abundance and the school interacts freely in this unique environment. - Menlo and its environs have one of the most unique archaeological, historical and cultural areas in Ireland. - Removing protected structures is short-sighted and diminishes our heritage for generations and particularly where the economic benefit is still not quantifiable. - The simple connection with this abundance of history, culture and education is irreplaceable. - Galway as a whole will experience significant loss	Menlo				✓	✓						✓	✓		

Appendix D

Display Boards

D1

- Major through routes are congested
- By-passable traffic is in conflict with internal traffic?
- Lack of accessibility to the Western Region
- Too few dedicated cycle tracks

Galway has a transportation problem...

- Inadequate transport links to access city centre
- Peak hour traffic delays
- Journey time unreliability
- Lack of bus provision and bus frequency

What is the solution



Article 6 EU Habitats Directive

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora



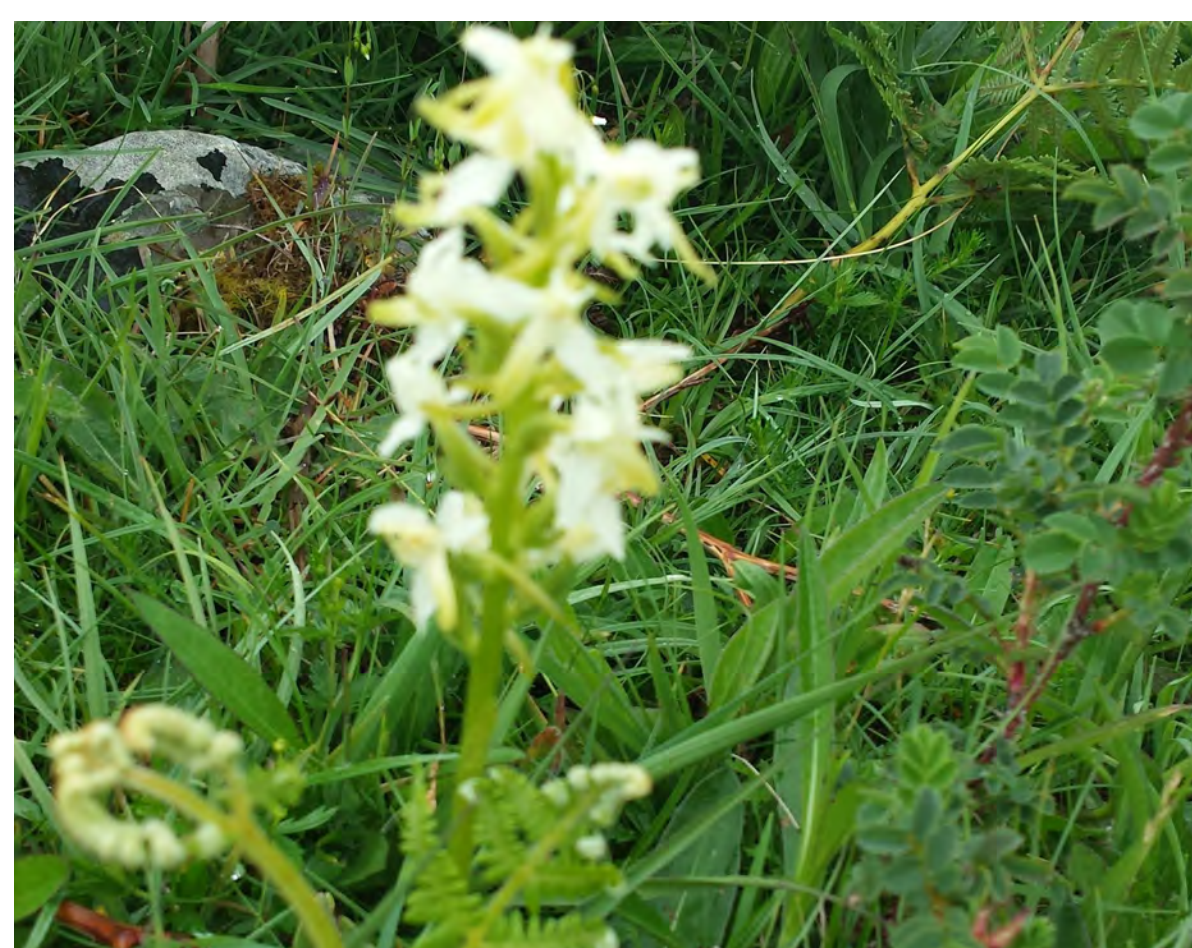
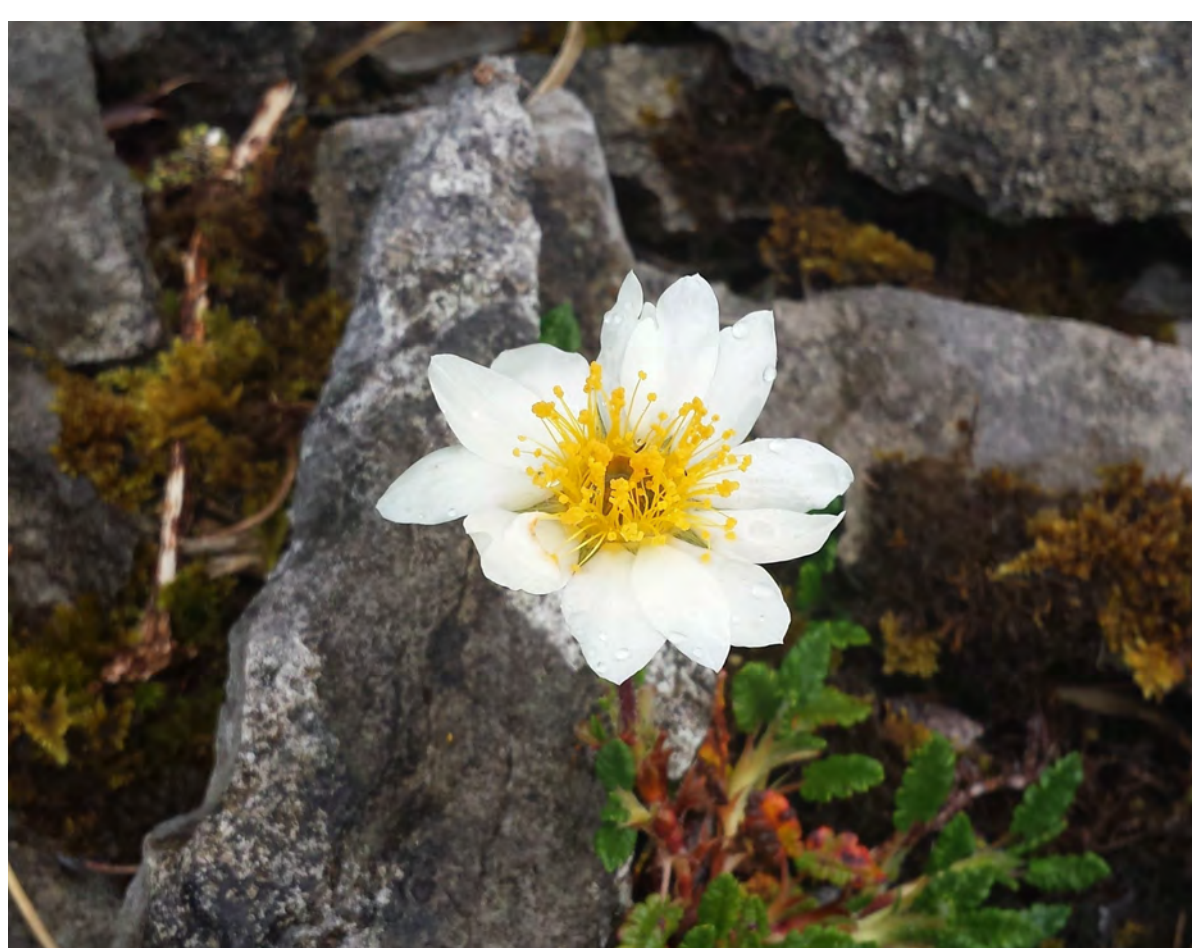
1. For special areas of conservation, Member States shall establish the necessary conservation measures involving, if need be, appropriate management plans specifically designed for the sites or integrated into other development plans, and appropriate statutory, administrative or contractual measures which correspond to the ecological requirements of the natural habitat types in Annex I and the species in Annex II present on the sites.

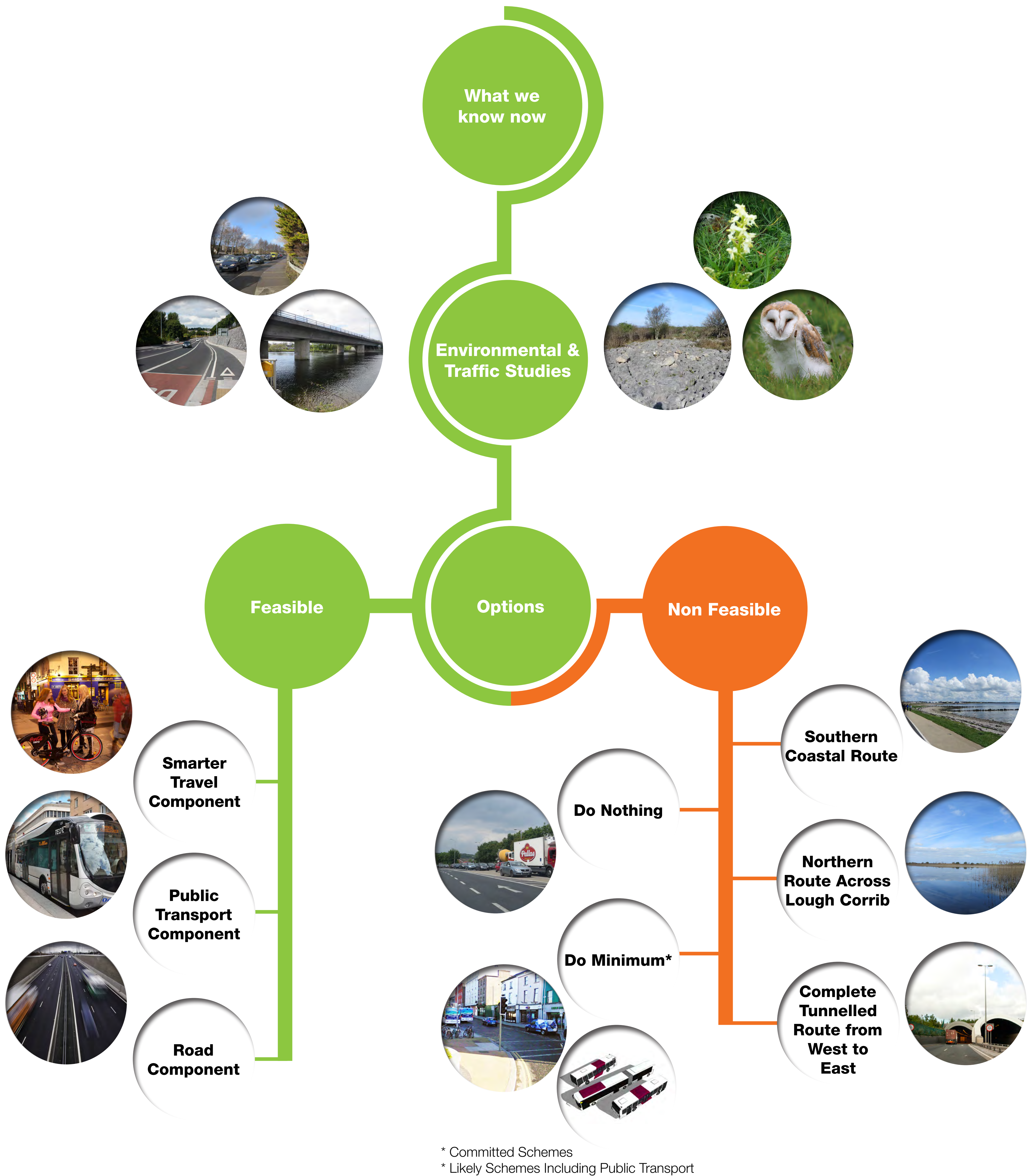
2. Member States shall take appropriate steps to avoid, in the special areas of conservation, the deterioration of natural habitats and the habitats of species as well as disturbance of the species for which the areas have been designated, in so far as such disturbance could be significant in relation to the objectives of this Directive.

3. Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.

4. If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted.

Where the site concerned hosts a priority natural habitat type and/or a priority species, the only considerations which may be raised are those relating to human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest.





Health Benefits of Smarter Travel

- Reducing congestion
- Reducing emissions
- Reducing reliance on fossil fuels
- Protecting the environment

- Community involvement and initiatives
- Wellbeing
- Better / Improved quality of life
- Reduction in health risks

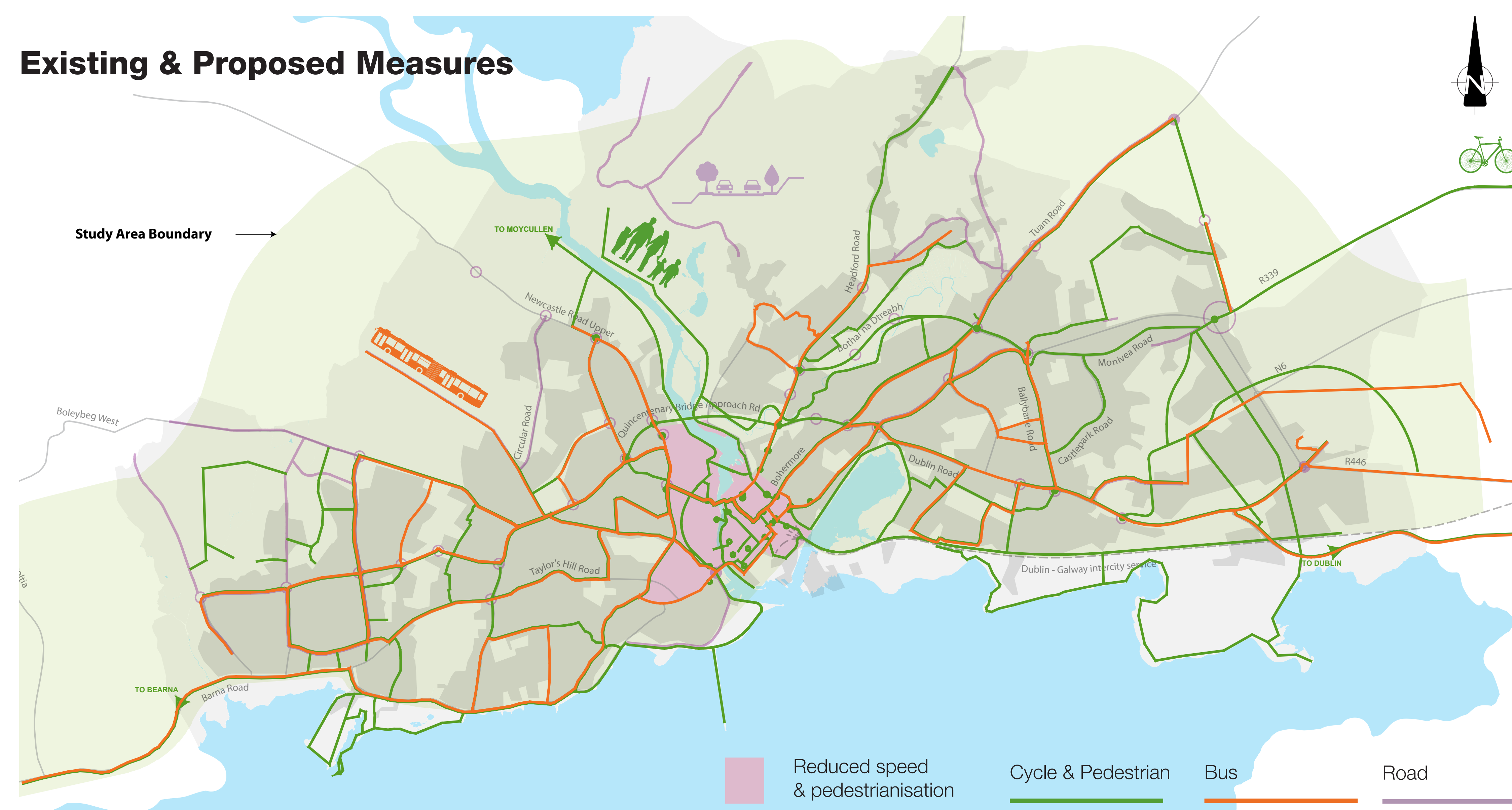


Work to Date

- Integrated Spatial and Transport planning
- Reliable and user friendly transportation alternatives
- Encourage walking and cycling

- Galway Bike Share Scheme
- Bus Corridor Improvements
- Bus Service Improvements
- Traffic Signalisation
- Greenway Developments and Planning
- Pedestrian and Cvcclist Friendly Facilities

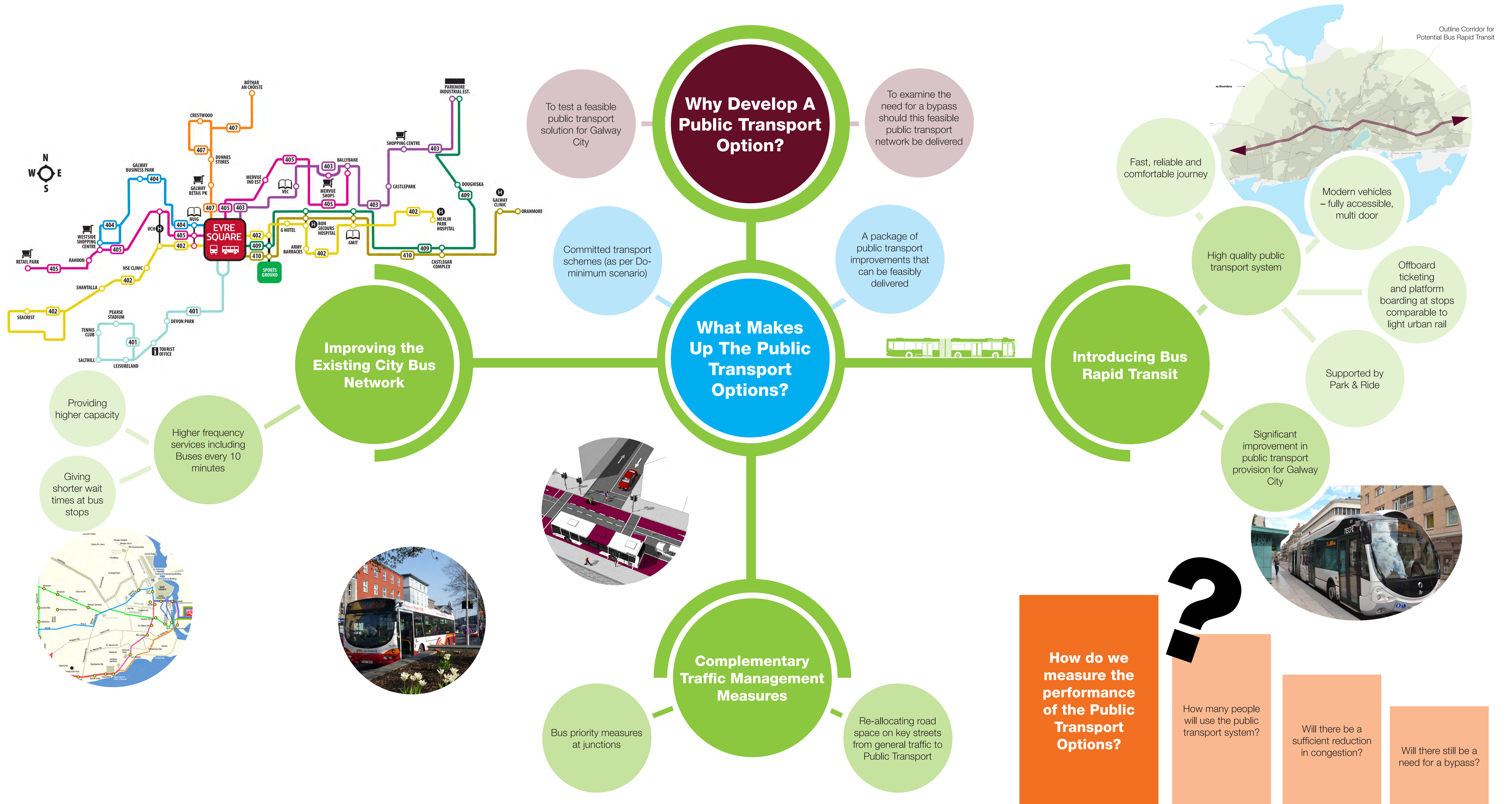
Existing & Proposed Measures



Policies and Plans under Consideration

- Bus Corridor Improvements
- Bus Service Improvements
- Bus Rapid Transit
- Development of multi-modal transport interchanges:
 - Park and Ride Facilities
 - Bus Shelters
 - Bicycle Parking
 - Garraun
 - Ardaun
- Greenway Implementation
- Improvements to Public Transport Facilities
- Integrated Measures:
 - Integrated Fares and Ticketing
 - Integrated Public Transport Information
- Parking Policies
- Pedestrianisation
- Shared Space Infrastructure
- Spatial Planning Policies
- Traffic Management Policies
- Traffic Signalisation

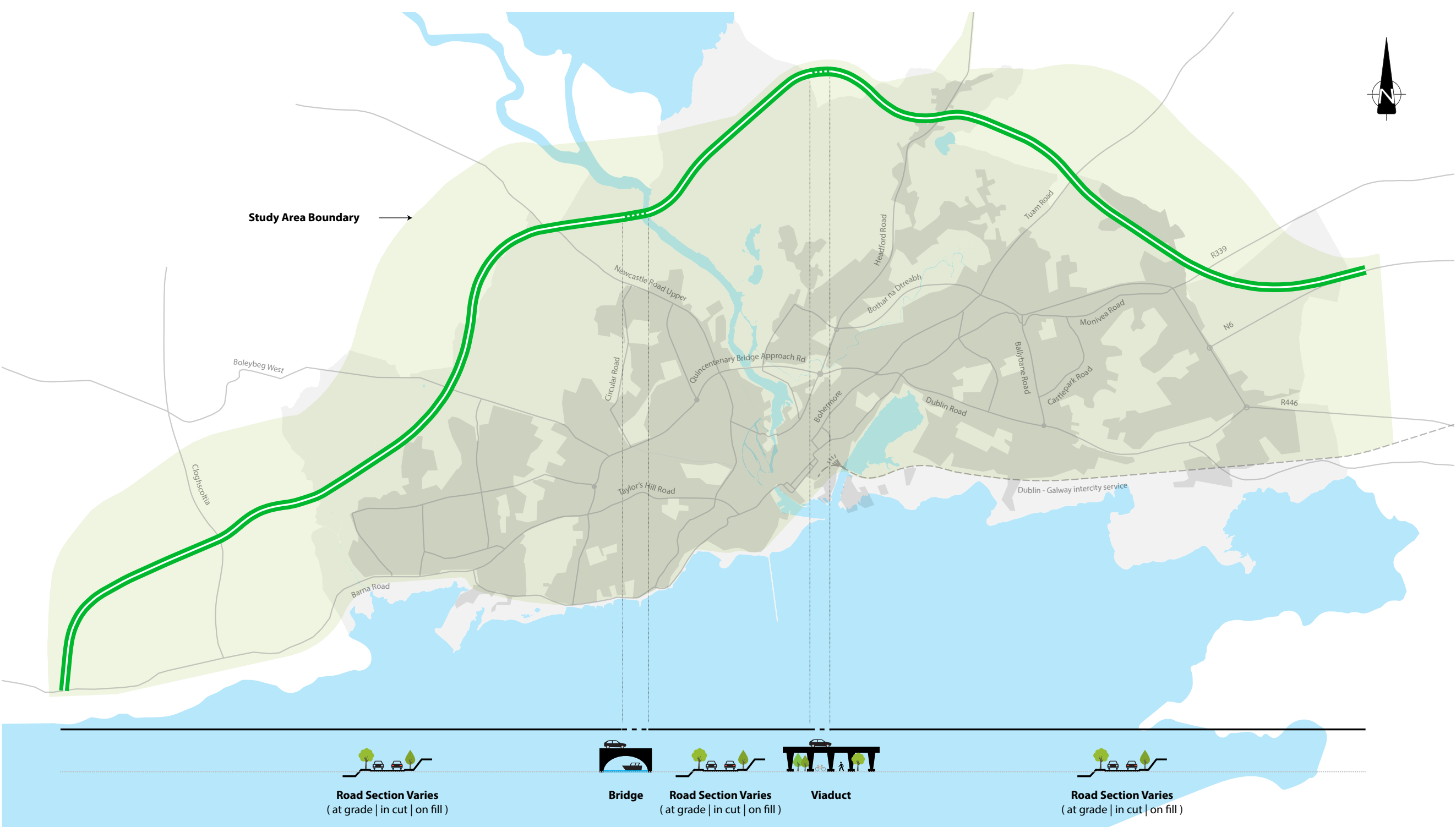
Board 5: Possible Public Transport Component of the Transport Solution



Board 6a: Possible Road Component of the Transport Solution - Sheet 1 of 2



Green Option



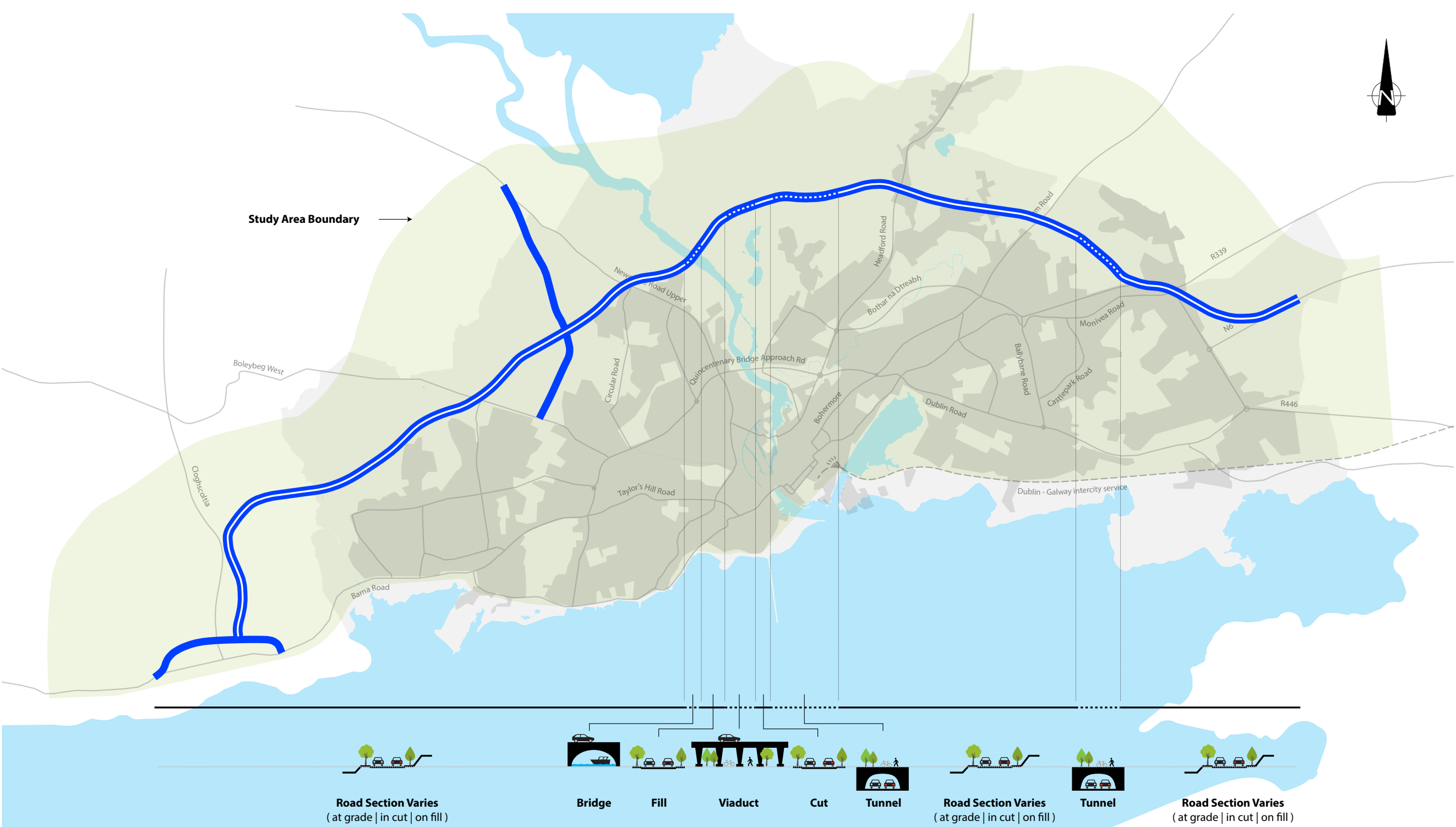
The Green Option commences at the R336 to the west of Bearna and proceeds in a northeast direction, keeping to the north of Bearna and passing through the townlands of An Chloch Scoilte, Na hAille, Keeraun, Tonabrocky and Bushypark before crossing the River Corrib to the north of Menlough Castle. The Green Option proceeds northeast through Menlough to Ballindoooley and southeast through Cappanabornia and Coolagh before it terminates at the existing N6.



Disclaimer Note:
The options shown are draft only and subject to change. More detailed assessments, on-going studies and the information received from the public may result in changes to these options.

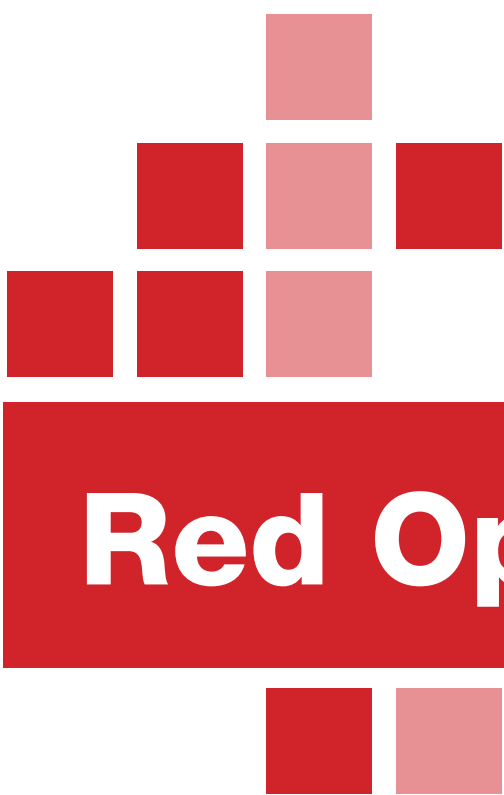
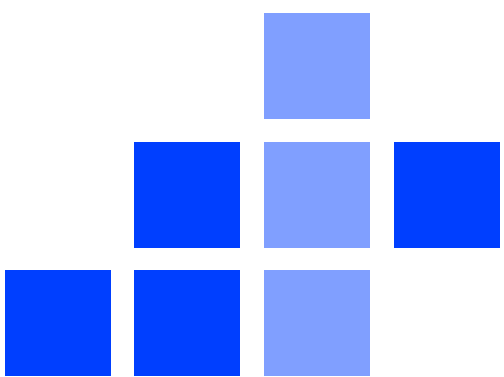


Blue Option

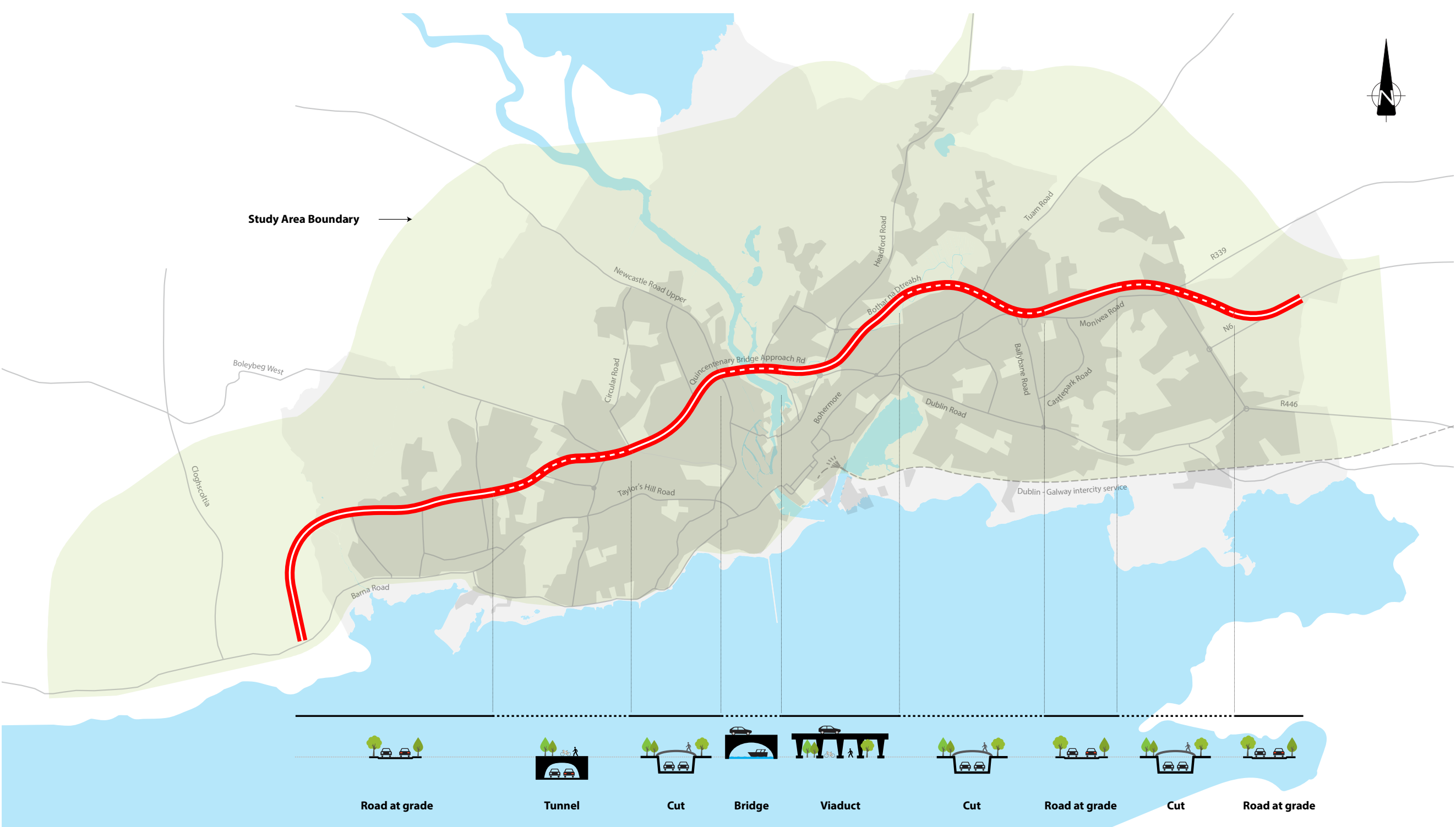


The Blue Option commences at the R336 on the western outskirts of Bearna and proceeds along an existing relief road parallel to and north of the R336. The remainder of the Bearna Relief Road will be included as part of the Blue Option. From the relief road the Blue Option proceeds in a northeast direction passing through the townlands of An Chloch Scolite, Na hAille, Mincloon and Dangan before crossing the River Corrib to the south of Menlough Castle. From here the Blue Option continues east towards Lackagh Quarry where it enters a tunnel and emerges before crossing the N84. It then proceeds east, passing through the townland of Castlegar and crosses the N17. The Blue Option then enters a short tunnel at Ballybrit before joining the existing N6 and terminating at Coolagh.

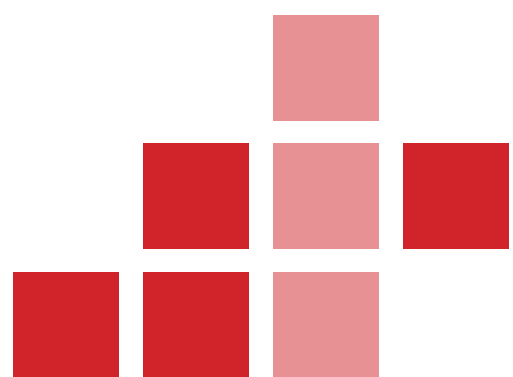
There is a link road associated with the Blue Option, the N59 Link, which connects the N59 and Bóthar Stiofáin with this proposed option.



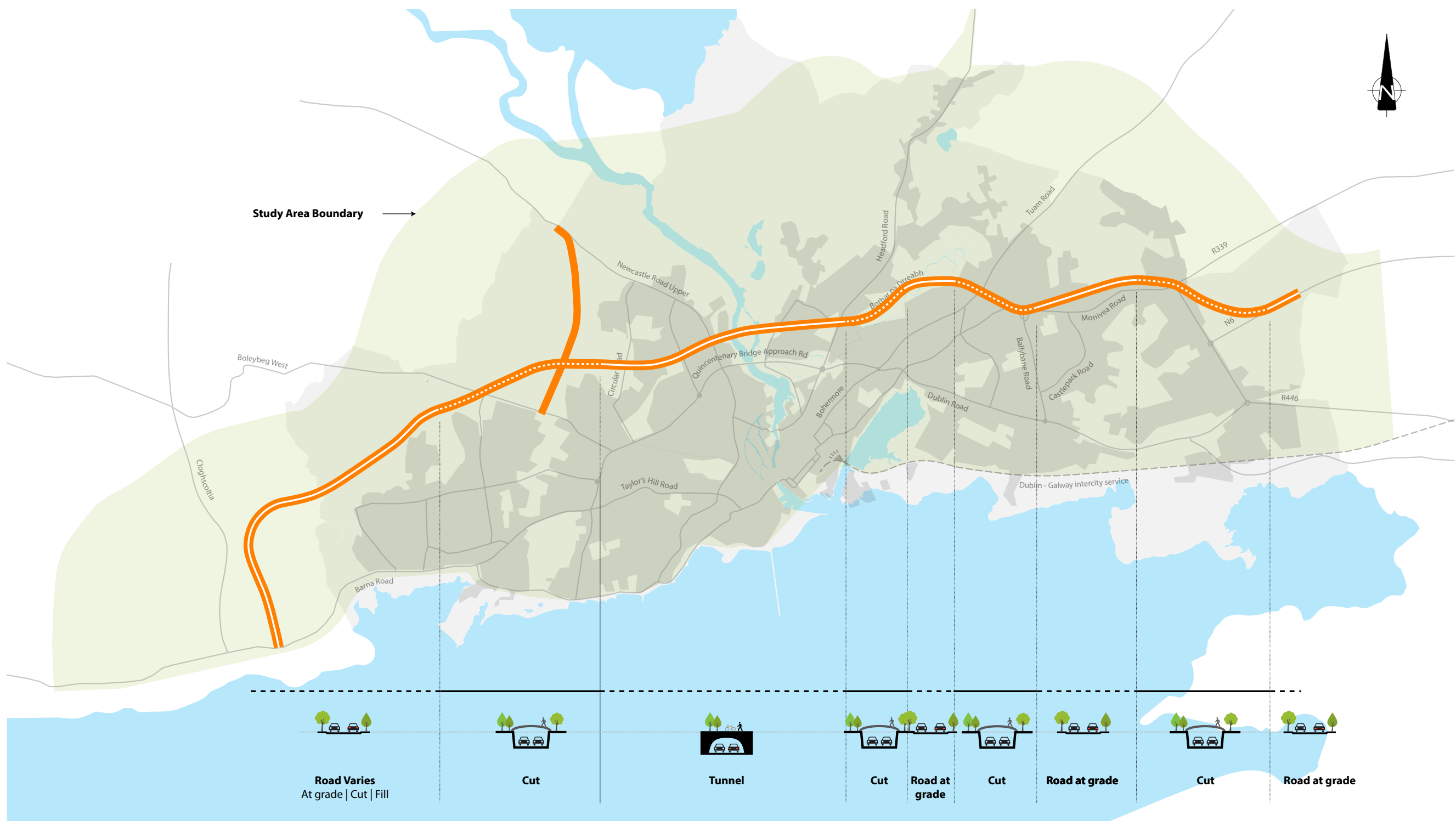
Red Option



The Red Option commences at the R336 to the east of Bearna and proceeds north to the townland of Na hAille where it continues east to connect to the Western Distributor Road. The Red Option then proceeds east along the Western Distributor Road where it enters a tunnel at Ragoon and emerges from the tunnel at Newcastle. The Red Option follows the N6, crossing the River Corrib at the existing Quincentenary Bridge. The Red Option goes off-line briefly at Terryland before re-joining the existing N6 and terminating at Coolagh.



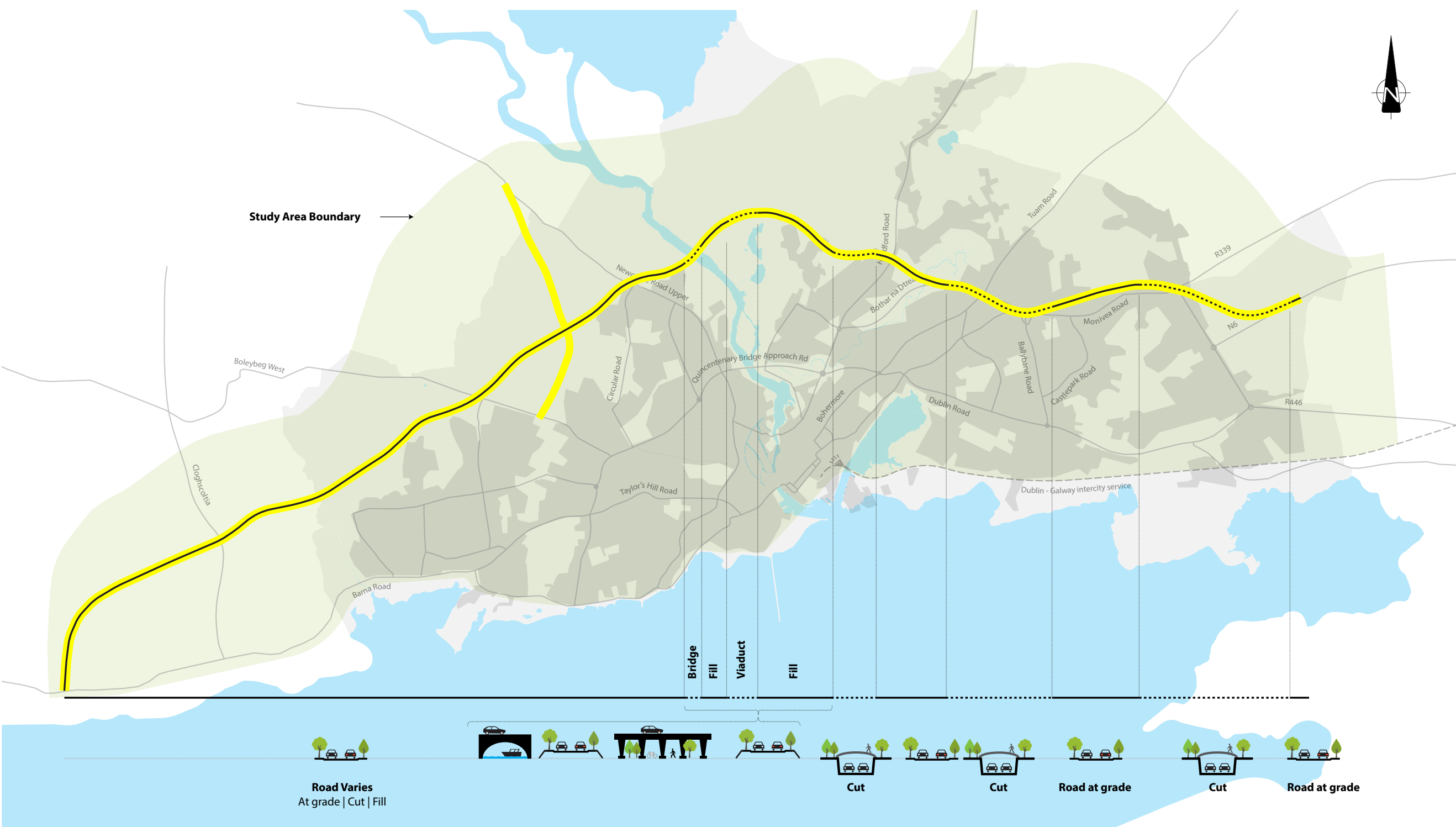
Orange Option



The Orange Option commences at the R336 to the east of Bearna and proceeds northeast to the townland of Na hAille and through Letteragh. From here the Orange Option enters a tunnel, crossing under the River Corrib and emerges from the tunnel at Terryland. The Orange Option joins the existing N6 and follows this road to Coolagh where it terminates at the N6.

There is a link road associated with the Orange Option, the N59 Link, which connects the N59 and Bóthar Stiofáin with this proposed option.

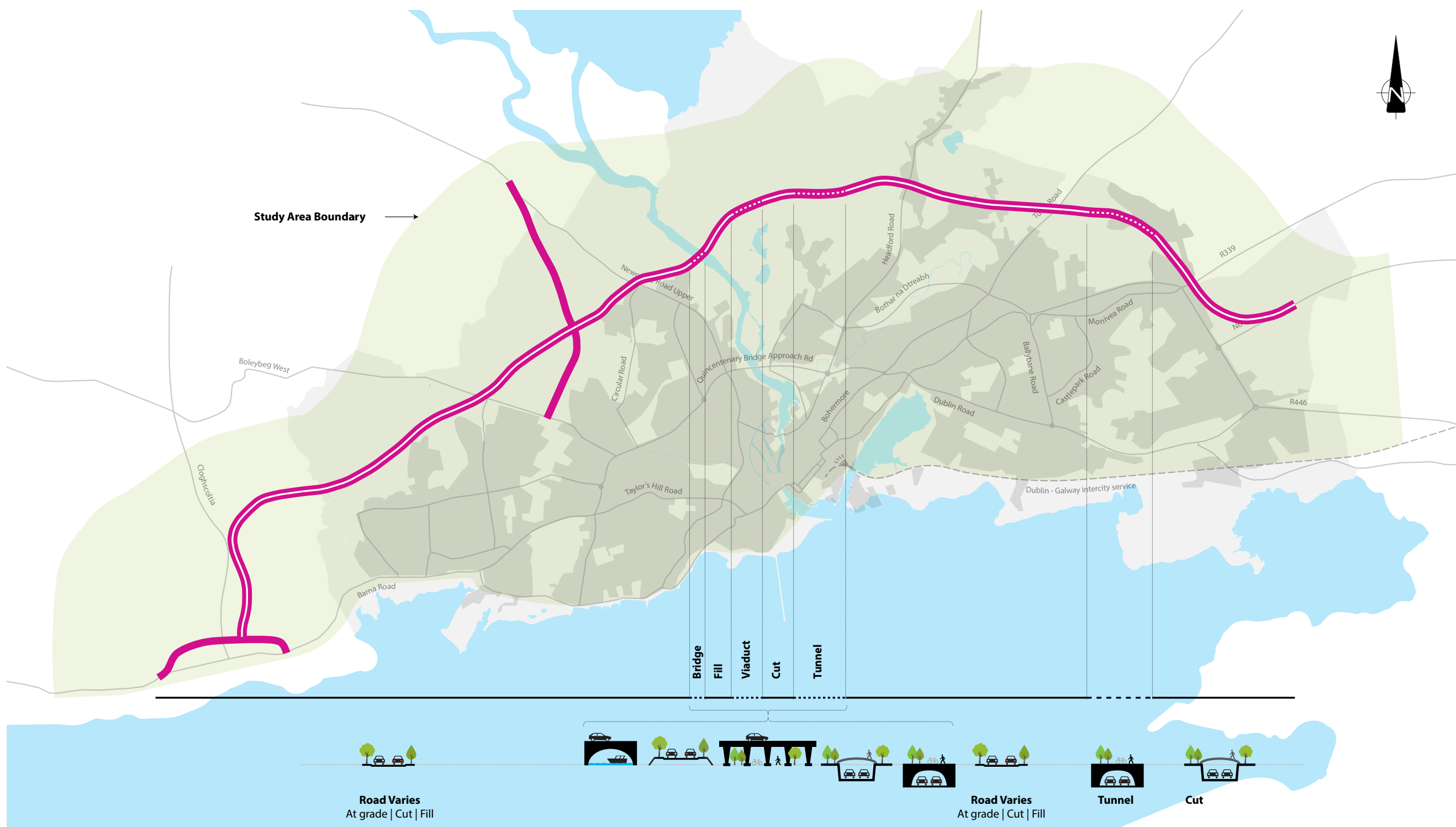
Yellow Option



The Yellow Option commences at the R336 to the west of Bearna and follows the Green Option past Na hAille where it then switches to the Blue Option. The Yellow Option proceeds east, crossing over the River Corrib at Dangan towards Menlough before it proceeds in a south easterly direction through the townland of Castlegar where it joins the existing N6 and follows this road to Coolagh where it terminates at the existing N6.

There is a link road associated with the Yellow Option, the N59 Link, which connects the N59 and Bóthar Stiofáin with this proposed option.

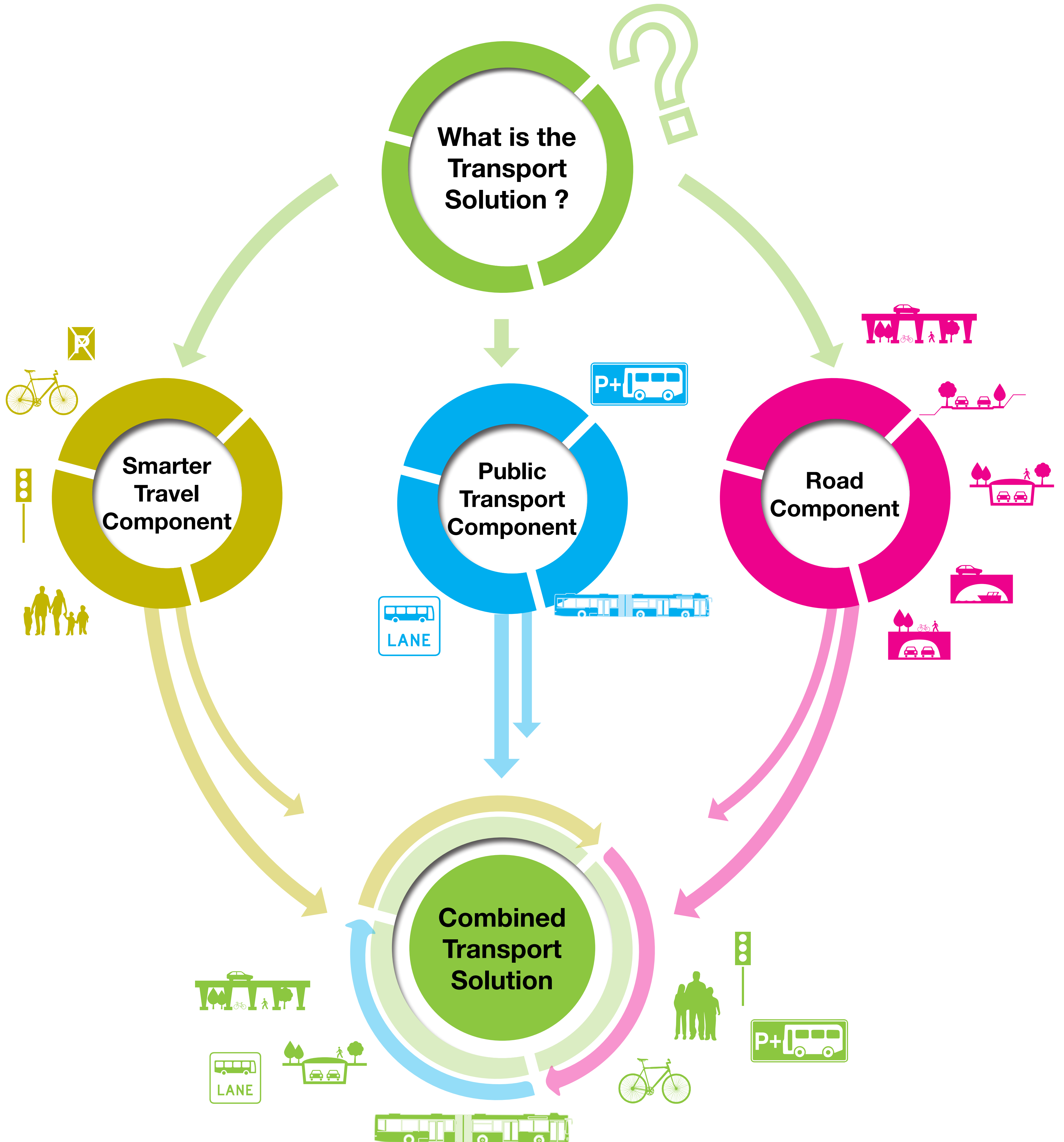
Pink Option



The Pink Option commences at the R336 on the western outskirts of Bearna and proceeds along an existing relief road parallel to and north of the R336. The remainder of the Bearna Relief Road will be included as part of the Pink Option. From the relief road the Pink Option proceeds in a northeast direction passing through the townlands of An Chloch Scolite, Na hAille, Mincloon and Dangan before crossing the River Corrib to the south of Menlough Castle. From here the Pink Option continues east towards Lackagh Quarry where it enters a tunnel and emerges before crossing the N84 and then proceeds east, passing through the townland of Castlegar and crosses the N17. The Pink Option then enters a short tunnel at Ballybrit before joining the existing N6 and terminating at Coolagh.

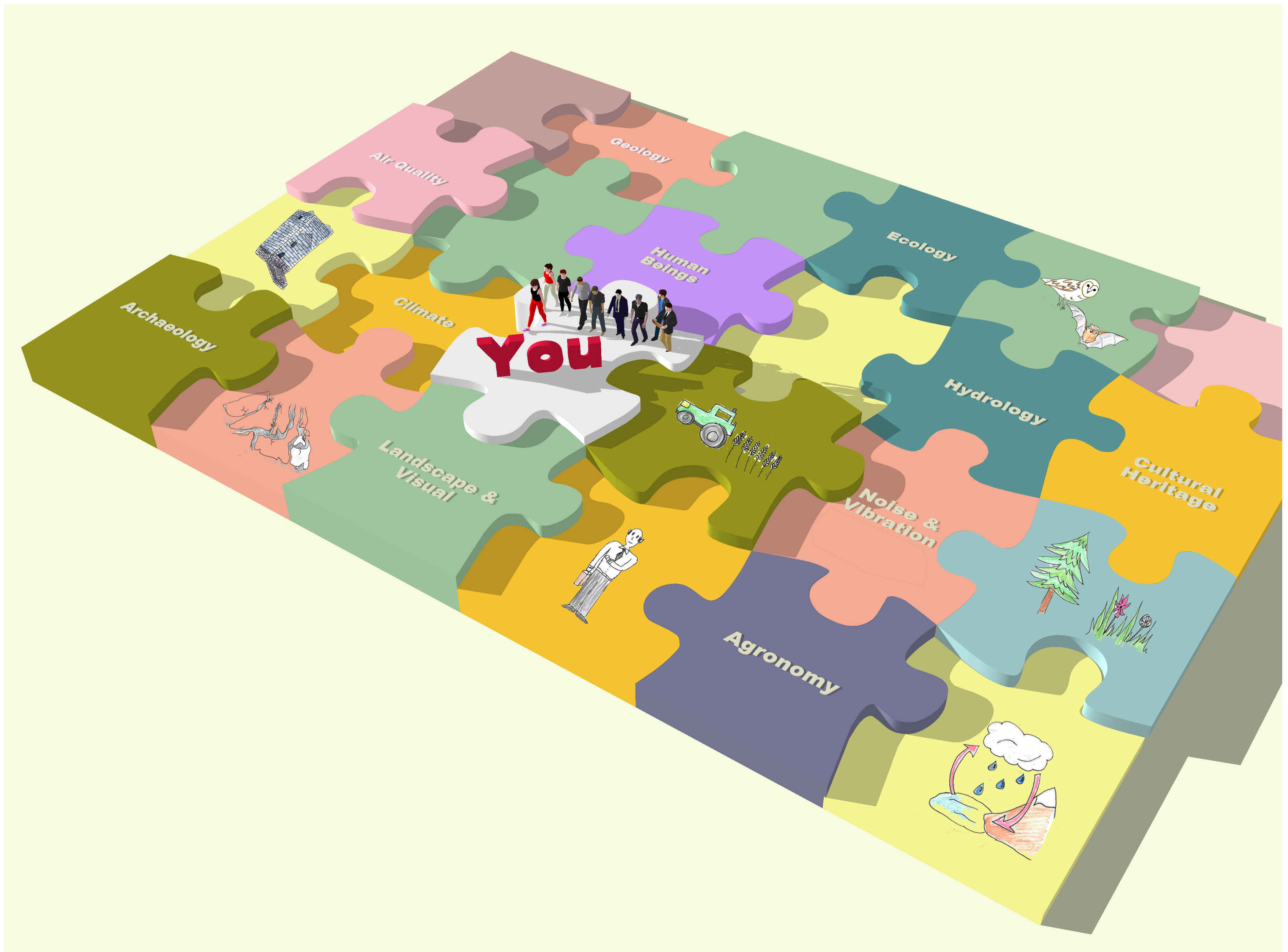
There is a link road associated with the Pink Option, the N59 Link, which connects the N59 and Bóthar Stiofáin with this proposed option.

Disclaimer Note:
The options shown are draft only and subject to change. More detailed assessments, on-going studies and the information received from the public may result in changes to these options.



**Public
Consultation**
Jan / Feb 2015

Board 8: How are you being considered?

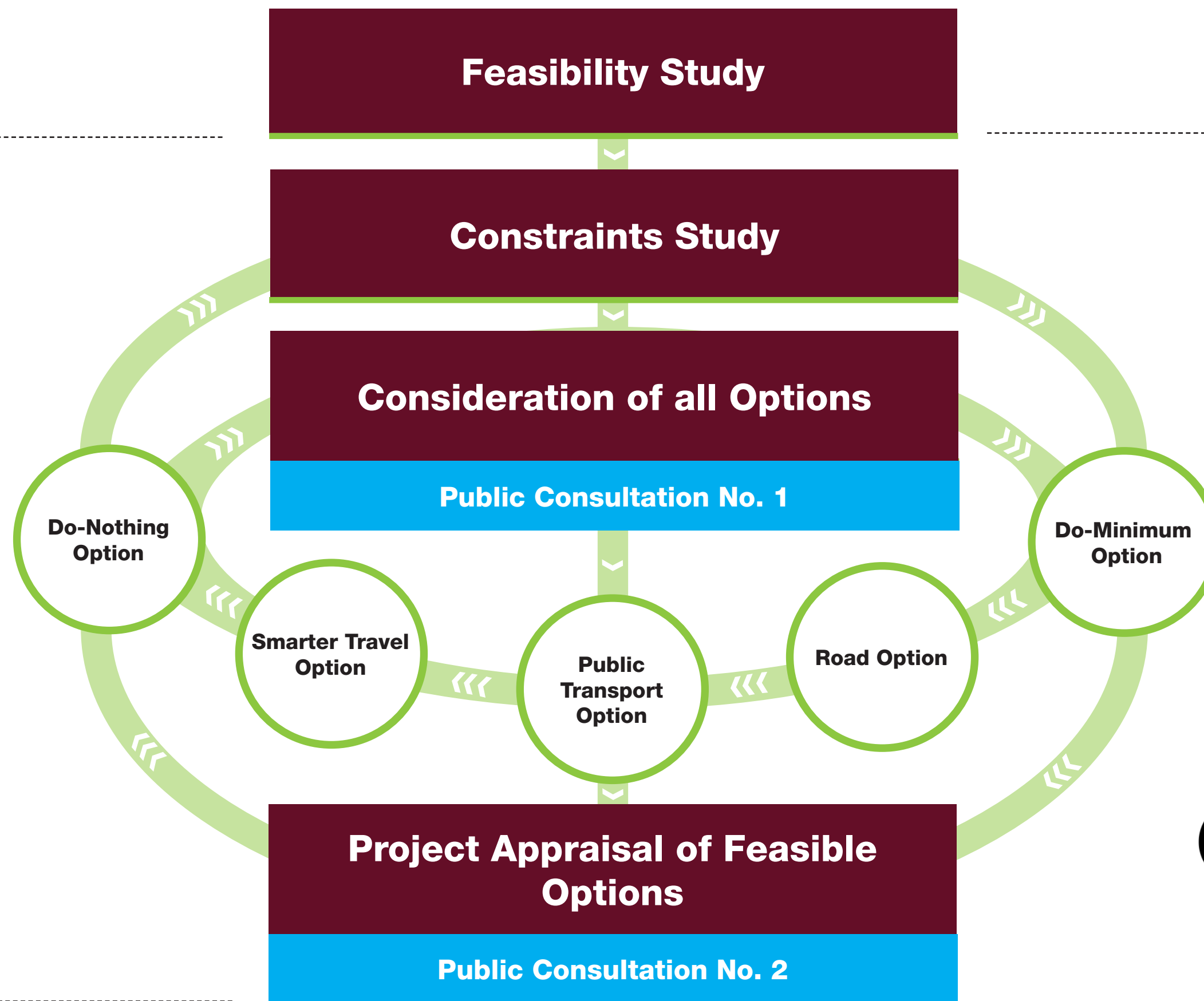


Your opinion counts.

Please take a comment sheet before you leave.

Phase 1

April 2014

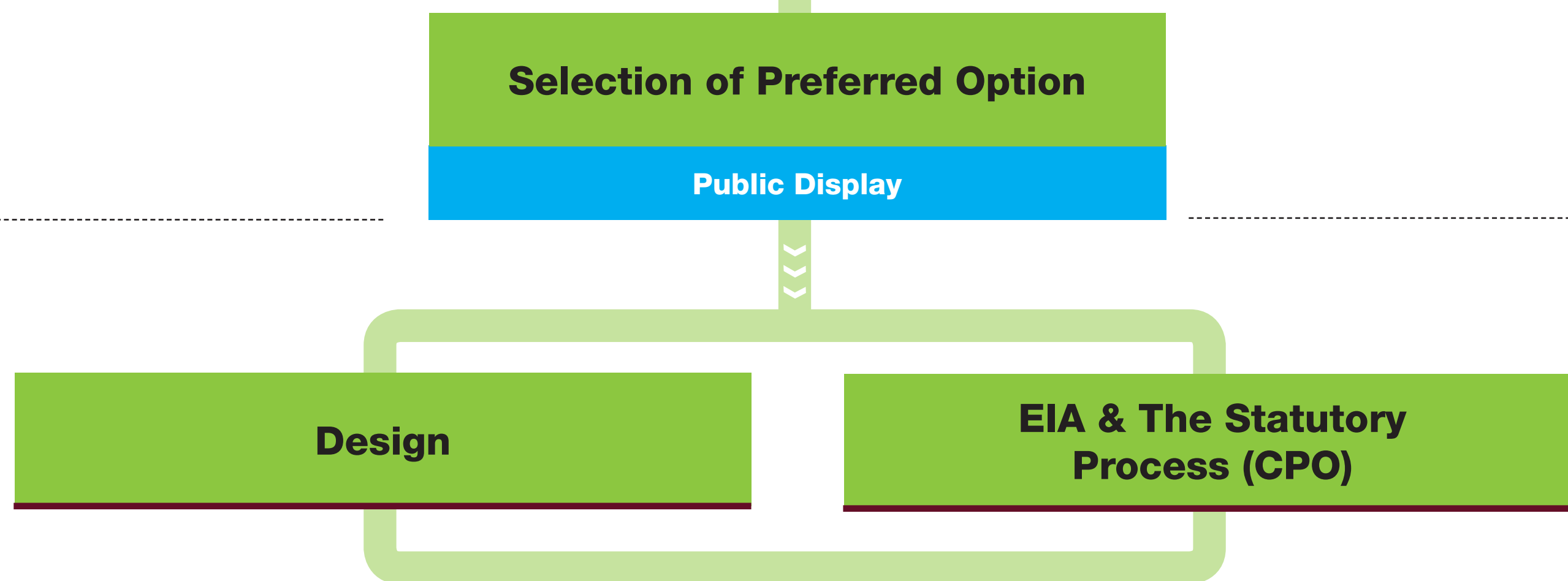


Phase 2

February 2015

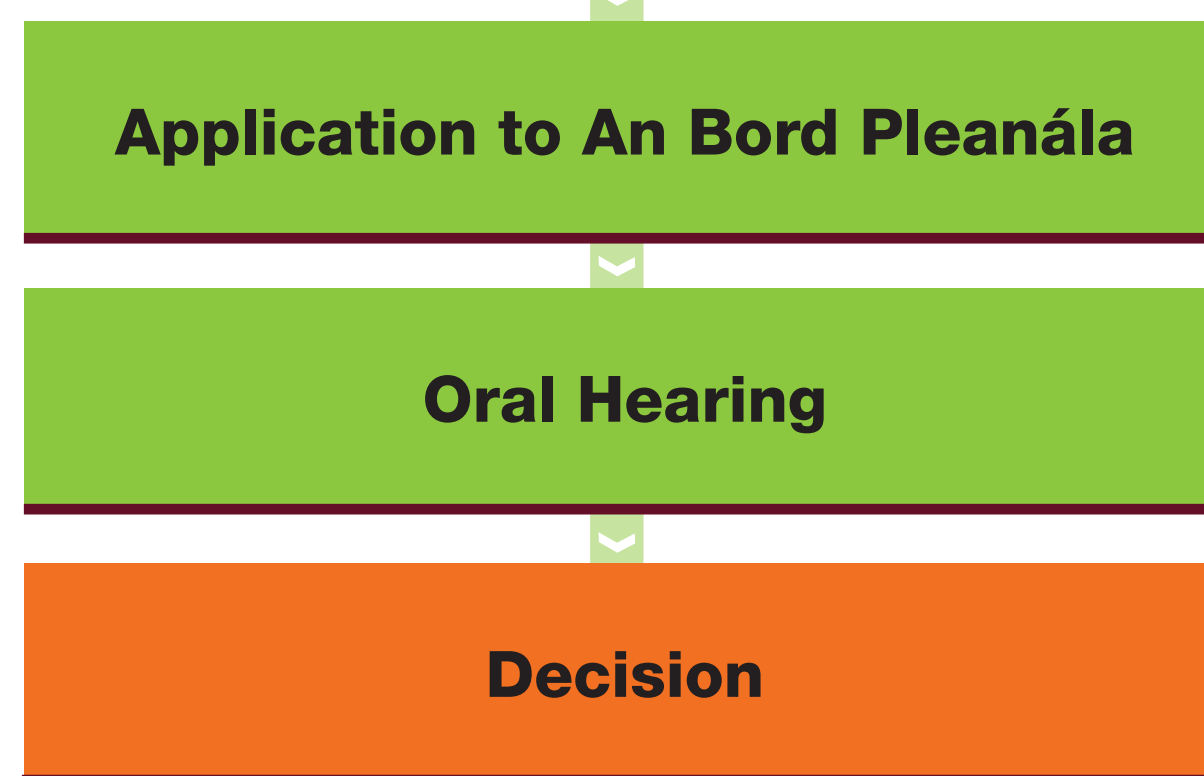
Phase 3

April 2015



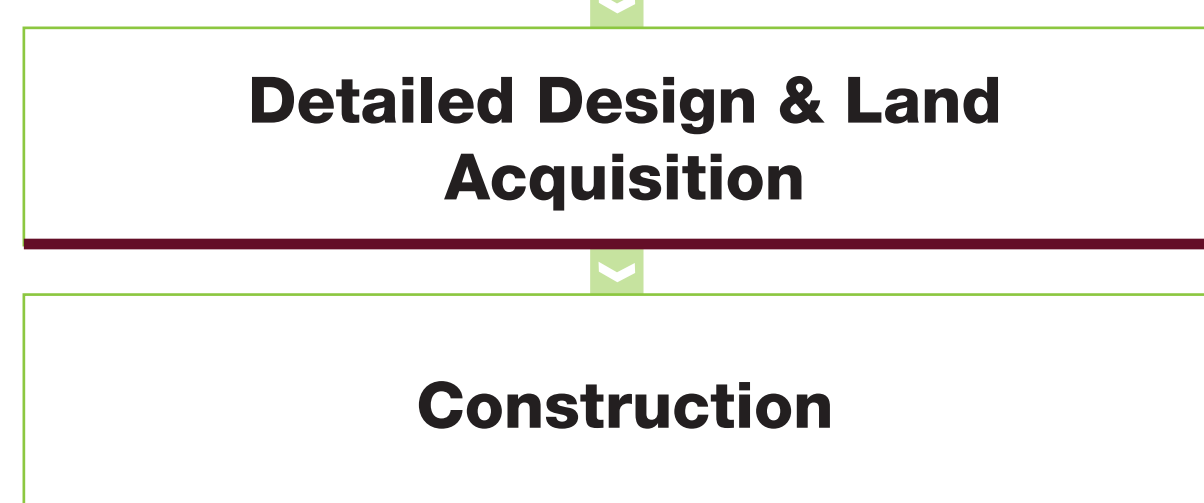
Phase 4

Q4 2015



Phase 4

Phase 5



Phase 6