

March | 14



Title: Third Party Submission

Description: Galway Harbour Extension

ABP Ref: 61.PA0033

Location: Renmore & Townparks Townlands, Galway

On behalf of: Martin Kearney, Moroil Ltd

AN BORD PLEANÁLA	
TIME _____	BY <i>exp</i>
11 MAR 2014	
LTR-DATED _____	FROM <i>@</i>
PL _____	

AN BORD PLEANÁLA	
Received: 11	13/14
Fee: <i>€50</i>	
Receipt No. B	123526

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The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

10th March 2014

Re: Third Party Submission

Name & Address of Appellants:

Martin Kearney,
Moroil Ltd.
Lough Atalia Road
Galway City.

Name & Address of Person
responsible for the preparation
of this appeal:

James O' Donnell,
Planning Consultancy Services,
Gray Office Park,
Galway Retail Park,
Headford Road,
Galway.

Development Description:

Galway Harbour Extension

Location of the Development:

Renmore and Townparks Townlands, Galway

Planning Authority:

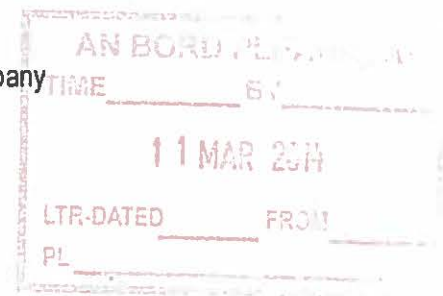
An Bord Pleanála (S.37E Application)

Pl. Ref. No.:

ABP Ref 61.PA0033

Name of the Applicant:

Galway Harbour Company



1.0 Introduction:

I am instructed by my client Martin Kearney of Moroil Ltd, to lodge a third party submission to An Bord Pleanála in relation to the proposed Galway Harbour Extension. Enclosed is the statutory Fee of €50.

In summary, my client is entirely supportive of the principle of the proposed Galway Harbour Extension development by the Galway Harbour Company. However, my client is seriously concerned with the impact of the proposed road / Bridge works along Lough Atalia Road on his and other businesses during the construction phase.

2.0 Development Description:

My client is particularly concerned with the proposals for *“the construction / improvement of access roads including the horizontal and vertical realignment of the road under Lough Atalia Road Rail Bridge [a protected structure] and realignment and improvements including traffic lights at Dock Road / Bóthar na Long / Galway Harbour Enterprise Park Access Road junction (adjacent to Harbour Hotel).”*

This would appear to involve the closure of the Lough Atalia road at the Railway Bridge during the construction phase for a prolonged duration.

3.0 Location & Context:

My client is the operator and tenant at the Texaco service station along Lough Atalia Road to the west of the Railway Bridge underpass. My clients family run business is located approximately 100m to the south-west of the Lough Atalia Railway Bridge (See figure 1 below).

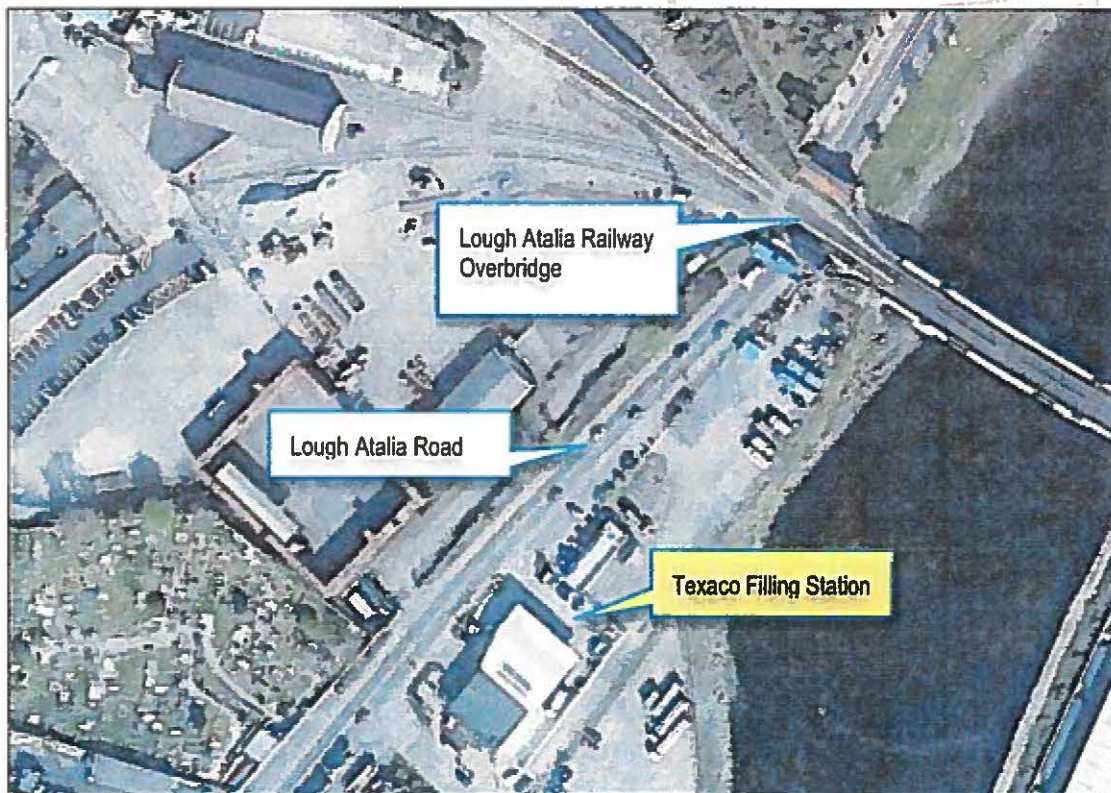


Figure 1: Location of Texaco filling station and Lough Atalia Railway Bridge (source, Bing maps)

4.0 Impact of Construction Phase:

As my clients business is a filling station, the livelihood of the business is completely dependant on vehicular traffic and the public road remaining open. Mr. Kearney is gravely concerned that the proposed road works will seriously affect the viability of his family business, will result in job losses and could threaten the closure of the filling station.

Section 3.4 of the EIS Non-Technical summary refers to Construction Sequencing. This states that the proposals to Upgrade Lough Atalia Road and Main Access will last for a duration of "43 months". This proposed duration would be entirely unacceptable and would have a devastating socio-economic impact on my clients and other businesses in the area.

The Lough Atalia Road is one of the key arteries for westbound and eastbound traffic across the City and Salthill. In the absence of the Galway City Outer By-Pass, the proposed long term closure of the Lough Atalia Road would result in a chaotic impact on traffic flows across the city and would significantly threaten the viability of my clients business and other businesses located in this Mixed-Use quarter of the City.

Section 5.1 of the EIS refers to Human Beings & Socio-Economic Impacts. This states that "One of the principal concerns in the development process is that people, as individuals or communities, should experience minimal disruption in their quality of life from the direct or indirect impacts arising from the construction and operation of a development." However, my client is concerned that prolonged construction phase works along Lough Atalia road & railway Bridge, will result in a significant adverse impact & disruption to his and other businesses in the area.

From the submissions made to date, it is uncertain as to whether the proposed construction and excavation works to the railway bridge will interfere with rail services above. In this context, the necessity of a short construction phase is reinforced.

Section 5.4 of the EIS Non- Technical Summary states that "Disruption during construction will be minimal and will be controlled by mitigation". With respect, the EIS fails to address the socio-economic impacts of the proposed roadwork's along Lough Atalia Road on businesses in the area. Furthermore, it should be pointed out that no relevant mitigation measures have been proposed in the EIS in relation to the Lough Atalia Construction phase.

Section 13 of the EIS entitled Roads & Transportation refer to the future preparation of a 'Construction Traffic Management Plan to be developed by the appointed contractor.' In this context, it would appear that the impact of construction phase will only become apparent after planning consent is secured. This is unacceptable and should form part of the overall assessment of this application in order to minimize any potential adverse impacts.

5.0 Need for Alternatives:

In this context, it is essential that the Construction Phase for the proposed "horizontal and vertical realignment of the road under Lough Atalia Road Rail Bridge [a protected structure]" is reconsidered and modified by the Board.

We are of the opinion that the applicant be requested to consider alternatives in this regard. These could include the following;

- Alternative 1: The construction phase for the subject element of the proposed works is limited to a short duration for example, (ideally 48 hours), with construction work also carried out at night. Furthermore, a single contract for the entirety of the works should be required.
- Alternative 2: The inclusion of proposals for a temporary slip road to the south-east of the Lough Atalia road during the construction phase. It is common practice for such slip roads to be constructed as part of large-scale infrastructural projects. There would appear to be sufficient width and height available between the Arch and the nearest vertical column supporting the railway bridge to the south-east (within Lough Atalia) to accommodate a temporary slip road and/or floating bridge for vehicular traffic.

6.0 Absence of Consultation

According to my client, he was never informed by the Harbour Company or the Council of the proposed road/bridge works along the Lough Atalia Road. Furthermore, this matter was somewhat confused and compounded by the recent Part 8 planning application (Pl. Ref. No. LA 7/2013) which has applied the same Re-grading & Re-alignment works along Lough Atalia Road, under the auspices of Galway City Council. At the time of writing no decision has been made on this Part 8 application.

However, we trust that the Board will be mindful of the concerns of businesses and residents in the area as part of its decision on this matter.

7.0 Summary

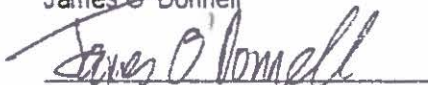
My client is fully supportive of the principle of the proposed Galway Harbour Extension. However, the impact of the proposals for road works along the Lough Atalia road during the construction phase, would in their current form, result in a significant adverse socio-economic impact and future viability of my clients business and other businesses in the area.

With respect, my client considers that it is more than reasonable to insist upon a short 48hour construction phase and/or the construction of a temporary slip road to the south-east of the Lough Atalia underpass. This would provide an effective and less injurious solution to the delivery of these proposed road improvements to the area. If not, the future livelihood of my clients business and others in the area is likely to be devastated.

On behalf of my clients, we trust the Board will have regard to each of the point raised and now look forward to the planning decision. I would be grateful if you could issue an official receipt of acknowledgement of this appeal at your earliest convenience.

Yours faithfully,

James O'Donnell



Senior Planning Consultant,
BA MRUP Dip APM
Planning Consultancy Services.

