

Clonshire Beg,  
Adare,  
Co. Limerick,  
V94 V3KA.

An Bord Pleanála,  
Strategic Infrastructure Development Section,  
64 Marlborough Street,  
Dublin 1,  
D01 V902.

<b>AN BORD PLEANÁLA</b>	
LDG- <u>024337-20</u>	
ABP- _____	
13 FEB 2020	
Fee: € <u>50</u>	Type: <u>cheque</u>
Time: <u>9:00</u>	By: <u>Post</u>

12 Feb 2020

**Re: Submission for Foynes to Limerick Motorway (including Adare bypass)**

Dear Sirs,

For introduction, I am a home-owner residing at the above address. I hold undergraduate and post-graduate qualifications, including those from the Law Society of Ireland, I have developed a 36-year career in Information Technology, and I am currently employed by a financial technology company where I hold the position of Director, Cybersecurity Risk Governance.

As confirmed by the Mid-West National Road Design Office, my home is located 155 metres, at its nearest point, from the proposed new motorway for the above project. I have had multiple meetings with the Mid-West National Road Design Office where I have conveyed my concerns about this project going back to 2015. At each of those meetings I sought concessions to the project but to no avail.

Most recently I have referenced the Environmental Impact Assessment Report (EIAR) published in December 2019 by the Mid-West National Road Design Office.

I now wish to make a submission with regard to the proposed new motorway on the grounds detailed below:

[REDACTED]

[REDACTED]

2. My health concerns due to design elements of the proposed Motorway:

There are a number of direct references to my house identified in the EIAR as "D57-015". These references all have the potential to directly cause further health challenges to me. I summarise here the references which are all extracted from EIAR Volume 2 Main Text:

- (Page 42): *"In general terms, negative visual impacts on individual houses will be greatest during construction stage, with the most substantial negative impacts on five dwellings at Sroolane North, Robertstown, Gortnagrou, Clonshire Beg and Tuogh which are predicted to be profound for the short-term during construction. A further 32 properties across the area will experience very significant negative impacts during construction. Once the proposed screen planting and other landscape design measures have established, after approximately 15 years..."*

- (Page 684): “Almost all properties within 200m of the proposed road development will experience significant or moderate negative visual change temporarily during the construction phase due to the nature of typical road construction activities”.
- (Page 720): “D57-014 to 016”: “Road on fill / embankments likely to be visible where it crosses railway, with existing trees removed”.
- (Page 758): **Table 12.11: Predicted Noise Levels at Receptors Requiring Mitigation**

Receiver Location Reference	Opening Year 2024		Mitigation Required? (Yes/No)	Design Year 2039		Mitigation Required? (Yes/No)
	Predicted Noise Level			Predicted Noise Level		
	Do Minimum	Do Something		Do Minimum	Do Something	
	L <sub>den</sub> (dB)	L <sub>den</sub> (dB)		L <sub>den</sub> (dB)	L <sub>den</sub> (dB)	
D57-001	41	64	Yes	42	65	Yes
D57-006	35	60	No	36	61	Yes
D57-007	35	68	Yes	36	69	Yes
D57-008	34	67	Yes	35	68	Yes
D57-009	36	67	Yes	36	68	Yes
D57-012	35	65	Yes	36	66	Yes
D57-013	34	62	Yes	34	64	Yes
D57-014	31	61	Yes	32	63	Yes
D57-015	33	60	No	34	61	Yes
D57-017	34	64	Yes	35	65	Yes
D58-002	35	66	Yes	36	67	Yes
D58-003	35	64	Yes	35	65	Yes

As can be seen from the above table, it is proposed that the design of the Motorway will not require noise mitigation within the vicinity of my home. This is in contrast with the neighbouring house located on an adjacent site and identified as “D57-014” where it is proposed that noise mitigation will be required. This is very disappointing given the state of my health.

- (Various EIAR Drawings): **Noise Barrier Locations**

It is very concerning that consistently, on multiple plan diagrams within the EIAR, that the Noise Barrier Locations which have been mapped fall short of being installed at the rear of my house. This is another cause for serious concern, and with direct implications for my health.

Furthermore, the list of “Relevant Guidelines, Data Sources and Consultations”, section 6.5 of the EIAR, does not seem to reference documents which specifically refer to the negative health impact of motorways. For example, two such published documents are the “New Roads and Human Health: A Systematic Review” by Matt Egan and others, and the “Effects of living near an urban motorway on the wellbeing of local”

residents...” by Louise Foley and others. There are important conclusions and findings in these documents which should have been considered.

I am very concerned that the above impacts stated in the EIAR will be directly, and significantly, detrimental to my health. The combination of visual and noise impacts is potentially catastrophic for me given my precarious health as stated.

### 3. Mapping of Motorway during design phase:

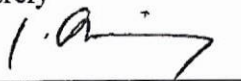
At the outset the Foynes to Limerick Motorway (including Adare bypass) design project had four route options selected by the Mid-West National Road Design Office however the routing options chosen were based on maps that were out of date. Therefore, the version of maps used by the Mid-West National Road Design Office neglected to include my property which was granted planning permission in 2008 and which commenced construction in 2010. Nor did the version of maps used by the Mid-West National Road Design Office include those houses which neighbour mine and which were constructed in recent times also. This can be confirmed by examining all the versions of maps that were exhibited to the public by the Mid-West National Road Design Office during the design phase. This is extraordinary for a project of this nature and is at odds with the availability of real-time information in the times we now live in, enabled by technology.

To attempt to rectify this I engaged with the Mid-West National Road Design Office on a number of occasions including the first meeting that I had with Mr. David Leahy, Senior Executive Engineer, at that office on 24 Mar 2015 which was followed up with correspondence I sent, dated 8 Apr 2015. Despite this, and the follow up meetings and correspondences that I initiated, there were no concessions offered at all by the Mid-West National Road Design Office.

Further details on my health issues and the impact of the proposed new motorway design to my house, are provided in the Appendix to this letter.

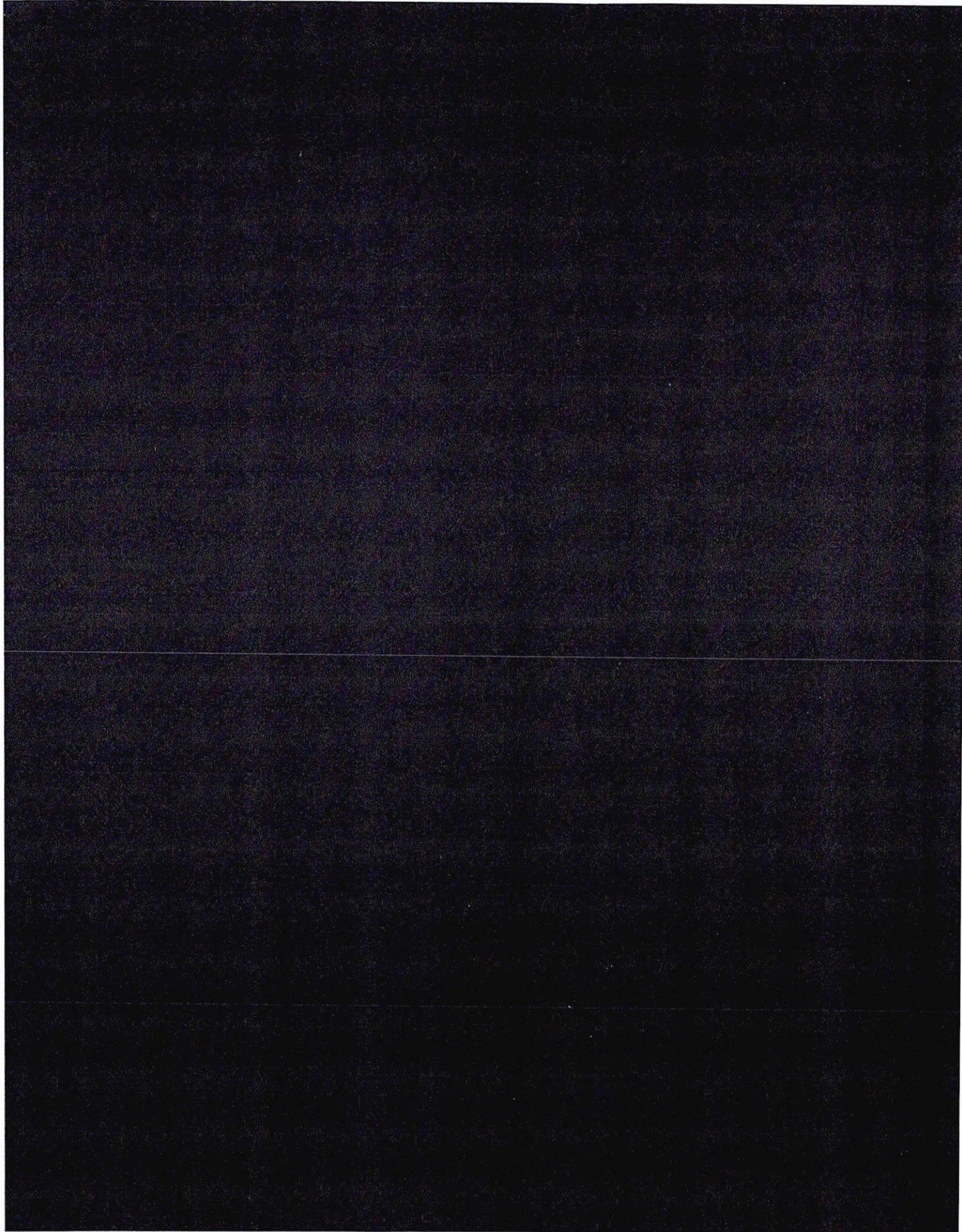
I enclose here €50 fee payment in respect of making this submission and would be obliged if you could forward receipt for same to the above address. I trust that An Bord Pleanála will inform me when a decision is made, or if a request for further information is required, which I am ready to respond to.

Sincerely



Ian Gilvarry

Appendix



## 2. Impact of Proposed Motorway Design on my House

My house is architect-designed by an RIAI accredited architect. The design of the house was informed by a number of principles in the document published by Limerick County Council in May 2007 entitled the 'Rural Design Guide for Individual Houses in the Countryside'. In our original planning application (file reference 07/3650) we responded to a Request for Further Information from Limerick County Council with a detailed document indicating how the house would integrate with its local environment. I refer you now to this document, and specifically to the sections detailing how the house is optimally orientated in relation to the path of the sun to enable us to use the house as the sunlight and daylight pattern changes during the day and the annual seasons. All of this detailing would be impacted by the proposed route of the new Motorway on elevated ground rendering the house design unfit for purpose.

My house was granted planning permission in December 2008 (file reference 07/3650). This was the result of an 18 month period of consultation with the planning office of Limerick County Council which had commenced 6 Jun 2006 at a pre-planning submission meeting with Mr. Joseph Duffy of Limerick County Council. During that 18 month period we responded to the Council's request for clarification that our application complied with the settlement policy criteria as applies in the Outer Edge of Strong Urban Influence. We went to considerable lengths to show our eligibility to build a home in the townland of Clonshire Beg including providing proof of ancestral connections and records of marriages, births and deaths of relatives to highlight how our application met the criteria for the area. These criteria should be upheld by Limerick County Council, and a new Motorway scheme should not destroy this.

As a contemporary style construction my house was designed with an appropriate specification so as to assimilate into the surrounding countryside. This ensures that the house integrates with its surroundings and to be in harmony with the landscape character of the site location. This includes extensive landscaping and native planting of native species of hedgerow, trees and the inclusion of fruit and herb gardens.

My house was designed to be environment friendly. It employs renewable energy resources, has green sedum roofing to act as a carbon sink, and has a rainwater harvesting unit to minimize water consumption.

My house was made subject to a Retention Planning application (file reference 14/532) by Limerick County Council due to an issue with site boundaries. A Grant of Retention was awarded to me in August 2014. The fact that a proposed new road scheme was not taken into consideration at that time is a contradiction with the Grant of Retention Planning awarded by Limerick County Council.

<END OF SUBMISSION>