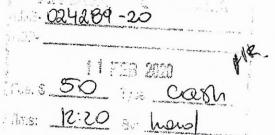
Objection to:

An Bord Pleanala to the PL91-306146 application by Limerick City and County Council for the Proposed Foynes to Limerick road development (including the Adare Bypass) and all ancillary and consequential works lodged on the 11-12-2019

Simon White (The contact person representing those party to this objection)

Nantenan Askeaton Co Limerick V94W5D6 11th February 2020

To whom it may concern:



Please find enclosed a pointed objection to the proposed Foynes to Limerick road development (including the Adare Bypass), which has been signed by over two hundred interested, concerned and impacted parties. We request that the board hold an oral hearing in order that the points we raise may be clearly explained and comprehensively considered. We trust that the Board, upon proper scrutiny of the points raised, will decide to refuse planning for this project in its current guise.

When considering this proposed project, it is important to understand that this is a project entailing two very separate, and different, roads. When considered as one road there is a danger that it be supposed that one road is dependent on the other as portrayed in the project plan. However, it is possible to bypass Adare with half the length of new road to that proposed. Similarly, if it be deemed that Foynes needs to be connected to the N21 it does not have to join to a length of unnecessary motorway as proposed making it seem one project.

The basis of our objection is that the proposed project is not in line with national transport network policy, which requires dealing with issues in order of priority in an integrated fashion. This project will have to be funded by our national exchequer, which means every cent towards its cost will have to be borrowed. Therefore, it is incumbent on the Limerick City and County Council to address the road network priorities so as to deal with as many of the issues as possible without unnecessary expenditure on individual sections. There are deficiencies of much greater importance in the national road network in the County than the elements of this extravagant project attempt to address. This project is not good planning and shows that the LC&C Council has its priorities and transport policy wrong.

- Bypasses of Adare, Newcastlewest and Abbeyfeale on the N21 and upgrading of the N20 to Cork should have higher priority than a link road to Foynes port that is not needed.
- The bypassing of Adare included in this project can be achieved by a feasible alternative route without the need to build 17.5 km of motorway. Building 9.0 km of motorway duplicating a good existing road and is a huge waste of resources and will do nothing to better traffic flow without bypassing Newcastlewest and probably Abbeyfeale.

- The building of the proposed bridge over a SAC has a feasible alternative. The legal
 constraints on the Council to avoid development on SACs should have been respected
 and the alternative route amended to allow for this at much lesser cost.
- The volume of road traffic contributed by business using the port of Foynes neither requires, nor justifies, a new road from Foynes to the N21.
- There is no evidence submitted to ABP to support the inference that there is real
 predicted industrial expansion adjacent to Foynes, let alone that it might be dependent
 on this new road.
 - Indeed, there are existing factors that are specific to Foynes port, which, almost certainly, ensure such development requiring significant increase in road transport to and from the port, will not, take place for the foreseeable future.
- Significant improvement to traffic flow on roads connecting Foynes to Limerick is achievable through planning minimal alternative schemes. It is more logical to upgrade sections of the N69 and the R518. Further upgrading of the R521 would improve the situation.
- The upgrading and recommissioning of the Foynes to Limerick railway line should be integrated into the overall transport policy and should take planning precedence over this protected road. It can also attract EU CEF funding.
- Fairness and common sense is glaringly lacking in this proposal to take an unnecessarily large area of land by CPO from landowners and home owners for this project, which is so wasteful of resources. The loss to so many people and the cost of compensation is huge and is likely to end up far higher than any estimates being talked about at this stage. Feasible alternatives prove the land take proposed to be unwarranted. The negative environmental impacts are significant, and many can be avoided by better planning.
 - This proposal entails significant loss to a serious number of indirectly affected individuals that will never be compensated if this project is approved.
 - o If approved by ABP there is no guarantee that the incoming Government will fund it. If approval is granted but only partial funding is allocated those with property on sections, where the project is suspended without notice to treat, will suffer immediate devaluation of their property with no compensation for this if the road is not built.

The names and signatures of the people enjoined in this objection are included.

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