

AN BORD PLEANÁLA

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ABP- _____

24 OCT 2019

Fee: € _____ Type: _____

Time: 9:30 By: Reg. Post

V6 Garry

PAULA M. MURPHY ARCHITECT

ARBITRATOR CONSERVATION CONCILIATOR MEDIATOR

B.Arch., M.R.I.A.I., F.C.I.Arb, Dipl.Legal Sc., Dipl. Int. Arb., Dipl.Arb., MII .CPD/Adjudication
Conservation Architect Grade 3

Parkstown House Horse & Jockey ,Thurles . County Tipperary

0504-44315 (m) 086-812 3248

paulamarymurphy@hotmail.com www.paulamurphy.ie houzz.ie

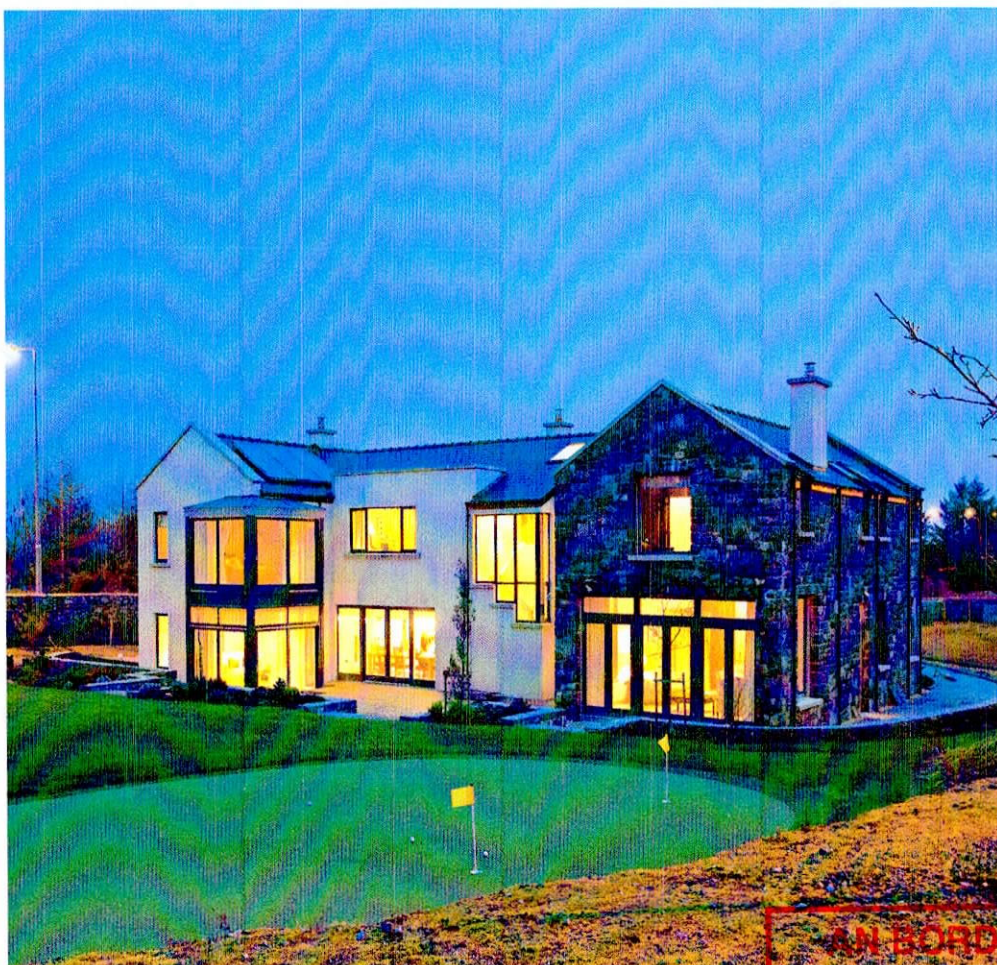
GCRR Case No 303885/302848

SUBMISSION TO AN BORD PLAENALA -N6 RING ROAD -Preferred Route .

Submission in relation to Further Information Response .

For and on behalf of

**Annette & Michael Kerin ,11 Ard an Locha, Dangan/Bushy Park
Holding 7927 and site opposite Project ref 517 &521**



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1. Background

I Paula M Murphy MRIA .FCI Arb am making this submission on behalf of my clients whose property interests are being impacted by the proposed works via CPO of site in my clients ownership and possibly partial cpo of the family home site and the impacts caused by the proposed works which are visual noise environmental and traffic disruption together with enabling works and construction activity impact .

They have received notification of impact and possible compulsory purchase of part of their property (in particular in the area of two boundary walls) and also compulsory purchase of an adjacent site which they own Their concerns were set out in an earlier submission to the board and we ask that this be considered in conjunction with these further comments

There is we understand ,no requirement to lodge a fee with this submission on the basis that they have received two separate notifications from the Council/Design Team in respect of the works . Reference on the letters 517&521)

It is not intended to repeat the issues raised in the earlier submission and we ask that the board consider that these be taken in consideration save and where they may have been addressed in the interim.

We also will make via separate submission further remarks in relation in particular in relation to noise/traffic (Karl Searson is acting on our behalf)

We include in this submission some photos taken a few years ago .. the site has considerably ameliorated since then with the maturing landscape and all rectified photo montages prepared by the design team.

The photos are representational however it is a visit to the site that would fully explain the impact of the proposed works .

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Before Front and side



Note . Extensive landscaping and works to the front and side to create an amenity area for the clients which will be extensively disturbed.(This area visually impacted by road , substation power lines and additional impact on proximal road)

The front and side aspects are the portions of the property that will be most significantly impacted and considerable effort was expended in creating a pleasant environment in a relatively harsh environment

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Existing (but developed further) Amenity Area to the side to be extensively impacted.

This area of site will be impacted visually and sound wise as not sheltered by The house . The client has created the amenity in a barren site and should benefit for maximum mitigation in relation to the areas most significantly impacted.

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Front Area . (has developed further) The impact on this amenity area is evident from the rectified photo montages.

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Side view Significant impact evident from the photomontages when considered against the existing .



Side view Significant impact evident from the photomontages when considered against the existing .

I propose splitting this submission in two and in the first instance addressing general concerns in relation to the proposed road and in the second instance specific issues to be considered in respect of my clients two sites .

Design Team

We wish to acknowledge the assistance that has been afforded by the Design team in respect of responses to technical queries and the production of requested verified photomontages .

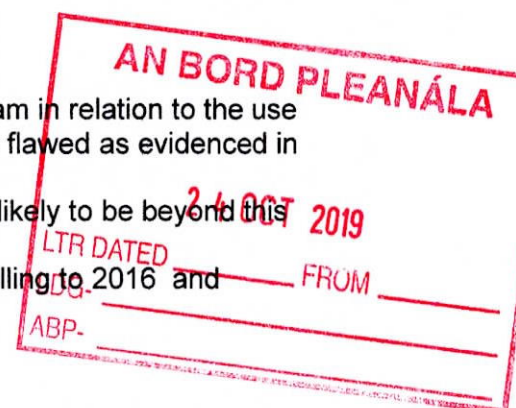
Submission in relation to Project (General)

Noise /Traffic Assessments

Whilst taking into consideration the response of the design team in relation to the use of the 2012 Baseline ,we again submit to the board that this is flawed as evidenced in ways by the teams own response .

The road will not be complete until at the earliest 2024 and is likely to be beyond this date.

The team compared the baseline projections from 2012 modelling to 2016 and



compared against the actual traffic in 2016 . There were considerable over projections however there were instances at the pinch point where the projects were out by 20 %(underestimation) .and this was merely projecting for four years. The numerical expedential increase to 2024 would be significant and percentage error is not necessarily a good barometer if the percentage represents a large number numerically .

We submit that for a large and expensive infra structural project where errors cannot be easily rectified and where they impact significantly on the quality of environment that the projects should not be based on a 2012 study . A baseline for modelling of a year now 7 years removed risks foreseeable and avoidable errors .

We appreciate that remodelling and revisiting has knock on delays and cost implications however a foreseeable possible error on such a significant infra structure should be rechecked .

We also have concerns that the modelling /forecasting for the road adjacent to my clients house and site cannot be correct given the foreseeable increase in traffic on this route serving the University and entrance into town from the West ..

Request to the Board

1 request that the Board condition a more recent traffic analysis that is to be used for projections and noise impact studies .

We submit that projections in relation to the use of Electric Cars in relation to noise (as submitted by the Council) is not supported by the evidence in relation to take up . (The take up has been extremely low to date notwithstanding free charging and other grants and incentives.) The widespread infra structure in relation to charging is not in place . We submit it must be in place prior to the Roads Authorities and others be permitted to rely upon it for their projections etc.

2 We request that this impact not be taken as a guarantee by the board in the absence of more tangible evidence .

Sustainability and Public Transport

We submit to the board that there is no proper(rapid) public transport proposal attached to the project such as it would reduce traffic flow into the city ., The Professor of Geography at NUIG on RTE indicated that the project would not reduce car traffic into the city , The proposal is not a sustainable project given the complete lack of coherent public transport strategy when considered against the traffic patterns of the car based travelling population .

The government has committed to reduction in carbon footprint and promoting sustainability in projects however there is a complete lack of addressing (save in general terms) these commitments

The obligation in relation to carbon footprint cannot be addressed by facilitating additional speed around the city coupled with no tangible form of public transport

References to Bus Corridors etc that are still not implemented will have little impact when compared against the design objectives of the road and the car based transport around the city limits .

In the capital city it is the Luas and Dart that have changed traffic patterns in the City in a real meaningful and sustainable way within the city centre however the ring road

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traffic has increased expedentially over the years (M50) with significantly less reduction attributable to public transport .

Request to the Board

We ask that the proposal be tested against these commitments and that be conclusively addressed .

General

The noise and light pollution taken together with the visual impact on the environment are significantly more that the positive impact of encircling the city in parts and knocking down a considerable number of houses.

The impact on the University Area and campus in a small city is questionable (and addressed by others)

We submit that the pattern of travel projections are short sighted and a more sustainable approach or more rigour in the testing needs to be adopted.

Passage of Time

Considerable passage of time has taken place since this project was first envisaged Design and environmental standards have evolved as have public transport alternatives and knowledge

We submit that the project has not properly taken into consideration a sustainably lead (to 2020 standards) approach and given the environmental impact the strategy requires a rethink /reassessment

A solution that is public transport driven is likely to inform a considerably modified approach but serve the city of Galway better,.

Specific Comments

11 Ard na Locha and Site Opposite (in ownership) to East .

Photomontages were prepared from the Site at 11 Ard Na Locha looking to the road and also to the North .These attach this report

These indicate significant Impact my clients property

We note for completeness that the clients site opposite the front garden is being CPO d from them

They have lost control of what is to be located there through the compulsory purchase which compounds the impact /

Noise and Visual Impact .

We acknowledge the improvements that have been made in relation to noise and some visual impact nonetheless the impact visual and noise is significant on my client who is severed through CPO from their other site and neighbours.

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In relation to Noise the impact will be most in the amenity areas to the front and side (We submit that the traffic and noise impact is incorrectly modelled on the road to the side Connemara road)

In relation to noise and in order to mitigate and retain some of the amenity value we propose that some form of an acoustic fence with a hedge to the front and rear be placed on the site opposite adjacent to the wall for maximum reduction

In the alternative accommodation can be made to insert it along my clients boundary

Placing the noise barrier close to the area of amenity will have the maximum effect and it can be done in an aesthetically pleasing way .

Visual Impact The modelling indicates a more pleasant aspect when the landscaping has developed . We note however that it will be a considerable number of years before the greenery will develop to the extent indicated .

We request in mitigation that the landscaping would be developed un evenly and that planting that is semi mature be placed in front of the barriers to the road (and in the boundary opposite my clients property)

This would have the benefit of reducing the impact both visual and noise ,

We submit that such a proposal could be easily implemented

Substation

We note that the design team have proposed as substation directly opposite their entrance . This creates the maximum visual and sound impact on my client The visual impact can be reduced by relocating the station to another position on the site which the council will own.

We favour a location off the main road but if this is not suitable would propose a location up hill of my client and it can be visually shielded from the road and still maintain its uses

Substation – Noise

We note that a substation can create a low hub noise in particular in adverse conditions (Constant wet) . We also re emphasise its visual impact.

Request

We request that the project team ensure that the design and baffling is such that the station does not create the low humming noise or that it is baffled with acoustic screening and or planting . We ask in particular as the damp conditions are more prevalent in Galway that functioning under adverse conditions be the design levels used for mitigation

We ask that the particular design of the housing be such that its addresses the worse adverse condition likely

We ask that immediate visual screening be put in place

We ask that it be relocated to a less prominent position from my clients entrance

We ask that consideration be given in relation to mitigation to the fact that a visual and noise impact station (potentially) is proposed in direct view of my clients entrance and will be visible every day entering and exiting the property and prominent from the large glazed openings on upper level which give into amenity rooms study and bedroom . (On a site currently in their ownership) and will be evident from the upper level for the entire front

(In support we refer to the rectified photo images attached)

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Request the Board

We request that the substation be relocated and designed to adverse conditions
We request that screening plant and acoustic (concealed) be put in place to reduce the impact on the amenity areas of my clients site .

We request that semi mature planting be used to screen the substations and also be placed adjacent to the road to reduce sound and minimise the visual impact.

We request additional information be provided in relation to the large bank to ensure that it is properly designed and that the slope etc can accommodate the maturing planting as proposed (Reason If this is not the case the site will remain barren)

We request that consideration be given to permitting noise reduction measures to the existing house via triple glazing and /or a fresh air intake system

House uphill to 11 Ard na Locha (South)

We note the view uphill to the site (House) that is to be compulsorily purchased a large pylon is proposed beyond .This is very visually intrusive when seen from the primary amenity space to the rear .We ask that the positioning and possible mitigation be considered We acknowledge that pylons are inherently ugly and merely request if the location can be considered or in the alternative improved screening somewhat adjacent that will reduce impact in time

We have concerns that this house (uphill) may in time be knocked down and possibly used as a compound as it is to be in ownership of the Council

Request to Board

We request that the board place a condition on the Council that if this building is to be demolished it will form part of a further grant or a process such as my client is entitled (given notice) to make submissions

We accept the bona fides of the CPO of this house (where others opposite are being acquired) however my clients position would be significantly different if there were to be severed more or less completely from all other habitable dwellings (One other only at some remove would be occupied)

Enabling Work

The enabling work and site sequencing of such a large project is significant We request that we may be permitted to have notice /input in relation to same
We repeat our earlier submission that my clients are requested to have out of hour access with little /no delay to the Hospital for professional reasons

In summary

We ask that the Board take into consideration our earlier submissions together with further matters contained her-in .

We reserve the right (if applicable) to make further submissions

We believe the works to be ill advised and incomplete and poorly conceived when considered against the standards of today

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If the works are to be permitted we request that our mitigation proposals are borne in mind.(moving substation/design of substation , planting . acoustic screen , triple glazing , air intake . noise (landscape barriers close to wind)
We attached the rectified photo montages which confirm our concerns .

Please do not hesitate to contact me should you require additional information

We request that the bord consider refusing permission for the bypass as it does not represent a sustainable solution or is premature pending the transport and other infrastructures being relied upon by the Council .

Where the emphasis is moving towards sustainable solutions and carbon footprint initiatives a proposal that is almost in its entirety based on car based solutions is ,in particular with the passage of time poorly conceived

Just because one can, does not mean one should

Paula M Murphy MRIA FCI Arb Conservation Grade 3
22^h October 2019



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Project Number:	6085	Document Number:	RES101
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Project Name:	N6 GALWAY CITY RING ROAD <i>BEFORE - EAST</i>	Document Title:	11 Ard Na Locha

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AFTER LAST —

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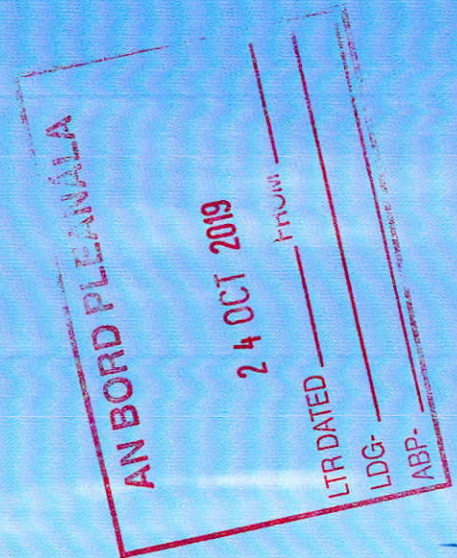
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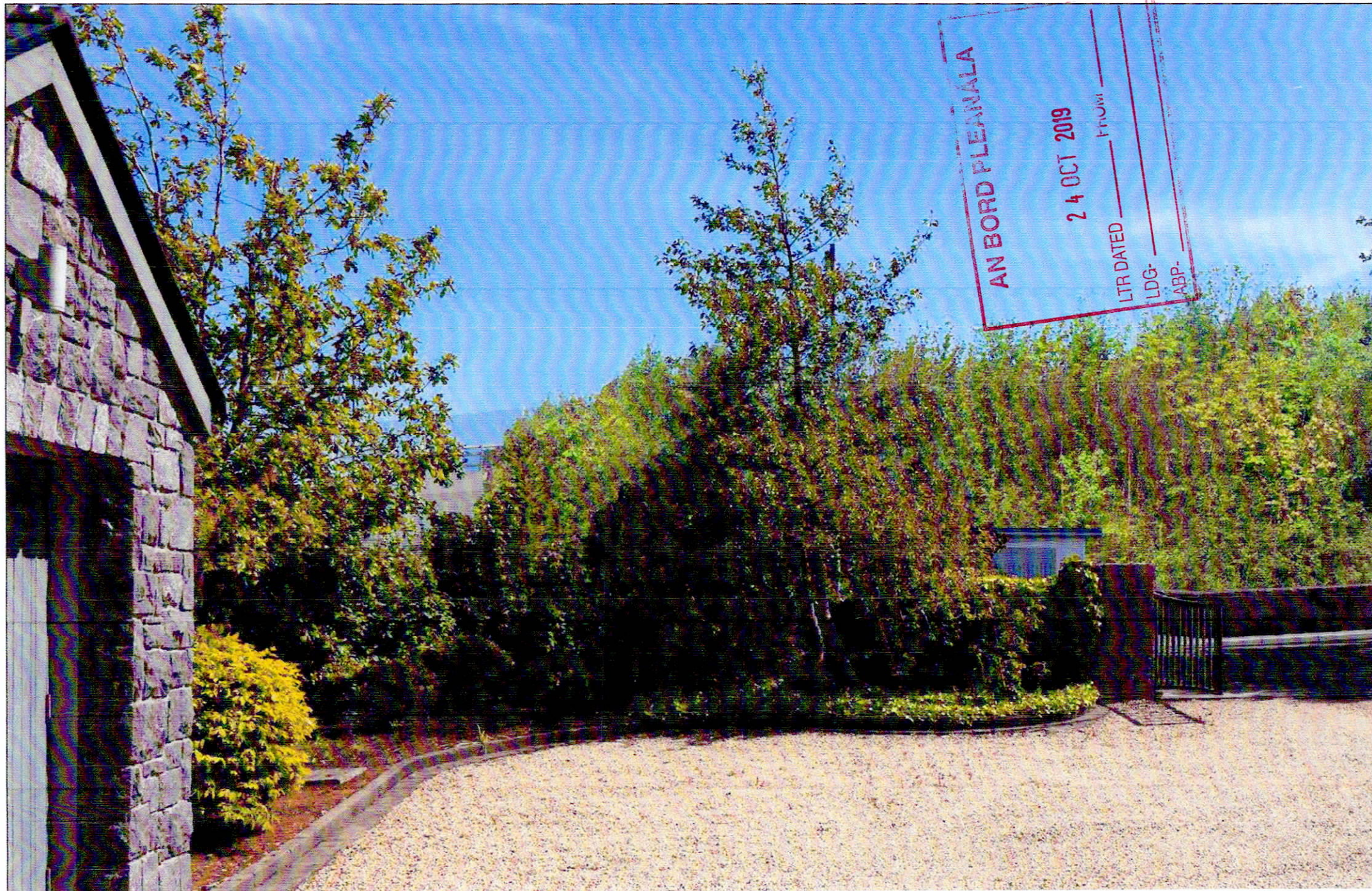
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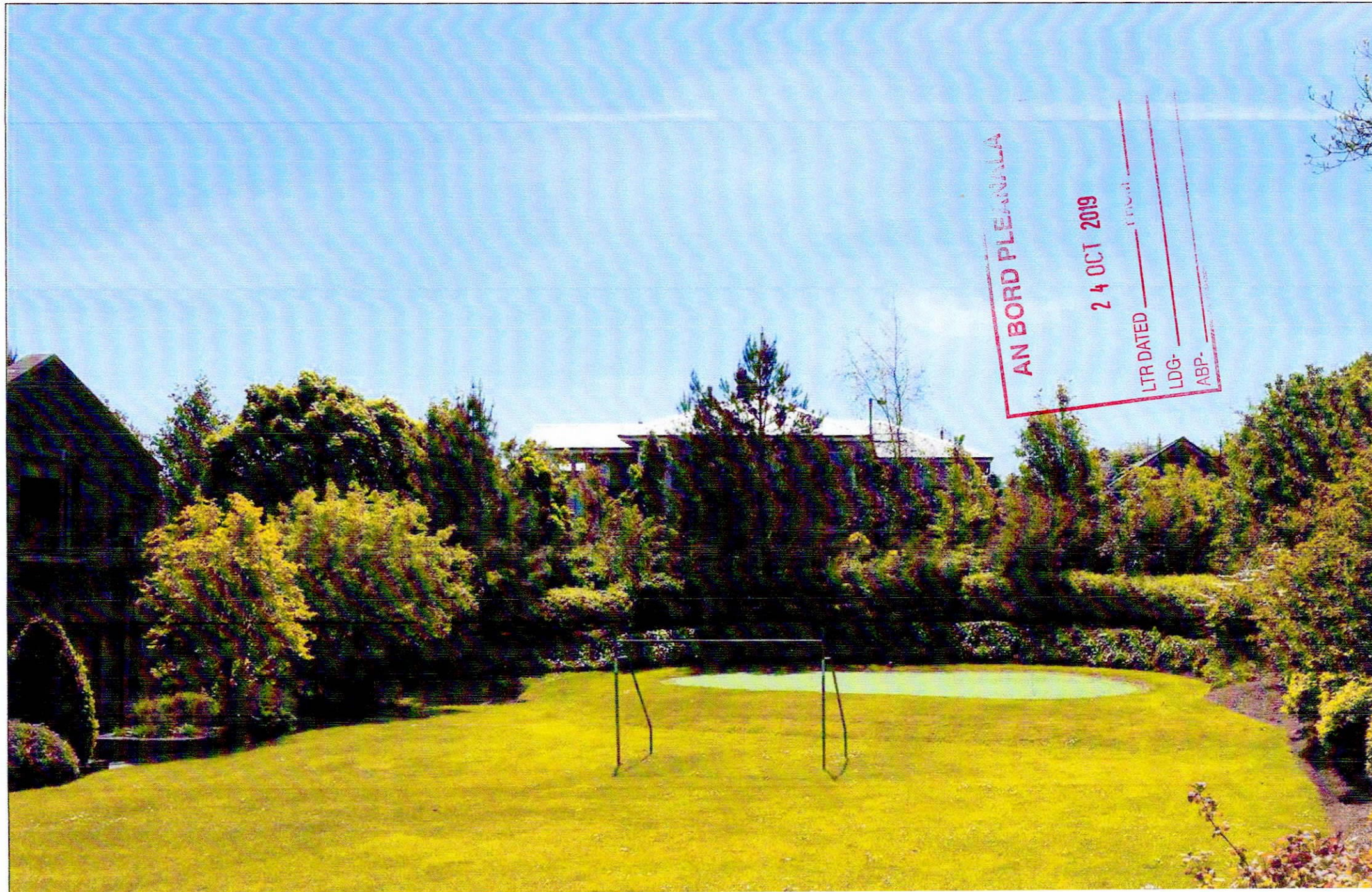
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