

**Planning Appeal N6 Galway City Ring Road**

**Allan Cavanagh & Courtney Darby**  
**123 Rosan Glas**  
**Rahoon**  
**Galway**  
**H91A2KX**

**Description: N6 Galway City Ring Road**

**Location: Various locations Galway City and County**

**Planning Authority Galway City Council/Galway County Council**

<b>AN BORD PLEANÁLA</b>	
LDG-	<u>011005-18.0B</u>
ABP-	
<b>21 DEC 2018</b>	
Fee: €	<u>50.00</u> Type: <u>CNE2018</u>
Time: <u>09.30</u>	By: <u>Reg Post</u>

## Planning Appeal N6 Galway City Ring Road

From:  
Allan Cavanagh  
123 Rosan Glas  
Rahoon  
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H91A2KX

AN BORD PLEANÁLA	
21 DEC 2018	
LTR DATED	FROM
LDG-	
ABP-	

I wish to oppose the N6 Galway City Ring Road on several grounds.

- The proposed realignment of the Rahoon Road intersection with the Letteragh Road will close off current junction of Bothar Diarmuida with the Rahoon Road, resulting in the sole vehicle entrance/exit to the Rosan Glas estate being closed off. In the short term this is going to create serious traffic problems at peak times during construction. In the long term our access to the Rahoon Road will be via a longer route and will actually create longer journey times and congestion for residents as we meet increased traffic from the new connecting road. Precedent of the works on Seamus Quirke Road and Bishop O'Donnell Road indicates that the 6 month timetable suggested for these works will run on much longer. We will effectively be trapped in our estate during these works for potentially 18 months to 2 years. To reiterate, there is a SINGLE ENTRANCE to the rear portion of Rosan Glas which is going to be hugely affected by these works.
- Access to Letteragh Road from Rahoon Road was closed off to traffic years ago due to safety concerns. This proposed Ring Road aims to increase through traffic between Letteragh and Rahoon. This is unsafe.
- Two drainage reservoirs are proposed near the entrance to our estate. I don't believe these are a safe distance from our estate or safely enclosed in the current design.
- Increased traffic in our area will result in increased noise, pollution, and risk of injury or death to pedestrians using Bothar Diarmuida/Rahoon Rd.
- The proposed link road will pass Gaelscoil Mhic Amhliagh via Miller's Lane. It is not in the best interests of the children at this school to have an increase in cross-city traffic outside their front door. One of the stated aims of the N6 Galway City Ring Road is "to support a shift towards environmentally friendly transport modes" (Briefing Document for N6). At the moment this school is served by a bike convoy run by volunteer adults that supervise a group of about 20 children cycling to school daily. They have stated if this development goes ahead they will no longer be able to safely run this convoy and will cancel it. This of course will result in extra car traffic for those children to get to school. Factors like this have not been considered in the rush to get the N6 Galway City Ring Road built.
- Galway has inadequate public transport and cycle lanes. If these were properly implemented and incentivised much of the traffic problem could be alleviated. Rather than attempt to improve bus services, routes, and facilities for cyclists, a motorway is being proposed. Bus and bike lanes have been delayed in advance of a motorway, part of the reason being "delay on the road network would be increased

with the implementation of public transport improvements and cycle lanes" (Galway Transport Strategy 2016). Given that this would pale in comparison with the road network delays caused by the N6 Ring Road I propose the plan cannot go ahead in the absence of cheaper and more environmentally friendly public transport and cycling infrastructure.

- Inadequate maps and communication. As a resident of an estate materially impacted by the proposed N6 we have not been approached about the impact or nature of the works. We have only found out about the proposed Ragoon Road realignment in an ad hoc fashion. As regards the online maps of the development, these are effectively useless as they are completely non-user friendly, repeatedly crashing my browser on laptop and phone. There has been insufficient communication with residents affected by the development and therefore should not get planning permission in its current form.
- I object to the loss of vital Recreation and Amenity lands at NUI Galway and the permanent negative impact of a massive overhanging bridge structure on the beauty and amenity of the Dangan area. These lands are the finest public amenity in the city, thanks to the good work of NUI Galway over the last 50 years. These are made available and widely used by the people of Galway in their thousands weekly and by sports clubs and teams from across the Country. The sports facilities include the Regional Sports Centre, track and hockey pitch, rugby, GAA and soccer pitches, and miles of running and walking trails. The grounds are used by multiple NUI Sports clubs, by athletics clubs such as Galway City Harriers, by Rugby, Rowing and other sports such as Triathlon, Hockey etc, for training camps and summer camps, and by the local and wider Galway community for walking and other recreation. Major events such as Colleges GAA (Sigerson Cup etc), Collingwood Cup, NUI Galway 8k, Galway Athletics races, Triathlons and Duathlons, the Galway Regatta, Rugby games and Mini Rugby camps etc are held on these grounds regularly. The negative impact on Sports Clubs in Galway in both the medium term construction phase ie 2-3 years, and importantly in the long term due to the lost footprint of pitches, running and walking trails, and the lack of any provision whatsoever in terms of replacement of same in the medium term. The negative impact on Human Health. The planning application submitted does not take proper account of the severe impact on human health notably in the areas of Loss of Amenity lands, nor Community severance ie the impact on Sports clubs and teams that use the NUI Galway sports campus and will now be homeless and their members without vital training and meeting facilities; nor the Diminished opportunity for Physical Activity due to the severe and profound impact on the Sports campus, the river walks and the general natural beauty and amenity of the area; nor the negative impact on Mental Health and wellbeing on people due to the closure and limited access for many years to the sports campus and Dangan area and the profound negative change a motorway will have on these lands long term. The EIS Chapter 18 admits there will be long term negative amenity impact, that sports facilities and recreational lands will be severely impacted, yet does not properly investigate the impacts on Human Physical health, mental health, wellbeing nor community severance as a proper study should. Any attempt to plough a motorway through this amenity should be rejected. Options must be considered to improve

AN BORD PLEANÁLA

21 DEC 2013

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traffic in the City but not at the expense of Human Health, Sports facilities and vital Recreation and Amenity lands. These lands are the finest sports facilities and public amenities in Galway, are irreplaceable and damaging these will damage the city long term.

- 44+ family homes are being bought and demolished to accommodate this Ring Road. The human cost of this far outweighs journey times across the city. One family I know of built their house and raised their children to adulthood. They now face the prospect of having the home they worked their whole lives to build being demolished. Further they have been told by the County Council that as they are within the City boundary they will not get planning permission to build in the county. This is an unprecedented use of compulsory purchase orders and is not simply costing people their homes, it is actively destroying communities. There isn't the housing stock in the country at the moment to rehouse these families. Even getting market value on the day through the CPOs, these families are going to be left homeless. The N6 Ring Road is going to contribute to the housing crisis. The Ring Road cannot be accepted by An Bord Pleanála in its current form given this human cost.
- Building more roads results in greater cost to society rather than the road user. The European Commission has found that The total external costs of transport amount to the equivalent of around € 1 000 billion annually, which corresponds to almost 7% of EU28 GDP.

The main contributors to this are **environment (carbon, noise and pollution), accidents and congestion.**

Road is the largest contributor, accounting for  $\frac{3}{4}$  of total external costs in absolute terms, and also the mode which leaves the biggest amount of external cost unpaid.

For all transport modes, the total costs (external and infrastructure) are substantially higher than what the user pays. ( Logistics and multimodal transport From infrastructure costs to health and environmental impacts - European Commission shares first findings on the true costs of EU transport 2018). This must surely offset the goal of "support[ing] the economic growth of Galway and the West Region" (N6 Briefing Document 2018) if society is picking up the tab for the environment, accident and congestion impact.

