

An Bord Pleanála  
64 Marlborough Street  
Dublin 1

<b>AN BORD PLEANÁLA</b>	
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ABP-	
21 DEC 2018	
Fee: € 50.00	Type: cash
Time:	By: post

Damien & Katherine Kelly  
Forramoyle West  
Barna  
Co. Galway

Dear Sir/Madam

The following are a list of observations of Damien and Katherine Kelly of Forramoyle West, Barna Co. Galway H91K2AO.

Firstly, I would like to point out, we were initially provided with a choice of six" preferred "alternative routes on which we, as a community, had to give feedback. None of these six routes were selected and they then issued a seventh and final route which nobody had reviewed. So, once they then decided on this route, they gave five more alternative routes for the road going through Forramoyle West. So now we were faced with giving feedback on 12 routes overall, which were all equally confusing. At one stage we had a visit to our home from Galway County council and Arup engineers during which they said, that of the five-local route, they were suggesting, there was, in their opinion, one which would be best. They were always keen to point out that they could redesign the road to run right alongside our house, thus intimating, that on balance, picking their preferred route would save us a lot of uncertainty.

When we said that it was obvious that route was selected on the basis that they could find gaps running through house settings, they concurred that, in fact, that was a defining factor on their route choice.

Finally, after what you would call practiced intimidation and giving a lecture on the need for us to consider the" greater good", they left, not to be seen or heard of again.

Our observations are as follows:

This road development is unsuitable for a rural area. The level of traffic throughout the area will increase by at least one hundredfold, as currently the adjoining road is but a local road.

The noise frequency will increase dramatically, and the Decibels will increase by over 20% and at peak increase by 40%.

Putting wooden sound dampers as a resolution to this is not suitable for an area known for its native stone walls and the local bog land. In addition to utilize the natural topography the road level should be dropped to blend naturally with its surroundings.

Having lived in Barna for many years it is evident on school midterm breaks etc. it takes 15 minutes to travel from Barna to Salthill at peak times, which is totally acceptable. So again, proper traffic management by the local authority would ensure a better and more cost-effective outcome.

Bus transport is the most immediate and obvious resolution to the heavy traffic, but this has been ignored by the TII.

For longer term planning the alternative to a major road network is light rail, particularly as it goes East – West. This is totally in keeping with a coastal location like Galway and is in keeping with our surroundings as the sea is down the road and the Aran islands are majestic for all to experience.

It can accommodate large numbers and could have a coastal route and would be more sustainable long term and cost effective.

Looking at history, the millennium bridge was built to alleviate traffic and is now in gridlock. Even more recently, with the Tuam - Limerick bypass completed, the tailbacks from the Limerick access are now longer than ever. So again, we would say planning for more roads is not sustainable. The inevitable will happen again with this road where further road development will be required as the forward planning is not sufficient.

The carbon footprint which will be created, unabated and uncontrolled, from this project will be irreversible and totally unacceptable, particularly considering our serious obligations under Climate Change Legislation.

Population growth in Galway is predicted to increase by 50%. The plan states that most of the development must be within the foot print of the city.

"Park & Ride", located both East and West of the city, needs to be seriously considered. Again, this is a cost effective and immediate solution to the traffic problems.

It is envisaged that more and more traffic from Carraroe and Spiddal will journey this road as more houses are to be planned for this area even though all major employment is in Parkmore. It is more

obvious to allow planning on the Oranmore side to facilitate employment and as the national planning framework emphasizes sustainability and being co located near your employment.

Traffic from spiddal etc. will increase exponentially and eventually the road to spiddal will need to be widened and as in our historical experience of road planning to date, it would be better for Rossaveal and Carraroe if the road went north of the proposed route where the windmills are located and there are access roads already there.

Only one solution being offered is a "road solution"/ the Outer Bypass solution, with no other choice and or real public debate on the alternative solutions. This Outer Bypass solution that necessitates the compulsory purchase of family homes and major dislocation from the area for these families. As in our case as our home although being severely impacted equally as our next-door neighbor who is under CPO and we are not being afforded the ability to object but merely make observations.

We strongly request that you consider alternative solutions of existing public transport and light rail to have a sustainable environment. Rather than urbanizing a rural location which this will do and lead to further sprawl there should be integration with developing within the city limits as outlined in the national development plan and managing actively our responsibilities under climate change legislation.

I have taken the following from the TII website:

Transport Infrastructure Ireland (TII) was established through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015. The TII's primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland.

It is obvious light rail only applies to Dublin and kilometers of asphalt is only suitable for Galway which is injurious to the area and will only ensure increased bottlenecks and carbon emissions over time.

I enclose 50 euro which I don't agree with, so you can read these observations. I am not sure why a private Irish citizen should pay for this who has legitimate comment.

Signed:

A handwritten signature in black ink, appearing to read 'Damien Kelly', written in a cursive style.

Damien Kelly