

An Bord Pleanála,
(Strategic Infrastructures Division),
64 Marlborough Street,
Dublin 1 D01 V902.

Gwen Cantwell & Oliver Ryan,
48 Rosán Glas,
Rahoon Road,
Galway H91 H0CF.

Date: 21/12/2018

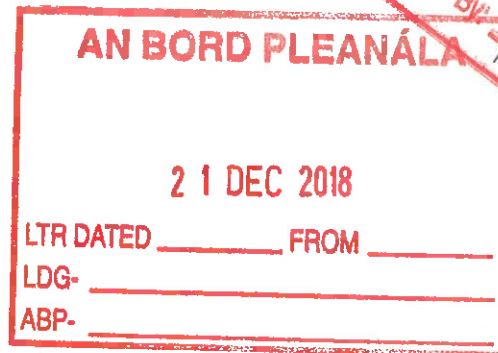
Re: Submission against N6 Galway Ring Road Project, PL07.302848

Dear Sir/Madam,

As owner occupiers in Rosán Glas, we (Gwen Cantwell and Oliver Ryan, with three children aged 4, 7, 9 years) object to the positioning of the route of the N59 Link Road South as it will impede our ingress and egress to and from our home and estate, and seriously adversely affect our daily lives.

Our objections as a whole are summarised here and are expanded upon in the main body of the objection letter:

- We object to the positioning of the N59 Link Road South as it will cut off our current access to local roads, impede our ingress and egress to and from our estate, increase our local journey times and add to traffic congestion.
- We object to any proposed junction (signalised or otherwise) between Bóthar Diarmuida and the proposed N59 Link Road South as it will significantly hamper access to and from our estate and home.
- We object to the lack of information given in the EIAR on alternative routes for the N59 Link Road South which would not affect estate entrances (either on Bóthar Stiofán or Bóthar Diarmuida).
- We object to the N59 Link Road South dividing a proposed residential zone in two.
- We object to the placement of attenuation ponds so near our estate, with concerns over open water posing a health and safety risk and a rubbish collection point, and concerns over flooding, landscaping, and maintenance.
- We object to the proposed doubling of noise levels our home and estate will be subjected to with the proposed N59 Link Road South, with serious concerns this doubling of noise will have on our family's physical health, mental health, well-being and quality of life.
- We are concerned about increased light pollution new lanterns on the proposed link road will bring to the locality, into people's homes and gardens.
- We object to people's homes needing to be demolished and communities to be destroyed for the Ring Road in Barna.



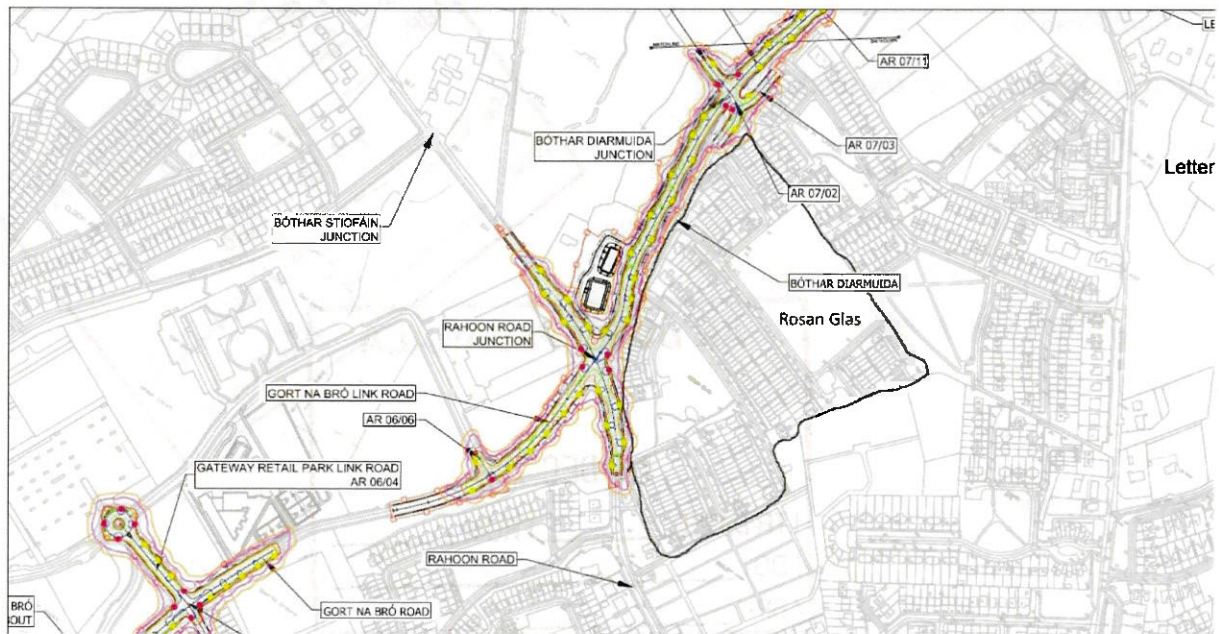


Figure 1 Cutting from Figure 5.4.01 to 5.4.15_I1 of the N6 EIAR main report, showing N59 Link Road South intersecting with Bóthar Diarmuida. The Rosán Glas estate has been circled in black.

We use Bóthar Diarmuida to access the part of the Rosán Glas estate in which our family lives. Currently we have free flow access onto Bóthar Diarmuida and onto the Ragoon Road. From the Ragoon Road we have a choice of routes for the school/work run (south to Gort na mBró opposite the Bóthar Diarmuida/Ragoon Road junction and further to the Western Distributor Road; east on the Ragoon Road to join the Letteragh Road via Mincloon; or west on the Ragoon Road to join the Bishop O'Donnell Road).

Figure 1 shows that the N59 Link Road South will run parallel to Bóthar Diarmuida before cutting into and blocking the existing Bóthar Diarmuida/Ragoon Road junction, thereby dead-ending Bóthar Diarmuida and cutting off direct access from Bóthar Diarmuida to the Ragoon Road. A new Bóthar Diarmuida/N59 Link Road junction will be created to give access from Bóthar Diarmuida to/from the link road (marked in Figure 1 and *Bóthar Diarmuida junction*). This proposed layout will make Bóthar Diarmuida an internal secondary road to what will be a busy main artery into the area. It will be extremely difficult to leave Bóthar Diarmuida and enter the southern flow of predicted traffic on the link road. It will be even more difficult to try travel north which will require crossing two lanes of busy traffic. This will make life very difficult for us living in Rosán Glas, as the morning and evening rush hour commutes on the proposed link road will effectively prevent us from leaving or entering our estate.

The N59 Link Road/Ragoon Road junction will be a signalised junction. We currently have a free-flow access to the Ragoon Road without traffic lights. However currently at rush hour times the traffic delay and volume is significant, to the point that the Ragoon Road cannot be used to access Bishop O'Donnell Road. Using the signalised junctions in the area as examples (Letteragh Road/Bishop O'Donnell Road, and Ragoon Road/Bishop O'Donnell Road which allow 3-4 cars off the secondary roads onto the main road per light change), the newly proposed lights at the N59 Link Road/Ragoon Road junction will only delay and hinder traffic further on the Ragoon Road, adding to the burden of local drivers and residents.

Figure 2 and 3 shows the proposed link road as was displayed on the N6 Galway City Transport Project website (<http://www.n6galwaycity.ie/phase-2/public-consultation-no-3/>) at the time of the final public consultation in May 2015. At that time, the N59 Link Road South was to run opposite Bóthar Stiofán. By November 2015, the link road was moved from opposite Bóthar Stiofán to cut-off Bóthar Diarmuida. The website (<http://www.n6galwaycity.ie/phase-3/chosen-design-option-ballymoneen-road-to-n59-20112015/>) states regarding the "Chosen Design Option: Ballymoneen Road to N59 – 20/11/2015": *Following feedback received from landowner meetings and submissions received, the design option to be progressed from Ballymoneen Road to N59 Moycullen Road has been selected. The design option will incorporate:*

- *The alignment of the proposed mainline from Ballymoneen Road to N59 Moycullen Road will be as shown in Option B.*
- *The alignment of the N59 Link Road between the N59 junction and the Letteragh Road will be moved to the east.*
- *The N59 Link Road will incorporate an at-grade signalised junction at the Letteragh Road, as shown in Option B.*
- *The N59 Link Road between Letteragh Road and Ragoon Road will be moved east to be parallel to Bóthar Diarmuida.*
- *The existing entrance to Bun A' Chnoic and Rosán Glas housing estates will be altered to exit onto the N59 Link Road at a signalised junction.*
- *The N59 Link Road will join the Ragoon Road at the existing entrance to Bun A' Chnoic and Rosán Glas housing estates at a signalised junction.*
- *The Gort na Bró Road will be realigned to join the Ragoon Road at the proposed meeting point of the N59 Link Road with Ragoon Road, the existing road to Ragoon Road will be decommissioned.*
- *The road connecting the Galway Retail Park Roundabout to Gort na Bró Roundabout will be realigned to connect directly east onto Gort na Bró Road at a signalised junction, the existing road will be decommissioned. This will reduce the Gort na Bró Roundabout to a four arm roundabout.*

Chapter 4 of the EIAR (Pg 162 Section 4.8.3) gives the following explanation for moving the link road away from Bóthar Stiofán onto Bóthar Diarmuida. *The direct connection of the N59 Link Road South to Bóthar Stiofán was removed and redirected to Gort na Bró Road. This alteration was incorporated into the design as it is a more appropriate connection point for the following reasons:*

- Eliminates the conflict between direct accesses from existing homes and traffic accessing the proposed road development*
- Minimises impacts on homes on Bóthar Stiofán*
- Separates heavy goods vehicles accessing the Galway West Retail Park from the local movements and vulnerable road users directly accessing onto Bóthar Stiofán*

We contend that the same three reasons can and should be used to justify the moving of the link road away from Rosán Glas and Bóthar Diarmuida.

In December 2015 I (Oliver) emailed Arup and the N6 Galway City Transport Project to lodge an objection to this move of the link road. We object to the co-opting and dead-ending of Bóthar Diarmuida which will remove our current direct access to the Ragoon Road, and we further object to the imposition of the Bóthar Diarmuida/N59 Link Road junction. We object to any signalised junction at our estate (*the existing entrance to Bun A' Chnoic and Rosán Glas housing estates will be altered to exit onto the N59 Link Road at a signalised junction.*). We object to the N59 Link Road south/Ragoon Road signalised junction placed at the end of Bóthar Diarmuida.

AN BORD PLEANÁLA

21 DEC 2018

LTR DATED _____ FROM _____

LDG- _____

ABP- _____

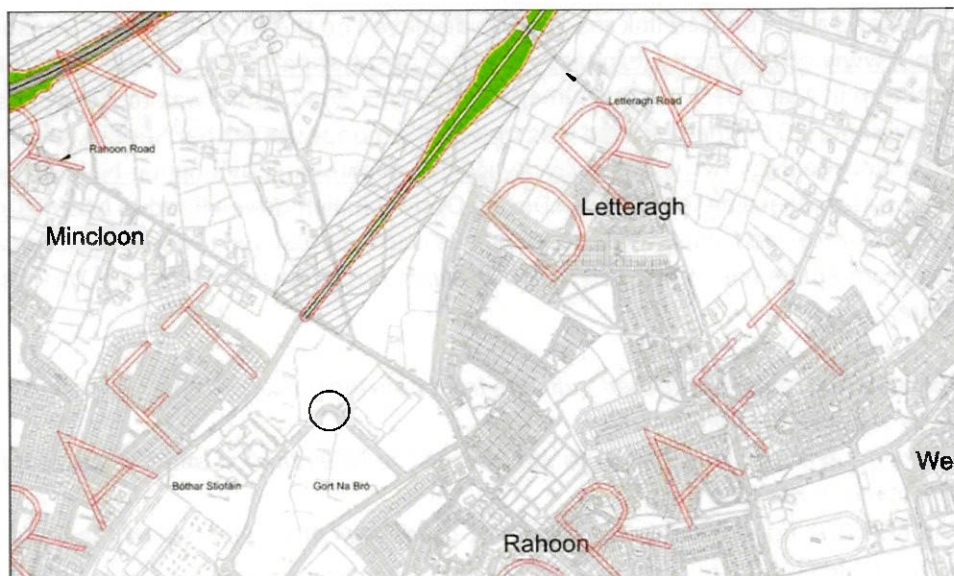


Figure 2 Snippet from GCOB-SK-R-319 (Emerging Preferred Route Corridor – OS) from the N6 Galway City Transport Project website, <http://www.n6galwaycity.ie/phase-2/public-consultation-no-3/> The circle highlights a possible connection point for the link road discussed in the text.

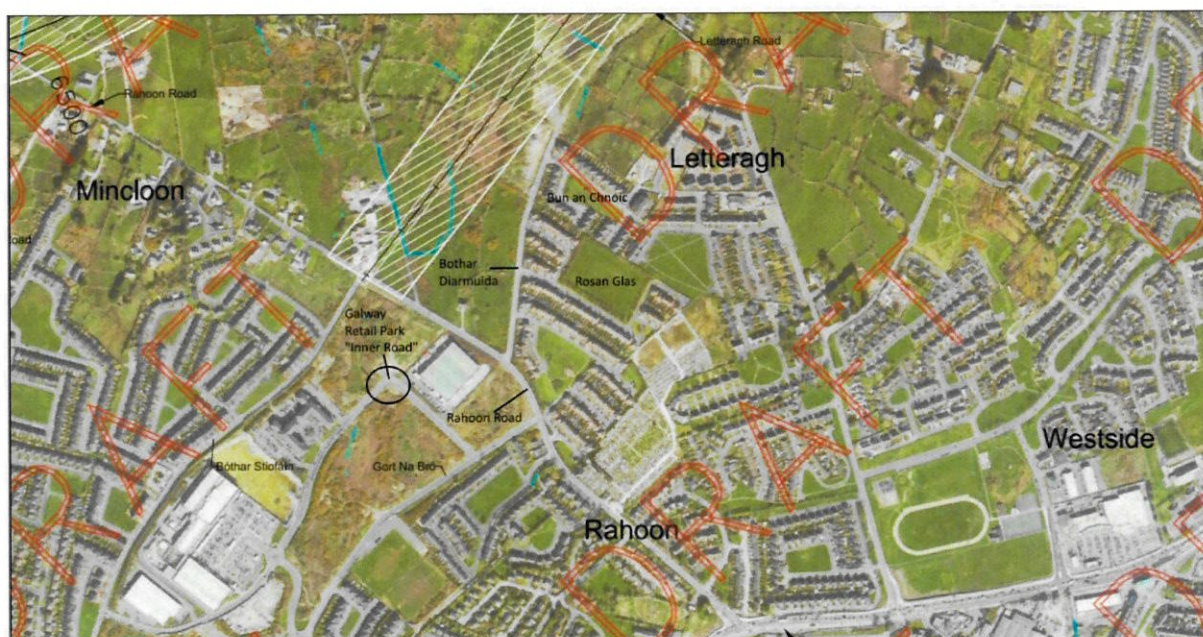


Figure 3 Snippet from GCOB-SK-R-347 (Emerging Preferred Route Corridor (Corridor Only) – Aerial), available from from the N6 Galway City Transport Project website, <http://www.n6galwaycity.ie/phase-2/public-consultation-no-3/> The circle on the Galway Retail Park "internal road" highlights a possible connection point for the link road discussed in the text.

The Galway City Development Plan 2017-23 contains Figure 4 and 5 showing the zoning of lands around Rosán Glas and the Rahoona Road, and the position of the proposed N59 Link Road. The link road is to bisect residentially zoned lands north of Rosán Glas. We object to this.

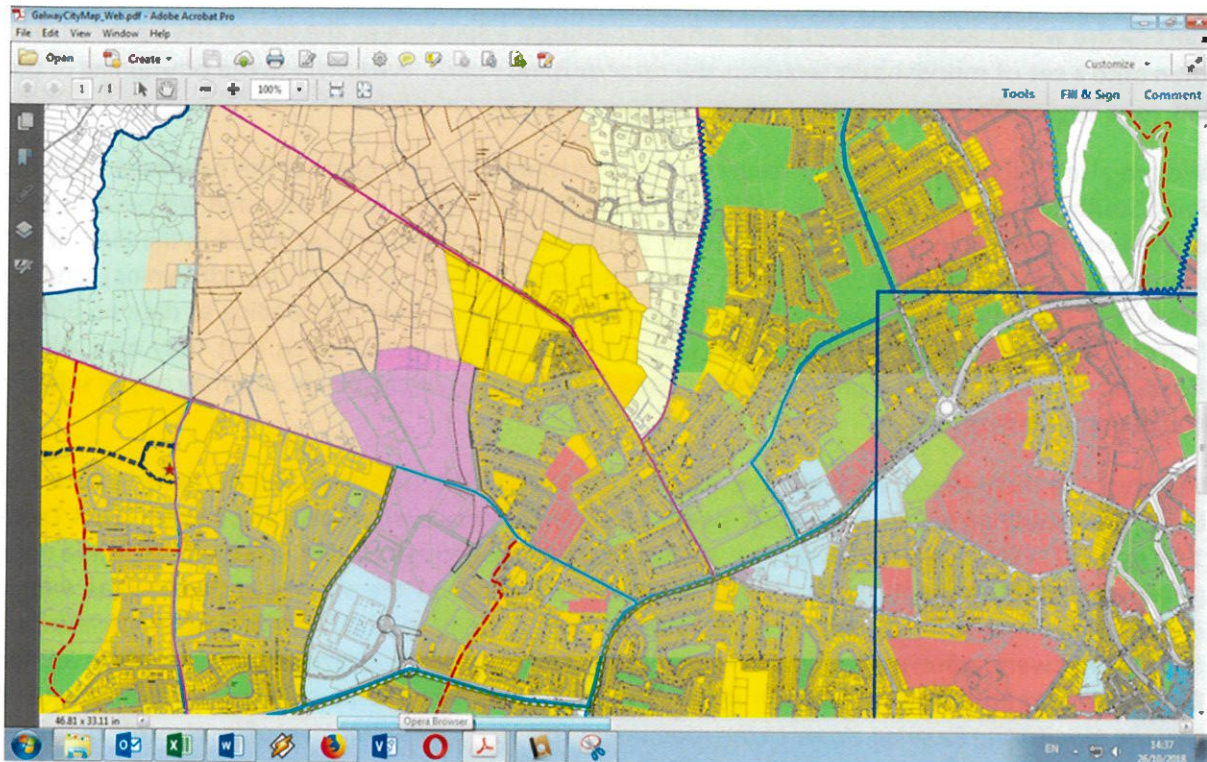












Figure 4 The N59 Link Road South (outlined in black) travels through agricultural lands (peach colour) a designated commercial-industrial, enterprise light industry zone (pink colour) as well as a residential zone (yellow) (Galway City Development Plan 2017-23).

GALWAY CITY DEVELOPMENT PLAN :

Land Use Zoning Objectives

	Agriculture
	Recreational and Amenity
	Low Density Residential
	Agriculture and High Amenity
	Local Area Plans for Ardaun and Murrough
	Residential
	Enterprise, Light Industry and Commercial
	Community, Cultural and Institutional
	Enterprise, Industrial and Related
	City Centre

Zone

A
RA
LDR
G
LAP
R
CI
CF
I
CC

Figure 5 Zoning colours for the Galway City Development Plan 2017-23 in Figure 3.

We question why a study was not done on the possible placement of the link road between Bóthar Stiofán and Bóthar Diarmuida, thereby not impacting on either (such information is not in the EIAR). The link road could conceivably be built to pass on the western side of Allergan and connect directly to the Galway Retail Park internal road (a potential connection position is encircled in Figure 2 and 3). The retail traffic (cars and HGV) to the retail park and businesses (including expected increases to be funnelled onto this link road) are then fed directly to the entrances of the businesses. The road would also service the front of Gaelscoil Mhic Amhlaigh and its school car park. The proposed link road to

AN BORD PLEANALA

2-1 DEC 2018

LTR DATED _____ FROM _____

LDG- _____

ABP- _____

Gort na Bró would have the traffic pass two other estates, a sports field, the rear of the Gaelscoil, and then onto a set of roundabouts to access the retail/business park. We object to the positioning of the link road adjacent to other estates and the playing field.

We are also concerned about the creation of attenuation/drainage ponds at the proposed N59 Link Road South/Rahoon Road junction. Although said to be a best practice solution and will become part of the local environment, they can contribute to increased local flooding (as stated in the EIAR) if not maintained (drains need to be cleared). They also pose a health & safety risk (drowning), and an eyesore (if not landscaped and maintained properly). There has been no flooding to date on Bóthar Diarmuida, Rahoon Road, or Rosán Glas and we object to the ponds given that they may add to flooding, risk the health and safety of our children, may become rubbish traps, and may not be suitably landscaped nor maintained.

We object to increases in local noise levels that the increased traffic flow so close to our estate will bring. Current Lden values at receptor points in Rosán Glas are Lden 45 dBA and 63 dBA (EIAR Table 17.8 pg 1377). We query the validity of, and express the need to remeasure, the 63 dB level as a note given with measurement states: *"Noise levels at two areas in the vicinity of Rosán Glas within Letteragh were surveyed. At survey location 8a an Lden value of 45dB(A) was derived. Noise levels at this location were influenced mainly by intermittent passing vehicles entering the estate along Bóthar Diarmuida and bird song. At location 8b passing traffic was noted to be significantly more frequent and the monitoring location closer to the road side. In addition, a greater level of local estate activities was noted resulting in noise levels of 63dB Lden being measured at this location."* The two measurement locations are not representative of the estate. Measurements were also not taken adjacent to the two crèches and one Montessori in the estate, where children eat, sleep and play for much of their week, making these locations of vulnerable and sensitive receptors to noise.

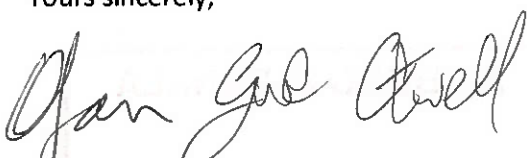
Along the proposed link road the noise levels will be Lden 56-57 dBA in 2024, up from a current 45 dBA. We note that a 10 dB increase is twice the loudness and we object to this increase in noise levels. Personally this doubling of loudness will be a significant impact on our daily lives. Night time levels are predicted to be Lnight 48 dBA but no current 2016/17/18 Lnight levels are given as comparison. We object to the lack of a more detailed noise survey so close to a residential population, and the lack of any proposed noise control measures on the link road.

We are also concerned that lanterns on the proposed link road to light the road at junctions and along edge of Rosán Glas will impact on residences along this road (light spillover into gardens, windows of residences).

We object to the adverse socio-economic and cultural impact the Link Road and the Ring Road as a whole will have on us personally and locally, as well as on those people who are will be losing their homes through CPO in Barna, Galway and elsewhere. We object to these homes being demolished. We are objecting to families losing their homes and communities. We believe the adverse social economic and cultural impact of this road is far greater than any adverse environmental impact other routes may have.

We trust you will read and take our objections into serious consideration.

Yours sincerely,



Oliver Ryan, Gwen Cantwell.