

Our Case Number: ABP-318220-23.



An
Coimisiún
Pleanála

Linda Rabbitte
'Garrai Beag'
Coolough
Menlo
Galway

Date: 31 July 2025

Re: N6 Galway City Ring Road
Galway.

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent letter in relation to the above mentioned proposed road development. The contents of your letter have been noted.

If you have any queries in relation to this matter please contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above-mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Lauren Griffin
Executive Officer
Direct Line: 01-8737244

HA06

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AN COIMISIÚN PLEANÁLA	
LDG-	081738-25
ACP-	
30 JUL 2025	
Fee: €	50
Type:	Chg
Time:	10.00
By:	Port

Linda Rabbitte
Garrai Beag
Coolough
Menlo
Galway

25-07-25

Re: N6 Galway City Ring Road Amended Application/Report in response to request for further information REFERENCE NO: 302885-18

To whom it may concern

I have recently reviewed the above named report. While it is undoubtedly a comprehensive and technical analysis of the proposed project, all it highlights to me is the absolute destruction of the only scenic area within walking distance of Galway city.

It states that there are ONLY 4 European sites within the zone of influence of the project. These sites have NOT been given European protection status for no good reason. Also, the extremely detailed report specifically names every potential plant, mammal, soil and water quality, birds ect all of which WILL absolutely be affected during the construction phase and operational phase of this project. Printing out and highlighting the 'disclaimer' (see quoted text below) after every chapter is not going to change the reality on the ground.

"It has also been objectively concluded by Scott Cawley Ltd following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted impacts from the project the effective implementation of the mitigation measures proposed, that the Project will not adversely affect(either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects, and there is no reasonable scientific doubt in relation to this conclusion."

It really is a case of the devil quoting scripture to suit himself here. If you smash an egg and then try to stick it back together with glue, will it be adversely affected? Have the same integrity? Still an egg. Of course not!

Similarly, once you shake the foundations of the historical Menlo Castle and erode its surrounding Environs, which is an area rich in heritage and has an adjacent cemetery, please do not tell me that it will retain all the integrity it had prior to construction! Or that any mitigation measures can fully restore it!

Likewise, the Galway racecourse, a major tourist attraction and provides an economic boom to the city annually. Even with all the mitigation measures which are beautifully outlined in the comprehensive report put in place, no doubt, the Galway race meeting will be adversely affected.

The updated Galway city development plan 2023-2026 outlines policy for the protection of historical sites, culture and areas of high scenic amenity within Galway city. Menlo village and specifically Menlo Castle is mentioned. These areas are few and far between as our city becomes a

metropolis with multiple high rise student apartment blocks already under construction all over, 2 of which within 2km radius of Menlo, and also affecting areas of European habitat conservation.

This is a huge sacrifice for a Galway city outer bypass road, and I personally do not think it is worth it. What is to be gained? There has been much controversy about this project from the beginning. There are many alternatives to this road. The Natura Impact statement, section 10 summarises and I quote: *"Numerous alternatives have been considered. However the alternatives are more damaging in terms of property demolition and other potential environmental impacts in comparison to the proposed N6GCRR"*. I totally disagree with this quoted statement above.

The word : **Imperceptible**, is used frequently throughout the report. The definition of which; *so slight, gradual, or subtle as not to be perceived*. There is nothing subtle about major construction works! The damage caused throughout the construction phase will not be easily repairable. All areas and affected individuals living within the "zone of influence" of this project will be adversely affected. Health, Air quality, Ecosystem services, soils and water, Landscape and visual, these are all mentioned in the report.

One particular statement caught my eye. Quote from NIS Section 9. " *Landscape and Visual; the impact on health and in particular psychological health associated with landscape change is assessed as slightly negative and long term, as people tend to get accustomed to the new visual landscape, the impacts are not assessed as significant.* "

So basically, we are being told that we better get used to it! That does not mean it is necessarily an good thing! NIS Section 9.5 Air quality: *"No significant residual air quality impacts are envisaged for human receptors as it is predicted that compliance with air quality standards for protection of human health will be achieved."*

Unfortunately, I happen to be one of the 'human receptors' living adjacent to the entrance to the Lackagh Quarry, which is an integral part of the project. Not only is this quarry one of the tunnels for the proposed GCRR, the quarry will also be one of the designated MDA [Materials deposition area] during the construction phase. The construction phase said to last 36 months! Predictions estimate that there will be Excavators and large haulage vehicles moving to and from the Lackagh quarry site every 6 minutes during the construction phase. I gave testimony to during the oral hearing in march 2020, that my residence and a number of others, utilise this private road to access the public road. We will be in danger every time we leave the house! There is no pathway to the public road . We will be forced to walk beside these vehicles! Don't tell me that my air quality will not be affected by the materials passing my house continuously, as well as the obvious danger posed from the vehicles themselves.

Furthermore, I wish to point out that the structural integrity of the Lackagh quarry most likely has been compromised since the original engineering surveys related to the N6GCRR were conducted. This is due to multiple blasts conducted in the vicinity of the quarry in recent years. Evidence of which may be found in the National seismic reports, readily available online. My own property which is adjacent to the Lackagh Quarry has suffered damage from these seismic tremors. Therefore it can be concluded with some certainty that the quarry itself may have been structurally altered. One would presume that such engineering surveys would have to be repeated in light of this.

To conclude, regardless of wording in this extensive report, the reality of the situation is that this project will do more harm than good to Galway city. The alternatives must be revisited. There is too much irreparable damage and destruction at stake. A smashed egg cannot be repaired.