

Written submission.

THE EXAMINING INSPECTOR HAS STATED HE WOULD WELCOME ANY SUGGESTIONS FOR SITE VISITS. WE CONSIDER THAT VISITING THIS UNSAFE AND UNSUITABLE ROUTE CONSIDERED AS CONSTRUCTION SITE ACCESS BE A PRIORITY. THE RESIDENTS OF GROESLON, WAUNFAWR, SHOULD NOT BE SACRIFICED AS COLLATERAL DAMAGE IN THE OVERALL CONSIDERATION OF THIS PROJECT.

The reasons being that in the Draft Environmental Statement

Paragraph 2.9.9 it states that for an effect to be non-significant it has to be Minor or Negligible and considered manageable.

The effects of using the route proposed to construct Q1 have not been shown to be manageable by SPH. No satisfactory method of managing or mitigating the traffic problems on this route have been put forward by SPH. The effect of using this route must therefore be classified as significant.

The Mitigation/ management proposed by SPH in the form of traffic lights and/or banksmen does not reduce the risks identified, and will never reduce the risk to the necessary minor or negligible level because of the reasons identified here.

There are 56 properties and 16 private drives, several serving more than one property, and they can never safely or properly be managed in this way.

The road from the junction at the A4085 is mostly under 3 metres wide, travels steeply uphill and around unsighted bends, including a blind crossroads with the busy road to Llanrug, using mirrors to try to help safe crossing.

The schoolchildren wait at this crossroads for the buses, and walk from and to their homes along this lane.

There are no footpaths and no room to make any, deep drainage ditches run alongside to accommodate storm water and essential to stop flooding.

Many cottages are built alongside the roadway, they were built before foundations were common and will be extremely vulnerable to damage from loaded heavy goods vehicles climbing uphill. Some elderly residents are frightened and wondering who will pay for any damage, how will it be monitored and will they be safe in their own homes?

The Aecom Environmental Statement chapter 12 paragraph 6.39 states that on street parking will need to be addressed, but many residents here have no off street space, why should they have the inconvenience of being moved to facilitate a profit making scheme. The weather can be very extreme here and any idea of preventing parking outside their homes will not be tolerated.

There are no photos or details at all of the large and dangerous section of road between the crossroads and the top moor, this is the most populated and at risk part of the proposed route.

Between photograph 26 and 27 are many areas that cannot be mitigated or managed without road closure, this is not an option.

Bearing all this in mind it is not possible to reduce the level of risk on this route to a non significant level.

THERE IS NO EVIDENCE THAT SPH HAVE THOROUGHLY INVESTIGATED ALTERNATIVE ROUTES. SAFE ACCESS FOR RESIDENTS AND WORKERS ALIKE MUST BE FOUND AND IDEALLY THROUGH THE GLYN RHONWY SITE ITSELF.