



An  
Bord  
Pleanála

## Inspector's Report

**ABP-317780-23**

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|                         |   |
|-------------------------|---|
| Development             | BusConnects Bray to City Centre Core Bus Corridor Scheme  |
| Location                | Bray, Co. Wicklow to Dublin City  |
| Planning Authorities    | Dublin City Council, Dún Laoghaire-Rathdown County Council, Wicklow County Council  |
| Applicant               | National Transport Authority  |
| Type of Application     | Applications under the provisions Section 48 of the Roads Act 1993, as amended (Compulsory Purchase Order (CPO))            |
| Objectors               | See Appendix A and B  |
| Date of Site Inspection | 14 <sup>th</sup> February 2024, 20 <sup>th</sup> June 2024, 2 <sup>nd</sup> September 2024, 30 <sup>th</sup> September 2024 |
| Inspector               | Tomás Bradley   |

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## **Appendices**

Appendix A: Observations of October 2023

Appendix B: Observations of July 2024

## **1.0 Introduction**

The National Transport Authority (NTA or 'the applicant') have made an application to An Bord Pleanála (the Board) under Section 48 of the Roads Act 1993, as amended (Compulsory Purchase Order (CPO)) for confirmation of lands to be compulsorily acquired for the implementation of said road development scheme for the construction and operation of the Bray to Dublin City Centre Core Bus Corridor (CBC) Scheme ('the proposed scheme') for the purposes of facilitating public transport. The road development scheme is commonly referred to as 'BusConnects'. The proposed scheme is one of twelve such BusConnects schemes within the Dublin area.

The proposed scheme has an overall approximate length of 18.5 km.

The proposed scheme consists of the development of transport infrastructure primarily related to improving for buses, cyclists and pedestrians including:

- pedestrian crossings which will increase by 60% from 106 to 170;
- segregated cycle facilities will increase from 47% to 91%;
- bus priority measures will increase from 69% to 99.6%.

## 2.0 Administrative Matters

### 2.1 Timeline of Application

For clarity, the following dates are noted:

| Table 1: Timeline of Application |  |
|----------------------------------|--|
| Date                             | Detail   |
| 3 <sup>rd</sup> March 2021       | Pre-Application Consultation Request Opened  |
| 12 <sup>th</sup> August 2021     | Pre-Application Consultation Closed  |
| 4 <sup>th</sup> August 2023      | Roads/CPO Application Lodged   |
| 10 <sup>th</sup> October 2023    | Last Date for Submissions/Observations   |
| 1 <sup>st</sup> November 2023    | The Board requests the applicant to respond to Submissions / Observations by 28 <sup>th</sup> November 2023                    |
| 24 <sup>th</sup> November 2023   | Applicant requests the Board give extension of time for response to Submissions/Observations until 29 <sup>th</sup> March 2023 |
| 27 <sup>th</sup> November 2023   | The Board approves extension of time for response to Submissions / Observations until 29 <sup>th</sup> March 2023              |
| 15 <sup>th</sup> January 2024    | Inspector makes Oral Hearing Recommendation  |
| 21 <sup>st</sup> February 2024   | The Board defers Oral Hearing Direction until submission from Applicant is received.   |
| 25 <sup>th</sup> March 2024      | Applicant requests the Board give extension of time for response to Submissions/Observations until 24 <sup>th</sup> May 2024.  |
| 29 <sup>th</sup> March 2024      | The Board approves extension of time for response to Submissions/Observations until 24 <sup>th</sup> May 2024                  |
| 24 <sup>th</sup> May 2024        | The applicant provides response to Submissions / Observations  |
| 4 <sup>th</sup> June 2024        | Inspector updates Oral Hearing Recommendation  |
| 10 <sup>th</sup> June 2024       | Oral Hearing Direction Issued by the Board   |
| 17 <sup>th</sup> June 2024       | The Board advises observers of Oral hearing Direction and requests the observers to respond to by 15 <sup>th</sup> July 2024   |
| 15 <sup>th</sup> July 2024       | The Observers provide response to Applicant's Submission of 24 <sup>th</sup> May 2024  |

### 2.2 Pre-Application Consultation

The Board and the NTA held pre-application consultations (ABP-309584-21) under section 51A of the Roads Act 1993, for the development of twelve standalone BusConnects schemes in Dublin. A total of four pre-application consultation meetings took place between the Board and the prospective applicant on the following dates:

- 21<sup>st</sup> April 2021
- 20<sup>th</sup> May 2021
- 10<sup>th</sup> June 2021
- 29<sup>th</sup> June 2021

The pre application discussions were closed on the 12th of August 2021. The Board gave advice to the NTA regarding the procedures involved and what considerations relating to the effects of the proposed scheme on the environment or the proper



planning and sustainable development may have on its decision in relation to the application.

A determination in relation to whether the project is strategic infrastructure development or not is not required under the Roads Act.

## **2.3 Oral Hearing**

There was several requests for an oral hearing to be held in respect of the proposed scheme in submissions made by observers in October 2023. However, it was decided that no Oral Hearing be held as directed by the Board on the 10<sup>th</sup> of June 2024 and instead observers were given the opportunity to make another written submission.

It is noted that in submissions received before the 15<sup>th</sup> of July 2024, many observers again requested that the Board reconsider this direction and proceed to hold an oral hearing. However, I am satisfied that the Board's direction remains appropriate and written evidence has allowed for a proper and full assessment of the case without recourse to an oral hearing. It is considered that there is no issue arising that lacks clarity or detail or are so complex as to require a hearing.

The holdings of an oral hearing is, if course, entirely at the discretion of the Board.

## **2.4 Further Information**

On the 24<sup>th</sup> of May 2024, the applicant provided a response to observations and objections and as noted above, third parties had a further opportunity to consider the NTA's responses and submit further written comments if deemed necessary. This information was received before the 15<sup>th</sup> of July 2024.

On the basis of all the information received from the applicant and observers, it was considered there is no issue arising that lacks clarity or detail or are so complex as to require Further Information be requested from the applicant or indeed the observers and the applications can be satisfactorily assessed based on the information provided.

## **2.5 Site Visits**

The site was visited on several occasions and by different modes of transport given the nature of the proposed scheme. These occurred on the following dates:

- 14<sup>th</sup> February 2024 (by motor car),
- 20<sup>th</sup> June 2024 (by pedal bike),
- 2<sup>nd</sup> September 2024 (by public bus),
- 30<sup>th</sup> September 2024

It should also be noted that Google Street View was relied on and supplemented the site visits given it provides an accurate photographic record of the majority of the site. Most photography on Google Street View dates to 2023. It is noted, however, that certain locations date to 2017. All locations were ground truthed on site visits.

## **2.6 Notes for Reader**

Please note that throughout this report, the proposed scheme is considered from north to south for consistency and legibility. This aligned with the information submitted by the applicant in the planning particulars.

When describing the scheme, reference is also made to:

- 'inbound' or 'northbound' - in the direction of St Stephen's Green, Dublin City.
- 'outbound' or 'southbound'- in the direction of Bray, Co. Wicklow.

## 3.0 Site Location and Description

### 3.1 Description of the Route

The proposed scheme consists of construction of bus, cycle and pedestrian infrastructure and has an overall length of approximately 18.5 km. The site makes up an arterial urban route between Dublin City Centre and the south and east of the Dublin Metropolitan area. It also makes up a wider inter-urban route to settlements in the south-east of Ireland in counties Wicklow and Wexford.

It incorporates the following classified roads set out in Table 2.

| <b>Table 2: Classified Roads included within the site</b>  |                           |                               |
|--|---------------------------|-------------------------------|
| Road   | From                      | To                            |
| R138 Regional Road   | St. Stephen's Green       | Mount Merrion Av., Co. Dublin |
| N11 National Primary Road  | Mount Merrion, Co. Dublin | Loughlinstown, Co. Dublin     |
| R837 Regional Road   | Loughlinstown, Co. Dublin | Shankill, Co. Dublin          |
| R119 Regional Road   | Shankill, Co. Dublin      | Cork Great, Co. Dublin        |
| R761 Regional Road   | Cork Great, Co. Dublin    | Bray, Co. Wicklow             |
| Note: The site also incorporates a number of roads, streets and lanes adjoining these primary roads. |                           |                               |

The proposed scheme is described in four sections as set out in Table 3.

| <b>Table 3: Description of the route within the site</b>   |  |  |
|--|--|--|
| Section  | Name   | Description  |
| 1  | Leeson Street to Donnybrook (Anglesea Road Junction);                | The proposed scheme commences at St Stephen's Green East and continues to the junction of Leeson Street Lower and Earlsfort Terrace. The proposed scheme is routed along Leeson Street Lower and Upper, and Sussex Road. It continues along Morehampton Road and Donnybrook Road, through Donnybrook Village |
| 2  | Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout;     | The route continues on to the Stillorgan Road, serving the UCD Interchange via the Stillorgan Road Overbridge at Belfield. The route then continues on the Stillorgan Road (N11), which carries on to the Bray Road to Loughlinstown Roundabout.   |
| 3  | Loughlinstown Roundabout to Bray North (Wilford Roundabout);         | From Loughlinstown Roundabout it runs along the Dublin Road (R837) to St. Anne's Church and then continues south through Shankill village along the R119.  |
| 4  | Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge). | It then passes through Wilford Junction and along the Dublin Road until it terminates on Castle Street in Bray, on the north side of the River Dargle crossing.  |
| Note: The site also incorporates a number of roads, streets and lanes adjoining these primary roads. |  |  |

A full description of the precise roads, streets, lanes, junctions related to the proposed scheme is set out in Chapter 4 of the Environmental Impact Assessment Report (EIAR) submitted with the related application (ABP-317780-23).

## 3.2 Description of the Location

The site of the proposed scheme is described below in terms of its characteristics in four sections.

| Table 4: Description of the route within the site                       |      |   |
|---|------|---|
| Sec.  | Name | Description   |
| <b>Leeson Street to Donnybrook (Anglesea Road Junction);</b>            |      |   |
| 1   |      | <p>Between St Stephen's Green and Lesson Street Upper the area is characterised by four-storey buildings with continuous frontages with some pedestrian guardrails. This section includes a wide carriageway with minimal pedestrian crossing points. The end of Leeson Street Lower, at the canal, marks a threshold between the city street and inner suburban character. Eustace Bridge junction is a complex and busy area with multiple pedestrian and cycle crossings.</p> <p>This section at Leeson Street Upper and Sussex Road has an inner suburban residential character with a one-way gyratory. It includes a large central median on Leeson Street Upper with existing trees and a sculpture. Leeson Street Upper has significant pedestrian movements which reduce on the approach to Sussex Road. There are two and three-storey residential buildings along Leeson Street Upper and Sussex Road, with a small section of four-storey residential buildings along part of Leeson Street Upper. There are popular pubs, restaurants and a retail area at the junction with Sussex Terrace. Standard materials are applied to footpaths</p> <p>Between Leeson Street Upper to Wellington Place there are predominantly inner suburban residential in character with front gardens, hedges and mature street trees. It is dominated by vehicular movements with limited active frontages. There is a listed building in this section. Standard concrete materials are applied along footways</p> <p>On Morehampton Road the character is character with two and three-storey buildings with front gardens and hedges. Significant mature trees line this section of road on either side. There is some on street parking and footpaths consisting of poured concrete and concrete kerbs. A local retail area is well used near Herbert Park Junction.</p> <p>Donnybrook Road is a local retail centre with other mixed-use buildings. There are predominantly two and three-storey buildings, many offering active edges to the street. The wide carriageway dominates the area with limited pedestrian crossing points. Significant parking is provided along retail frontages. High quality mature trees make a significant contribution to the character to this area.</p> <p>Before Anglesea Road is an inner suburban mixed-use character area. Energia Park is a local landmark with a high boundary wall edge along Donnybrook Road. The road is relatively wide through this section with minimal urban realm amenity.</p> |
| <b>Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout;</b> |      |   |
| 2   |      | <p>Between Stillorgan Road and Anglesea Road to UCD Campus Existing Character: This section is a wide arterial road. It is composed of standard footpath materials which are mostly poured concrete. An existing cycle lane runs parallel to the footpath. In some areas guardrails and street clutter diminish the quality of the character.</p> <p>There is a continuous median along most of the section, with some trees often of low quality. The rest of the route is a wide arterial road with residential and mixed-uses on its edges. Trees and green spaces are located along the route and median. Loughlinstown Roundabout is a threshold point that leads the route into the Shankill and Bray area.</p>   |
| <b>Loughlinstown Roundabout to Bray North (Wilford Roundabout);</b>     |      |   |
| 3   |      | <p>Between Loughlinstown Roundabout to St Anne's Shankill, Including Stonebridge Road there is an outer suburban character. The route typically bounds residential properties with a mix of boundary types including timber fences, hedges, railings and walls, as well as mature trees behind. The built form is generally two-storey houses, some with high boundaries. In places the existing road widths are narrow. Two schools are located on Stonebridge Road. St Anne's Church is a significant local landmark in the area. This section also links with the Shankill Dublin Area Rapid Transit (DART) station area.</p> <p>The section between St Anne's Shankill and Cherrington Road, Including Shankill Village comprises a narrow road leading into the Shankill Village Centre with retail on the western side and residential properties on the eastern side. The retail area comprises two-storey,</p>  |

|  |  |
|--|--|
|  | <p>fine grain retail frontages in a Village setting. Small trees are present within planters along retail side and mature trees line the residential edge. 'Heritage' style lighting in black is laid through the village centre.</p> <p>After the main part of Shankill Village, it continuous as a suburban character with narrow carriageway widths in some sections. The main residential areas are set apart from the roadway by areas of green space. Significant lengths of this section of road are tree lined. A small retail area is located at the Barbeque Centre. There is fencing and hedges present along parts of the route. Shanganagh Park and Cemetery are local landmarks. There are numerous property entrances and listed structures along the route at this point</p>   |
| <b>Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge).</b>                          |  |
| 4  | <p>The Wilford Roundabout is a wide roundabout with existing grassed area, planting and stone boundary walls. South of the roundabout is of outer suburban character with one and two-storey residential edges, with large front gardens in front of houses with some high fences and edges. Out of town commercial premises feature in this section. Residential properties set back from the road edge.</p> <p>After Old Connaught Avenue there are retail areas in several parts of this section, including the Industrial Yarns Complex. One to three-storey residential properties are present approaching the Village Centre. There is a significant change in topography towards the Village Centre. Castle Street has a local Village Centre character with retail and mixed uses. The street is relatively wide with narrow footpaths and car parking along Castle Street. A recently upgraded small area of urban realm exists close to Fran O'Toole Bridge.</p> |
| Note: The site also incorporates a number of roads, streets and lanes adjoining these primary roads. |  |

Overall, the site is located within an urbanised environment primarily along an existing and busy transport corridor which already accommodates foot, cycle, bus and general traffic. There is a mix of uses along site including, residential, retail and commercial, community and social, village centres as well as amenity space. There are a number of landscape and built heritage features along and in the vicinity of the site which are identified in the relevant sections of the EIAR submitted with the related application (ABP-317780-23).

## **4.0 Proposed Scheme**

The proposed scheme is an upgrade to the existing bus priority, cycle facilities and pedestrian infrastructure associated with large sections of the Stillorgan/Bray Quality Bus Corridor (QBC), which has been in place for several decades. It will in particular see additional bus priority, cycle facilities and pedestrian infrastructure in the Shankill and Bray areas, where they currently do not exist.

### **4.1 Development Description (High Level)**

The proposed scheme consists of inter alia:

- 36.9 km (two-way) of bus priority infrastructure and traffic management;
- 33.8 km (total both directions) of cycling infrastructure and facilities;
- Provision of new/refurbished pedestrian facilities and footpaths along the scheme and associated ancillary works;
- Widening of the existing pedestrian underpass at St. Laurence Stillorgan, N11 Stillorgan Road;
- Provision of 54 signalised junction upgrades and associated ancillary works;
- Provision of 80 new/refurbished raised table side entry facilities;
- Reconfiguration of existing bus stops resulting in 98 number new bus stop facilities;
- Public Realm works including landscaping, planting, street furniture, street lighting, boundary walls and sustainable urban drainage (SUDs) measures;
- Roads associated earthworks including excavation of unacceptable material, importation of material and temporary storage of materials;
- Provision of road pavement, signing, lining and ancillary works;
- Provision of gates, fencing and boundary treatment works;
- Provision of new and diverted drainage infrastructure;
- Diversion of utilities and services including associated ancillary works; and
- Construction of accommodation works including boundary treatments and ancillary grading and landscaping works; together with all ancillary and consequential works associated therewith.

These details of the proposed scheme are set out in the relevant Public Notices, which accompanied the planning application.

The Board should note that the consequential works associated therewith include the demolition and rebuilding of a protected structure (RPS) Woodbrook Side Lodge (DLR 1874).

Once commenced, it is expected that the construction phase will take approximately 36 months. It is expected the works would occur prior to 2028. The proposed scheme will be constructed in sections that will, individually, have shorter durations typically ranging between 2 to 12 months.

For conciseness, below is a summary of the proposed changes transcribed from Table 6.1 of the EIAR submitted with the related application (ABP-317780-23).

| <b>Table 5: Summary of Changes as a result of the Proposed Scheme</b> |                |               |
|---|----------------|---------------|
| Total Length of Proposed Scheme                                       | 18.5km         |               |
| Bus Priority  | Existing (km)  | Proposed (km) |
| <b>Bus Lanes</b>  |                |               |
| Inbound   | 12.6           | 16.1          |
| Outbound  | 12.8           | 17.1          |
| <b>Bus Priority through Traffic Management</b>                        |                |               |
| Inbound   | 0.0            | 2.3           |
| Outbound  | 0.0            | 1.4           |
| Total Bus Priority (both directions)                                  | 25.4           | 36.9 (+45% )  |
| <b>Bus Measures</b>   |                |               |
| Proportion of Route with Bus Priority Measures                        | 69%            | 99.60%        |
| <b>Cycle Facilities – Segregated</b>                                  |                |               |
| Inbound   | 8.0            | 16.5          |
| Outbound  | 9.4            | 16.9          |
| <b>Cyclist Facilities – Non-segregated</b>                            |                |               |
| Inbound   | 7.5            | 0.4           |
| Outbound  | 7.4            | 0.0           |
| <b>Cyclist Facilities - Overall</b>                                   |                |               |
| Total Cyclist Facilities (both directions)                            | 32.3           | 33.8 (+5%)    |
| Proportion Segregated (including Quiet Street Treatment)              | 47%            | 91%           |
| <b>Other Features</b>   |                |               |
| Number of Pedestrian Signal Crossings                                 | 119            | 176           |
| Number of Residential Properties with Land Acquisition                | Not applicable | 56            |

## 4.2 Development Description (Detailed)

The proposed scheme is described further below. It is noted that the applicant in Chapter 2 of the EIAR submitted with the related application (ABP-317780-23) sets out more detail on the development including:

- justification for where deviations occur from standard cross sections,

- detail on bus lane and stop provision,
- cycling provision,
- junction design,
- parking and loading bay design,
- landscape and urban realm proposals,
- land acquisition and use,
- rights of way

The General Arrangement Drawings should be read in conjunction with this general description which is taken directly from the EIAR.

| Table 6: Description of the route within the site            |      |   |
|--|------|---|
| Sec.   | Name | Description   |
| <b>Leeson Street to Donnybrook (Anglesea Road Junction);</b> |      |   |
| 1  |      | <p>The section runs along Leeson Street Lower and Upper from the junction with St Stephen's Green, providing continuous bus priority and segregated cycle tracks in each direction. A bus gate has been located at the end of Leeson Street Lower before the St Stephen's Green junction. General inbound traffic is now to be directed from Leeson Street Lower on to Hatch Street Lower, and then on to Earlsfort Terrace in order to reach St Stephen's Green. There will be two-way general traffic introduced on Earlsfort Terrace between the Hatch Street Lower Junction and St Stephen's Green to facilitate this. This will require the northbound bus lane on Earlsfort Terrace to be made a general traffic lane. The existing left turning ban at Earlsfort Terrace towards Stephen's Green North has been removed to facilitate the general traffic movement.</p> <p>The one-way system on Sussex Road and the adjacent section of Leeson Street Upper have been retained, with a reduced number of general traffic lanes in each direction to allow for full bus and cycle lane provision and retain existing parking. The proposed junction at Fitzwilliam Place and Leeson Street Lower from the Fitzwilliam Cycle Route (DCC 2023) has been incorporated into the Proposed scheme, while revised junction layouts at Appian Way, Waterloo Road, and Wellington Place have been designed to improve road user throughput and safety.</p> <p>The full cycle track and bus lane provision continues along Morehampton Road, where in places the cycle tracks are brought behind the tree line. This will impact a number of on-street parking bays between Wellington Place and Belmont Avenue. A 'No Right Turn' restriction has been added from Morehampton Road onto Auburn Avenue to reduce crossing point conflicts.</p> <p>From Mulberry Lane to Rampart Lane the northbound bus lane has been removed to allow for two reduced width segregated cycle tracks in both directions, while the southbound bus lane has been retained along this narrow section. SCP at the Eglinton Terrace junction on Donnybrook Road will provide northbound bus priority over this length. The perpendicular parking spaces south of Mulberry Lane have been converted to parallel spaces, while the echelon parking spaces on the other side of the road have been retained. From Eglinton Terrace southwards to Eglinton Road a dedicated bus lane, segregated cycle track, and general traffic lane are provided in each direction. The tie in for the proposed Dodder Greenway, designed and built by others, has been included in the design at the Eglinton Road junction on Donnybrook Road.</p> <p>On Donnybrook Road between Eglinton Road and Anglesea Road in the southbound direction, there is a straight ahead and left-turn lane, a straight ahead general traffic lane, a bus lane, and a cycle track provided. The northbound approach on the Stillorgan Road towards Beaver Row has a cycle track, bus lane, a combined left and ahead general traffic</p> |



|   |   |
|---|---|
|   | <p>lane, and a right-turn lane to Ailesbury Road. Between Beaver Row and Eglinton Road there is a cycle track, bus lane, and a combined left and ahead traffic lane.</p> <p>Coach laybys have been proposed at certain locations to reduce instances of loading coaches blocking the bus lane.</p> <p>It is proposed that, where possible along Section 1 of the Proposed scheme, existing kerb lines will be retained and the BusConnects Design Guide will be adhered to. Signal Controlled Priority shall be employed at certain locations where full segregated bus lane provision has not been possible due to space constraints.</p>  |
| <b>Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout;</b> |   |
| 2   | <p>The existing lane configuration is maintained on the Stillorgan Road between the Beaver Row / Anglesea Road junction and Foster's Avenue, apart from the southbound on-slip at Belfield, where a continuous bus lane is now provided from the slip road to the Stillorgan Road. To achieve this, the existing southbound bus lane on the Stillorgan Road has been truncated and will require coaches, buses, and taxis using it to merge with the adjacent general traffic lane as they pass under the Belfield flyover. New continuous bus lanes will be provided on the southbound off-slip, and across the Belfield flyover. It is intended to provide segregated cycle tracks on each slip road and a two-way segregated cycle track on the Belfield flyover. A separate cycle link will be provided to the adjacent sideroad to the east of the southbound slip roads.</p> <p>On the Stillorgan Road between Seafield Road and Foster's Avenue it is intended to provide a bus lane, a one-way segregated cycle track, and two general traffic lanes in each direction. A short length of two-way segregated cycleway will be provided on each side in this area due to the proximity to UCD. This will run from Woodbine Road to Merrion Grove by the southbound carriageway, and from Foster's Avenue to the newly proposed cycle entrance into UCD opposite Seafield Road by the northbound carriageway. A short new two-way cycle track connection is provided southbound from Merrion Grove which will improve access from Coláiste Eoin / Coláiste Íosagáin to the N11 junction with Merrion Grove.</p> <p>In addition, new junction layouts have been provided at RTÉ and Nutley Lane to improve road user throughput and safety. Bus stop locations and layouts have been reviewed, and in certain areas adjusted, to ensure optimum integration with interfacing services. Coach laybys have been proposed at certain locations to reduce instances of loading coaches blocking the bus lane.</p> <p>The bus interchange proposals at UCD have been developed in collaboration with UCD and are coordinated with the UCD Future Campus masterplan. The UCD Bus Interchange General Arrangement drawings (BCIDB-JACENV_LA-0013_IN_00-DR-LL-9001) in Volume 3 of the EIAR submitted with the related application (ABP-317780-23) can be referenced in conjunction with the main drawing series for the Proposed scheme, to provide a more detailed overview of the UCD Interchange proposals. The proposed UCD interchange is located adjacent to the Belfield interchange on the R138 Stillorgan Road (at Chainage A4000 of the Proposed scheme) and consists of two main operation zones. The main interchange plaza adjacent to the N11 northbound slip road will accommodate high frequency bus routes. The interchange bus islands located south of the UCD veterinary building, to the north-west of the main plaza and existing woodland, will be used for lower frequency and regional bus routes, as well as to provide overflow for the main plaza services. The interchange proposals also capture upgrade works for a shared pedestrian and cyclist commuter route along a naturally developed route through the existing woodland area. The overall site will provide 20 bus stop locations with 12 standard NTA / UCD bus shelters finished to match UCD street furniture. Two landmark bus shelters are proposed with passenger seating area. Each shelter will serve two stops on each side of the main plaza, positioned central to the stops they serve. The shelter's cantilevered canopies provide large, covered areas of waiting, supplementing the semi-enclosed waiting rooms. 87m of seating is provided, enough for 40% of the estimated 350 peak bus patrons. They have been designed to provide a cohesive solution adjacent to UCD's proposed Future Campus masterplan development, including the proposed Arrival Plaza.</p> |

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|   | <p>The existing Lane configuration between Foster's Avenue and Wyattville Road has for the most part been retained. Junction designs along the route have been reviewed in an attempt to remove left turn filter lanes crossing cycle lanes where possible.</p> <p>Between Merrion Grove and Lower Kilmacud Road it is proposed to provide a bus lane and two general traffic lanes plus a one-way segregated cycle track in each direction. A new dedicated footpath is to be provided between the Lower Kilmacud Road and the Old Dublin Road (Stillorgan), and the Old Dublin Road (Stillorgan) and Trees Road Lower junctions on both sides of the Stillorgan Road. The new southbound footpath at this location will require an extension to the existing St Laurence's Park subway, where a new toucan crossing will also be provided across the Stillorgan Road. The slip road from the Stillorgan Road on to The Hill at Stillorgan is proposed to be closed.</p> <p>The northbound cycle track north of Brewery Road has been diverted on to St Brigid's Church Road, additional traffic calming and footway improvement measures are proposed along the St Brigid's Church Road to accommodate this. A section of southbound cycle track has also been diverted on to Belmont Terrace at Galloping Green. A new pedestrian link is proposed to South Park from Bray Road in Cornelscourt, and to Shanganagh Vale from the Bray Road.</p> <p>It is proposed to maintain one bus lane and two general traffic lanes in each direction between Wyattville Road and Loughlinstown Roundabout. Widening of the carriageway and a setback of existing vehicle restraint systems in front of the pedestrian footbridge will be provided on the southbound carriageway to ensure a continuous southbound bus lane through the Loughlinstown Roundabout.</p> <p>Footpaths are not proposed as per existing infrastructure between the Old Bray Road and Cornelscourt Shopping Centre pedestrian bridge, and between Clonkeen Road and Johnstown Road junctions and between Johnstown Road junction and the new junction at Druid's Glen Road, as alternative walking routes exist on adjacent quieter roads.</p> <p>A new footpath is proposed on either side of the Stillorgan Road at the new junction on the N11 at Druid's Glen Road which tie-in with the existing footpath towards Wyattville Road. Improvements have been made to cycle track provisions at the Wyattville Road Junction. The existing adjacent northbound Bray Road slip towards Cherrywood Road will be retained in its current two-way layout.</p> <p>At the Loughlinstown Roundabout it is proposed to signalise the existing roundabout on three arms and to provide a continuous bus lane southbound through the junction towards Shankill.</p> <p>In addition, new junction layouts have been proposed at all major junctions along this section to remove existing left turn slips and to provide improved cycle movements. The northbound U-turn Lane has been removed at the Westminster Road junction in order to facilitate a toucan crossing.</p> <p>It is proposed that existing kerb lines will be retained and that the BusConnects Design Guide will be adhered to where possible along Section 2 of the Proposed scheme.</p> |
| <b>Loughlinstown Roundabout to Bray North (Wilford Roundabout);</b> |  |
| 3   | <p>Between Loughlinstown Roundabout and Stonebridge Road it is intended to provide a bus lane and general traffic lane in both directions. Where bus lanes are not continuous, Signal Controlled Bus Priority has been provided. South of Stonebridge Road up to Crinken Lane, where bus lanes are not continuous in both directions due to existing constraints, SCP has been proposed to ensure bus priority. Signal Controlled Bus Priority has been proposed between the St Anne's Church / Corbawn Lane Junction and Rathmichael Woods in the northbound direction.</p> <p>Segregated cycle tracks have not been provided between Loughlinstown Roundabout and Stonebridge Road along the Proposed scheme. It is intended to provide a two-way cycle track from Stonebridge Road on the Dublin Road as far as the Shanganagh Road junction, and on Stonebridge Road as far as Stonebridge Lane to provide a cycle link to the two schools on Stonebridge Road.</p>  |

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|   | <p>The roundabout between the Dublin Road, Corbawn Lane, and Shanganagh Road is proposed to be upgraded to a signalised junction with new pedestrian crossing facilities and SCP for buses. Corbawn Lane is to be an exit only junction on to Shanganagh Road. A dedicated right-turn lane is proposed from Shanganagh Road on to Beechfield Manor. A dedicated left turn lane from Shanganagh Road into Beechfield Manor is also to be provided.</p> <p>The proposed design between the Shanganagh Road junction and Crinken Lane retains the existing general traffic lanes with no bus or cycle lanes, apart from a section of the northbound carriageway where a bus lane is provided from Crinken Lane to a new junction at the entrance to Olcovar. Signal-controlled bus priority will be provided along this section. The Quinn's Road roundabout is to be upgraded to a signalised junction, and an upgraded signalised junction is proposed at the entrance to the Olcovar development. Footpaths along the Dublin Road at Cherrington Drive and Beech Road are to be retained at their roadside location.</p> <p>From Crinken Lane to the Wilford Roundabout it is proposed to provide northbound and southbound bus lanes, segregated cycle tracks and general traffic lanes. Signal-controlled bus priority will be used northbound from Wilford Junction for a short distance as far as Woodbrook College. Where appropriate, roadside trees shall be retained by locating the proposed footpaths and cycle tracks behind the tree line. Improved lighting and crowning of trees will be provided to enhance visibility.</p> <p>New pedestrian crossings are proposed at the new junction outside Olcovar, south of Crinken Lane, south of Allies River Road, and by Crinken Church. The existing pedestrian crossing at Woodbrook College is to be moved southwards to provide a crossing point close to the relocated southbound bus stop.</p> <p>At Shanganagh Park and Shanganagh Cemetery, the northbound and southbound cycle track are proposed to be diverted into the park, alongside the southbound footpath, and behind green space and existing trees to the eastern side of the carriageway between two Toucan Crossings, with a newly proposed cemetery boundary wall set back to enable the retention of the roadside tree line. New lighting and crowned trees will be provided to ensure through visibility. Playground areas will be retained in their current existing location as part of BusConnects proposals. Their final future location will be confirmed as part of the Shanganagh Park and Cemetery Masterplan.</p> <p>Two new residential developments are under construction, at Shanganagh Castle and the Woodbrook Estate. The proposed signalised junctions for these developments and bus stops have been coordinated with the development proposals and incorporated within the design.</p> <p>It is proposed that existing kerb lines will be retained and that the BusConnects Design Guide will be adhered to where possible along Section 3 of the Proposed scheme. Bus stop locations and layouts have been reviewed, and in certain areas adjusted, to ensure optimum spacings. Coach laybys have been proposed at certain locations along the route to reduce instances of loading coaches blocking the bus lane.</p> |
| <b>Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge).</b> |  |
| 4   | <p>From the M11 junction (Wilford Roundabout) to the Lower Dargle Road, it is proposed to continue with a bus lane, general traffic lane and a segregated cycle track in each direction. All junctions have been developed further to provide improved cycle movements. It is proposed to replace the Wilford Roundabout with a new signalised junction. The Corke Abbey Avenue / Old Connaught Avenue junction with the Dublin Road has been designed to cater for the proposed bus and cycle lanes, and to remove the left turn slips in and out of Corke Abbey Avenue. The design for the Upper Dargle Road junction with the Dublin Road has removed the northbound left turn slip from the Dublin Road. The junction with the new road at Chapel Lane has also been upgraded to a signalised junction, including improved cycle and pedestrian movements.</p> <p>The proposed works will impact the existing Woodbrook Side Lodge, which is a heritage structure located at the southern end of the Woodbrook Estate in Bray. It is proposed to demolish the existing lodge and build a new lodge building further east of its present location in order to allow for road widening in that area. In order to reduce the heritage</p>   |

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|  | <p>impact associated with the demolition, it is proposed to reuse some of the materials from the existing lodge within the new lodge, where it is fit for reuse. Refer to the Woodbrook Side Lodge Plans and Elevations drawings (BCIDB-JAC-BLD_ZZ-0013_XX_01-DR-AA-0001, BCIDB-JAC-BLD_ZZ-0013_XX_02-DR-AA-0001) in Volume 3 of the EIAR submitted with the related application (ABP-317780-23) for detail on the proposed schemes to rebuild the Woodbrook Side Lodge residential property. The EIAR has assessed the impacts associated with the demolition and subsequent construction of a replacement lodge building. However, in order to ensure a worst-case scenario has been assessed, where relevant an assessment has also been done of a scenario in which the building is not replaced.</p> <p>The proposed works will impact the existing Circle K Petrol Station on the eastern side of the Dublin Road. In order to make space for the wider cross-section at this location, the outer four pumps will be removed, and the canopy size will be reduced. The remainder of the petrol station will be reinstated. Refer to Chapter 5 (Construction) and the Circle K General Arrangement drawing (BCIDB_JAC_SPW_AW-0013_XX_00_DR_0001) in Volume 3 of the EIAR for detail on the proposed schemes at this location.</p> <p>At the end of the Proposed scheme at the tie-in to the Fran O'Toole Bridge, the northbound bus lane starts just after the Lower Dargle Road junction so the tie-in at the Proposed scheme termination consists of a southbound bus lane and two general traffic lanes and cycle track in both directions, on the immediate Castle Street approach to the Fran O'Toole Bridge, where the Proposed scheme will end. This layout has been developed to coordinate with the proposed Bray Bridge Improvement Scheme.</p> <p>It is proposed to retain the existing kerb lines wherever possible and adhere to the design standards from the PDGB along Section 4 of the Proposed scheme. Bus stop locations have been reviewed, and in certain areas adjusted, to ensure optimum spacings. Coach laybys have been proposed at certain locations along the route to reduce instances of loading coaches blocking the bus lane</p> |
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### 4.3 Development Need

The applicant has put forward a statement of need in Section 3.0 of the EIAR submitted with the related application (ABP-317780-23) which largely arises from the congestion caused by private car dependence which is affecting quality of life, the urban environment, and road safety. Due to upward population trends in the Greater Dublin Area (GDA) congestion will increase unless an intervention is made.

Increasing congestion will result in longer and less reliable pedestrian, cycle, and bus journeys throughout the region and this will affect the quality of people's lives.

Overall, the proposed scheme will make a significant contribution to the aims and objectives of the GDA Transport Strategy 2022 – 2042 as well as supporting the key actions and targets for transport set out in the Climate Action Plan 2024 (CAP24).

The CAP24 seeks a 50% reduction in transport emissions by 2030. There is also a target for a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share.

### 4.4 Development Objectives

The objectives of the proposed scheme are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality.
- Enhance the potential for cycling by providing safe infrastructure, segregated from general traffic wherever practicable.
- Support the delivery of an efficient, low carbon and climate resilient public transport service, supporting the achievement of Ireland's emission reduction targets.
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin.
- Improve accessibility to jobs, education, and other social and economic opportunities; and
- Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

#### **4.5 Documents supporting the Proposed scheme**

The following documents were submitted to the Board in the first instance in support of the proposed scheme:

- CPO Documentation
  - CPO and Schedule
  - Deposit Maps
  - Bray Site Notices
  - Privacy Notice for Impacted Properties

On the 24<sup>th</sup> of May 2024, the applicant submitted information in respect of ABP-317780-23 (CPO), as requested by the Board, in response to submissions on the file from observers. This included:

- NTA Observations on the Proposed Scheme CPO Objections
  - Overview of Objections
  - Response to Individual Objections

## **5.0 Planning History**

A review of the relevant local authority planning portal and the Board's case files was carried out on the 26<sup>th</sup> of August 2024 to collate any relevant, recent (within 10 years) planning history for the site. A detailed planning history is provided in Volume 4 of the EIA Appendices in A2.1 Planning Report submitted with the related application (ABP-317780-23). This is noted.

There are a significant number of planning applications along the route which include large residential, domestic residential such as alterations to existing houses, commercial and community development and telecommunication infrastructure etc. This is to be expected in such urban locations. These are all noted and considered in the context of the assessment below – in particular the cumulative and in-combination assessments.

A number of observers to the file made reference in their submissions to planning histories for particular sites, which are noted and acknowledged.

## **6.0 Policy Context**

The Board should note the following European, national and regional level policies and guidance which will be relied on in the assessment below. They are generally all supportive, both directly and indirectly, of mobility scheme such as at proposed.

### **6.1 European**

#### **6.1.1 Towards a Fair and Sustainable Europe 2050: Social and Economic Choices in Sustainability Transitions (European Union (EU) Commission 2023)**

This foresight study looks at sustainability from a holistic perspective but emphasises the changes that European economic and social systems should make to address sustainability transitions. The EU has committed to sustainability and sustainable development, covering the three dimensions (environmental, social and economic) of sustainability. Transport is identified as an area of opportunity to increase the speed of a cultural shift towards sustainably.

#### **6.1.2 Sustainable and Smart Mobility Strategy 2020 (EU Commission, 2020)**

The Smart and Mobility Strategy aims to reduce transport emissions by 90% by 2050. Objectives include:

- increasing the uptake of zero-emission vehicle,
- making sustainable alternative solutions available to the public & businesses,
- supporting digitalisation & automation, and
- improving connectivity & access.

#### **6.1.3 European Green Deal (EDG) (European Commission (EC), 2019)**

The EC has adopted a set of proposals such as making transport sustainable for all, to make the EU's climate, energy, transport and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels.

## **6.2 National**

### **6.2.1 Climate Action Plan 2024 (DECC, 2024)**

The CAP24, builds on CAP23 and sets out a roadmap to halve emissions by 2030 and reach net zero by 2050. CAP24 continues to seeks the implementation of carbon budgets and sectoral emissions ceilings that were introduced under the *Climate Action and Low Carbon Development (Amendment) Act, 2021*. Sector emission ceilings were approved by Government in July 2022 for the electricity, transport, built environment – residential, built environment – commercial, industry, agricultural and other (F-gases, waste & petroleum refining) sectors. Finalisation of the emissions ceiling for the Land Use, Land Use Change and Forestry (LULUCF) sector has been deferred from July 2022.

Citizen engagement and a strengthened social contract between the Government and the Irish people will be required around climate action. Some sectors and communities will be impacted more than others. A just transition is embedded in CAP24 to equip people with the skills to benefit from change and to acknowledge that costs need to be shared. Large investment will be necessary through public and private sectors to meet CAP24 targets and objectives.

The electricity sector will help to decarbonise the transport, heating and industry sectors and will face a huge challenge to meet requirements under its own sectoral emissions ceiling. CAP24 reframes the previous pathway outlined in CAP23 and CAP21 under the Avoid-Shift-Improve Framework to achieve a net zero decarbonisation pathway for transport. This is a hierarchical framework which prioritises actions to reduce or avoid the need to travel; shift to more environmentally friendly modes; and improve the energy efficiency of vehicle technology.

Road space reallocation is a measure outlined under both ‘avoid’ and ‘shift’ to promote active travel and modal shift to public transport. It is recognised that road space reallocation can redirect valuable space from on-street car-parking and public urban roadways to public transport and active travel infrastructure (such as efficient bus lanes, and more spacious footpaths and segregated cycle-lanes), whilst also leading to significant and wide-scale improvements in our urban environments. A National Demand Management Strategy was commenced in 2023 with the aim of reducing travel demand and improving sustainable mobility alternatives.



The major public transport infrastructure programme set out in the National Development Plan (NDP) rebalances the share of capital expenditure in favour of new public transport schemes over road projects. BusConnects in each of our 5 cities, the DART+ Programme and Metrolink will continue to be progressed through public consultations and the planning systems. BusConnects is a key action under the major public transport infrastructure programme to deliver abatement in transport emissions, as outlined in CAP24 for the period 2024-2026.

### **6.2.2 Cycle Design Manual (NTA, 2023)**

The Cycle Design Manual 2023 replaced the previous 2011 National Cycle Manual and draws on the experience of cycle infrastructure development over the past decade and international best practice to help deliver safe cycle facilities for people of all ages and abilities. The Manual is intended as a live document that will be updated to reflect emerging best practice.

Chapter 2 of the Manual sets out the five main requirements of safety, coherence, directness, comfort, and attractiveness) that designs should fulfil to cater for existing cyclists and to attract new cyclists to the network.

Chapter 3 of the Manual addresses wider cycle network planning. Designing for cycling is covered in Chapter 4,

The Manual makes a single reference to BusConnects under protected junctions, where it is noted that a small number of such junctions have been implemented in Ireland and many more are currently being planned under active travel schemes around the country and on BusConnects corridors in Dublin and regional cities. The Manual anticipates that the continued rollout of protected junctions will improve junction consistency and coherence on the cycle network.

### **6.2.3 National Sustainable Mobility Policy (DoT, 2022)**

The purpose of this document is to set out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade.

A key objective of the document is to expand the bus capacity and services through the BusConnects Programmes in the five cities of Cork, Dublin, Galway, Limerick

and Waterford; improved town bus services; and the Connecting Ireland programme in rural areas.

#### **6.2.4 National Sustainable Mobility Policy Action Plan 2022-2025 (DoT, 2022)**

This action plan sets out specific goals and associated core actions to deliver the National Sustainable Mobility Policy. BusConnects is identified as a key project to be delivered within 2025.

#### **6.2.5 National Development Plan 2021-2030 (DPE, 2021)**

The NDP Review contains a range of investments and measures which will be implemented over the coming years to facilitate the transition to sustainable mobility. These measures include significant expansions to public transport options, including capacity enhancements on current assets and the creation of new public transport links through programmes such as Metrolink.

The NDP recognises BusConnects as one of the Major Regional Investments for the Eastern and Midland Region and this scheme is identified as a Strategic Investment Priority within all five cities.

Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, towns and villages across the country.

Transformed active travel and bus infrastructure and services in all five of Ireland's major cities is fundamental to achieving the overarching target of 500,000 additional active travel and public transport journeys by 2030. BusConnects will overhaul the current bus system in all five cities by implementing a network of 'next generation' bus corridors including segregated cycling facilities on the busiest routes to make journeys faster, predictable and reliable.

Over the lifetime of this NDP, there will be significant progress made on delivering BusConnects with the construction of CBCs expected to be substantially complete in all five cities by 2030.

#### **6.2.6 National Investment Framework for Transport in Ireland (DoT, 2021)**

One of the key challenges identified within this document relates to transport and the ability to maintain existing transport infrastructure whilst ensuring resilience of the most strategically important parts of the network. Population projections are

expected to increase into the future and a consistent issue identified within the five cities of Ireland is congestion. Given space constraints, urban congestion will primarily have to be addressed by encouraging modal shift to sustainable modes.

Within the cities, frequent and reliable public transport of sufficient capacity and high-quality active travel infrastructure can incentivise people to travel using sustainable modes rather than by car.

BusConnects is identified as a project which will alleviate congestion and inefficiencies in the bus service. The revised NDP 2021- 2030 sets out details of a new National Active Travel Programme with funding of €360 million annually for the period from 2021 to 2025. A new National Cycling Strategy is to be developed by the end of 2022 and will map existing cycling infrastructure in both urban and rural areas to inform future planning and project delivery decisions in relation to active travel.

#### **6.2.7 Design Manual for Urban Roads and Streets (DHLGH, 2019)**

This Manual provides guidance on how to provide a balanced design for urban streets. To encourage more sustainable travel patterns and safer streets, the Manual states that designers must place the pedestrian at the top of the user hierarchy, followed by cyclists and public transport, with the private car at the bottom of the hierarchy. The following key design principles are set out to guide a more place-based/ integrated approach to road and street design.

- To support the creation of integrated street networks which prioritise higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport.
- The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.
- Quality of the pedestrian environment.
- Greater communication and cooperation between design professionals through the promotion of a plan-led multidisciplinary approach to design.

The manual recommends that bus services should be directed along arterial and link streets and that selective bus detection technology should be considered that prioritises buses. It is noted that under used or unnecessary lanes can serve only to

increase the width of carriageways (encouraging greater speeds) and can consume space that could otherwise be dedicated to placemaking /traffic calming measures.

#### **6.2.8 National Planning Framework Project Ireland 2040 (DHPLG, 2018)**

The National Planning Framework (NPF) establishes the fundamental national objective of achieving transition to a competitive, low carbon, climate resilient and environmentally sustainable economy by 2050,

Managing the challenges of future growth is critical to regional development. A more balanced and sustainable pattern of development, with a greater focus on addressing employment creation, local infrastructure needs and addressing the legacy of rapid growth, must be prioritised. This means that housing development should be primarily based on employment growth, accessibility by sustainable transport modes and quality of life, rather than unsustainable commuting patterns.

National Strategic Outcome 4 (NSO 4) of the NPF recognises that Dublin and other cities and major urban areas are too heavily dependent on road and private, mainly car based, transport with the result that our roads are becoming more and more congested. The NDP makes provision for investment in public transport and sustainable mobility solutions to progressively put in place a more sustainable alternative. Furthermore NSO 4 provides support to develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs.

#### **6.2.9 Permeability in Existing Urban Areas Best Practice Guide 2015 (NTA, 2015)**

Among the priorities of the NTA are to encourage the use of more sustainable modes of transport and to ensure that transport considerations are fully addressed as part of land use planning. This guidance demonstrates how best to facilitate demand for walking and cycling in existing built-up areas.

#### **6.2.10 Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 (DoT, 2009)**

This is a government document that was prepared in the context of unsustainable transport and travel trends in Ireland. The overall vision set out in this policy document is to achieve a sustainable transport system in Ireland by 2020.

To achieve this the government set out 5 key goals

1. to reduce overall travel demand,
2. to maximise the efficiency of the transport network,
3. to reduce reliance on fossil fuels,
4. to reduce transport emissions and
5. to improve accessibility to transport.

To achieve these goals and to ensure that we have sustainable travel and transport by 2020, the Government sets targets, which include the following:

- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work.

## 6.3 Regional

### 6.3.1 Regional Spatial Economic Strategy for the Eastern and Midlands Region (RSES)

The Regional Spatial Economic Strategy for the Eastern and Midlands Region (RSES) sets out the strategic plan and investment framework for the region which includes counties, Dublin and all their constituent local authorities and Wicklow

Chapter 5 of the RSES refers to the Dublin Metropolitan Area Strategic Plan (MASP). The MASP is an integrated land use and transportation strategy for the Dublin Metropolitan Area that sets out a vision for the future growth of the metropolitan area and key growth enablers. Section 5.3 sets out the guiding principles for the growth of the Dublin Metropolitan Area and includes “Integrated Transport and Land use” which covers a range of issues from focusing growth along existing and proposed high quality public transport corridors to supporting the delivery of BusConnects and other public transport programmes. The following Regional Policy Objective (RPO) are noted.

| Table 7: Policies and Objective of the Regional Spatial Economic Strategy |   |
|---|---|
| Policy/Objective  | Detail  |
| <b>RPO 5.2</b>  | Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned. |

|                 |  |
|-----------------|--|
| <b>RPO 5.3</b>  | Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists |
| <b>RPO 8.18</b> | Improved access to Dublin Airport is supported, including Metrolink and improved bus services as part of BusConnects, connections from the road network from the west and north. Improve cycle access to Dublin Airport and surrounding employment locations. Support appropriate levels of car parking and car hire parking.            |

Section 5.6 of the RSES ‘Integrated Land use and Transportation’ references the key transport infrastructure investments in the metropolitan area as set out in national policy which includes “investment in bus based public transport” will be delivered through BusConnects, which aims to overhaul the current bus system in the Dublin Metropolitan Area. Chapter 8 ‘Connectivity’ of the RSES also references that bus infrastructure and services will be delivered through BusConnects (Section 8.4 refers).

### **6.3.2 Transport Strategy for the Greater Dublin Area 2022-2042**

The 2022-2042 Transport Strategy sets out a framework for investment in transport infrastructure and services up to 2042. The Transport Strategy recognises a wide range of challenges for transport underpinned by climate change; the COVID 19 pandemic; servicing the legacy development patterns; revitalising city and town centres; transforming the urban environment; ensuring universal access; serving rural development; improving health and equality; fostering economic development; and delivering transport schemes.

The overall aim of the Transport Strategy is “to provide a sustainable, accessible and effective transport system for the GDA which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports the regional economy.”

Chapters 10, 11 and 12 of the Transport Strategy address walking, accessibility, and the public realm; cycling and personal mobility vehicles; and public transport respectively, and these sections relate both directly and indirectly to the proposed BusConnects programme.

Chapter 12 sets out the strategy for an overall public transport system for the region, central to which is the delivery of a comprehensive bus network, based on enhanced level of service and much greater on-street priority. Section 12.2.2 of the Transport

Strategy notes that BusConnects Dublin comprises a range of elements including approximately 230km of radial bus priority and 200km of cycle routes, a new bus service network, new bus stops and shelters, low/zero emissions bus fleet, new park and ride interchanges, and a revised fare structure. The Proposed scheme is one of 12 radial schemes being brought forward under this programme to facilitate faster and more reliable bus journeys on the busiest bus corridors in the Dublin region. Key elements of the Cycle Network Plan will also be delivered along these corridors. The following measures in the Transport Strategy relate to the roll out of BusConnects:

| <b>Table 8: Transport Strategy for the Greater Dublin Area 2022-2042</b> |   |
|--|---|
| Measure  | Detail  |
| BUS1   | Core Bus Corridor Programme: Subject to receipt of statutory consents, it is the intention of the NTA to implement the 12 Core Bus Corridors as set out in the BusConnects Dublin programme.  |
| BUS2   | Additional Radial Core Bus Corridors: It is the intention of the NTA to evaluate the need for, and deliver, additional priority on radial corridors.  |
| BUS3   | Orbital and Local Bus Routes: It is the intention of the NTA to provide significant improvements to orbital and local bus services in the following ways:<br>Increase frequencies on the BusConnects orbital and local bus services; and<br>Providing bus priority measures at locations on the routes where delays to services are identified. |

A new Dublin area bus service network will be arranged on the basis on spines radiating from the city centre, orbitals around the city, other city bound routes, local routes, peak only services, and express routes. Periodic review will take place to implement appropriate additions or adjustments to the overall bus system.

With respect to walking, accessibility, and the public realm, it is recognised in the Transport Strategy that better urban design and placemaking will encourage more people to walk, cycle or use public transport. Specific measures are outlined to incorporate a high standard of urban design and placemaking into major public transport infrastructure schemes and walking and cycling projects, taking account of architectural heritage (PLAN14 and PLAN15 of the Transport Strategy refer). Furthermore, measure PLAN16 seeks the reallocation of road space to prioritise walking, cycling and public transport use and the placemaking functions of the urban street network. Other specific measures relating to walking, accessibility and public realm include Measure WALK2 – Improved Footpaths; Measure WALK4 – Improved Junctions; Measure WALK6 – Crossing Points; Measure WALK8 – Traffic-Free Streets and Pedestrianisation; and Measure WALK9 – regarding those with disabilities or mobility impairments.

In terms of cycling and personalised mobility vehicles, it is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive, and legible cycle network in accordance with the updated GDA Cycle Network (Measure CYC1 of the Transport Strategy refers). It is noted that some of the cycle provision included in BusConnects schemes examines the appropriateness of emerging international approaches to design standards. As the number of cyclists grows, the requirement to ensure that cyclists can travel unimpeded along their entire journey becomes critical and this needs to be reflected in how cycle infrastructure and other traffic is managed. This is reflected in the Transport Strategy through Measure CYC2 – Cycle Infrastructure Design; Measure CYC3 – Extended Hours of Operation of Cycle Infrastructure; and Measure CYC4 – Maintenance of Cycle Infrastructure.

Chapter 17 provides the outcomes and how the Strategy contributes to an enhanced natural and built environment (consolidated development, public realm and placemaking, reduced impacts of traffic, improved air quality and noise levels); how the Strategy leads to more connected communities and better quality of life (enhanced community interaction, high quality public transport coverage); how the Strategy contributes to a strong and sustainable economy; and how the Strategy fosters an inclusive transport system (equality, health and access to jobs).

### **6.3.3 Greater Dublin Area Cycle Network Plan (NTA, 2013 and 2022)**

The GDA Cycle Network Plan 2013 consisted of the urban network, inter-urban network, and green route network for local authority areas in the GDA (i.e., DCC, DLRCC, WCC and South Dublin, Fingal, Meath, Kildare County Councils). The key goal of the Cycle Network Plan was to ensure that a cycling culture is developed to an extent that by 2020, 10% of all journeys will be by bike via a high quality and extensive cycle route network.

The updated GDA Cycle Network was published along with the GDA Transport Strategy, 2022-2042. It is stated in the Strategy that “while the 2013 Plan has provided a robust framework for such investment to date, evolutions in cycle policy, design guidance and urban form since its publication have prompted an update of the network”. This review has ensured that the network proposed is fit for purpose and takes account of the needs of the full spectrum of users and trip types. The



revised GDA Cycle Network forms part of the Transport Strategy and is published in full alongside this report.”

The network plan includes a primary cycle route from St. Stephen’s Green to Loughlinstown Roundabout. Between Loughlinstown Roundabout and St Anne’s Roundabout it is identified as secondary route. It rejoins a primary route again at this point to Bray. There are also a number of secondary, (other primary) and greenway cycle routes which connect with/traverse the proposed scheme and will use junctions that will be subject to works.

## **6.4 County**

### **6.4.1 Dublin City Council**

#### *6.4.1.1 Dublin City Development Plan 2022-2028*

##### *Specific Policy Objectives in respect of BusConnects*

The main strategic approach of the Dublin City Development Plan 2022-2028 (DCDP) is to develop a city that is low carbon, sustainable and climate resilient. Chapter 8 of the DCDP relates to sustainable movement and transport, and highlights that the sustainable and efficient movement of people and goods is crucial for the success and vitality of the city, along with the need to move away from private car and fossil-fuel-based mobility to reduce the negative impacts of transport and climate change.

To this end Objective SMTO1 states:

*“To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/Luas); and 17% private (car/van/HGV/motorcycle)”.*

Table 8.1 of the DCDP sets out current and target mode share with cycling expected to increase by 7% by 2028 and public transport (bus, rail, and Luas) by 3% in the same timeline. It is stated that the modest increase in public transport mode share anticipates the construction of major public transport infrastructure that is proposed to occur over the lifetime of the plan, and accordingly the impact of public transport infrastructure projects on modal share is more likely to come into fruition during the lifespan of the following City plan.

Key strategic transport projects such as the proposed Metrolink, DART+, BusConnects programme and further Luas line and rail construction and extension will continue the expansion of an integrated public transport system for the Dublin region and have the potential for a transformative impact on travel modes over the coming years. DCC actively supports all measures being implemented or proposed by other transport agencies to enhance capacity on existing lines/services and provide new infrastructure. In this regard Policy SMT22 – Key Sustainable Transport Projects seeks:

*“To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained:*

*DART +,  
Metrolink from Charlemount to Swords,  
BusConnects CBC projects,  
Delivery of Luas to Finglas,  
Progress and delivery of Luas to Poolbeg and Lucan”*

#### *Related Policy Objectives in respect of BusConnects*

There are numerous policies in Chapter 8 of the DCDP which support the principle of sustainable mobility. Related policies include:

| <b>Table 9: Policies and Objective of the DCDP</b> |  |
|--|--|
| <b>Policy/Objective</b>                            | <b>Detail</b>  |
| <b>SMT1 Modal Shift and Compact Growth</b>         | To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth |
| <b>SMT3 Integrated Transport Network</b>           | To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region  |
| <b>SMT11 Pedestrian Network</b>                    | To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.   |
| <b>SMT12 Pedestrians and Public Realm</b>          | To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.  |

|  |  |
|--|--|
| <b>SMT13 Urban Villages and the 15-Minute City</b>                   | To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement.   |
| <b>SMT14 City Centre Road Space</b>                                  | To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes, and the private car, in particular, where there are intersections between DART, Luas and Metrolink and with the existing and proposed bus network.   |
| <b>SMT15 'Last-Mile' Delivery</b>                                    | To seek to achieve a significant reduction in the number of motorised delivery vehicles in the city through supporting and promoting the use of the 'last-mile' delivery through the development of micro hubs and distribution centres.   |
| <b>SMT16 Walking, Cycling and Active Travel</b>                      | To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.   |
| <b>SMT18 The Pedestrian Environment</b>                              | To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.   |
| <b>SMT19 Integration of Active Travel with Public Transport</b>      | To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.   |
| <b>SMT20 Walking and Cycling for School Trips</b>                    | (a) To prioritise and target a significant increase in the number of children walking and cycling to and from schools;<br>(b) To promote walking and cycling for school trips to all educational facilities;<br>(c) To promote and support initiatives such as "Safe Routes to School", the 'Green Schools' and 'Schools Streets' projects, and to prioritise school routes for permeability projects and provision and enhancements of pedestrian and cycle ways. |
| <b>SMT25 On-Street Parking:</b>                                      | To manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re-organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements.               |
| <b>SMT33 Design Manual for Urban Roads and Streets:</b>              | To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible.   |
| <b>SMT34 Street and Road Design:</b>                                 | To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.   |
| <b>SMT35 Traffic Calming and Self-Regulation Street Environments</b> | To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.   |

### *Zoning Objectives*

The majority of proposed works are within and along the existing public road where there is no specific zoning provided in the DCDP. The Proposed scheme runs adjacent to lands that have been zoned in the following areas:

| <b>Table 10: Zoning Objective of the DCDP</b>         |  |
|---|--|
| Zones   |  |
| Z1 Sustainable Residential Neighbourhoods             |  |
| Z2 Residential Neighbourhoods (Conservation Areas)    |  |
| Z3 Neighbourhood Centres                              |  |
| Z4 Key Urban Villages/Urban Villages                  |  |
| Z6 Employment/Enterprise                              |  |
| Z8 Georgian Conservation Areas                        |  |
| Z9 Amenity/Open Space Lands/Green Network             |  |
| Z11 Waterways Protection                              |  |
| Z12 Institutional Land (Future Development Potential) |  |
| Z15 Community and Social Infrastructure               |  |

### *Specific Policies in respect of Natural Heritage*

Chapter 10: Green Infrastructure and Recreation of the DCDP considers a range of policy objectives to protect and conserve natural heritage features. The following policies are noted.

| <b>Table 11: Natural Heritage Policies and Objective of the DCDP</b> |  |
|--|--|
| Policy Objective   | Heading  |
| GI5  | Greening of Public Realm / Streets   |
| GI9  | European Union Natura 2000 Sites   |
| GI10   | Flora and Fauna Protected under National and European Legislation Located Outside Designated Areas |
| GI10   | Proposed Natural Heritage Areas (NHAs)   |
| GI12   | National and International Sites for Nature Conservation   |
| GI13   | Areas of Ecological Importance for Protected Species   |
| GI14   | Ecological / Wildlife Corridors  |
| GI18   | Minimise Impact – Light and Noise  |
| GI29   | Protect Character of River Corridors   |
| GI40   | Tree Planting - General  |
| GI41   | Protect Existing Trees as Part of New Development  |
| GI42   | Tree Management  |

The following site specific objectives are noted:

| <b>Table 12: Site Specific Natural Heritage Policies and Objective of the DCDP</b> |                      |
|--|----------------------|
| Objective  | Site                 |
| Blue Green Corridors   | River Dodder         |
|  | Grand Canal          |
| Designated/European Sites  | Dublin Bay SACs/SPAs |
|  | Grand Canal pNHA     |
| Biosphere  | Dublin Bay Biosphere |
| Parks  | St Stephen's Green   |

### *Specific Policies in respect of Built Heritage*

Chapter 11: Built Heritage and Archaeology of the DCDP considers a range of policy objectives to protect and conserve built heritage features. The following policies are noted.

| <b>Table 13: Built Heritage Policies and Objective of the DCDP</b> |   |
|--|---|
| Policy Objective   | Heading   |
| BHA2   | Development of Protected Structures                         |
| BHA3   | Loss of Protected Structures                                |
| BHA7   | Architectural Conservation Areas                            |
| BHA8   | Demolition in an ACA  |
| BHA9   | Conservation Areas  |
| BHA10  | Demolition in a Conservation Area                           |
| BHA18  | Historic Ground Surfaces, Street Furniture and Public Realm |
| BHA19  | Historic Street Furniture and the RPS                       |
| BHA26  | Archaeological Heritage                                     |

The following site specific objectives are noted:

| <b>Table 14: Site Specific Built Heritage Policies and Objective of the DCDP</b> |  |
|--|--|
| Objective  | Site   |
| Conservation Areas   | St Stephen's Green East to Leeson Street Upper |
|  | River Dodder                                   |
| Architectural Conservation Area  | Mount Eden Road and Belmont Avenue             |
| Record of Monuments and Places   | St Stephen's Green East to Leeson Street Lower |
|  | Donnybrook Area                                |
| Protected Structures   | St Stephen's Green                             |
|  | Leeson Street Lower                            |
|  | Eustace Bridge                                 |
|  | Leeson Street Upper                            |
|  | Morehampton Road                               |
|  | Donnybrook Church                              |
|  | RTÉ Campus                                     |

#### **6.4.1.2 Dublin City Biodiversity Action Plan 2021-2025.**

The Dublin City Biodiversity Action Plan 2021-2025 (DCC Biodiversity Plan) recognises that in addition to legally designated sites there are numerous habitats across the city that have conservation value for biodiversity, including public parks and open spaces, rivers, canals, and embankments. The DCC Biodiversity Plan sets out five themes supported by objectives and actions which are listed below:

- Maintaining Nature in the City,
- Restoring Nature in the City,
- Building for Biodiversity,
- Understanding Biodiversity in the City, and
- Partnering for Biodiversity.

The objectives of the DCC Biodiversity Plan include; Objective 4 – Monitor and conserve legally-protected species within Dublin City, particularly those listed in the annexes of the EU Birds and Habitats Directive, Objective 11 – Ensure that measures for biodiversity and nature-based solutions are incorporated into new building projects, retrofit and maintenance works, and Objective 12 which promotes net biodiversity gain.

#### **6.4.1.3     *Draft Dublin City Centre Transport Plan 2023***

In September 2023 DCC in partnership with the NTA published the Draft Dublin City Centre Transport Plan 2023. Key initiatives outlined in the draft plan include:

- Removing 2 out of every 3 cars in the city centre which do not have a destination there.
- Implementing traffic management measures that prioritise pedestrians, public transport, and cyclists.

The Draft Plan acknowledges that the roll out of BusConnects and other public transportation projects over its lifetime will provide a major increase in public transport capacity as well as enabling buses to reach the city centre without undue delay. A critical element of the Draft Plan is to ensure that BusConnects can operate an efficient, reliable, and punctual service within the City Centre.

#### **6.4.2        *Dún Laoghaire-Rathdown County Council***

##### **6.4.2.1     *Dún Laoghaire-Rathdown County Development Plan 2022-2028***

##### ***Specific Objectives in respect of BusConnects***

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 (DLRCDP) is underpinned by the following five interrelated Strategic County Outcomes.

- Creation of a climate resilient County,
- Creation of a compact and connected County,
- Creation of a Network of liveable Towns and Villages,
- Creation of an inclusive and healthy County, and
- Creation of a vibrant economic County.

Chapter 5 of the DLRCDP refers to Traffic and Mobility, and the introduction to this chapter states that

*“A holistic approach to transport is required with the aim to reduce dependency on the private car in favour of walking, cycling and public transport,” with the aim of reducing congestion, create a more liveable city and reduce greenhouse gas emissions.*

The overall policy approach outlined in the DLRCDP is:

- To adopt the “Avoid-Shift-Improve Approach” to transport, (built around the principles of reducing/avoiding the need to travel, shift to environmentally friendly modes of travel and improving the efficiency of transport modes and vehicle technology).
- To integrate land use and transport policies.
- To support the demand management approach which focuses on moving people from the private car to more sustainable modes.
- To improve permeability for the pedestrian and cyclist.
- To improve attractive high quality inclusive and connected walking and cycling networks with direct routes to local destinations at public transport hubs.
- To adopt a balanced approach to road and street design in accordance with the four core principles of the design manual for urban roads and streets (2019) (DMURS) - connected networks multifunctional streets pedestrian focus and a multidisciplinary approach resulting in a more place based/integrated street design.

In this regard Policy Objective T6: Quality Bus Network/BusConnects states:

*It is a Policy Objective to co-operate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA’s ‘Greater Dublin Area Transport 2016-2035’ and ‘Integrated Implementation Plan 2019-2024’ and the BusConnects Programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public consultation, approval, finance and resources. (Consistent with RPO 8.9 of the RSES)*

#### *Related Policy Objectives in respect of BusConnects*

There are numerous policies in Chapter 8 of the DLRCDP which support the principle of sustainable mobility. Related policies include:

| <b>Table 15: Policies and Objective of the DLRCDP</b>    |  |
|--|--|
| <b>Policy/Objective</b>                                  | <b>Detail</b>  |
| <b>T1 Integration of Land Use and Transport Policies</b> | It is a policy objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high-quality public transport systems.   |
| <b>T3 Delivery of enabling transport infrastructure</b>  | It is a policy objective to support the delivery of enabling transport infrastructure to allow development take place in accordance with the core strategy of this plan and the settlement strategy of the |

|   |  |
|---|--|
|   | RSES. (In relation to policy objective T3 the DLRCDP lists BusConnects as enabling transport infrastructure).  |
| <b>T4 Development of Sustainable Travel and Transport</b> | It is a policy objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider metropolitan area as set out in the Department of Transport's "Smarter Travel, A Sustainable Transport Future 2009 – 2020" and subsequent updates, the NTA's "Transport Strategy for the Greater Dublin Area 2016-2035" and subsequent updates, the RSES and the MASP.   |
| <b>T5 Public Transport Improvements</b>                   | It is a policy objective to expand attractive public transport alternatives to carry transport as set out in "Smarter Travel, A Sustainable Transport Future" and subsequent updates the NTA's "Transport Strategy for the Greater Dublin area 2016 – 2035" and the NTA's "Integrated Implementation Plan 2019 to 2024" and subsequent updates by optimizing existing or proposed transport corridors, interchanges, developing new park and rides, taxi ranks, and cycling network facilities at appropriate locations. |
| <b>T6 Quality Bus Network/BusConnects</b>                 | It is a policy objective to cooperate with the NTA and other relevant agencies to facilitate the implementation of the bus network measures as set out in the NTA's "Greater Dublin Area Transport 2016 to 2035" and "Integrated Implementation Plan 2019 – 2024" and the BusConnects programme, and to extend the bus network to other areas where appropriate subject to design, environmental assessment, public transit consultation, approval, finance, and resources.  |
| <b>T7 Public Transport Interchanges</b>                   | It is a Policy Objective to facilitate the provision of quality public transport interchanges at strategic rail, Luas stations and Core Bus Corridors within the County in accordance with national and regional guidelines in order to facilitate focussed access to multiple public transport modes and to maximize the movement of people via sustainable modes.  |
| <b>T11 Walking and Cycling</b>                            | It is a policy objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the county and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.   |
| <b>T12: Footways and Pedestrian Routes</b>                | It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.   |
| <b>T13: County Cycle Network</b>                          | It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the DLR Cycle Network Review whilst supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.  |
| <b>T20: Control of On-Street Parking</b>                  | It is a Policy Objective to regulate and control on-street parking by discouraging commuter parking.   |
| <b>T22: Taxi/Minibus/Hackney Transport</b>                | It is a Policy Objective to facilitate the provision of taxi/minibus/hackney transport as a feeder service to major public transport corridors and to encourage the provision of taxi ranks at DART Stations, Luas stops, key bus stations and at other appropriate locations - including within larger residential, commercial and/or mixed-use developments  |
| <b>T23: Roads and Streets</b>                             | It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County Road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process  |
| <b>T24: Motorway and National Routes</b>                  | It is a Policy Objective to promote, facilitate and cooperate with relevant transport bodies, authorities and agencies to secure   |



|  |   |
|--|---|
|  | improvements to the County's Motorway and National Road network to provide, protect and maintain for the safe and efficient movement of people and goods both within and through DLR.   |
| <b>T27: Traffic Noise</b>                              | It is a Policy Objective to ensure that traffic noise levels are considered as part of new developments along major roads/rail lines in accordance with best practice guidelines.   |
| <b>T29: Traffic Management</b>                         | It is a Policy Objective to introduce Traffic Management Schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.   |
| <b>T30: Street Lighting</b>                            | It is a Policy Objective to provide and maintain street lighting on the public road/footway/cycleways throughout the County in accordance with commonly accepted best practice, the Council's public lighting masterplan and the upgrade of sodium lights to LEDs.  |
| <b>T31: Accessibility</b>                              | It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children  |
| <b>T32: Personal Safety</b>                            | It is a Policy Objective to provide and support initiatives that will promote the personal safety of women and vulnerable users who are using all forms of public transport as well as motorists, cyclists and pedestrians. This would include all Luas, DART and bus stops, car parks, cycle parking facilities, laneways and other areas of common use. Initiatives could include well-lit surroundings, use of CCTV. There would also be an emphasis on placing entrances/exits to public transport and cycle facilities close to busy built up areas. |
| <b>T33: Directional/Information/Waymarking Signage</b> | It is a Policy Objective to provide directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes (waymarking) at appropriate locations throughout the County in accordance with planning and traffic regulations.   |
| <b>SLO 148<br/>Laughanstown/Shankill</b>               | To protect and safeguard the roundabouts on the approaches into Shankill village at St. Anne's Church and at the junction of Dublin Road (R119) and Quinn's Road.   |

### *Zoning Objectives*

The majority of proposed works are within and along the existing public road where there is no specific zoning provided in the DLRCDP. The Proposed scheme runs adjacent to lands that have been zoned in the following areas:

| <b>Table 16: Zoning Objective of the DLRCDP</b> |   |
|---|---|
| <b>Zones</b>                                    |   |
| A   | To provide residential development and improve residential amenity while protecting the existing residential amenities                |
| A1  | To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans. |
| SNI   | To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.  |
| GB  | To protect and enhance the open nature of lands between urban areas.  |
| F   | To preserve and provide for open space with ancillary active recreational amenities.  |
| TLI   | To facilitate, support and enhance the development of third level education institutions.   |
| DC  | To protect, provide for and/or improve mixed-use district centre facilities.  |
| MTC   | To protect, provide for and/or improve major town centre facilities.  |
| NC  | To protect, provide for and/or improve mixed-use neighbourhood centre facilities.   |
| E   | To provide for economic development and employment.   |
| SDZ   | Refer to Planning Scheme for Details (Strategic Development Zone).  |

### *Specific Policies in respect of Natural Heritage*

Chapter 9 Open Space, Parks and Recreation and Chapter 10: Green Infrastructure and Recreation of the DCDP considers a range of policy objectives to protect and conserve natural heritage features. The following policies are noted.

| <b>Table 17: Natural Heritage Policies and Objective of the DLRCDP</b> |  |
|--|--|
| Policy Objective   | Heading  |
| OSR3   | Future Improvements                                |
| OSR7   | Trees, Woodland and Forestry                       |
| OSR8:  | Greenway and Blueway Network                       |
| GIB2:  | Landscape Character Areas                          |
| GIB18  | Protection of Natural Heritage and the Environment |
| GIB19  | Habitats Directive                                 |
| GIB21  | Designated Sites                                   |
| GIB22  | Non-Designated Areas of Biodiversity Importance    |
| GIB24  | Rivers and Waterways                               |
| GIB25  | Hedgerows  |
| GIB27  | Green Belts  |

The following site specific objectives are noted:

| <b>Table 18: Site Specific Natural Heritage Policies and Objective of the DLRCDP</b> |  |
|--|--|
| Objective  | Site   |
| Designated/European Sites  | Dublin Bay SACs/SPAs                             |
|  | Loughlinstown Wood pNHA                          |
| Biosphere  | Dublin Bay Biosphere                             |
| Parks  | Upgrade and Improve Killgobbet Park              |
|  | Create Linear Park along the Loughlinstown river |
| Trees And Woodlands  | Various Locations along route                    |

### *Specific Policies in respect of Built Heritage*

Chapter 11: Heritage and Conservation of the DLRCDP considers a range of policy objectives to protect and conserve built heritage features. The following policies are noted.

| <b>Table 19: Built Heritage Policies and Objective of the DLRCDP</b> |  |
|--|--|
| Policy Objective   | Heading  |
| HER1   | Protection of Archaeological Heritage                    |
| HER2   | Protection of Archaeological Material in Situ            |
| HER7   | Record of Protected Structures                           |
| HER8   | Work to Protected Structures                             |
| HER9   | Protected Structures Applications and Documentation      |
| HER12  | National Inventory of Architectural Heritage (NIAH)      |
| HER13  | Architectural Conservation Areas                         |
| HER14  | Demolition within an ACA                                 |
| HER16  | Public Realm and Public Utility works within an ACA      |
| HER20  | Buildings of Vernacular and Heritage Interest            |
| HER22  | Protection of Historic Street Furniture and Public Realm |
| HER23  | Industrial Heritage                                      |

The following site specific objectives are noted:

| <b>Table 20: Site Specific Built Heritage Policies and Objective of the DLRCDP</b> |                                     |
|--|-------------------------------------|
| Objective  | Site                                |
| Architectural Conservation Area  | Foxrock                             |
| Record of Monuments and Places   | Ecclesiastical Site, Newtown Avenue |
|  | Church Site, Stillorgan Road        |
|  | Mound, Cairn Hill                   |
|  | Inn Site, Loughlinstown             |
|  | St Annes Church, Shankill           |
| Protected Structures   | Various Locations along route       |

#### 6.4.2.2 *Dún Laoghaire-Rathdown County Biodiversity Action Plan 2021-2025*

The Dún Laoghaire-Rathdown County Biodiversity Action Plan 2021-2025 (DLR Biodiversity Plan) recognises that as an urban environment there are many challenges for biodiversity, nature recovery, restoration and reconnection are the core aims of the plan. The DLR Biodiversity Plan sets out five themes supported by objectives and actions - these themes are set out below:

- Reaching a deeper understanding of the County's Biodiversity.
- Making good decisions for biodiversity.
- Powerful actions to protect biodiversity and us.
- Connecting people and nature and inspire a positive future.
- Strength in working together.

Theme 2 is supported by Objective 2 "Mainstream biodiversity into decision-making and improve the management of this valuable resource". The importance of Booterstown Marsh is acknowledged in the DLR Biodiversity Action Plan and Action 3.13 (referring to Theme 3) reflects this by stating "Protect and enhance Booterstown Marsh, an important, unique coastal area within DLR and an EU Natura 2000 site." River/Coastal wildlife corridors are also identified along the coastline in the vicinity of the proposed scheme. Blackrock Park is also noted and identified as a Locally Important Biodiversity Site (LIBS). LIBS are areas that are outside of protected areas, but which form an integral part the ecological network.

#### 6.4.2.3 *Others Plans and Schemes*

The following plans are also noted:

| <b>Table 21: Policies and Objective of Others Plans and Schemes</b> |  |
|---|--|
| Plan  | Detail   |
| <b>Stillorgan - Local Area Plan 2018 – 2024 as extended</b>         | The 'Stillorgan Village Area Movement Framework Plan', which should be read in conjunction with this LAP, offers a detailed design specification for the redesign of Stillorgan roads and streets, with a particular focus on: • |

|   |   |
|---|---|
| LAP incorporates the general area at Stillorgan Road and underpass to Patrician Villas                      | Incorporation of cycle tracks throughout the centre of Stillorgan • New pedestrian crossings • Reductions in road widths and cross sections, to single carriageway in key locations • The establishment of a strong pedestrian link along an upgraded streetscape from the Shopping Centre eastwards directly to QBC bus stop on N11. • Re-location of southbound N11 bus stop northwards to be opposite the northbound bus stop and incorporating an at-grade pedestrian crossing as an alternative to the underpass. • Removal of slip lanes onto Upper Kilmacud Road to minimise cyclist / vehicular conflict. |
| <b>Woodbrook - Shanganagh LAP 2017-2023 as extended</b>   | T8: To seek to retain the sylvan character of the Dublin Road in any road improvement schemes and to ensure that any loss of mature trees will be mitigated by replacement tree planting with consideration also to the re-instatement of any historic walls or features along any new road alignment.  |
| LAP incorporates the general area from the coast to the M11/N11 from Crinken Lane to the Wilford Roundabout | T7: To co-operate with the National Transport Authority, Transport Infrastructure Ireland and Wicklow County Council in relation to on-going corridor studies in respect of the Dublin Road Core Bus Corridor M11 / N11 which will inform potential road infrastructure improvements and public transport provision both in the Plan Area and the wider environs.   |
|   | 56 To investigate the potential upgrading of the Wilford Interchange to provide connectivity to lands west of the M11 and Old Conna Village with any such improvements to be informed by the outcome of the TII's on-going Corridor Studies.  |
| <b>Trees and Urban Forestry Strategy 2024-2030</b>  | This strategy brings focus to the role of trees and the urban forest in climate action, mitigation and adaptation. Over its 7-year timeframe, the strategy will: support good decision-making on trees and the urban forest, enable knowledge sharing and upskilling, and promote meaningful partnerships between the many guardians of trees in the County   |

### 6.4.3 Wicklow County Council

A short section of the route is located in County Wicklow on the northern side of Bray. This area is within the area of the Wicklow County Development Plan 2022-2028 (WCDP) and Bray Municipal District Local Area Plan 2018-2024 (BLAP). The Wicklow County Council Tree Management Policy 2022 is also noted.

#### 6.4.3.1 *Specific Policy Objectives in respect of BusConnects*

The main strategic goal of the WCDP is to facilitate a modal shift to more sustainable transport options by supporting investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of mass transit to Bray.

Chapter 12 of the WCDP relates to sustainable transportation and highlights that the integrating land use planning with transportation is key to addressing climate change, supporting economic prosperity and improving the quality of life.

In this regard CPO 12.26 states it is the policy:

*“To promote the delivery of improved and new bus services both in and out of the County but also within the County by:*

- *supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate; .....*

In addition to the WCDP, the BLAP sets out specific objectives also in respect of bus services. Given its adoption date it does not reference BusConnects directly.

*To promote the delivery of improved and new bus services both in and out of the district but also within the district by:*

- *facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);*
- *facilitating the provision of bus priority where a requirement for such is identified by the NTA;*

#### **6.4.3.2 Related Policy Objectives in respect of BusConnects**

There are numerous policies in Chapter 12 of the WCDP which support the principle of sustainable mobility. Related policies include:

| <b>Table 22: Policies and Objective of the WCDP</b> |  |
|---|--|
| Policy/Objective                                    | Detail   |
| <b>CPO 12.1 – 12.6</b>                              | Sustainable Mobility Objectives                      |
| <b>CPO 12.7 – 12.10</b>                             | Climate Action & Environmental Protection Objectives |
| <b>CPO 12.11 – 12.19</b>                            | Cycling & Walking Objectives                         |
| <b>CPO 12.20 – 12.28</b>                            | Public Transport Objectives                          |
| <b>CPO 12.29 – 12.34</b>                            | General Road Objectives                              |
| <b>CPO 12.35 – 12.42</b>                            | National Road Objectives                             |
| <b>CPO 12.43 – 12.48</b>                            | Regional Road Objectives                             |
| <b>CPO 12.49 – 12.54</b>                            | Local Road Objectives                                |
| <b>CPO 12.56 – 12.58</b>                            | Parking Objectives                                   |
| <b>CPO 12.67 – 12.73</b>                            | Roadside Signage Objectives                          |

In addition to the WCDP, the BLAP sets out related objectives also in respect of BusConnects. The plan identifies the provision of adequate infrastructure, including public transportation, is critical to facilitate and sustain the growth of the Bray Municipal District over the lifetime of the plan.

| <b>Table 23: Policies and Objective of the BLAP</b> |                                |
|---|--------------------------------|
| Policy/Objective                                    | Detail                         |
| <b>PT1 – PT7</b>                                    | Public Transport Objectives    |
| <b>CW1 – CW4</b>                                    | Cycling and Walking Objectives |
| <b>RO1 – RO12</b>                                   | Road Objectives                |

#### 6.4.3.3 Zoning Objectives

The majority of proposed works are within and along the existing public road where there is no specific zoning provided in the BLAP. The Proposed scheme runs adjacent to lands that have been zoned in the following areas:

| <b>Table 24: Zoning Objective of the BLAP</b> |  |
|---|--|
| Zones   |  |
| RE Existing Residential                       |  |
| R-HD New Residential                          |  |
| TC Town Centre                                |  |
| NC Neighbourhood Centre                       |  |
| OS1 Open Space                                |  |

#### 6.4.3.4 Specific Policies in respect of Natural Heritage

Chapter 10: Green Infrastructure and Recreation of the WCDP considers a range of policy objectives to protect and conserve natural heritage features. The following policies are noted.

| <b>Table 25: Natural Heritage Policies and Objective in County Wicklow</b> |  |       |                      |
|--|--|-------|----------------------|
| WCDP   |  | BLAP  |                      |
| CP0 17.1-17.3  | General Natural Heritage & Biodiversity              | B1-B4 | Biodiversity         |
| CP0 17.4-17.11   | Protected Sites and Species                          | G1-G5 | Green Infrastructure |
| CP0 17.12-17.17  | Sites & Corridors of Ecological & Biodiversity Value |       |                      |
| CP0 17.18-17.23  | Woodlands, Trees and Hedgerows                       |       |                      |
| CP0 17.35-17.38  | Landscape, Views & Prospects                         |       |                      |

The following site specific objectives are noted:

| <b>Table 26: Site Specific Natural Heritage Policies and Objective</b> |  |
|--|--|
| Objective  | Site   |
| Blue Green Corridors   | River Dargle                                       |
| Designated/European Sites  | Dublin Bay SACs/SPAs                               |
| Tree Preservation Orders   | B20 Ravenswell School Large Pine right of entrance |

#### 6.4.3.5 Specific Policies in respect of Built Heritage

Chapter 8: Built Heritage of the WCDP considers a range of policy objectives to protect and conserve built heritage features. The following policies are noted.

| <b>Table 27: Built Heritage Policies and Objective in County Wicklow</b> |                               |        |                                  |
|--|-------------------------------|--------|----------------------------------|
| WCDP   |                               | BLAP   |                                  |
| CPO 8.1-8.9  | Archaeology                   | AH-AH5 | Archaeology & National Monuments |
| CPO 8.10-8.12  | Architectural Heritage        |        |                                  |
| CPO 8.13-8.17  | Record of Protected Structure |        |                                  |

|               |  |  |   |
|---------------|--|--|---|
| CPO 8.18-8.20 | Other Structures & Vernacular Architecture |  | Architectural heritage, including the Record of Protected Structures, vernacular structures, and Architectural Conservation Areas |
| CPO 8.25-8.28 | Historical & Cultural Heritage             |  | Historical & Cultural Heritage  |

The following site specific objectives are noted:

| <b>Table 28: Site Specific Built Heritage Policies and Objective</b> |                                    |
|--|------------------------------------|
| Objective  | Site                               |
| View and Prospect  | South near Castle Street Bray      |
| Area of Archaeological potential and Significance                    | Castle Street Bray                 |
| Record of Monuments and Places                                       | Castle Street Bray                 |
| Protected Structures   | Dublin Road and Castle Street Bray |
|  |                                    |

## **7.0 Legal Context**

Under Section 44 (1) (c) of the Dublin Transport Authority Act, 2000, as amended, the NTA may acquire and facilitate the development of land adjacent to any public transport infrastructure where such acquisition and development contribute to the economic viability of the said infrastructure whether by agreement or by means of a compulsory purchase order made by the authority in accordance with Part XIV of the PDA.

The process of acquisition of is set out within the PDA whereby the functions of such acquisitions are a matter for the Board. Under Section 213 (2) (a) of Part XIV of the PDA, a local authority may, for the purposes of performing any of its functions (whether conferred by or under the PDA, or any other enactment passed before or after the passing of the PDA), including giving effect to or facilitating the implementation of its development plan, acquire land, permanently or temporarily, by agreement or compulsorily.

CPOs are made pursuant to the powers conferred on the local authority by section 76 of the Housing Act, 1966, and the Third Schedule thereto, as extended by section 10 of the Local Government (No. 2) Act, 1960, (as substituted by section 86 of the Housing Act 1966), as amended by section 6 and the Second Schedule to the Roads Act, 1993, and as amended by the Planning and Development Act, 2000 (as amended). Orders are served on owners, lessees and occupiers in accordance with Article 4(b) of the Third Schedule to the Housing Act, 1966.



## 8.0 Objections

Table 29 and 30 sets out the number of submissions made in respect of the files. The observers are listed in Appendix A.

| <b>Table 29: Number of Submissions (2023)</b> |       |
|---|-------|
|   | Total |
| ABP-317780-23 (KA)                            | 85    |

The observation are summarised thematically below due to the overlapping issues of many submissions. Many submissions have an overarching statement that state they do not oppose such a mobility project in principle; however, such projects need to demonstrate that they do not have an adverse impact on the environment and are in compliance with the relevant provisions of plans for the area.

Should the Board require a summary of the submissions received I would refer them to the NTA Observations on the Proposed Scheme CPO Objections - Table 1.2: CPO objections relating to the same proposed CPO plots.

The applicant responded to these submissions in May 2024. The response considered each individual submission and for the most part repeated information contained in the EIAR that may be relevant to the observers or objectors concern or property.

Following the response to observations by the applicant. The observers were given another opportunity to make a comment. This resulted in additional submissions set out below.

| <b>Table 30: Number of Submissions (2024)</b> |       |
|---|-------|
|   | Total |
| ABP-317780-23 (KA)                            | 31    |

These submissions generally reiterated the grounds set out in their initial submission or expanded on the grounds already raised. However, no new material issues were raised in any of these submissions. These submissions also considered the response by the NTA generally dissatisfactory and does not address their concerns specifically or directly.

### **8.1.1 Impacts to Traffic & Transport**

- A modal shift is occurring as a result of changing work practices -predominantly from office-based working to hybrid working or working from home. The proposed scheme does not take this into account.
- Other measures should be exhausted before carrying out the proposed scheme, including efficiencies in bus operations, including increasing the number and frequency of buses, reducing dwell times, removing driver changeover in Donnybrook, making fare payment more efficient, enforcement of bus lane use, bus lane operating hours.
- The proposed scheme would result in increased speeds along the route and make the roadway unsafe for vulnerable road users. Measures such as signage, speed limitations (30 km/h), traffic calming and footpaths (along Bray Road) should be included now, not later to ensure motorist behaviour is managed.
- The removal of slip lanes, in particularly those facilitating left turns would have a significant impact on traffic and transport in the area. It is requested that motorists be able to use bus lanes at junctions where slip roads are removed should they not be retained.
- The removal of parking spaces, particularly adjacent to commercial properties, would have a significant impact on traffic and transport in the area. It is requested in most cases that they be retained.
- The traffic and transport analysis does not address the potential reduction in benefits if the Shankill section of the scheme were removed. The cost of interventions in Shankill is disproportionately high compared to the benefits that would be derived and much higher than costs elsewhere on the scheme.
- Several observations consider that the proposed scheme is not consistent with the DMURS, this is particularly the case for the design of junctions, pedestrian crossings, bus stop islands, shared spaces.

### **8.1.2 Impact to Parking Spaces**

The removal of car parking spaces, predominantly as a result of CPO, will result in a significant impact to the business operations at these locations and inhibit the enjoyment of these private properties.

- Morehampton Road (Donnybrook Fair (Removal))
- Donnybrook Road (Mola Architecture) (Removal)
- Dargle Centre (Removal)
- Castle Street and Castle Street Shopping Centre (Removal)

### **8.1.3 Impact to Residential Amenity**

The proposed scheme would impact traffic and transport, air quality, climate, noise and vibration, human health, landscape and visual and material assets as a result of the:

1. loss of public and private green space, stone walls trees, other screening and privacy/overlooking
2. increase in visual impact, health (physical and mental) impact, decrease in property value and related issues such as anti-social behaviour
3. increase in air, noise and light pollution during the construction and operation phases of the proposed scheme,
4. increase in indirect traffic and transport impacts as a result of changing behaviours including ad-hoc parking, rat-running through residential areas.
5. alterations to existing access and egress arrangements

### **8.1.4 Impact to Shankill Village**

- The village of Shankill should not be used as the route of an inter-urban corridor between Dublin City and Bray/Greystones. Shankill is already well serviced by public transport. The village already experiences ‘rat-running’ and the proposed scheme would exacerbate this.
- All bus services from Bray/Greystones should utilise the M11/N11 (Route 2A) which is due to accommodate a bus lane anyway. The route selection does not consider this fact.
- The character of the village will be significantly impact as a result of the proposed scheme and discourage mobility impaired, school children and other vulnerable road users such as pedestrians from using the road network.
- There is no evidence that bus times will be increases through the village as a result of the proposed scheme. It will only result in a saving of 7–10-minute journey time.

- Cyclists will, by and large share road space with buses and motor vehicles, thereby presenting a significant safety risk (as confirmed in the Road Safety Audit) which results in the proposed scheme not achieving its stated objectives particularly with regard to the integration of cycling.
- The proposed scheme at Shankill will not deliver the wider objectives of the project. Furthermore, it is considered that the cost of the interventions in Shankill would not result in any significant improvements. It would be a poor return on Investment.

### **8.1.5 Impact of Permeability Measures**

A common issue is the opening of walls/tree stands to facilitate pedestrian access to the proposed scheme from adjoining residential areas. These openings will impact residential amenity (as set out below) and there is a general concern such measures will generate anti-social behaviour and safety issues for residents.

- Patrician Villas (at Stillorgan Road)
- South Park (at Bray Road)
- Shanganagh Vale (on bend in road)

### **8.1.6 Impact to Social, Community, Commercial Amenity/Operation**

The proposed scheme would impact to traffic and transport, air quality, climate, noise and vibration, human health, landscape, visual and material assets and operation and amenity of these social, community and commercial properties as a result of:

1. loss of public and private space, stone walls trees, other screening and privacy/overlooking
2. increase in air, noise and light pollution during the construction and operation phases of the proposed scheme,
3. increase in indirect traffic and transport impacts as a result of changing behaviours.
4. alterations to existing access and egress arrangements, loss of parking;
5. disruption to operations both temporarily and permanent

### **8.1.7 Impact to the Built Heritage**

This impact is predominantly as a result of the alteration or removal of stone walls. This would have a significant impact on to the character and amenity at these

location. The proposed scheme would also impact on the character of protected structures and their curtilage including Woodbrook Side Lodge which will be demolished and rebuilt.

#### **8.1.8 Impact of Natural Heritage**

This is as a result of the removal of trees, tree stands, hedges, hedgerows which would have a significant impact on to the character, amenity and biodiversity of these locations. There would be a significant impact on flora and fauna, in particular bat species. There are queries on the extent of bat surveys also. Any replacement planting would take years to reach maturity and achieve its current ecological value.

#### **8.1.9 Alternative Options Proposed**

There is little assessment of reasonable alternatives provided for the proposed scheme and there may be more suitable options available that would have a lesser environmental impact.

#### **8.1.10 Contravention of Conventions, Policies, etc.**

- Charter of Fundamental Rights of the EU
- Aarhus Convention
- Design Manual for Urban Roads and Streets
- DCDP
- DLRCDP
- DLR Tree Strategy
- DLR Biodiversity Plan
- Shanganagh-Woodbrook LAP

#### **8.1.11 General Issues**

- Lack of public consultation
- Misleading and contradictory Information provided during public consultation and in documents submitted as part of the planning application.
- Lack of Detail and Construction Methodology in respect of the proposed scheme and in particular on lands which are the subject of CPO. There is misleading and contradictory Information provided during public consultation and in documents submitted as part of the planning application.
- Environmental Impact Assessment (EIA) Directive Failures

- Habitats Directive Failures

### **8.1.12 Impacts in respect of the Compulsory Purchase Orders**

In respect of the CPO file specifically, the common issues emerging particularly in respect of owners and occupiers of the sites include:

- Impact to Future Development Potential of the sites as a result of the loss of lands and site value.
- Impact to Access and Egress to the sites including general road safety issues and obstruction of sightlines.
- Impact of Loss of Car Parking and Delivery Loading Areas on the sites to business operations
- Impact of Loss of Car Circulation Space on the sites to business operations
- Impact of Potential Closure of Businesses in order to facilitate construction phase of the proposed scheme
- Impact of Potential Reduced Business Capacity at Operation Stage as a result of the proposed scheme
- Loss of Beneficial Lands used as public/private space for business operations, storage, roadside signage
- Impact of Loss of Tree(s), Wall(s) and other Boundary Treatments and the details of how these will be altered and privacy maintained.
- Impact to General Residential and Commercial Amenity as a result of construction and traffic nuisance due to the proposed scheme.
- Issue of Insurance and Liability in respect of the to the landowners following the proposed works.
- General Lack of Detailed Design in respect of the proposed scheme and the duration it will take to complete.
- Loss Of Lands which the owner/occupier considers to be surplus to the requirements of the primary scheme.
- DLRCC's Property Management Section has reviewed the CPO submitted to An Board Pleanála in respect of the Bray to City Centre CBC . Relevant comments on the CPO are set out in Appendix 3 – DLRCC Property Management Section's Feedback on the CPO for the Bray to City Centre CBC.

The Board is requested to give due consideration to the items outlined in Appendix 3.

## **9.0 Assessment**

### **9.1 Introduction**

The purpose of the CPO is to facilitate the undertaking of the development described in Section 4.0 of this report. The need is specifically described in Section 4.3. The NTA issued 312 notices along the proposed scheme to:

- Landowners
- Lessee Occupiers.

The Board should note that the CPO extends to the following types

- Lands being Permanently Acquired
- Lands being Temporarily Acquired
- Public Rights of Way to be Extinguished
- Public Rights of Way to be Restricted or Otherwise Interfered With
- Private Rights to be Acquired
- Private Rights to be Restricted or Otherwise Interfered With
- Private Rights to be Temporarily Restricted or Otherwise Interfered With

The proposed scheme is an upgrade to the existing bus priority, cycle facilities and pedestrian infrastructure associated with large sections of the Stillorgan/Bray QBC which has been in place for several decades. It will also see additional bus priority, cycle facilities and pedestrian infrastructure in Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout) and Section 4 Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) of the proposed scheme in particular.

The proposed scheme includes an increase in the level of bus priority including the provision of additional lengths of bus lane (+ 7.8 km), particularly between Loughlinstown Roundabout through Shankill to Bray resulting in improved journey time reliability according to the NTA. It will bring the proportion of the route with bus priority measures from 69% to 99.60%.

Throughout the proposed scheme cycle facilities will be substantially improved with segregated cycle tracks provided along the links and protected junctions with enhanced signalling for cyclists provided at junctions. The total amount of segregated cycle facilities will increase by 16 km.



Pedestrian facilities will also be upgraded, and additional signalised crossings (+ 57) are to be provided. In addition, public realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrian experience.

This application is accompanied by a CPO in which it is sought to acquire various sections of lands along the route. The majority of lands to be acquired relate to the accommodation of construction compounds and a number of boundary setbacks to accommodate the proposed scheme. There are a total of 56 residential properties with land acquisition 6.

This assessment considers the issues raised in the written objection submitted to the Board, the points made therein, and the four general principles to be applied in assessing CPOs of this nature, which are whether:

- there is a community need to be met by the acquisition of the property.
- the particular property is suitable to meet the community need.
- the works carried out accord with the relevant Development Plan.
- any alternative methods of meeting the community need.

For the Board to confirm the subject CPO, it must be satisfied that, as set out in the judgement of Geoghegan J. in *Clinton v An Bord Pleanála* (No. 2) (2007) 4 IR 701, WCCC has demonstrated that the CPO is clearly justified by the “common good”.

Furthermore, as set out by Garrett Simons in ‘Planning and Development Law, Second Edition (2007)’, the Board should consider whether the acquisition will have an excessive or disproportionate effect on the interests of the affected persons.

The four criteria outlined above are addressed in turn below, together with the issue of proportionality and other issues arising from the submissions.

## **9.2 General Assessment**

### **9.2.1 Community Need**

According to the NPF, the population of the GDA is forecast to increase by 25% by 2040 and this growth will have associated travel demands, placing added pressure on the transport system. There is significant congestion already throughout the GDA from private car dependence and intervention is therefore now required. The

intervention will optimise road space and prioritise the movement of people over the movement of vehicles.

Following COVID-19, travel patterns changed in the GDA as the population work from home remotely. This resulted in few people using public transport. However, in the past few years, travel demand patterns are rising again to levels seen before the pandemic. This is expected to rise in line with population growth.

At present, the reliability and effectiveness of existing bus and cycle infrastructure on key radial traffic routes into and out of Dublin city centre is compromised by a lack of bus lanes and segregated cycle tracks. Furthermore, existing bus lanes are often shared and conflicts with parking and cyclists and are not always operational on a 24 hour basis.

As noted above, an overriding motivation for BusConnects is to reduce CO<sub>2</sub> emissions and this is critical in the context of CAP24. BusConnects is specifically identified and supported within the CAP24 and is seen as a key action under the major public transport infrastructure programme to deliver abatement in transport emissions. BusConnects is also identified within the National Sustainable Mobility Policy document and the accompanying action plan as a key piece of infrastructure to be delivered to achieve reductions in emissions and provide for more efficient cities in terms of accessibility for all. BusConnects is also seen as an economic driver within the cities which currently experience significant congestion and impediments to movement and accessibility.

At the local and shorter-term level, the issue of congestion is more obvious, and both congestion and CO<sub>2</sub> emissions are continuing to rise. Any further increases in traffic levels will see an exacerbation of congestion and CO<sub>2</sub> emissions and of all of the associated issues highlighted above. The dependence on Private cars will continue to worsen unless there is intervention.

When examining the functionality and capacity of road space to facilitate the movement of people it is important to consider the capacity of the space and how to optimise it. It is noted that a double-deck bus takes up the equivalent spatial area of three cars but typically carries 50-100 times the number of passengers of a car.

When buses are prioritised over the private cars and more space is created for pedestrians and cyclists there will be increased people movement capacity along the

bus corridor. The proposed scheme is expected to see an increase of 40% in the number of people travelling by bus, an increase of 108% in people walking or cycling, and a reduction of 49% in the number of people travelling by car along the route of the development as calculated in the 2028 AM Peak Hour People Movement Assessment.

Having regard to the above, BusConnects is of critical importance to the transport network in Dublin to facilitate the actual movement of people and this can only be achieved through a realistic modal shift from the private car to sustainable modes. BusConnects allows for increased people moving capacity and the best chance to avoid gridlock in future years as the population grows and the demand for travel increases. BusConnects also has the potential to reduce Ireland's greenhouse gas emissions significantly. The proposed scheme will therefore make a contribution to carbon reduction, the easing of congestion and the creation of more sustainable travel patterns for the growing population.

In terms of local transport need it is outlined by the applicant that bus priority infrastructure is currently provided along approximately 69% (outbound) and 68% (inbound), cumulatively equating to 69% of the length of the route. The proposed scheme will facilitate 98.6% bus priority and complement the rollout of the Dublin Area Bus Network Redesign to deliver improved bus services on the route. This will improve journey times for bus, enhance its reliability and provide resilience to congestion.

One of the key objectives of the proposed scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area. The wider BusConnects, including the proposed scheme, are developed to provide improved existing or new interchange opportunities with other existing and planned transport services in particular with existing Dublin Bus and other bus services and the GDA Cycle Network Plan.

The applicant states that existing mandatory cycle tracks are provided on approximately 51% outbound and 43% inbound of the route. There is also advisory cycle lanes are provided on approximately 40% outbound and 41% inbound on the route. The remaining extents have no dedicated cycle provision or cyclists must cycle within the bus lanes provided. Cycle facilities will increase to approximately

91% segregated compared to 48% existing segregated cycle tracks. The improvements to cycle infrastructure will vastly improve the current offer to cyclists and by doing so will significantly increase the modal share.

It is important to note that the Bray BusConnects Corridor serves some of the busiest bus routes in Dublin. Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with population growth. The attention of the Board is drawn to the relevant development plan zonings and planning history provided as part of the planning application particulars which list significant areas of land zoned for residential uses as well as extant and future residential planning applications along the route. This includes, among others, a scheme on the RTÉ Campus in Montrose, schemes for sites at Stillorgan LeisurePlex and the former Blakes and Esmond Motors Cherrywood Strategic Development Zone Planning Scheme (SDZ), sites at Shanganagh Castle and Woodbrook under the Shanganagh-Woodbrook LAP 2017-2023 as extended, among others. These lands will accommodate significant population growth in this area.

The proposed scheme, therefore, will deliver the physical infrastructure necessary to sustain the projected population growth along and within the area of the route. It will also provide a more accessible public transport facility, notwithstanding its proximity to DART and Luas infrastructure, to the most vulnerable in society in a safe, well-lit and protected environment.

In overall conclusion it is clear that there is an obvious justification and clear community need for the proposed scheme which has been clearly demonstrated from a population growth and congestion perspective and in the interests of land use and transport planning integration. It is also clear from the abundance of policy documents and plans at both an EU, national and local level that community need is supported throughout all levels of government policy.

### **9.2.2      Extent and Suitability of Lands**

The lands that are the subject of this CPO are currently used for a number of uses including residential (including residential gardens), employment/enterprise (including commercial sales areas, access, parking) community and social (schools, churches) and amenity/open space. However, for the most part the proposed scheme comprises lands within the existing public road and the general public

domain area where there is no specific zoning objective. The specific zoning objectives along the proposed scheme are set out in Section 6.0 of this report. I am satisfied that the proposed scheme is compatible with the zoning objectives of the development plan.

The deposit map booklet identifies all lands that are being acquired on both a permanent and temporary basis and identifies lands on which public and private rights of ways will be altered or interfered with. The proposed scheme, in particular between Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout) and Section 4 Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) is restricted due to the width of the carriageway and requires minimal encroachment on either one or both side onto third party lands to allow for the improvements. I am satisfied that the extent of encroachments is proportional and suitable to meet the community need described in the previous section of this report.

Overall given the current use of lands and the additional lands to be acquired which lie directly adjacent to the existing carriageway and footpath I am satisfied that the lands to be acquired are suitable for such use and the minimum area of land required is being acquired to facilitate the proposed scheme with no excessive acquisitions along the route. It is clear from the information provided and the extents of the scheme that the rights of the landowner will be impacted but the degree of impact is clearly proportionate to the overall benefits of the proposed scheme to the wider community and the environment.

### **9.2.3 Accordance with the Development Plan**

BusConnects is identified as being a key transport infrastructure project that will improve the viability, accessibility and economic competitiveness of Dublin City and its related towns and suburbs. The project is specifically identified and supported at all levels of government policy as outlined above within the policy section of this report and is acknowledged within development plans for Dublin City, Dun-Laoghaire Rathdown and Wicklow as being a key strategic transport project for the city specifically supported by the planning authorities under:

**DCDPC:** SMT22 – Key Sustainable Transport Projects.

**DLRCDP:** T6 Quality Bus Network/ BusConnects

**WCDP:** CPO 12.26 Delivery of Improved and New Bus Services

The scheme is also identified as a component of Strategic Investment Priority which has been determined as central to the delivery of the NPF. Given the abundance of policy documents and plans at both an EU, national and local level that support both specifically the proposed scheme and the type of scheme being a sustainable and active travel scheme, I am satisfied that the proposed scheme is justified and in accordance with the overriding policy position set out within all relevant development plans and enjoys widespread policy support in all national and regional policy documents as set out within the policy section of this report above.

It is noted that there is a juxtaposition between policies that support the proposed scheme in terms of transport objectives and objectives which seek to protect natural and built heritage features such as trees and walls. These features also enjoy widespread policy support. On balance, however, I am satisfied that the applicant has been restrained in its design and has sought to avoid to most significant of impacts to these features. The design of the proposed scheme is well justified, and while may not be desirable to remove trees, hedges or walls that provide an immediate social and environmental benefit, the removal is needed to achieve to overall community need - the long term environmental and social benefits of which have been clearly set out. I am satisfied that the proposed development complies with such natural and built heritage policies including policy measures to protect tree and protected structures.

#### **9.2.4 Consideration of Alternatives**

I note reference is made within the submissions received to a lack of consideration to alternative options for the proposed scheme. The consideration of alternatives is documented within Chapter 3 of the EIAR submitted with the related application (ABP-317780-23) and this has considered the issue in full. The strategic, route and design alternatives are considered extensive, detailed and robust assessment of all reasonable options for the proposed scheme and the EIAR has adequately addressed reasonable alternatives, in particular the reasonable alternative routes available in the area and notably Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout). It should be noted in particular the alternatives were considered against numerous criteria. A significant criteria was the availability and the extent of third-party lands to be acquired.

Having regard to the information submitted it is clear that the applicant has considered a significant number of options for the proposed scheme and has been responsive to consultations held and concerns raised by the public. Each emerging route was considered in relation to a number of criteria such as economy, safety, integration, accessibility and social inclusion and environment

Having regard to the information provided by the NTA in relation to the alternatives considered I am satisfied that a significant number of options have been considered in detail and that the process undertaken by the applicant has been a robust assessment of alternative options having regard to environmental considerations and the stated project objectives, which are considered to be reasonable. I agree that the route chosen is the one which best meets these objectives. I also accept that the consideration of options within the selected route corridor and the strategy for key infrastructure provisions was a rigorous process, which had regard to environmental considerations and to the project objectives. I therefore generally concur with the reasons for choosing the preferred alternatives as presented in the EIAR and as mentioned above the preferred option was proportionate to the overall community benefit to be delivered by the scheme.

It is acknowledged that the proposed scheme will negatively impact landowners, however, on balance the proposed scheme will provide a significantly improved public transport service and public realm that I am satisfied justifies the interference with landowner's rights in relation to property is in the interest of the common good.

### **9.3 Consideration of General Issues**

It is important for the Board to note, as mentioned above, concerns relating to planning matters such as noise, and traffic impacts etc are dealt with within the EIAR and have been examined within the planning application report (ABP-317780-23) for this scheme and as such this report should be read in conjunction with the aforementioned planning application report for the proposed scheme.

#### **9.3.1 Future Development Potential**

There is no lands to be acquired in which the future development potential is unduly interfered with, indeed the scheme before the Board will only complement it and provide an adjacent readily accessible transport corridor.

Ultimately, in the event that the CPO is confirmed by the Board, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on all those included in the confirmed CPO, and it will then be for persons to make a claim for compensation and establish that they have a compensable interest in the land in question.

### **9.3.2 Future Viability of Business**

The potential for impact to the future of businesses in certain instances (such as Donnybrook Fair, Mola Architecture, Circle K in Donnybrook, FastFit/First Stop in Donnybrook, James Hennessy Motors, Interlock Hardware, owner/occupiers of the Barbeque Centre, Windsor Motors Bray, Circle K in Bray, owner/occupiers of the Dargle Centre, owner/occupiers of Castle Street Shopping Centre) is acknowledged by the applicant and impacts fully assessed.

Ultimately, in the event that the CPO is confirmed by the Board, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on all those included in the confirmed CPO, and it will then be for persons to make a claim for compensation and establish that they have a compensable interest in the land in question.

### **9.3.3 Closure of Business**

The potential for temporary closure of businesses in certain instances, such as Circle K in Bray, is acknowledged by the applicant and impacts fully assessed. Ultimately, in the event that the CPO is confirmed by the Board, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on all those included in the confirmed CPO, and it will then be for persons to make a claim for compensation and establish that they have a compensable interest in the land in question.

### **9.3.4 Lack of Detailed Design**

I am satisfied that sufficient detail has been provided to the Board in order to consider and assess the merits of the compulsory purchase. This is demonstrated in the General Arrangement Drawings, Landscaping General Arrangement Drawings, and the Fencing and Boundary Treatment Drawing. It meets the requirements of relevant legislation of what is required to be illustrated in the plans and particulars.



It is noted that it is the intention of the NTA to continue to engage with affected parties both in advance of, and during, the subsequent construction stage of the Proposed Scheme. I am satisfied that the practical requests and requirements, where appropriate and relevant, of those who made submissions can be successfully incorporated into the scheme and they would plainly be aligned and consistent with the EIAR.

#### **9.3.5 Duration of Works**

Table 5.2 in Section 5.3.1.2 of Chapter 5 (Construction) in Volume 2 of the EIAR outlines the construction activities for relevant sections. The anticipated construction time ranges from 9 months to 18 months depending on the relevant section.

However, the duration of construction activities at specific plots will be shorter than the timelines provided in the overview of construction works in Section 5.3.1.2.

Many property owners are concerned that there is currently a lack of detail in respect of construction timelines at specific properties. I appreciate the uncertainty this presents for businesses, however, the current detail provided is sufficient for the purposes of the CPO. Should the CPO be confirmed and a contractor appointed the applicant can provide specific and bespoke programmes. This is reasonable.

#### **9.3.6 Access and Egress, Sightlines and General Road Safety**

It is accepted that when roads and streets are being upgraded, there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in Section 5.5.3.2 of Chapter 5 (Construction) of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with residents and business owners prior to construction starting in the area.

The duration of the works will vary from property to property, but access and egress will be maintained at all times. Additionally, Appendix A5.1 (CEMP), Section 5.2.1.2 states that an objective of the Construction Traffic Management Plan is to 'ensure disruption is minimised, with access to houses and businesses maintained, as is reasonably practicable in delivering the Proposed Scheme. It is acknowledged that construction activities at individual plots will have shorter durations than outlined in

overview of construction works presented in Section 5.3. The temporary land acquisition area is required to carry out the works, including landscaping and boundary wall construction.

These areas will be returned to the owners on completion of the works. Once returned to full operation, the Road Safety Audit for the Proposed Scheme is provided as Appendix M2 of the Preliminary Design Report submitted with the related application (ABP-317780-23) did not identify any problems or concerns associated with visibility or obstruction of same at any access point.

### **9.3.7 Loss of Car Parking, Loading Bays, Circulation Space, Signage**

It is noted that where there is a loss of car parking, signage (such as totem poles) or manoeuvrability within a property as a result of the CPO. In some instances, it will not be reinstated and these locations are considered in the EIAR. In the majority of locations, a reconfiguration may be provided as part of accommodation works. The reconfiguration will be designed to standards and will take into account existing parking, loading, manoeuvrability and delivery arrangements that currently exists – this is acceptable. The impact on parking and loading is detailed in Chapter 6 (Traffic & Transport) in Volume 2 of the EIAR and is considered reasonable.

### **9.3.8 Devaluation of Properties**

It is noted that objectors are concerned that the proposed scheme will devalue their properties. In general, I note the NTA's response to these contentions within the EIAR submitted with the planning application in which it is concluded that in overall terms the public realm improvements planned by the NTA may lead to an increase in value of both residential and commercial property prices, with evidence showing that investing in public realm creates nicer places that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.

Third parties have not provided any material evidence to substantiate such claims and therefore given that interventions will positively impact the overall setting and appearance of the area there appears to be no basis for such concerns. The NTA confirm that local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by works.

### **9.3.9 Construction Nuisance**

During the construction phase there will be routine construction related pollution and nuisance generated including noise, light, air, dust and traffic related impacts with the potential to cause nuisance and impact on the amenities of properties along the corridor. These impacts will be temporary and short-term and would be controlled as part of the standard and best practice construction measures as well as specific mitigation measures set out in the EIAR.

### **9.3.10 Privacy**

During the construction phase there will be material changes to the boundaries of properties which may temporarily affect privacy. These impacts will be temporary and short-term and would be controlled as part of the standard and best practice construction measures as well as specific mitigation measures set out in the EIAR. I am also satisfied that, save for Woodbrook Side lodge, no temporary accommodation would be required.

At operation phase, owing in certain circumstances to the loss of established trees and vegetation impacts to privacy may remain. However, I am satisfied that the mitigation proposed by the applicant in terms of supplemental planting and reinstatement is sufficient and privacy can be regained, if not immediately, over time as planting establishes itself.

### **9.3.11 Insurance and Liability**

Any insurance and liability matters can be agreed as part of the CPO process between the applicant and the affected party.

### **9.3.12 Tree Removal and Replanting**

The proposed scheme will have a significant impact on the existing landscape character of the certain lands, in particular Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout). The details of which are set out in Appendix A17.1 Arboricultural Impact Assessment of the EIAR.

This is largely as a result of the anticipated loss of trees at various locations. A tree survey, which identified 1,611 individual trees, groups of trees and garden hedges, was carried out in accordance with relevant standards and categorised. The

proposed scheme will require the removal of 410 individual trees, groups of trees and garden hedges. This loss represents approximately 25%.

I am satisfied that the applicant has sought to mitigate the impact by design which avoids trees where appropriate. However, in the course of such a scheme, all trees cannot be avoided and the loss of up to 410 trees over a 20 km scheme is reasonable and proportionate.

Furthermore, to address the loss of arboricultural features, it is anticipated that the landscape plan included with the application will provide a varied selection of new trees and plants along the route. This new landscaping provided will incorporate a range of tree species which are local to its environment and the prevailing conditions there. The Landscape General Arrangement drawings in Volume 3 of the EIAR show the proposed landscape plans, including areas of tree removal and locations and details of proposed new tree and vegetation planting. The proposed quantities to be planted are: 551 trees, 4,153m<sup>2</sup> of native tree planting and 1,662m of hedgerow with other areas of grassland and ornamental planting proposed. This is an acceptable mitigation and will improve the situation over time as planting becomes established.

It is accepted that the proposed tree replacements does not immediately offset the losses in amenity to various properties in terms of air quality, noise, light and general amenity and sense of place. The disruption is well documented in the EIAR. I note the applicant has provided a robust argument in respect of the wider benefits of the scheme in terms of climate in its EIAR and has factored in tree removal into its calculations.

It is noted that the removal of trees, vegetation, lawns, paving etc. will be minimised in so far as practicable. It is noted that a number of measures are put forward to ensure this including

- Tree Protective Fencing & Barriers
- Construction Exclusion Zones
- Temporary Ground Protection
- Permanent Ground Protection
- Pollution Control
- Specialist Working Methods
- Arboricultural Monitoring & Supervision

It is noted that temporary measures can be put in place during construction where boundaries are removed such as hoarding to ensure lands are not left habitually open during this phase. This includes measures for livestock should it arise in certain sections south of Shankill at Askefield and Woodbrook for example.

In conclusion, having regard to:

- the strong justification provided in Chapter 3 Consideration of Reasonable Alternatives for the proposed scheme route corridor in which alternative options and the environmental impacts of same were considered.
- the supporting assessment in relevant topics including Chapter 7 Air Quality, Chapter 8 Climate, Chapter 9 Noise & Vibration, Chapter 10 Population, Chapter 11 Human Health, Chapter 12 Biodiversity and most significantly Chapter 17 Landscape (Townscape) & Visual which provides mitigation measures and includes a landscape plan with replanting.
- the mitigation measures to be implemented which includes replanting of trees and other vegetation, albeit, at an different location which reduces the significance of any impact over the long term.
- the provisions of the various county developments which seek to protect trees and indeed the requirements set out in the specific tree strategies adopted by local authorities and the need to balance same with an overriding, common good transport objectives in relevant national, regional and local level policies which also support the proposed scheme.
- the requirement to improve road safety through improvement works at key junctions and upgrades to the pedestrian and cycling infrastructure as well as increasing the bus network capacity, and
- the submissions received from objectors in respect trees being impacted by the proposed scheme.

I am satisfied that the impacts are acceptable and during construction it may be possible to retain certain these trees.

### **9.3.13 Historic Boundary Removal and Reinstatement**

Along the proposed scheme there is several sections of wall and boundaries that will be impacted. Many hold no architectural heritage value and their removal and reinstatement is considered acceptable in the context of the proposed scheme. The

disruption to property along the route is well documented in the EIAR and assessed below in the various sections of the EIA in terms of air quality, noise, light and general amenity and sense of place. However, I note the applicant has provided a robust argument in respect of the wider benefits of the scheme.

Others are of architectural heritage, with many relating to demesne landscapes. This is particularly the case along Section 3 Loughlinstown Roundabout to Bray North (Wilford Roundabout) of the proposed scheme. The impacts will generally be direct, negative, and long term following the implementation of mitigation and monitoring measures.

- CBC0013BTH068: Granite Wall Dublin Road in Shankill
- CBC0013BTH064: Carezza, Dublin Road
- Rathmichael Parish Primary School (DLR RPS 1799)
- CBC0013BTH062: Saint Anne's Catholic Church (RMP DU026-109, DLR RPS 1805)
- CBC0013BTH045: Rubble Wall to the north of Castle Farm Dublin Rd Shankill
- CBC0013BTH043: Boundary Wall to Kiltuc Church (RMP DU026-054001)
- CBC0013BTH040: Demesne Wall of Sherrington House (NIAH 60260153)
- CBC0013BTH037: CBC0013BTH036: Demesne Wall of Crinken House (DLR RPS 2074, NIAH 60260151)
- CBC0013BTH035: Boundary Wall to the north of Allies River Road
- CBC0013BTH032: Boundary Wall to Askefield House (DLR RPS 1860)
- CBC0013BTH030: Demesne Wall of Beauchamp House (DLR RPS 1862)
- CBC0013BTH025: Demesne wall of Corke Lodge (DLR RPS 1869)
- CBC0013BTH024: Demesne Wall of Woodbrook House
- CBC0013BTH021: Woodbrook Side Lodge, boundary wall and entrance gates (DLR RPS 1874, NIAH 5676)
- Gates and Boundary Wall to Ravenswell House

It is noted that certain walls noted above were previously rebuilt, are not the original demesnes wall or are simply 20<sup>th</sup> century boundaries. Notwithstanding this, they do contribute to the local architectural character of the area. But certain walls or part thereof do form part of the attendant grounds of protected structures, primarily where the parent house or structure is existing such as at Saint Anne's Catholic Church,

Crinken House, Askefield Beauchamp, Corke Lodge, Woodbrook. It is noted that Section 6.8.11 of the Architectural Heritage Guidelines (DAHG 2011) indicates that a robust justification is necessary for the demolition of a protected structure to be authorised, and that every alternative to demolition must be thoroughly examined. In addition, the Board shall not grant permission for the demolition of a protected structure or proposed protected structure, save in exceptional circumstances under Section 57(10)(b) of the PDA.

The need to widen the carriageway promote the most efficient public transport service requires the removal and reinstatement the walls (in line with Appendix A16.3 of the EIAR submitted with the related application (ABP-317780-23)). This is in consistent with plethora of national transport objectives set out in previous sections of this report. However, the Board should be in no doubt that their removal and reinstatement may conflict with parts of several policy objectives in the DLRCDP including Policy Objective HER8: Work to Protected Structures which requires the protection and retention of important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.

On the basis of the argument put forward by the applicant in the Consideration of Reasonable Alternatives section of the EIAR, it is clear that its retention in place is not possible or appropriate in this instance based on a multi-criteria analysis which I consider reasonable. Policy Objective HER8 which deals specifically with protected structures does not mention the removal and reinstatement of historic walls specifically, but it is obvious that removing and reinstating such structures may 'negatively impact their special character and appearance'.

It is acknowledged that the historic walls in certain cases are in their original location within a demesne landscape and therefore, a link remains between the walls and the parent structures. However, the context of the change, which includes the setting back of several metres would be minimal.

Having regard to:

- the strong justification provided in Chapter 16 Architectural Heritage of the EIAR by Cathal Crimmins (B.Arch, MArch Sc (Conservation of Towns and Buildings), RIAI Grade 1 Accredited Conservation Architect, FRIAI, MRIBA), an

architect with specialist knowledge who considered all alternative options, other than their removal and reinstatement.

- the mitigation measures to be implemented which includes reinstatement of the walls, albeit, at an altered location which reduces the significance of any impact to the cumulative historic interest of the area.
- the provisions of the DLRCDP and requirements set out in the Architectural Heritage Protection Guidelines for Planning Authorities which seek to protect the built heritage and, in this individual instance and in the absence of alternative options, the need to balance same with an overriding, common good transport objectives in relevant national, regional and local level policies which support the proposed scheme.
- the requirement to improve road safety through improvement works at key junctions and upgrades to the pedestrian and cycling infrastructure as well as increasing the bus network capacity
- the submissions received from observer, the planning authorities and prescribed bodies in respect boundaries being impacted by the proposed scheme.

I am satisfied that exceptional circumstances exist for the removal and reinstatement of historic boundary walls along the route of the proposed scheme.

The Board can be satisfied that the Architectural Impact Assessment presented in support of the proposed scheme adequately address the full extent of impacts on protected structures. It is therefore concluded that the development, if permitted would not materially or adversely affect the character and setting of demesne landscapes and any associate protected structures and would, therefore, be consistent to the proper planning and sustainable development of the area.

## **9.4 Consideration of Individual Lands**

A total of 85 no. third party submissions have been received in relation to the CPO of lands. These relate to both lands being permanently acquired and temporarily acquired. In relation to the content of the submissions it is of note that many issues raised are common to all of the submissions. Overall, objectors are concerned that the proposed scheme will materially alter how their property functions and will impact their use and enjoyment of same to a significant extent.



It is important for the Board to note, as mentioned above, concerns relating to planning matters such as noise, and traffic impacts etc are dealt with within the EIAR and have been examined within the planning application report (ABP-317780-23) for this scheme and as such this report should be read in conjunction with the aforementioned planning application report for the proposed scheme.

However, given the constitutional and Convention protection afforded to property rights and that many of these properties are homes, neighbourhood and community amenities, I do consider it necessary to go through each objection and give reasons to these parties as to why the CPO is considered reasonable and proportionate – particularly in the case where the CPO is permanent.

There is no permanent acquirement, and indeed temporary, proposed which I would consider unreasonable or disproportionate. The NTA's approach has been restrained overall. In truth I would be of the view that it could have been much more extensive were they intent on implementing the most optimum cross sections - which is often the case in new build schemes such as new link roads and motorways – however, through consultation and engagement there is an appreciation in the CPO that these are established communities and retrofitting such a design would give rise to significant impacts. The CPO largely takes shavings from front areas of properties where there is a certain pinch point and there is a clear safety issues. This facilitates increased carriageway width and junction improvements necessary for the purpose stated, which is a legitimate objective being pursued in the public interest. The extent of the land take balance the requirement for the sustainable transport scheme and minimises impacts, both actual and perceived, to communities along the corridor. This is all entirely reasonable given the common good need for such infrastructure.

| Table 31: Consideration of Individual Lands |   |           |  |  |  |   |
|---|---|-----------|--|--|--|---|
| Sec.  | Property Acquired                           | Objection | Objector                                 | Perm CPO   | Temp CPO   | Assessment  |
| 1   | 75, 76, 77, 87, 89, and 91 Morehampton Road | Yes       | Donnybrook Fair Ltd<br>Terroirs          | 1019(1).1e<br>1024(1).1e<br>1025(1).1e<br>1028(1).1e | 1026(1).2e<br>1020(1).2e<br>1021(1).2e<br>1022(1).2e<br>1023(1).2e<br>1027(1).2e<br>1029(1).2e<br>1030(1).2e<br>1031(1).2e | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>While the objectors raises specific issues like loss off, delivery and loading areas and customer parking. It should be noted that this CPO in of itself will not result in loss of same. It will result in the loss of some outdoor seating. However, this is limited and on the basis of that existing (contained under the ground floor recess) is not likely to be significantly impacted.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|   | 2 Donnybrook Road                           | Yes       | Mola Architecture<br>Bastille Realty Ltd | 1018(1).1e   | N/A  | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p>   |

|  |  |     |  |   |   |   |
|--|--|-----|--|---|---|---|
|  |  |     |  |   |   | <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The objectors raise specific issues like loss off staff and customer parking which is acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that car parking cannot be maintained at this location. I am satisfied it will facilitate a safer environment for road users and facilitate efficient operation of the cycle and bus lane through the removal of perpendicular parking. Alternatives suggested by the objector do not address the requirement to provide an efficient cycle and bus lane which is resulting in the requirement to remove parking.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | Circle K Donnybrook, First Stop Donnybrook, FastFit Donnybrook | Yes | <p>Circle K Donnybrook</p> <p>First Stop Donnybrook</p> <p>MCL Estates Ltd</p> <p>Redrock Donnybrook Ltd</p> | <p>1015(1).1c</p> <p>1016(1).1c</p> <p>1017(1).1c</p> | <p>1015(2).2c</p> <p>1016(2).2c</p> <p>1017(2).2c</p> | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off staff and customer parking, operational issues and access/egress which are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered</p> |

|   |  |    |     |         |         |   |
|---|--|----|-----|---------|---------|---|
|   |  |    |     |         |         | <p>detrimental to the use and enjoyment of these spaces for such operations.</p> <p>I note the submission from Circle K, FirstStop/FastFit and the knock on effects due to the loss of land on a permanent basis. Ultimately, in the event that the CPO is confirmed by the Board, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on all those included in the confirmed CPO, and it will then be for persons to make a claim for compensation and establish that they have a compensable interest in the land in question.</p> <p>There is currently a lack of detail in respect of construction timelines at specific properties. I appreciate the uncertainty this presents for businesses, however, the current detail provided is sufficient for the purposes of the CPO. Should the CPO be confirmed and a contractor appointed the applicant can provide specific and bespoke programmes. This is reasonable.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
| 2 | A number of green areas and verges along this section of the Proposed Scheme | No | N/A | Several | Several | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at these locations. The acquisition will specifically provide additional carriageway width.</p>  |

|  |                                    |     |                               |                          |                          |   |
|--|------------------------------------|-----|-------------------------------|--------------------------|--------------------------|---|
|  |                                    |     |                               |                          |                          | <p>Much of the land to be acquired is already read as part of the public domain and is in the ownership of the local authority for the area. There are no private domain areas being acquired.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |
|  | Cairn Homes Montrose Limited Plot; | No  | N/A                           | 1011(1).1h               | 1011(1).1h               | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width for the installation of a coach stop.</p> <p>Much of the land to be acquired is private domain.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Donnybrook Castle Donnybrook Close | Yes | Shamrock Hill Management. Ltd | 1012(1).1a<br>1013(1).1a | 1012(2).2a<br>1013(2).2a | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current access/egress junction point to the main carriageway is sub-optimal at this location. The acquisition will specifically provide additional lands to facilitate an improved junction design for all road users.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p>   |

|  |     |    |     |            |            |  |
|--|-----|----|-----|------------|------------|--|
|  |     |    |     |            |            | <p>The objectors raise specific issues with the design of the junction. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of such a junction design. It is noted that access and egress to these residential properties will be maintained.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | RTÉ | No | N/A | 1010(1).1a | 1010(2).2a | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current access/egress junction point to the main carriageway is sub-optimal at this location. The acquisition will specifically provide additional lands to facilitate an improved junction design for all road users.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p>                           |

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|  |   |     |              |            |            | <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | <p>Junction of Stillorgan Road with Nutley Lane</p> | Yes | Rhona Draper | N/A        | 1009(1).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the temporary acquisition at this property and related private rights.</p> <p>The current junction and access point to the main carriageway is sub-optimal. The acquisition will specifically facilitate an improved junction design for all road users. Namely. It will result in the closure of one of two entrances to this specific junction.</p> <p>The objectors raise specific issues with the design of the junction. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the extinguishing of the access right is needed for the introduction of such a junction design. It is noted that access and egress to this property will be maintained, albeit at one entrance only. The extinguishment of the right will be disruptive; however, it is not considered detrimental to the use and enjoyment of the property</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | <p>Council land adjacent to UCD, Belfield;</p>      | No  | N/A          | 1007(1).1i | N/A        | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional lands to facilitate a bus interchange and related facilities.</p>  |

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|  |   |     |                                      |            |                          | <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |
|  | Merrion Grove                                       | Yes | Edmund Rice Schools Trust Ltd        | 1006(1).1i | 1006(2).2i<br>1008(1).2i | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional lands to facilitate a bi-directional cycle track to link a school to main cycle network.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Junction of Stillorgan Road with Priory Office Park | Yes | Executors of Kevin O'Gorman Deceased | N/A        | 1003(1).2c               | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the temporary acquisition at this property and related private rights.</p> <p>The current junction is sub-optimal. The acquisition will specifically facilitate works to utilities infrastructure on the perimeter wall.</p> <p>The objectors raise specific issues with the design of the junction. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the</p>   |



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|  |  |     |   |            |            | <p>interest of road safety and orderly development, that the extinguishing of the access right is needed for the introduction of such a junction design. It is noted that access and egress to this property will be maintained. The temporary land take will be disruptive; however, it is not considered detrimental to the use and enjoyment of the property</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Cairn Homes Montrose Limited Plot at Stillorgan; | Yes | Kennedy Wilson & Kennedy Wilson Investments | 1002(1).1h | N/A        | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of or adjoins the public domain. There are no private domain areas being acquired.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |
|  | The Grange Office and Apartment Plot;            | Yes | Kennedy Wilson & Kennedy Wilson Investments | 1135(1).1c | 1135(2).2c | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p>  |

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|  |   |    |     |            |     | <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The objectors raise specific issues like operational issues and access/egress which are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these properties will be maintained. These properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Belmont Terrace, Galloping Green North; | No | N/A | 1134(1).1e | N/A | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width and a safer cycle lane.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |

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|  | South Park | Yes | Eamon Griffith<br>Padraic & Anna Costello | 1001(27).1e<br>1001(28).1e | 1001(29).2e<br>1001(30).2e<br>1129(1).2a<br>1129(2).2d<br>1129(3).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current access to the bus infrastructure is sub-optimal at this location. The acquisition will specifically provide safe and direct pedestrian access from South Park width.</p> <p>The land to be permanently acquired is public domain. However, in order to facilitate the works, temporary acquisition is required at the two properties at the end of the cul-de-sac in South Park.</p> <p>The objectors raise specific issues like loss off residential amenity as a result of the access. The objectors have enjoyed the benefits of the cul-de-sac for several years. There is an excessive amount of trees to be removed to facilitate the access. The objectors are of the view the existing arrangements are sufficient and the acquisition disproportionate. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of providing safe and direct access to sustainable transport infrastructure, that the lands are needed for the introduction of a pedestrian access</p> <p>The temporary land take, at the objectors properties, is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. It is noted that access and egress to these properties will be maintained. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum. While this work may be disruptive, it is not considered detrimental to the use and enjoyment of these spaces.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
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|  | Car Park at Interlock Hardware Limited, Monaloe House, Clonkeen Road; | Yes | Catriona McNally | 1130(1).1e<br>1131(1).1e | 1130(2).2e<br>1131(2).2e | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current junction point to the main carriageway is sub-optimal. The acquisition will specifically provide additional lands to facilitate an improved junction design for all road users.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The objectors raise specific issues with the design of the junction. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of such a junction design. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | St Laurence College, Wyattville Road; and                             | No  | N/A              | 1123(1).1i               | 1123(2).2i               | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width for the installation of a bus stop.</p>   |

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|   |  |    |     |                          |            | <p>Much of the land to be acquired is private domain.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |
|   | Whelehans Wines, The Silver Tassie, Bray Road.                     | No | N/A | 1121(1).1c<br>1121(2).1c | 1121(3).2c | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current junction point to the main carriageway is sub-optimal. The acquisition will specifically provide additional lands to facilitate an improved junction design for all road users.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
| 3 | A number of green areas along this section of the Proposed Scheme; | No | N/A | Several                  |            | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p>   |

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|  |                         |     |  |                          |            | <p>The current footpath, cycleway and bus infrastructure is sub-optimal at these locations. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain and is in the ownership of the local authority for the area. There are no private domain areas being acquired.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | St Rita's, Dublin Road  | Yes | Anne, David, Orla, Thomas & Marlene Fitzpatrick. | N/A                      | 1119(1).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the temporary acquisition at this property and related private rights.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Lurganbrae, Dublin Road | Yes | Edward C Brady.pdf                               | 1116(1).1e<br>1116(2).1e | N/A        | <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired. The objector is not a named party in the Compulsory Purchase Order &amp; Schedule.</p> <p>Regardless, I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent acquisition at this property and related private rights.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at these locations. The acquisition will specifically provide additional carriageway width.</p>  |

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|  |                                       |     |   |                          |                          | The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.   |
|  | 3 Rathmichael Lawns                   | Yes | Paula Whelan & Roy Parker                                       | N/A                      | 1108(1).2d               | I am satisfied that there is a community need for sustainable transport infrastructure to be met by the temporary acquisition at this property and related private rights.  |
|  | 4 Rathmichael Lawns                   | Yes | Deirdre Spillane  | N/A                      | 1109(1).2d               | <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | Clonmore, Dublin Road;                | N/A | N/A   | 1115(1).1d               | 1115(2).2d               | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and</p> |
|  | Thingwall, Dublin Road;               | Yes | Nigel Kenning   | 1114(1).1d               | 1114(2).2d               |   |
|  | Fairymount, Dublin Road;              | Yes | Margaret Mary Gildea  | 1112(1).1d               | 1112(2).2d               |   |
|  | Kendor, Dublin Road;                  | No  | N/A   | 1113(1).1d               | 1113(2).2d               |   |
|  | Coltsfoot, Dublin Road;               | No  | N/A   | 1111(1).1d               | 1111(2).2d               |   |
|  | Woodbank Housing Estate, Dublin Road; | Yes | Alison, Mark, Leya & Esemé Fallon<br>Aoife Stokes & Glenn Mason | 1110(1).1e<br>1110(2).1e | 1110(3).2e<br>1110(4).2e |   |

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|  |  |     | <p>AWC Estate Owners Management Company Cig</p> <p>Brian Holland</p> <p>Courtenay Pollard</p> <p>Dermot and Anne Grumley</p> <p>Fiachra Baynes &amp; Sinead Lucey</p> <p>Fiona Bennett &amp; Brendan Dunne</p> <p>Fionnuala &amp; Noel Gilchrist</p> <p>Gavin Doherty</p> <p>Jane &amp; John Deehan</p> <p>Mark &amp; Christine Russell</p> <p>Stephen &amp; Marie Hedderman</p> <p>Zoe Stephenson &amp; Adam Wong</p> |   |   | <p>egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these private properties or indeed the linear amenity space at Woodbank.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Rathmichael National School, Stonebridge Road; | Yes | Rathmichael National School  | <p>1104(1).1h</p> <p>1104(2).1i</p> <p>1104(3).1i</p> <p>1104(4).1i</p> <p>1106(1).1i</p> | <p>1106(2).2i</p> <p>1104(6).2i</p> <p>1104(5).2h</p> | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p>   |



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|  |   |    |     |            |            | <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general amenity and operation of the school facilities including the all-weather pitch and play areas . Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to the school property as well as use of facilities will be maintained in so far as practicable. These schools property will have a smaller area as a result of the widening, and while disruptive, it is not considered detrimental to the use of this area.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Rathbeg Residential Development (Stonebridge Wood), Stonebridge Lane; | No | N/A | 1105(1).1h | 1105(2).2h | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath and cycleway is sub-optimal at this location. The acquisition will specifically provide additional lands to provide for same.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p>  |

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|  |  |    |     |            |            | <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage residential amenity and children play areas. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated footpath and cycle lane which will provide connectivity to schools along Stonebridge Road including St Anne's National School and Rathmichael Parish Church of Ireland National School to the cycle network. It is noted that access and egress to the Stonebridge Close will be maintained in so far as practicable.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Northlands, Rathmichael Park, Dublin Road; | No | N/A | 1103(1).1d | 1103(2).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current junction at Dublin Road with Stonebridge Road is sub-optimal. The acquisition will specifically provide additional lands to facilitate an improved junction design for all road users and additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR</p>   |

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|  |                             |     |                            |            |            | <p>and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these properties.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Kiltuc, Dublin Road;        | Yes | Marian Ward<br>Peader Ward | 1102(1).1d | 1102(2).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current junction at Dublin Road with Stonebridge Road is sub-optimal. The acquisition will specifically provide additional lands to facilitate an improved junction design for all road users and additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p>  |
|  | Narrow Meadow, Dublin Road; | Yes | Nina & Peter Brennan       | 1101(1).1d | 1101(2).2d | <p>The objectors raise specific issues like loss of access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a</p>   |
|  | Carezza, Dublin Road;       | Yes | Sharon and Nigel Rogers    | 1100(1).1d | 1100(2).2d |  |

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|  | St Anne's, Dublin Road;                         | No  | N/A                             | 1096(1).1d | 1096(2).2d                | <p>dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these properties.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | St Anne's Church and St Anne's Resource Centre; | Yes | Fr. Michaael O'Sullivan SAC, PP | 1095(1).1i | 1095(2).2<br>1095(3).2i i | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off parishioner parking, particularly at mass and ceremony times, operational issues and access/egress is acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these community facilities will be maintained. These church and its attendant grounds will have a smaller area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for ceremonies or parking.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned after construction and</p> |

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|  |                  |     |                               |            |            | <p>reinstated as required. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | Beechfield Manor | Yes | Beechfield Manor Nursing home | 1098(1).1e | 1098(2).2e | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current junction is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Sherrington      | Yes | Sarah & Peter Brennan         | N/A        | 1084(1).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the temporary acquisition at this property and related private rights.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p>  |

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|  |                                |            |  |  |                   | <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | <p>Olcovar Housing Estate;</p> | <p>Yes</p> | <p>Celeste Golden<br/>Fergus McCarthy<br/>Joe O'Sullivan<br/>Patrick &amp; Sandra Morris.<br/>Sean O'Leary.pdf</p> | <p>1085(1).1a<br/>1085(2).1d<br/>1085(3).1e<br/>1085(4).1e</p> | <p>1085(5).2e</p> | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of these properties.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | <p>Barbeque Centre</p>         | <p>Yes</p> | <p>Gerry Cosgrave</p>  | <p>N/A</p>   | <p>1086(1).2c</p> | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the temporary acquisition at this property and related private rights.</p>   |

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|  |                                |     | PM OLoughlin<br>Shankill Limited<br><br>Rebecca Dunford &<br>Niall Donnelly<br><br>Swift Clean |  |                          | <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>I note the submission of PM O'Loughlin in particular which has largely raised procedural issues in respect of the oral hearing. I am again satisfied, given the limited extent of the temporary acquisition, which will only be in place during the construction phase, there is no issue so complex to warrant an oral hearing in this instance. I appreciate the sensitivities of such a measure on the business operations at this location. Overall, I am satisfied that the applicant has analysed the operational impacts of the business in the EIAR. The overall impact of land take during the Construction Phase is expected to be Negative, Not Significant to Slight and Short-Term. This is a reasonable conclusion and relative to the temporary nature of the works.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Crinken Lodge,<br>Dublin Road; | Yes | Ross Lawless &<br>Lisa Kenny   | 1082(1).1d<br>1091(1).1e<br>1091(2).1e | 1082(2).2d<br>1091(3).2e | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly</p>  |

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|  |  |    |     |            |            | <p>development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of these properties.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan, including those related to architectural heritage, for the area. It is demonstrably the preferable option.</p> |
|  | Plot between Aughmore Lane Estate and Allies River Road; | No | N/A | 1089(1).1b | 1089(2).2b | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain and in agricultural use.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p>  |



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|  |  |     |              |  |                          | <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | Plot between Allies River Road and The Orchard Lodge, Dublin Road; | Yes | Aaron Wooton | 1088(1).1b   | 1088(2).2b<br>1077(1).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width for the installation of a coach stop.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss of boundaries, trees and foliage. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to this property will be maintained. While this property will have a smaller working area as a result of the widening, and while disruptive, it is not considered detrimental to the use of the properties.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Shanganagh Park;   | No  | N/A          | 1087(3).1h<br>1087(1).1a<br>1087(2).1h<br>1093(1).1h | 1093(2).2h               | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p>   |

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|  |                     |    |     |            |            | <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |
|  | Shanganagh Cemetery | No | N/A | 1076(1).1i | 1076(2).2i | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |

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|  | Shanganagh Marble and Stone Centre, Dublin Road; | Yes | Shanganagh Marble & Stone Company | 1079(1).1c<br>1075(1).1c               | 1075(2).2c<br>1075(3).2c<br>1079(2).2c | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain. But there are some private domain areas being acquired.</p> <p>The objectors raise specific issues like loss informal roadside parking, operational issues and access/egress which are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to this commercial property will be maintained. This commercial property will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Askefield House, Dublin Road;                    | Yes | Chris Horn                        | 1074(1).1d<br>1075(1).1c<br>1079(1).1c | 1074(2).2d<br>1078(1).2d               | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p>  |

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|  |                               |     |   |  |  | <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of this property.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan, including those related to architectural heritage, for the area. It is demonstrably the preferable option.</p> |
|  | Beauchamp House, Dublin Road; | Yes | Eoin Conway and Helen Clarke<br><br>Eoin Conway | 1069(1).1d<br>1071(1).1d<br>1071(2).1e<br>1071(3).1e<br>1072(1).1e | 1069(2).2d<br>1071(4).2d<br>1071(5).2e<br>1072(2).2e | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p>   |

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|  |                              |     |   |            |  | <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of this property.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan, including those related to architectural heritage, for the area. It is demonstrably the preferable option.</p> |
|  | Crinken Church, Dublin Road; | Yes | Trustees of St. James Church, Robert Thompson | 1067(1).1i | 1067(2).2i<br>1067(3).2i<br>1067(4).2i | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off parishioner parking, particularly at mass and ceremony times, operational issues and access/egress. acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction</p>   |

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|  |                               |     |                              |  |  | <p>of a dedicated cycle lane and bus priority. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan, including those related to architectural heritage, for the area. It is demonstrably the preferable option.</p>   |
|  | Beauchamp Lodge, Dublin Road; | Yes | Gwen Thomas & Edward Fidgeon | 1068(1).1e<br>1068(2).1e<br>1070(1).1d<br>1073(1).1e | 1068(3).2e<br>1068(4).2e<br>1070(2).2d<br>1070(3).2d<br>1073(2).2e | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss of access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of this property.</p> |

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|  |   |     |                         |            |            | <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan, including those related to architectural heritage, for the area. It is demonstrably the preferable option</p>   |
|  | Proposed Woodbrook Housing Estate, Dublin Road; | Yes | Aeval Unlimited Company | 1066(1).1h | 1066(2).2h | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain. There are no private domain areas being acquired.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity including play areas for children. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use of this area.</p> |

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|  |                                    |     |                   |  |  | <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | Woodbrook Estate, Dublin Road; and | Yes | Sir Marc Cochrane | 1060(1).1d<br>1061(1).1d<br>1061(2).1d<br>1061(3).1d<br>1064(1).1d<br>1064(2).1d<br>1067(1).1i | 1064(4).2d<br>1064(3).2d<br>1061(4).2d<br>1061(5).2d<br>1061(6).2d<br>1061(7).2d<br>1060(2).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width and facilitate a combined bus and coach stop.</p> <p>Much of the land to be acquired is private domain</p> <p>See below for consideration of Woodbrook Side Lodge.</p> <p>The objector raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of this property.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after</p> |



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|  |                                |     |  |  |  | <p>construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan, including those related to architectural heritage, for the area. It is demonstrably the preferable option.</p>  |
|  | Woodbrook College, Dublin Road | Yes | The Congregation of Christian Brothers | 1065(1).1i<br>1065(2).1i<br>1065(3).1i | 1065(5).2i<br>1065(4).2d<br>1065(6).2i | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general amenity and operation of the school facilities. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to the school property as well as use of facilities will be maintained in so far as practicable. While disruptive, it is not considered detrimental to the use of this area.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> |

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|  |  |     |                   |            |            | <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | A number of green areas along this section of the Proposed Scheme; | No  | N/A               | Several    |            | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at these locations. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain and is in the ownership of the local authority for the area. There are no private domain areas being acquired.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | Woodbrook Side Lodge, Dublin Road;                                 | Yes | Sir Marc Cochrane | 1060(1).1d | 1060(2).2d | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width and facilitate a combined bus and coach stop.</p> <p>Much of the land to be acquired is private domain and will result in the demolition of habitable dwelling house which is a protected structure. A habitable dwelling of similar design will be reconstructed on the site further east of its original location. I am satisfied an exceptional circumstance arises for its demolition. The timing and duration of these works is a matter between the applicant and affected parties.</p> <p>The objector raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity. It also raises practicalities about the reconstruction and in particular the timelines to complete same given the occupiers need for a</p> |

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|---|--------------------------------------|-----|----------------|------------|------------|--|
|   |                                      |     |                |            |            | <p>home. There is also the wider query of the architectural implications of these works.</p> <p>Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. I am satisfied that an exceptional circumstance arises for its demolition given the overing common good transport requirements for the area. The impacts a suitable mitigated through reconstruction of the lodge on the site. It is noted that access and egress to the property will be maintained. The residential property will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of this property following reconstruction.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan, including those related to architectural heritage, for the area. It is demonstrably the preferable option.</p> |
| 4 | Windsor Motors<br>Bray, Dublin Road; | Yes | Windsor Motors | 1059(1).1c | 1059(2).2c | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off staff and customer parking, sales space, operational issues and access/egress which</p>   |

|  |   |     |  |   |   |   |
|--|---|-----|--|---|---|---|
|  |   |     |  |   |   | <p>are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller sales and operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | <p>Green areas adjacent to 1-4 and 8-14 Dublin Road;</p> <p>Front gardens at Meentogues (5 Dublin Road),</p> <p>Brookvale (6 Dublin Road)</p> <p>St Anthony's (7 Dublin Road)</p> | Yes | <p>David &amp; Anne-Marie Munro</p> <p>Gwen &amp; John Downing</p> <p>Sharon McHenna Murphy</p> <p>William &amp; Elizabeth Mansfield</p> | <p>1044(1).1d</p> <p>1045(1).1e</p> <p>1046(1).1e</p> <p>1047(1).1e</p> <p>1048(1).1e</p> <p>1049(1).1e</p> <p>1050(1).1e</p> <p>1051(1).1d</p> <p>1052(1).1d</p> <p>1053(1).1d</p> <p>1055(1).1e</p> <p>1056(1).1e</p> <p>1057(1).1e</p> <p>1058(1).1e</p> | <p>1054(1).2d</p> <p>1045(2).2e</p> <p>1046(2).2e</p> <p>1047(2).2e</p> <p>1048(2).2e</p> <p>1049(2).2e</p> <p>1050(2).2e</p> <p>1051(2).2d</p> <p>1052(2).2d</p> <p>1053(2).2d</p> <p>1055(2).2e</p> <p>1056(2).2e</p> <p>1057(2).2e</p> <p>1058(2).2e</p> | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain, save for 5-7 Dublin Road whose gardens do extend to the existing carriageway.</p> <p>The objectors raise specific issues like loss off access/egress, boundaries, trees and foliage and general residential amenity including play areas for children. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands</p>  |

|  |  |     |               |                          |                          |  |
|--|--|-----|---------------|--------------------------|--------------------------|--|
|  |  |     |               |                          |                          | <p>are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these residential properties will be maintained. These residential properties will have a smaller amenity area as a result of the widening, and while disruptive, it is not considered detrimental to the use and enjoyment of these area.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |
|  | AXA Insurance, Dublin Road;            | No  | No            | 1043(1).1c               | 1043(2).2c<br>1043(3).2c | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss of staff and customer parking, operational issues and access/egress which are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> |
|  | Ford Motors and Circle K, Dublin Road; | Yes | Circle K Bray | 1042(1).1c<br>1034(2).1i | 1042(2).2c               |  |

|  |   |    |    |                          |                          |   |
|--|---|----|----|--------------------------|--------------------------|---|
|  |   |    |    |                          |                          | <p>At Circle K, in order to make space for the wider cross-section at this location, the outer four pumps (out of a total of eight) will be removed, and the canopy size will be reduced. The remainder of the petrol station, which will have four pumps, will be reinstated. This arrangement is illustrated in Drawing BCIDB_JAC_SPW_AW-0013_XX_00_DR_001.</p> <p>I note the submission from Circle K and a technical report from McArdle Doyle Engineers and the knock on effects to trade and profitability due to the loss of land on a permanent basis. I appreciate the observers concern, however, ultimately in the event that the CPO is confirmed by the Board, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on all those included in the confirmed CPO, and it will then be for persons to make a claim for compensation and establish that they have a compensable interest in the land in question.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|  | Area in front of Lidl, Industrial Yarns Complex, Dublin Road; | No | No | 1080(3).1c<br>1080(2).1c | 1080(7).2c<br>1080(6).2c | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at these properties and related private rights, if any.</p>  |

|  |   |     |   |  |  |  |
|--|---|-----|---|--|--|--|
|  | Thin strip of land (cycle track) at Dublin-Wicklow Border, Dublin Road; | No  | No  | 1080(1).1c                             | 1080(5).2c                             | <p>The current footpath, cycleway and bus infrastructure is sub-optimal at these locations. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain. However, the area at the existing bi-directional cycle track already reads as part of the public domain</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>     |
|  | North Wicklow Educate Together Secondary School, Dublin Road;           | Yes | Religious Sisters of Charity Marian Centre CLG. | 1080(4).1i<br>1081(1).1i<br>1034(2).1i | 1080(8).2i<br>1081(2).2i<br>1034(3).2i | I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.   |
|  | Old Everest Centre Site, Castle Street;                                 | No  | N/A   | 1040(1).1h                             | 1040(2).2h                             | <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss of access/egress, boundaries, trees and foliage and general amenity and operation of the school facilities including the play areas. Such impacts are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to the school property as well as use of facilities will be maintained in so far as practicable. This school property will have a</p> |

|  |  |     |  |                                     |                                     |  |
|--|--|-----|--|-------------------------------------|-------------------------------------|--|
|  |  |     |  |                                     |                                     | <p>smaller area as a result of the widening, and while disruptive, it is not considered detrimental to the use of this area.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>  |
|  | Dargle Shopping Centre, Castle Street; | Yes | <p>Peadar Smyth</p> <p>Four Star Pizza</p> <p>Kingsley Hogan</p> <p>Mandabard Holding Ltd.</p> <p>Fast Fit Tyres c/o Gartlan Furey Solicitors</p> <p>MCL Estates</p> | <p>1039(2).1e</p> <p>1039(1).1c</p> | <p>1039(4).2e</p> <p>1039(4).2c</p> | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss of staff and customer parking, operational issues and access/egress which are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after</p> |



|  |  |    |     |            |            |   |
|--|--|----|-----|------------|------------|---|
|  |  |    |     |            |            | <p>construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p>   |
|  | Development Site, Castle Street – to facilitate reinstatement works; | No | N/A | 1038(1).1h | 1038(2).2h | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss of staff and customer parking, operational issues and access/egress which are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |

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|--|---|-----|---|---|------------|--|
|  | Castle Street Shopping Centre, Castle Street; and | Yes | <p>Melcorpo Commercial Properties Limited</p> <p>Melcorpo Commercial Properties Unlimited</p> <p>Musgrave Limited.pdf</p> | <p>1036(1).1c</p> <p>1036(2).1c</p> <p>1036(3).1c</p> | 1036(4).2c | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is private domain.</p> <p>The objectors raise specific issues like loss off staff and customer parking, operational issues and access/egress which are acknowledged by the applicant. However, the applicant has clearly considered reasonable alternatives as part of the EIAR and demonstrated that, in the interest of road safety and orderly development, that the lands are needed for the introduction of a dedicated cycle lane and bus priority. It is noted that access and egress to these commercial properties will be maintained. These commercial properties will have a smaller operational area as a result of the widening, and while disruptive, it is not considered detrimental to the use of these spaces for such operations.</p> <p>I note the technical submission of NRB Consulting Engineers in relation to the shopping centre and its surveys in relation to access and parking. The applicant has acknowledged the impact on car parking it has been fully assessed as part of the EIAR. Its conclusion is considered acceptable. Ultimately, in the event that the CPO is confirmed by the Board, and the NTA exercise its powers of acquisition pursuant to such a confirmed CPO, Notices to Treat will be served on all those included in the confirmed CPO, and it will then be for persons to make a claim for compensation and establish that they have a compensable interest in the land in question.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after</p> |
|--|---|-----|---|---|------------|--|

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|--|--|--|--|--|--|---|
|  |  |  |  |  |  | <p>construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|--|--|--|--|--|--|---|

|  |                          |    |     |                          |                          |   |
|--|--------------------------|----|-----|--------------------------|--------------------------|---|
|  | Plot at Ravenswell Road. | No | N/A | 1037(1).1d<br>1037(2).1f | 1037(3).2d<br>1037(4).2f | <p>I am satisfied that there is a community need for sustainable transport infrastructure to be met by the permanent and temporary acquisition at this property and related private rights, if any.</p> <p>The current footpath, cycleway and bus infrastructure is sub-optimal at this location. The acquisition will specifically provide additional carriageway width.</p> <p>Much of the land to be acquired is already read as part of the public domain.</p> <p>The temporary land take is reasonably required for the duration of the construction period of the undertaking to allow working space for the construction works and boundary works/and or accommodation works. Temporary land take will be returned and reinstated after construction. The NTA will engage with the landowner to ensure disruption is kept to a minimum.</p> <p>The extent is reasonable and proportionate to meet the community need and generally accords with the development plan for the area. It is demonstrably the preferable option.</p> |
|--|--------------------------|----|-----|--------------------------|--------------------------|---|

## **9.5 Conclusion**

I am satisfied that the process and procedures undertaken by the NTA have been fair and reasonable, that the NTA has demonstrated the need for the lands and that all the lands being acquired are both necessary and suitable to facilitate the provision of the BusConnects Scheme.

Having regard to the constitutional and Convention protection afforded to property rights, I consider that the acquisition of lands as set out in the compulsory purchase order and on the deposited maps as follows, pursues and is rationally connected to, a legitimate objective in the public interest, namely the provision of a sustainable public transport bus service and active travel facility.

I am also satisfied that the acquiring authority has demonstrated that the means chosen to achieve that objective impair the property rights of affected landowners as little as possible; in this respect, I have considered alternative means of achieving the objective referred to in submissions to the Board, and am satisfied that the acquiring authority has established that none of the alternatives are such as to render the means chosen and the CPO made by the acquiring authority unreasonable or disproportionate.

The effects of the CPO on the rights of affected landowners are proportionate to the objective being pursued. I am further satisfied that the proposed acquisition of these lands on a permanent and temporary basis, restriction, acquisition and interference of rights of way would be consistent with the policies and objectives of the DCCDP, DLRCDP and the WCDP in which supporting the delivery of the proposed BusConnects scheme is an objective within both plans. Accordingly, I am satisfied that the confirmation of the CPO is clearly justified by the exigencies of the common good.

## **10.0 Recommendation**

It is recommended that the Board confirm the Compulsory Purchase Order on the basis of the reasons and considerations below.

## **11.0 Reasons and Considerations**

Having considered the objections made to the compulsory purchase order, the report of the Inspector who considered the objections, the purpose of the compulsory purchase order to facilitate the delivery of BusConnects; sustainable public transport and active travel infrastructure, and also having regard to:

- (i) the constitutional and Convention protection afforded to property rights,
- (ii) The substandard infrastructure provided for along the existing route.
- (iii) The strategic nature of the scheme in the context of reducing carbon emission and climate change.
- (iv) The community need, and public interest served and overall benefits, including benefits to a range of road users to be achieved from use of the acquired lands, and
- (v) The proportionate design response to the identified need,
- (vi) the suitability of the lands and the necessity of their acquisition to facilitate the provision of the BusConnects Sustainable Public Transport and Active travel Scheme.
- (vii) The policies and objectives of the Dublin City Development Plan 2022-2028, Dún Laoghaire-Rathdown County Development Plan 2022-2028 and Wicklow County Development Plan 2022-2028.
- (viii) The submissions made at to the Board.
- (ix) The report and recommendation of the Inspector.

it is considered that the acquisition of these lands on a permanent and temporary basis, restriction, acquisition and interference of rights of way, by the NTA, as set out in the compulsory purchase order and on the deposited maps, is necessary for the purpose stated, which is a legitimate objective being pursued in the public interest, and that the CPO and its effects on the property rights of affected landowners are proportionate to that objective and justified by the exigencies of the common good.

In reaching this conclusion, the Board agrees with and adopts the analysis contained in the report of the person who conducted the assessment of the objections.



## Professional Declaration

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

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Tomás Bradley,

Senior Planning Inspector

11<sup>th</sup> November 2024

## Appendix A: Observations of October 2023

| Observations of October 2023                |
|---|
| Aaron Wootton                               |
| Aeval Unlimited Company                     |
| Alison, Mark, Leya & Esemé Fallon           |
| Anne and others Fitzpatrick                 |
| Aoife Stokes & Glenn Mason                  |
| AWC Estate Owners Management Company        |
| Bastille Realty Limited                     |
| Beechfield Manor Nursing Home Ltd.          |
| Brian Holland                               |
| Catriona McNally                            |
| Celeste Golden                              |
| Chris Horn                                  |
| Circle K Bray                               |
| Circle K Donnybrook                         |
| Courtenay Pollard                           |
| David & Anne-Marie Munro                    |
| Deirdre Spillane                            |
| Dermot and Anne Grumley                     |
| Donnybrook Fair Limited                     |
| Eamon Griffith                              |
| Edmund Rice Schools Trust Limited           |
| Edward C Brady                              |
| Eoin Conway and Helen Clarke                |
| Eoin Conway                                 |
| Executors of Kevin O'Gorman Deceased        |
| Fergus McCarthy                             |
| Fiachra Baynes & Sinead Lucey               |
| Fiona Bennett and Brendan Dunne             |
| Fionnuala & Noel Gilchrist                  |
| Four Star Pizza c-o Peadar Smyth            |
| Four Star Pizza                             |
| Fr. Michael O'Sullivan SAC, PP              |
| Gavin Doherty                               |
| Gerry Cosgrave                              |
| Gwen & John Downing                         |
| Gwen Thomas & Edward Fidgeon                |
| Jane & John Deehan                          |
| Joe O'Sullivan                              |
| First Stop Donnybrook                       |
| Kennedy Wilson & Kennedy Wilson Investments |
| Kingsley Hogan                              |
| Mandabard Holding Ltd.                      |
| Margaret Mary Gildea                        |
| Marian Ward                                 |
| Mark & Christine Russell                    |
| MCL Estates Ltd - Fast Fit Tyres            |
| MCL Estates Ltd - Fast Fit Tyres            |
| MCL Estates Ltd - First Stop                |
| ABP317780-23 - MCL Estates Ltd              |
| Melcorpo Commercial Properties Limited      |
| Melcorpo Commercial Properties Unlimited    |
| MOAL Architecture                           |
| Musgrave Limited                            |

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| Myrtle Johnston                        |
| Nigel Kenning                          |
| Nina & Peter Brennan                   |
| Padraic & Anna Costello                |
| Patrick & Sandra Morris                |
| Paula Whelan & Roy Parker              |
| Peadar Ward                            |
| PM OLoughlin Shankill Limited          |
| Rathmichael National School            |
| Rathmichael Parish School              |
| Rebecca Dunford & Niall Donnelly       |
| Redrock Donnybrook Ltd                 |
| Religious Sisters of Charity           |
| Rhoda Draper                           |
| Ross Lawless & Lisa Kenny              |
| Sarah & Peter Brennan                  |
| Sean O'Leary                           |
| Shamrock Hill Mgmt. Ltd.               |
| Shanganagh Marble & Stone Company      |
| Sharon & Nigel Rogers                  |
| Sharon McHenna Murphy                  |
| Sir Marc Cochrane (1)                  |
| Sir Marc Cochrane                      |
| Stephen & Marie Hedderman              |
| Swift Clean                            |
| Terroirs                               |
| The Congregation of Christian Brothers |
| The Marian Centre CLG                  |
| Trustees of St. James Church           |
| William & Elizabeth Mansfield          |
| Windsor Motors                         |
| Zoe Stephenson & Adam Wong             |

## Appendix B: Observations of July 2024

| Observations of July 2024              |
|--|
| Edmund Rice Schools Trust Limited      |
| First Stop                             |
| The Congregation of Christian Brothers |
| Fast Fit Tyres                         |
| Sharon & Nigel Rogers                  |
| Eoin Conway                            |
| Ross Lawless and Lisa Kenny            |
| Sir Marc Cochrane                      |
| Gwen Thomas & Edward Fidgeon           |
| Rathmichael National School            |
| Terroirs Ltd                           |
| Nigel Kenning                          |
| Mandabard Holdings Ltd                 |
| Bastille Realty Limited                |
| Nina & Peter Brennan                   |
| Eamon Griffith                         |
| Padraic & Anna Costello                |
| Kingsley Hogan                         |
| Catriona McNally                       |
| Céleste Golden                         |
| Chris Horn                             |
| Circle K Bray                          |
| Circle K Donnybrook                    |
| Margaret Mary Gildea                   |
| Peadar Ward                            |
| PM O'Loughlin Shankill Ltd             |
| Rhoda Draper                           |
| Seán O'Leary                           |
| Swift Clean                            |
| Patrick & Sandra Morris                |