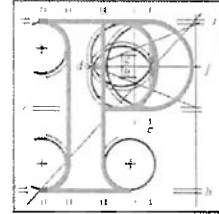


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Grainne O'Neill & Others
4 Tower Avenue
Rathgar
Dublin 6

Date: 24 April 2024

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

If you have any queries in the mean time, please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Kevin McGettigan

From: Eimear Reilly
Sent: Wednesday 10 April 2024 09:22
To: Kevin McGettigan
Subject: FW: Response to TFI reply to BusConnects Objection - case reference number ABP-316272-23
Attachments: GON Response to TFI Reply.pdf; GON Response to TFI Reply.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

From: LAPS <laps@pleanala.ie>
Sent: Tuesday, April 2, 2024 10:08 AM
To: Eimear Reilly <e.reilly@pleanala.ie>
Subject: FW: Response to TFI reply to BusConnects Objection - case reference number ABP-316272-23

From: Grainne O'Neill [REDACTED]
Sent: Thursday, March 28, 2024 4:31 PM
To: LAPS <laps@pleanala.ie>; iaps@pleanala.ie
Subject: Response to TFI reply to BusConnects Objection - case reference number ABP-316272-23

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Please find attached our response to TFI document relating to BusConnects for Rathgar.

--
Transformation Tapping Master

Tel: [REDACTED]

Sign Up For My Newsletter Here: [Newsletter Signup](#)



[Like our page on Facebook!](#)

AAMET Certified Accredited Master Trainer

Level 3 Emotional Freedom Technique (EFT) Master Practitioner

Master Practitioner Neurolinguistic Programming (NLP), Matrix Therapies
<http://www.grainnemoneill.com/>

4 Tower Avenue

Rathgar

Dublin 6

Response to TFI Response: Case 316272

The response from TFI does not address any of the concerns raised in our initial objections – just showing a picture of a map is not a response!

I reiterate that Dublin is not just about the city centre – i.e. Dublin's 1 & 2.

The character and heritage of Rathgar village will be damaged by BusConnects and also, the accessibility for people who are not so mobile will be decreased.

Please see below parts of the Dublin City Development Plan:

The city's Key Urban Villages, urban villages and neighbourhood centres are the heart of their local communities; they provide a focus for local activities, allow sustainable urban living and allow people access to local shops, services, community services, information, healthcare, amenities and to work locally.

In the suburbs, there are challenges relating to the traditional street, the parade of local shops or older shopping centres that are no longer strongly competitive and have now to compete with the growing presence of convenience supermarkets and on-line retailing.

Making Rathgar village less accessible will be the nail in the coffin for many shops in the village. We already have a number of vacant and derelict properties and this is likely to further increase.

➤ Promote and consolidate the role of urban villages and neighbourhood centres so that they can provide convenient and attractive access by walking and cycling to local goods and services needed on a day-to-day basis.

Given that the shops in Rathgar are already struggling, with shops closing down, people are now going to have to travel even further.

7.5.3 Key Urban Villages, Urban Villages and Neighbourhood Centres The city's Key Urban Villages, urban villages and neighbourhood centres have their own identity and sense of place and allow all parts of the city to access a wider variety of commercial, community, social and cultural services locally.

I agree, the different neighbourhoods of Dublin do have their own identity and sense of place. The plans for BusConnect will take away from the beautiful character of the village, through the destruction of walls from Victorian times – and as you refer to it – it will be a Bus Corridor – no longer a village. Ireland is keen to attract multinationals as a place to do business and to live. Therefore we need to have attractive urban villages – not just Bus Corridors.

Urban Villages and Neighbourhood Centres Dublin City is a city of neighbourhoods and these neighbourhoods are well served by local facilities ranging from medium sized shopping centres such as Artane Castle and the Merrion Shopping Centre to the more traditional villages such as Drumcondra and Ranelagh and to Neighbourhood Centres which often comprise local shopping parades and corner shops These urban villages and neighbourhood centres have an important role

to play in the creation of sustainable neighbourhoods in both the established urban villages and in developing areas

If there are no businesses left in Rathgar village, that will not be sustainable.

It is the Policy of Dublin City Council: CCUV20 Mixed Use Key Urban Villages/Urban Villages To support the development, regeneration and or consolidation of Key Urban Villages/urban villages as appropriate, to ensure these centres continue to develop their mixed used role and function adding vitality to these centres including through the provision of residential development.

BusConnects will not be adding to the vitality of Rathgar village and I have yet to see evidence that it will.

Neighbourhood Centres / Local Shopping To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities.

BusConnects is not supporting and protecting neighbourhood and local centres.

7.5.4 Convenience and Retail Service Shopping The provision of good quality convenience and retail service shopping to cater for daily shopping needs plays an important role in ensuring viable sustainable neighbourhoods where convenience retail and local services are within easy walking distance for residents

Many businesses will close as a result of BusConnects.

The quality of the public realm affects how people experience and perceive the city in terms of its attractiveness as a place to live, work and visit as well as influencing a range of health, wellbeing and social factors. The quality of the public realm is, therefore, vital to the liveability and health of the city and to its economic success.

Again, BusConnects will adversely affect the attractiveness as a place to live, work and visit.

A Sense of Place: All spaces should be carefully designed and be appropriate to their context, character and location and should provide/reinforce a sense of place.

BusConnects is not taking into account the character and location and does not reinforce a sense of place.

There should be a special focus on the needs of disabled people and the difficulties they face in negotiating the city, and on the elderly, those with dementia, women, children and others with particular mobility requirements. The design of the public realm should be guided by universal design principles and regard should be had to the UN Convention on Rights of Persons with Disabilities (UNCRPD), the National Disability Inclusion Strategy, 2017 – 2022 and gender proofing. Sociable Spaces:

BusConnects will make it more difficult for people with disabilities and elderly people. At a very minimum, why are you reducing the number of bus stops and taking away the bus stop between Brighton Road and Rathgar village? It will be more difficult for people and will necessitate people having to take taxis – more expensive for sections of the population who cannot afford this

The TFI response has not addressed these concerns and will also lead to increased traffic on our road, Tower Avenue. Access is necessary for emergency vehicles.

We the undersigned, would like to reiterate our objections to the BusConnects plan for our area.

Signed: Graíín O'Leary Date: 27/3/24

Address: 4 Tower Avenue, Rathgar, Dublin 6.

Signed: Bhealagh O'Brien Date: 27/3/24

Address: 13 Tower Avenue, Rathgar, Dublin 6.

Signed: Mary Brennan Date: 27/3/24

Address: 11, Tower Ave, Rathgar, Dublin 6.

Signed: Ron O'Keefe Date: 27.3.2024

Address: 10, Tower Ave, Rathgar, D6.

Signed: Mary Gault & Tower Ave Date: 27/3/2024

Address: _____

Signed: Mary Barrett Date: 27/3/2024

Address: 6 Tower Avenue

Signed: Mary McCarrick Date: 27/3/24

Address: 2 Tower Avenue

4 Tower Avenue

Rathgar

Dublin 6

Response to TFI Response: Case 316272

The response from TFI does not address any of the concerns raised in our initial objections – just showing a picture of a map is not a response!

I reiterate that Dublin is not just about the city centre – i.e. Dublin's 1 & 2.

The character and heritage of Rathgar village will be damaged by BusConnects and also, the accessibility for people who are not so mobile will be decreased.

Please see below parts of the Dublin City Development Plan:

The city's Key Urban Villages, urban villages and neighbourhood centres are the heart of their local communities; they provide a focus for local activities, allow sustainable urban living and allow people access to local shops, services, community services, information, healthcare, amenities and to work locally.

In the suburbs, there are challenges relating to the traditional street, the parade of local shops or older shopping centres that are no longer strongly competitive and have now to compete with the growing presence of convenience supermarkets and on-line retailing.

Making Rathgar village less accessible will be the nail in the coffin for many shops in the village. We already have a number of vacant and derelict properties and this is likely to further increase.

• Promote and consolidate the role of urban villages and neighbourhood centres so that they can provide convenient and attractive access by walking and cycling to local goods and services needed on a day-to-day basis.

Given that the shops in Rathgar are already struggling, with shops closing down, people are now going to have to travel even further.

7.5.3 Key Urban Villages, Urban Villages and Neighbourhood Centres The city's Key Urban Villages, urban villages and neighbourhood centres have their own identity and sense of place and allow all parts of the city to access a wider variety of commercial, community, social and cultural services locally.

I agree, the different neighbourhoods of Dublin do have their own identity and sense of place. The plans for BusConnect will take away from the beautiful character of the village, through the destruction of walls from Victorian times – and as you refer to it – it will be a Bus Corridor – no longer a village. Ireland is keen to attract multinationals as a place to do business and to live. Therefore we need to have attractive urban villages – not just Bus Corridors.

Urban Villages and Neighbourhood Centres Dublin City is a city of neighbourhoods and these neighbourhoods are well served by local facilities ranging from medium sized shopping centres such as Artane Castle and the Merrion Shopping Centre to the more traditional villages such as Drumcondra and Ranelagh and to Neighbourhood Centres which often comprise local shopping parades and corner shops. These urban villages and neighbourhood centres have an important role

to play in the creation of sustainable neighbourhoods in both the established urban villages and in developing areas

If there are no businesses left in Rathgar village, that will not be sustainable.

It is the Policy of Dublin City Council: CCUV20 Mixed Use Key Urban Villages/Urban Villages To support the development, regeneration and or consolidation of Key Urban Villages/urban villages as appropriate, to ensure these centres continue to develop their mixed used role and function adding vitality to these centres including through the provision of residential development.

BusConnects will not be adding to the vitality of Rathgar village and I have yet to see evidence that it will.

Neighbourhood Centres / Local Shopping To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities.

BusConnects is not supporting and protecting neighbourhood and local centres.

7.5.4 Convenience and Retail Service Shopping The provision of good quality convenience and retail service shopping to cater for daily shopping needs plays an important role in ensuring viable sustainable neighbourhoods where convenience retail and local services are within easy walking distance for residents

Many businesses will close as a result of BusConnects.

The quality of the public realm affects how people experience and perceive the city in terms of its attractiveness as a place to live, work and visit as well as influencing a range of health, wellbeing and social factors. The quality of the public realm is, therefore, vital to the liveability and health of the city and to its economic success.

Again, BusConnects will adversely affect the attractiveness as a place to live, work and visit.

A Sense of Place: All spaces should be carefully designed and be appropriate to their context, character and location and should provide/reinforce a sense of place.

BusConnects is not taking into account the character and location and does not reinforce a sense of place.

There should be a special focus on the needs of disabled people and the difficulties they face in negotiating the city, and on the elderly, those with dementia, women, children and others with particular mobility requirements. The design of the public realm should be guided by universal design principles and regard should be had to the UN Convention on Rights of Persons with Disabilities (UNCRPD), the National Disability Inclusion Strategy, 2017 – 2022 and gender proofing. Sociable Spaces:

BusConnects will make it more difficult for people with disabilities and elderly people. At a very minimum, why are you reducing the number of bus stops and taking away the bus stop between Brighton Road and Rathgar village? It will be more difficult for people and will necessitate people having to take taxis – more expensive for sections of the population who cannot afford this.

The TFI response has not addressed these concerns and will also lead to increased traffic on our road, Tower Avenue. Access is necessary for emergency vehicles.

We the undersigned, would like to reiterate our objections to the BusConnects plan for our area.

Signed: Grain Sheerin Date: 27/3/24

Address: 4 Tower Avenue, Rathgar Dublin 6.

Signed: Brigid O'Brien Date: 27/3/24

Address: 13 Tower Avenue, Rathgar, Dublin 6.

Signed: Mary Brennan Date: 27/3/24

Address: 11, Tower Ave, Rathgar, Dublin 6.

Signed: Ron O'Keefe Date: 27.3.2024

Address: 10, Tower Ave, Rathgar, D6.

Signed: Mary Gault 8 Tower Ave Date: 27/3/2024

Address: _____

Signed: Mary Barrett Date: 27/3/2024

Address: 6 Tower Avenue

Signed: Mary McCarrick Date: 27/3/24

Address: 2 Tower Avenue