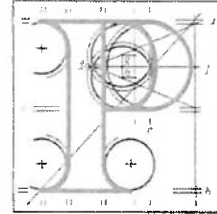


**Our Case Number:** ABP-316272-23



**An  
Bord  
Pleanála**

Kerrie Glynn  
16 Bloomfield Park  
Portobello  
Dublin 8

**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](mailto: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

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64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

## Kevin McGettigan

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**From:** Eimear Reilly  
**Sent:** Monday 8 April 2024 12:54  
**To:** Kevin McGettigan  
**Subject:** FW: Case Number: ABP- 316272-23  
**Attachments:** Objection to proposed CPO at Lennox Street .pdf

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**From:** LAPS <laps@pleanala.ie>  
**Sent:** Thursday, March 28, 2024 3:35 PM  
**To:** Eimear Reilly <e.reilly@pleanala.ie>  
**Subject:** FW: Case Number: ABP- 316272-23

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**From:** Kerrie Glynn [REDACTED]  
**Sent:** Thursday, March 28, 2024 3:04 PM  
**To:** LAPS <laps@pleanala.ie>  
**Subject:** Case 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.

Dear Sirs,

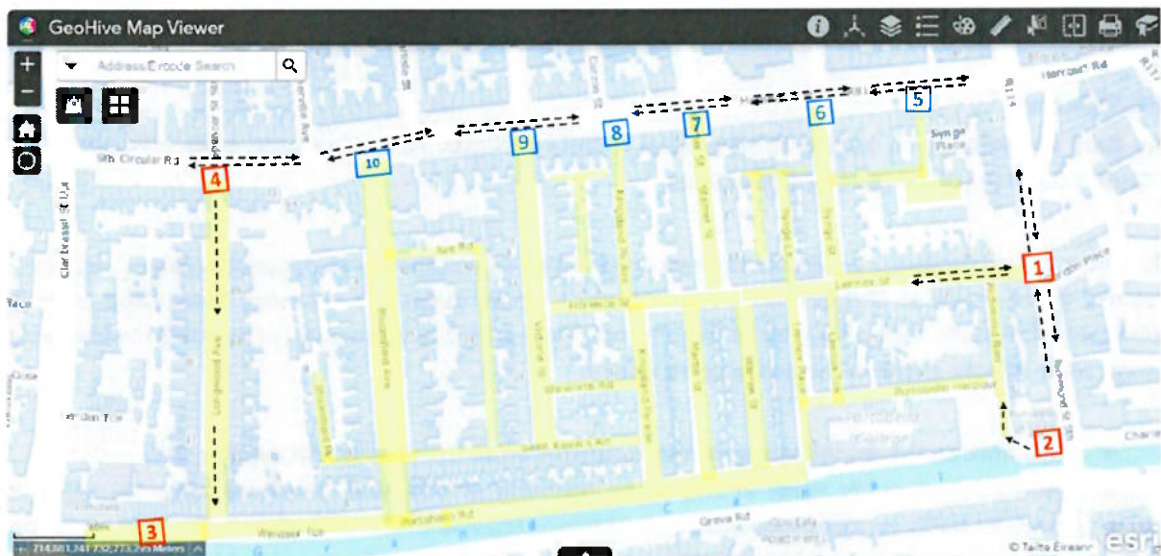
Please see attached my objection in relation to the above case reference number.

Kind regards,  
Kerrie Glynn



The basis for my objection are based on the implications of the proposed road development, if carried out, for proper planning and sustainable development in the area where the proposed development is planned to take place. This development is going to cause havoc for the thousands of local residents and businesses in Portobello (detailed below) and there has been zero consideration or analysis conducted by the applicants on the traffic implications of this development on the road network of Portobello (area detailed below)..

Below is a map of the area (c. 150,000 square metres in size) which houses over a thousand residents, several hundred cars, a 175-room hotel, an office complex, a gym, and several local businesses).



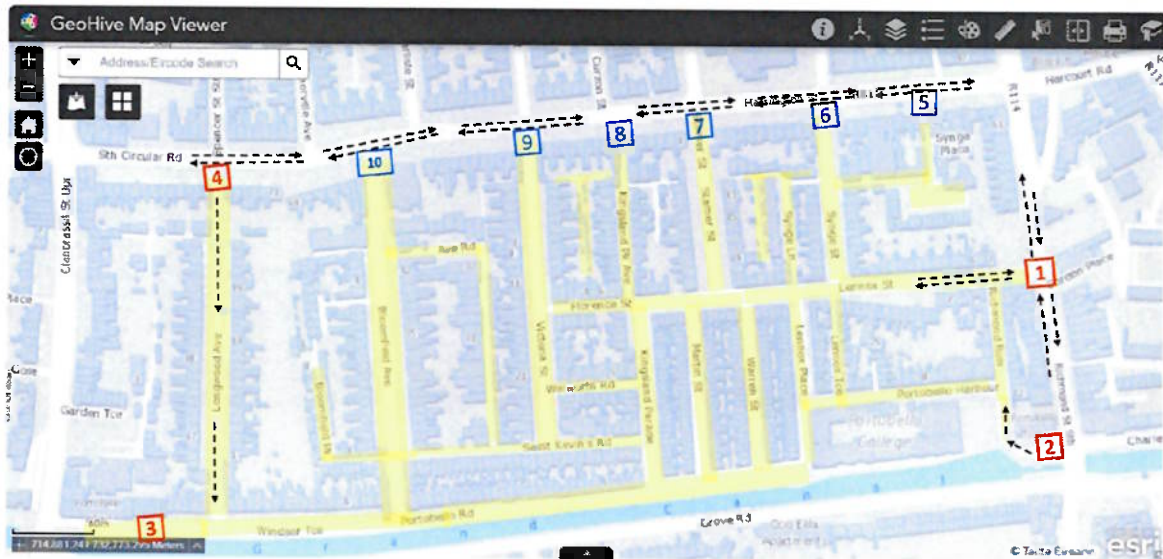
The junction of Lennox Street and Richmond Street South (Junction #1 on the map) is the only direct access road, for any cars wishing to travel East or South, where the flow of traffic is also travelling in that direct (i.e. a car can turn left from Lennox Street to Richmond Street South without having to cross any traffic travelling the opposite direction).



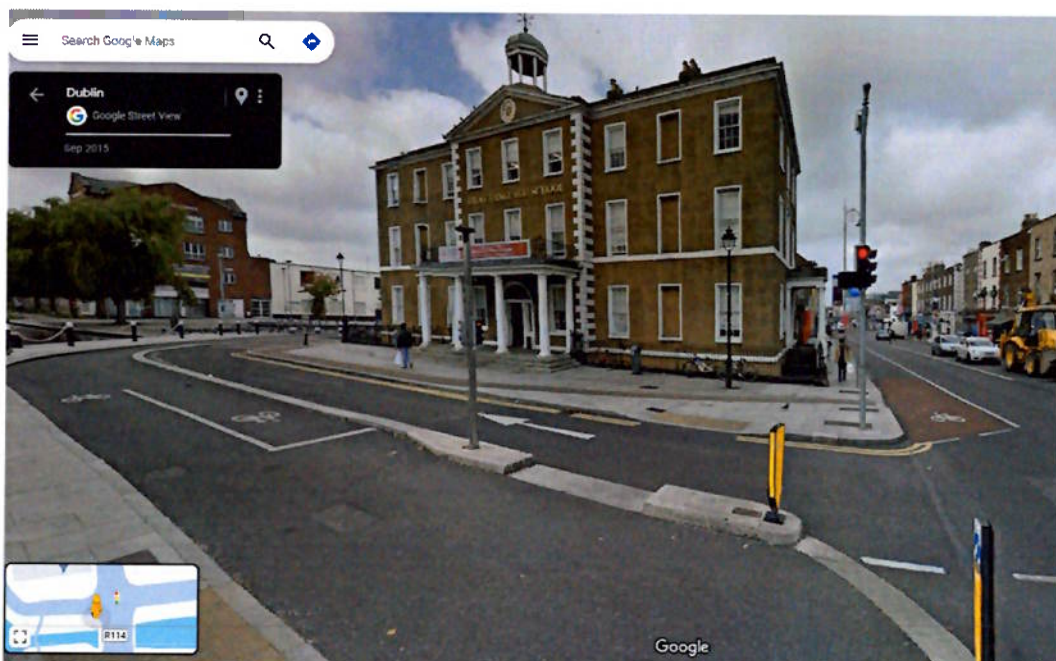


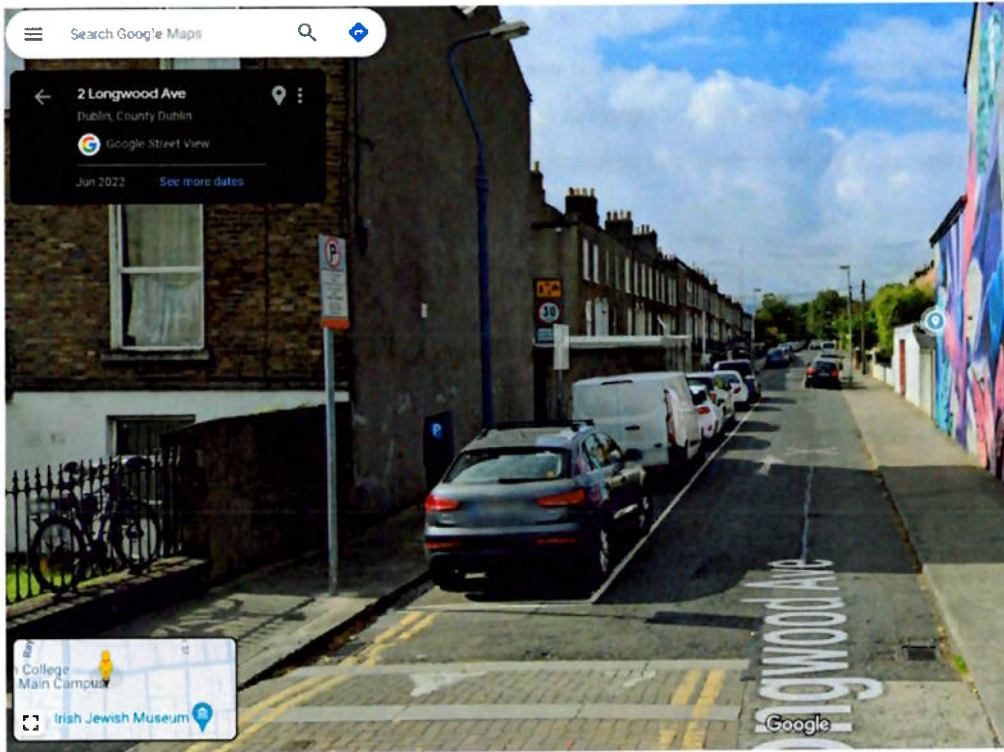
By removing access to this junction for residents of Portobello, the applicants would be forcing residents who wish to access South Richmond Street to exit the area at one of the other junctions (listed in the area map and covered in detail below) all of which are either dangerous or wholly unsuitable for that kind of volume of traffic or for multiple vehicles due to either the road size or junction design.

I have provided the below map for reference for An Bord Pleanála to understand the current road layout of the area.



The proposed application is to block access to South Richmond street via Lennox Street (#1). It should be noted that residents are also unable to exit the area using either the road from Portobello House (#2) or Longford Avenue (#4) as both of these roads are one-way streets coming into the area therefore making it illegal to traverse the wrong-way:





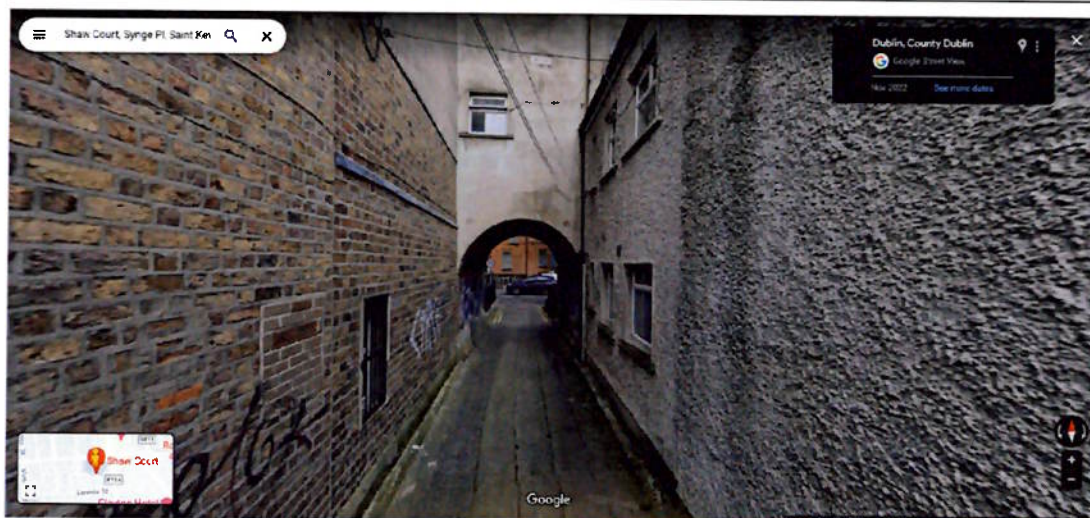
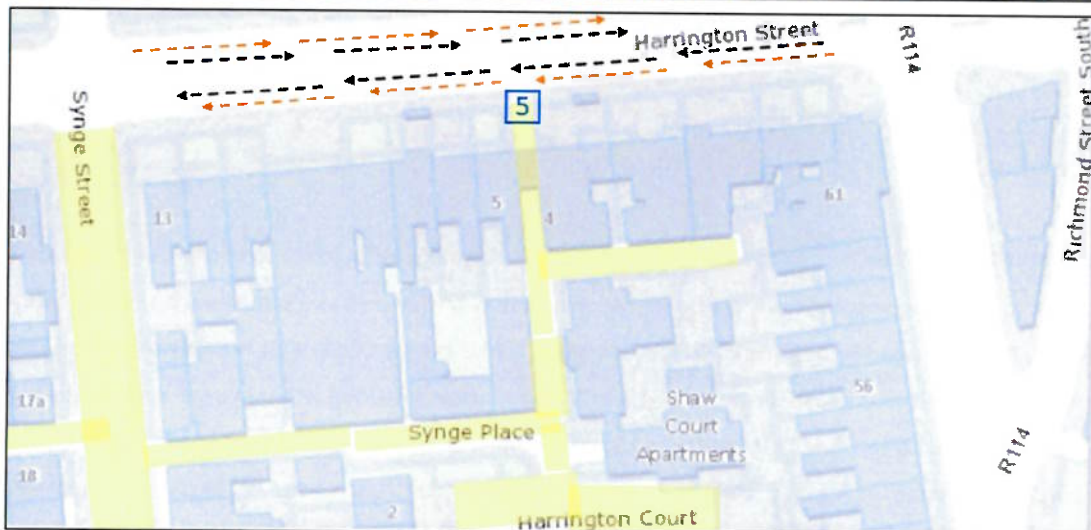
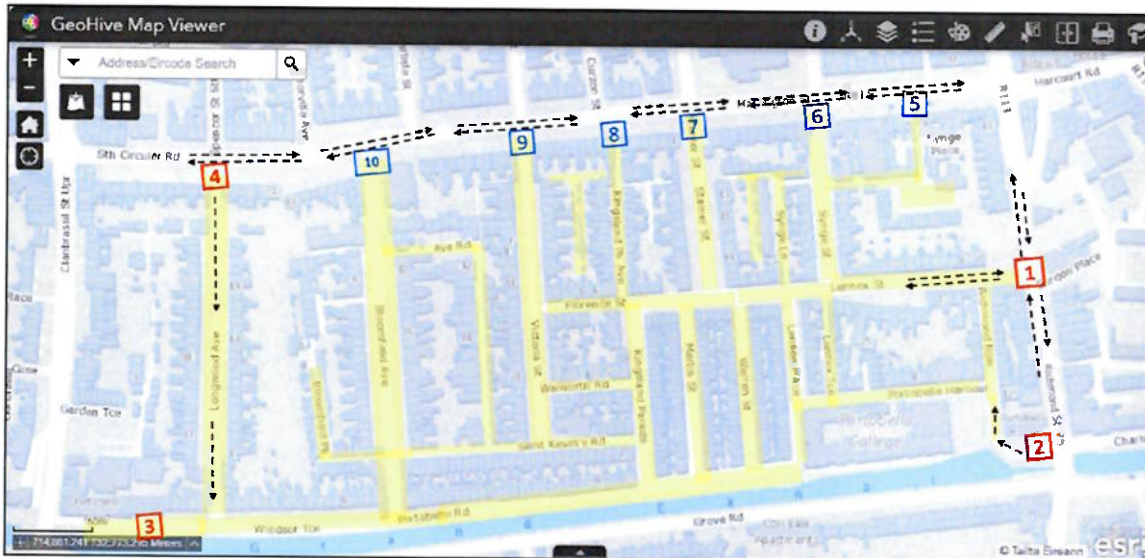
Similarly the road at Windsor Terrace (#3) is blocked by bollards and no motor vehicle can exit the area via that road either:



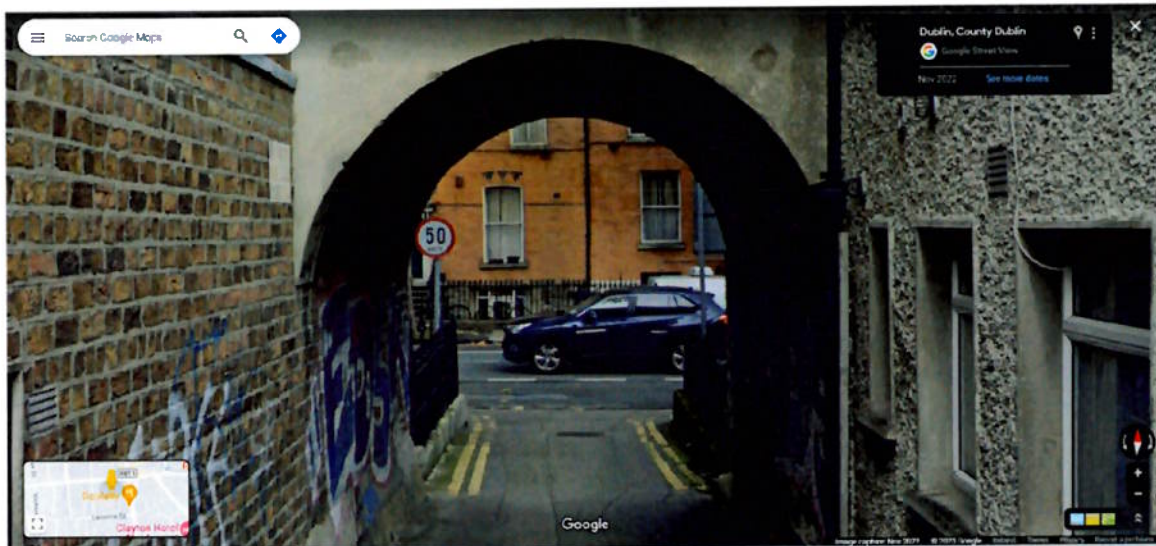
Thus, if the proposed development is approved, several hundred cars in the estate will find that their only route out of the area and enable travel to the East or South will be via junctions numbers #5 - #10 on the map. Let's now take a look at these junctions in detail and discuss just how ill suited and dangerous they are for high-volumes of vehicles.



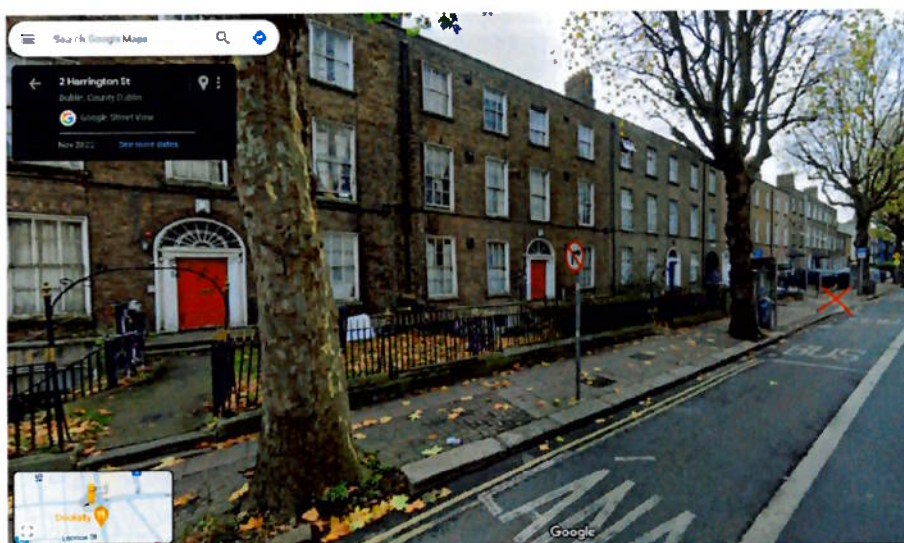
### Junction #5 - Shaw Court



As you can see from the images provided, Junction #5 (Shaw Court) is a single-laned laneway that is barely wide enough for 1 car. Should you be unfortunate enough to meet another car coming the opposite direction, your only option is to attempt to reverse c. 100m in order to let the car pass (virtually impossible if there are more than 2 cars behind you, a common occurrence at rush hour). Once through this laneway, Junction 5 (Shaw Court) intersects directly with the South Circular Road with any vehicles attempting a right-hand turn forced to cross 1 pedestrian path (impeding pedestrians or forcing them onto the road to walk around the vehicle) as well as two lanes of traffic (the bus lane and the normal vehicle lane travelling right to left along the SCR).

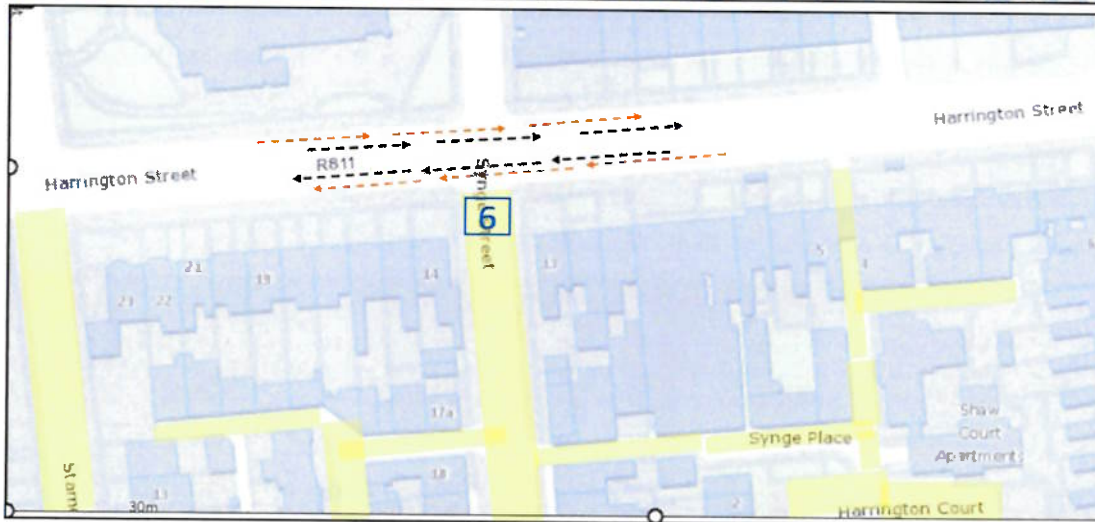
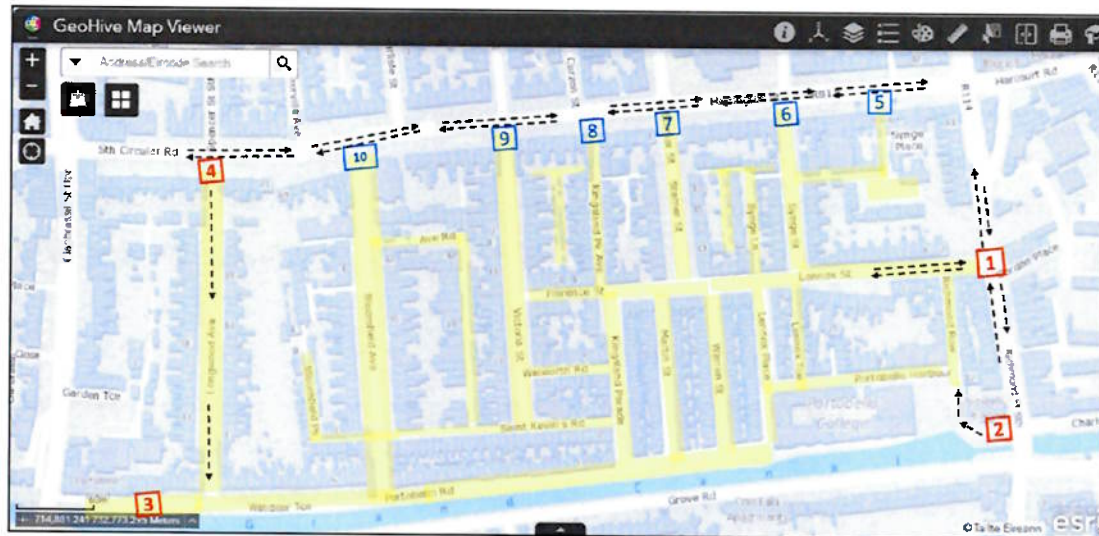


What makes Junction 5 completely unsuitable for higher volumes of traffic (which would be the result should the proposed development be approved), is the complete lack of even a single road marking, sign, or traffic light to either indicate to other road users the existence of the junction let alone facilitating safe intersection of vehicles. Coupled with this, the junction has exceptionally limited visibility due to the large mature trees on the South Circular Road making egress dangerous at the best of times.





## Junction #6 - Sygne Street



As you can see from the images provided, Sygne Street is a single-laned road with car parking on either side thus making it impossible for cars coming from two directions to traverse this road at the same time. If the

proposed development is approved and Junction #1 (Lennox Street) is blocked, the result will be to force much higher volumes of cars down Synge Street as they attempt to exit the estate onto the South Circular Road. The result of this will be excessive congestion on Synge Street (as cars are blocked in and cannot progress due to the narrow nature of the street) with knock-on traffic congestion within the estate as a result. In addition, this will bring further traffic chaos on the South Circular Road as cars on the South Circular Road attempting to turn left onto Synge Street are unable to do so efficiently and this will result in further congestion on the South Circular Road as cars wait (in the bus lane) for a gap in the traffic. This will be especially acute during rush hour traffic.

At the junction of Synge Street and South Circular Road (Junction 6), there is a yellow box (picture below) which is possibly the worst means of regulating this junction to allow for residents to turn right onto the South Circular Road as they are fully dependent on the courtesy of other motorists (travelling in 3 direction!) to allow vehicles to exit Synge Street and turn right onto the South Circular Road. This fact is exacerbated in this particular example as cars coming from Synge Street looking to turn right onto the South Circular Road must first give way to any buses crossing them on their right (on the South Circular Road) followed by cars crossing them on their right followed by any cars crossing them on their left (on the South Circular Road) followed by any cars directly towards them from the other Synge Street. At rush hour, you are lucky to get 1 car every 5 minutes successfully turning right onto the South Circular Road from Synge Street (Junction 6).



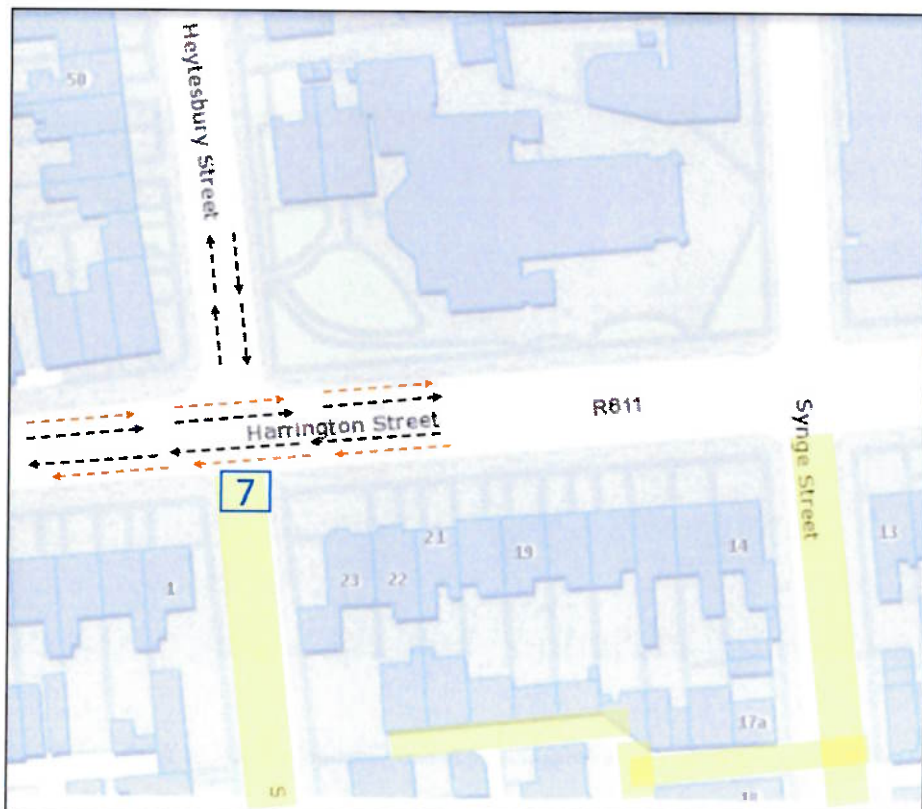
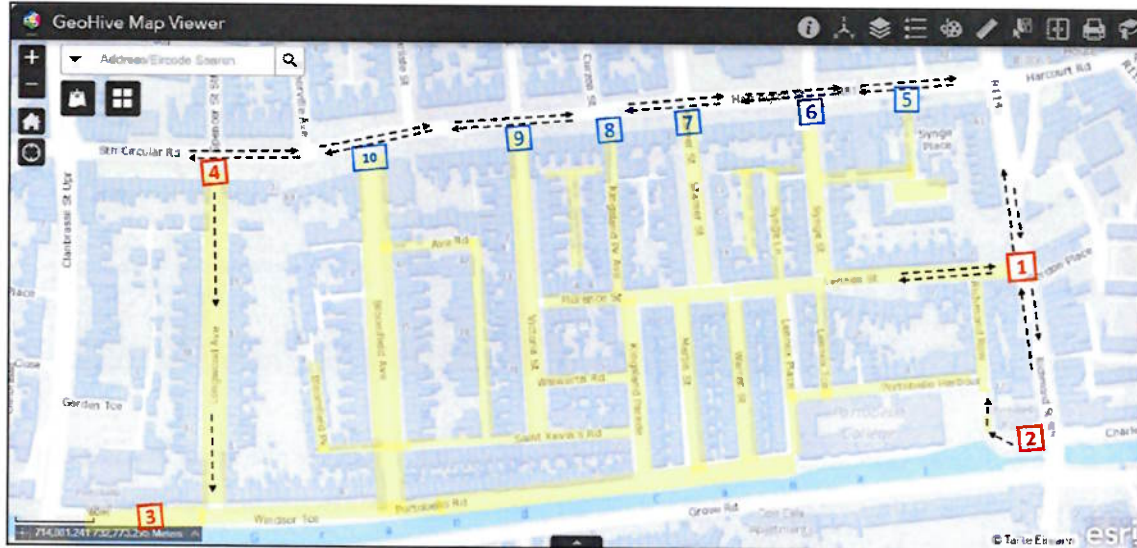
Also, as any driver who has driven on this road during rush hour will attest, vehicles on the South Circular Road will regularly block the yellow boxes at this junction (especially during the evening rush hour) thus making it effectively impossible for vehicles on Synge Street to turn right onto the South Circular Road.

Again, allowing the proposed development at Lennox Street (Junction #1) to be approved and forcing hundreds of additional motor vehicles onto this exit is clearly very poor planning and would significantly impact



sustainable development in the area in addition to the additional pollution caused by idling cars sitting in traffic within this residential area.

### Junction #7 - Stamer Street

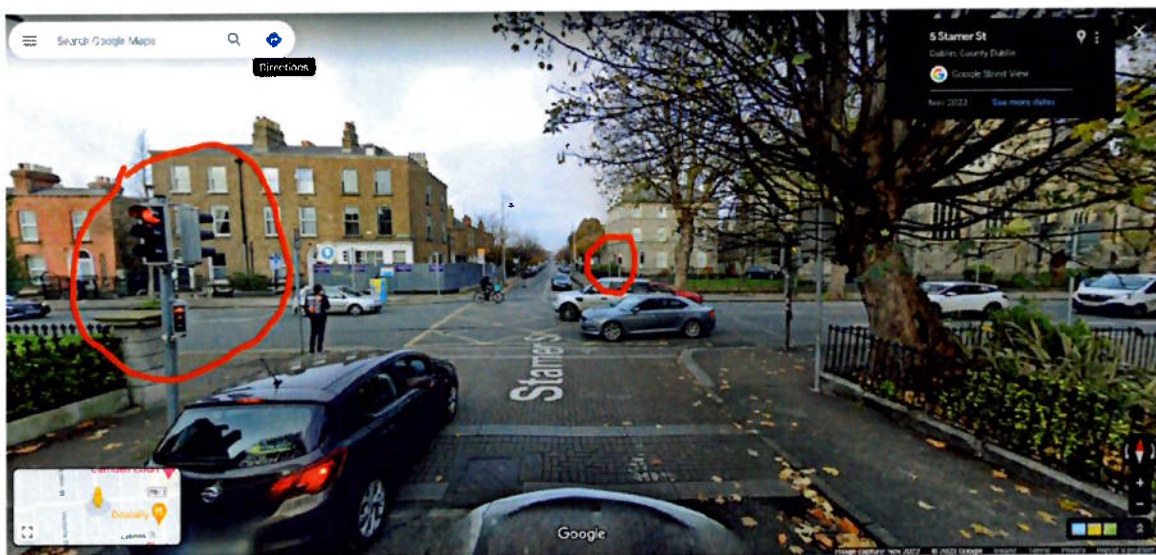


Stamer Road is also a narrow road with car parking on either side making it very difficult for cars coming from two directions to traverse this road (see below image) thus being subject to the same issues as outlined above for Junction #6 (Syge Street).





The junction of Stamer Road and the South Circular Road (Junction #7) is also the only junction with a set of traffic lights directing traffic coming from this estate to the South Circular Road (see below image) making it the most likely junction that motor vehicles in the area to use in order to turn right onto the South Circular Road (should the proposed development / blocking at Lennox Street be approved)



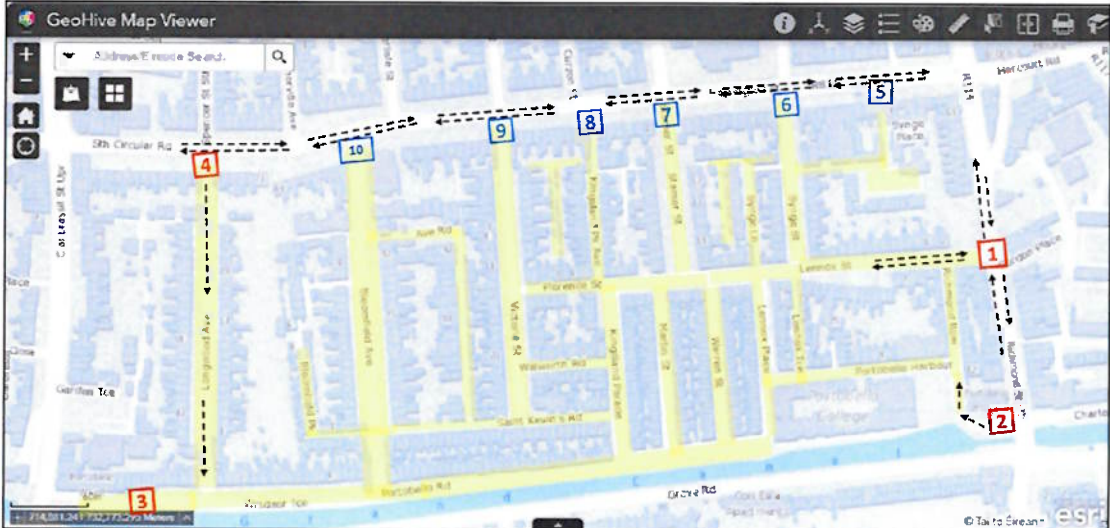
Again, it needs to be pointed out to An Board Pleanala that this junction and set of traffic lights is entirely unsuitable to cater for the existing volume of traffic seeking to turn right onto the South Circular Road from Stamer Street let alone the hundreds of additional vehicles that would be re-routed this way should the proposed development at Lennox Street be approved. Firstly, the traffic lights (as highlighted in the image) currently only display a solid red or a solid green light (i.e there is no filter light for motor vehicles looking to

turn right onto the South Circular Road). As there is no filter, vehicles exiting Stamer Street looking to turn right onto the South Circular Road must first enter the yellow box, give way to any traffic coming towards it from the opposite direction (Heytesbury Street), and then cross that lane onto the South Circular Road. Given the much greater volume of traffic on Heytesbury Street (it is a major artillery road from Kevin Street to the South Circular Road), vehicles on Stamer Street always are faced with having to give way to many many vehicles before being able to complete the turn onto the South Circular Road. Given also the duration of the green filter (currently timed at 15 seconds), a maximum number of 5-6 vehicles manage to cross this intersection at any one time, with perhaps 1 of these being from Stamer Street to the South Circular. As such, the infrastructure here is clearly unsuited to accommodate for the higher volumes of traffic using this junction as a result of the proposed development being approved.

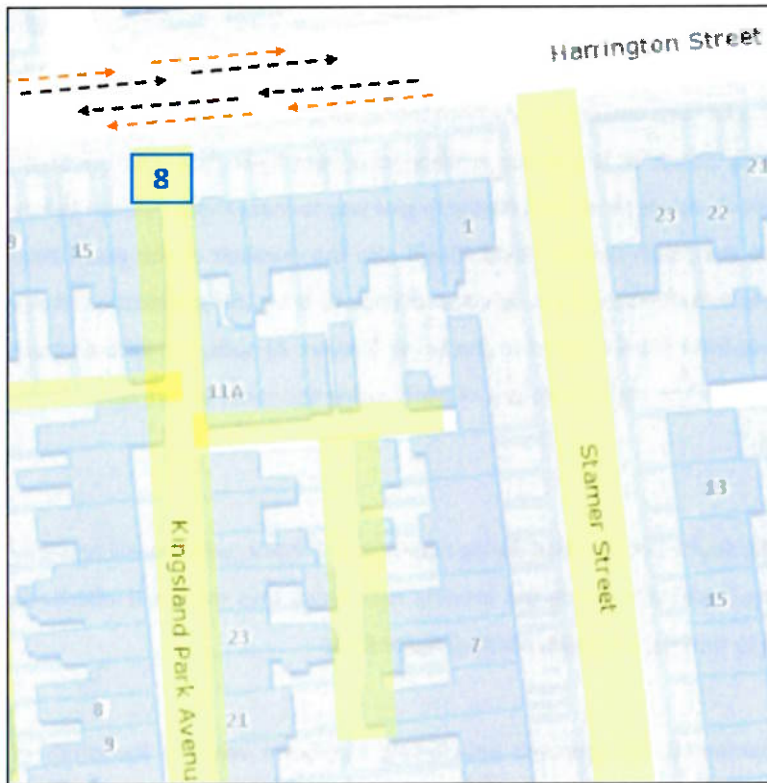
Also, as any driver who has driven on the South Circular Road during rush hour will attest, vehicles will regularly block the yellow boxes at this junction (especially during the evening rush hour) thus making it effectively impossible for vehicles on Stamer Road to turn right onto the South Circular Road.

Again, allowing the proposed development to be approved and forcing significant volumes (hundreds of additional motor vehicles) onto this exit is clearly very poor planning and would significantly impact sustainable development in the area.

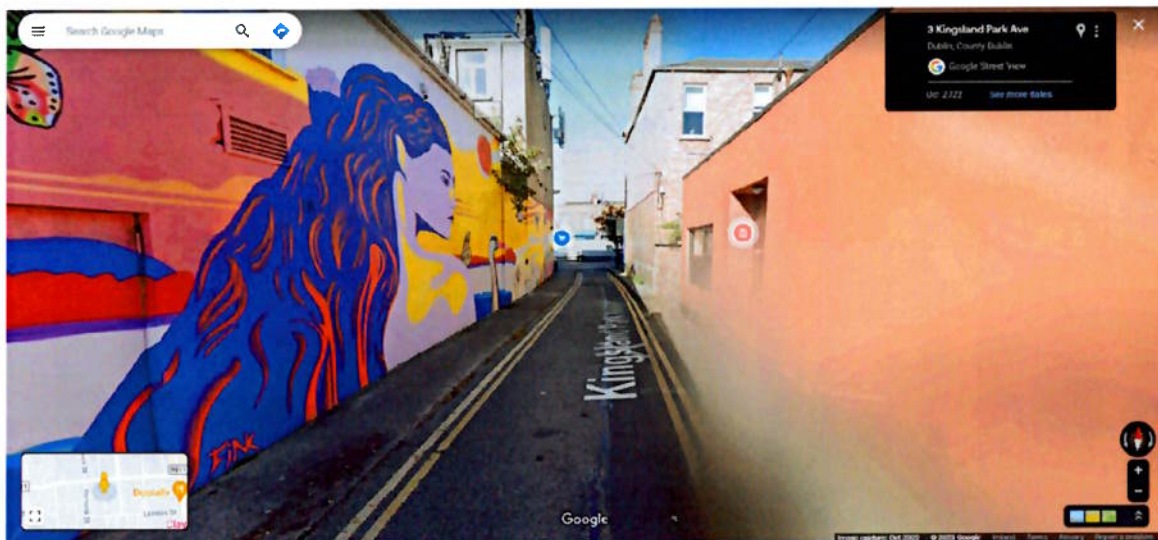
**Junction #8 - Kingsland Park Avenue**







Kingsland Park Avenue is a single-laned laneway which is exceptionally narrow thus making it impossible for cars coming from two directions to traverse this road.

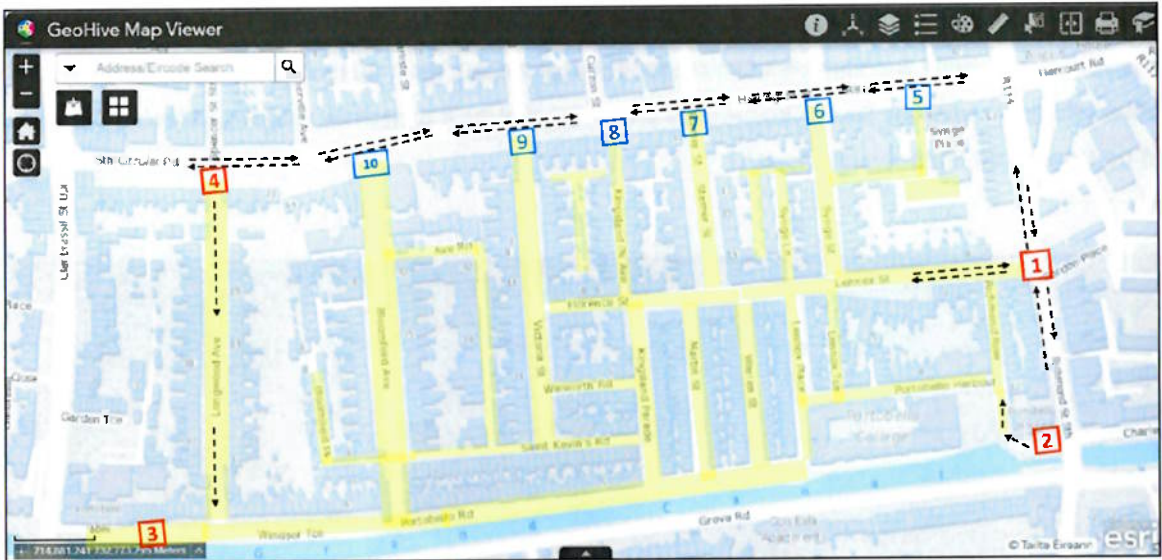


Given the current volumes of traffic, it is not uncommon however the guaranteed increased volumes as a result of blocking of Lennox Street makes this laneway a recipe for blockages. With extra vehicles being carried down this lane to the South Circular Road, any traffic on the South Circular Road looking to turn up Kingsland Park Avenue will be met with other vehicles thus causing tailbacks / traffic jams on the South Circular as they will not be able to turn up the lane until the vehicles currently on Kingsland Park Avenue have exited.



Again, this laneway is not designed to carry moderate-to-high volumes of traffic. At the intersection of Kingsland Park Avenue and the South Circular Road (image below), again there are no road markings at all to allow vehicles to cross the South Circular Road safely thus making it dangerous to turn right (across two lanes of traffic) onto the South Circular Road.





Victoria Street is a single-laned road with car parking on either side making it impossible for cars coming from two directions to traverse this road at the same time.





(as a result of the applicant's planned blockage of Lennox Street), any traffic on the South Circular Road looking to turn up Victoria Street will be met with other vehicles thus causing tailbacks / traffic jams on the South Circular. Additional vehicles will also cause severe traffic and congestion to backup within the estate.



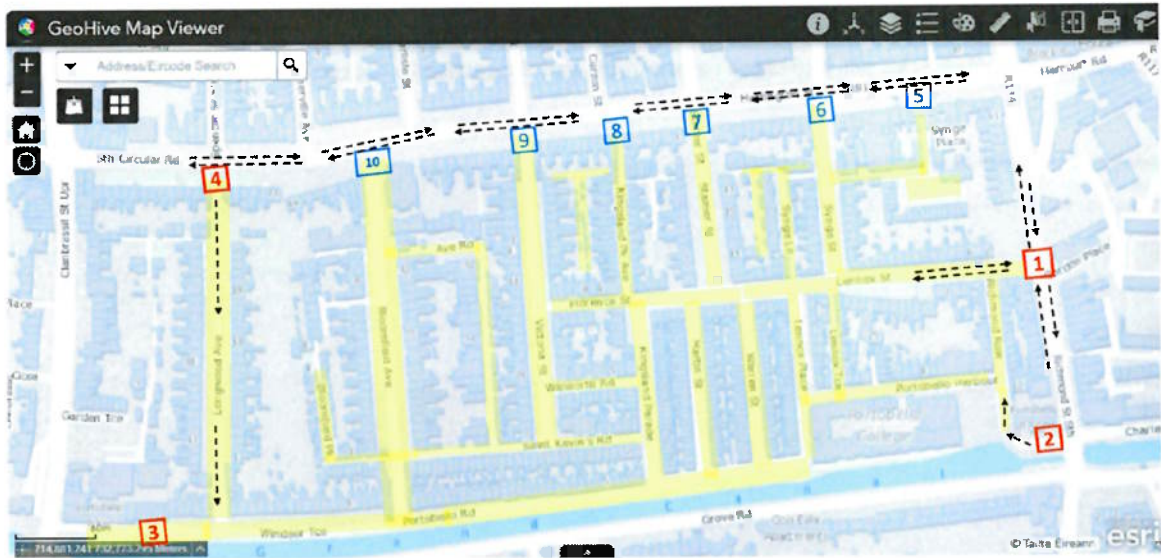
At the junction of Victoria Street and South Circular Road (Junction #9), there is a yellow box (picture below) which is possibly the worst means of regulating this junction to allow for residents to turn right onto the South Circular Road as they are fully dependent on the courtesy of other motorists (travelling in 3 direction!). This fact is exacerbated in this particular example as cars coming from Victoria Street looking to turn right onto the South Circular Road must first give way to any cars / buses crossing them on their right (on the South Circular Road) followed by any cars crossing them on their left (on the South Circular Road) followed by any cars directly towards them from the Emor Street. At rush hour, you are lucky to get 1 car every 5 minutes successfully turning right onto the South Circular Road from Victoria Street.

Also, as any driver who has driven on this road during rush hour will attest, vehicles on the South Circular Road will regularly block the yellow boxes at this junction (especially during the evening rush hour) thus making it effectively impossible for vehicles on Stamer Road to turn right onto the South Circular Road.

Again, allowing the proposed development to be approved and forcing hundreds of additional motor vehicles onto this junction is clearly very poor planning and would significantly impact sustainable development in the area due to the increased traffic congestion within the residential estate as a result.



### Junction #10 - Bloomfield Avenue



Bloomfield Avenue is a single-laned road with car parking on either side making it impossible for cars coming from two directions to traverse this road at the same time. This road is clearly not designed or planned to accommodate hundreds of motor vehicles coming in both directions. With extra vehicles being carried down this road to the South Circular Road (as a result of the applicant's planned blockage of Lennox Street), any traffic on the South Circular Road looking to turn up Bloomfield Avenue will be met with other vehicles thus causing tailbacks / traffic jams on the South Circular. Additional vehicles will also cause severe traffic and congestion to backup within the estate causing havoc for the area.

At the intersection of Bloomfield Avenue and the South Circular Road (Junction 10 - image below), again there are no road markings at all to allow vehicles to cross from Bloomfield Avenue to the South Circular Road safely thus making it dangerous to turn right (across three lanes of traffic including a bus lane) onto the South Circular Road.



With no road markings or sufficient traffic lights, motor vehicles on Bloomfield Avenue are fully dependent on the courtesy of other motorists to allow them to exit and turn right onto the South Circular Road. Given the high volumes of traffic on the South Circular Road during rush hour traffic, I can say from personal experience that you can be waiting at this junction for 10 minutes before getting an opening to exit Bloomfield Avenue.

#### **Conclusion:**

As demonstrated above, by allowing the proposed development to block Lennox Street, An Bord Pleanála would be forcing several hundred motor vehicles to use the alternative junctions as outlined above, all of which are clearly inadequate or dangerous and clearly not fit for the purpose of allowing for the smooth flow of high volumes of traffic from the area highlighted in the map onto the South Circular Road. This is clearly an example of poor planning and would significantly impact sustainable development in the area as the entire area would effectively be bottlenecked with motor vehicles trapped and knock-on impacts to traffic on the South Circular.

This proposed development would also result in the rerouting of delivery trucks (servicing the 175-room hotel, gyms, office complex, bakery, coffee shop, and several other local businesses on Lennox Street) from entering Lennox Street via Richmond Street South and forcing them to drive up the above detailed narrow residential roads in order to deliver their goods thus impacting the amenity of local residents and exacerbating the traffic congestion issues as outlined above.