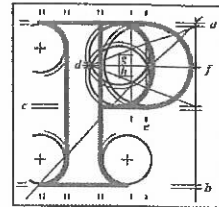


Our Case Number: ABP-314056-22



**An
Bord
Pleanála**

Maria Bennett
17 Palmers Court
Palmerstown Manor
Palmerstown
Co. Dublin
D20 VH31

Date: 31 August 2022

Re: Liffey Valley to City Centre Core Bus Corridor Scheme.
Fonthill Road to High Street all in the County of Dublin.

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. A receipt for the fee lodged is enclosed.

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

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board.

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

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA02A

Teil	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1890 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

Mania Bennett

17 Palmers Court

Palmerstown Manor

Palmerstown

D20 VH31

15/08/22

AN BORD PLEANÁLA	
LDG-	0565 81 -22
ABP-	
26 AUG 2022	
Fee: €	50 50
Type:	pmo
Time:	
By:	Key-post

RE: Bus connects Dublin - Route 7 – Liffey Valley to City Centre

Dear Sirs

While we very much welcome the proposed introduction of good quality public transport measures aimed at linking our area to the city centre, with proposed additional benefits for cyclist and pedestrians through improved walking, cycling and bus infrastructure, we have the following observations to make :

It is noted that Compulsory Purchase Order signage has been erected in the vicinity of Palmers Lawn, Palmers Drive, Palmers Court and Palmers Walk indicating proposals for compulsory land acquisition in these areas. In this regard, as local residents, we require particular confirmation of your proposals regarding the existing boundary wall at Palmers Walk. In other words what are the proposals to provide a new boundary wall after land take? It is our request that this Liffey Valley to City Centre Core Bus Corridor Scheme provide a new perimeter, to the same height, or higher than the one to be removed. It would be considered totally unacceptable to leave this revised area open and without a suitable permanent stable boundary. Families in this area having long had the safeguard of a wall to provide protection for our homes, keep our children from direct access onto the road, and indeed assist with keeping family animals safe also.

We have further concerns regarding the impact of the scheme on noise and vibration. We note reference to baseline surveys which determined that currently the main source of noise within the study area is road traffic, with a small contribution from local urban and suburban sources such as pedestrian movements and commercial activities. We are now concerned that the scheme will in fact have an impact on noise in our area, notwithstanding that your noise assessments appear to have determined that long-term changes in traffic noise levels will be "Positive" and / or "Slight to Negative". We ask that due attention be given to mitigation measures to ensure that our quality of life is not negatively impacted by noise and vibration from what is intended to be a positive sustainable transport initiative.

In general, being cognisant of Climate Change, and adaptation and mitigation measures proposed for the scheme as a whole, we are also cognisant that

the NTA BusConnects Project aims to 'Support the delivery of an efficient, low carbon and climate resilient public transport service', and this is to be welcomed. However, there is a proposed loss of trees along proposed routes and as trees are important for the sequestration of carbon and contribute to the County's action on climate, we would like to see / have better detail on environmental mitigation measures for this heavily engineered project.

Similarly, in efforts to promote sustainable transport and the use of public transport and infrastructure, we would like to say that generally, there are limited bike parking proposals at all bus stops, and so it would necessary rather than desirable, to accommodate bike parking at bus stops, wherever possible.

Yours sincerely

Maeo Bennett

